The Light Car & Cyclecar

3D.

The Only Small Car Journal
Founded 1912.

Vol. XXXVIII. No. 978
Friday Sep. 4. 1931
Registered at the G.P.O. as a Newspaper



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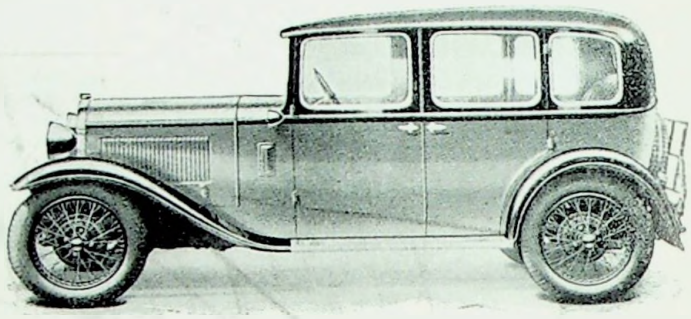
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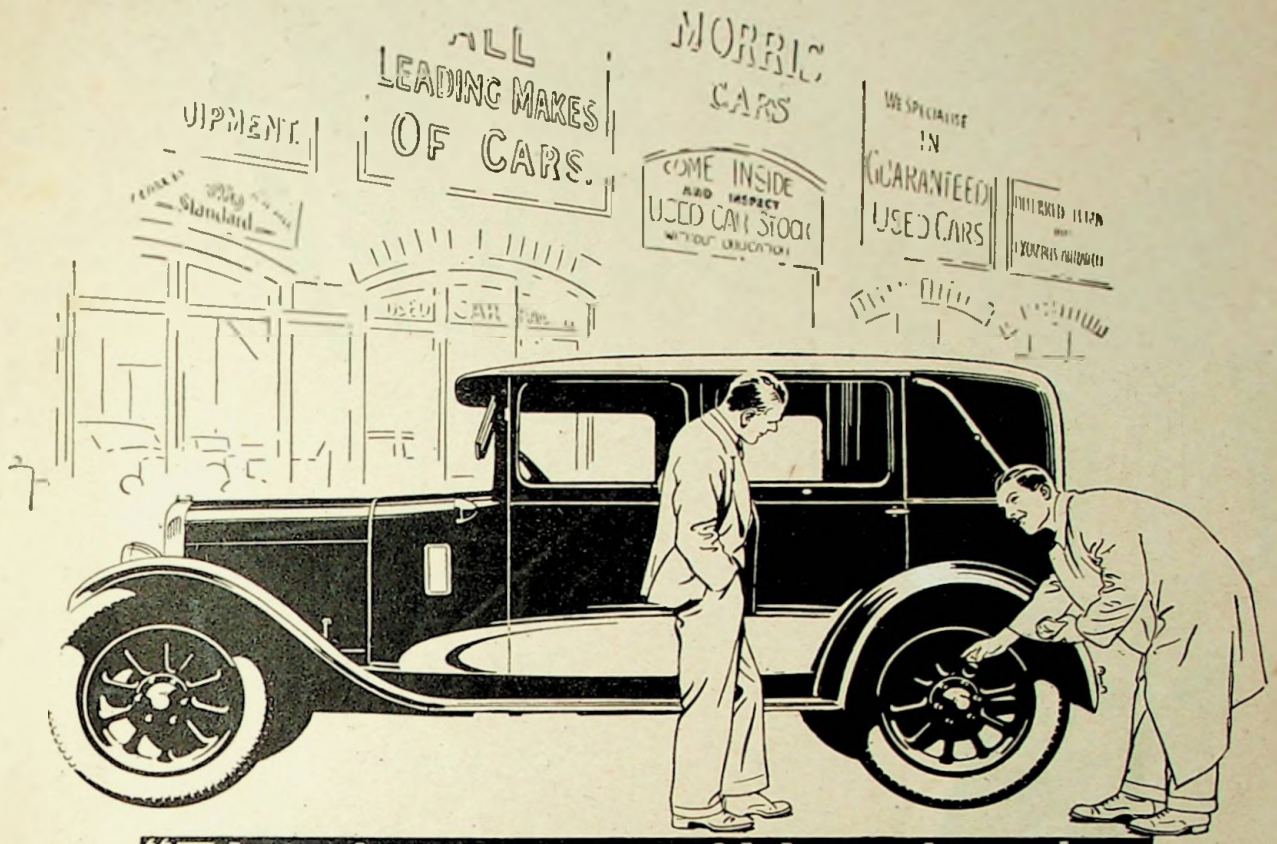
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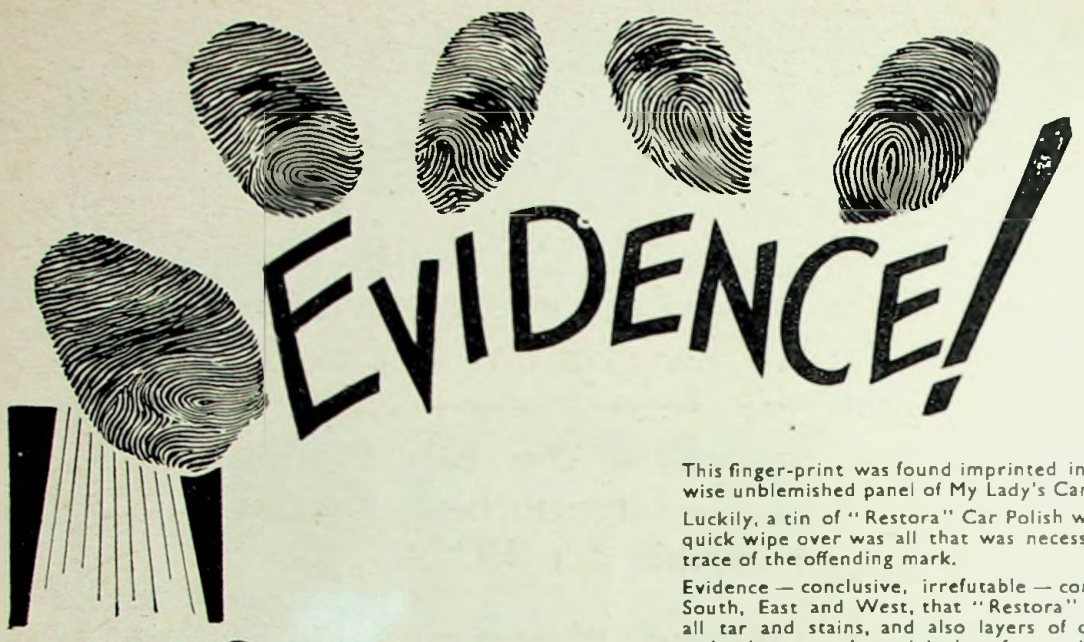
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

A1

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This finger-print was found imprinted in tar on the otherwise unblemished panel of My Lady's Car.

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OBTAINABLE AT ALL GARAGES.



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DEALING exhaustively with the most modern methods of motor vehicle repair. The work is written throughout in non-technical language and practically every necessary tool and its operation are shown in illustration.

5th EDITION.

Just you wait!

Amid all the rumours, the alarms and excursions, the signing up of large contracts (we must have a few pounds left in the country yet), the secret* car which is going to put us all in the cart, we, at Jowetts, carry on unperturbed, making the Jowett still better for 1932.

It isn't going to put every other manufacturer out of business; we shall all sell plenty of cars for 1932.

It isn't going to be the last word, otherwise 1933 would be a dumb year.

It isn't going to make claims which you, as an individual with common sense, know are foolish and insulting to your intelligence.

But, it will hold with ease its proud position as the world's cheapest car to run. It will be more reliable and efficient than ever.

And, its price will be less.

Send for price list, etc., of the Jowett 1932.

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★ Except to about 40 special correspondents.

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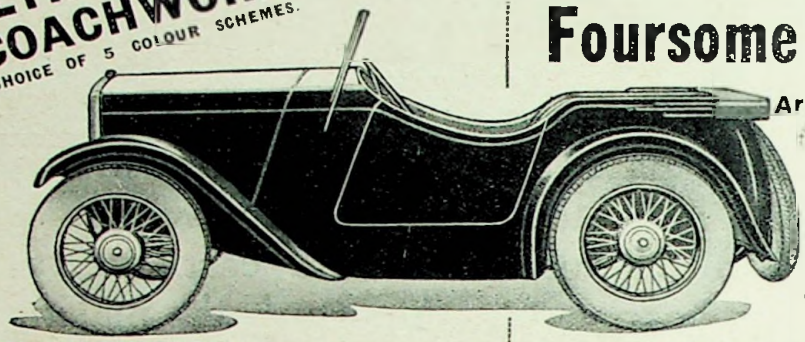
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FINE or COARSE.
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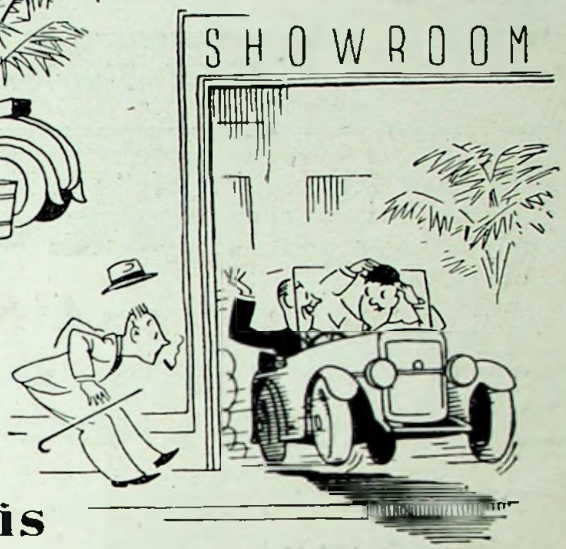
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'BP' RHYMES OF THE ROAD



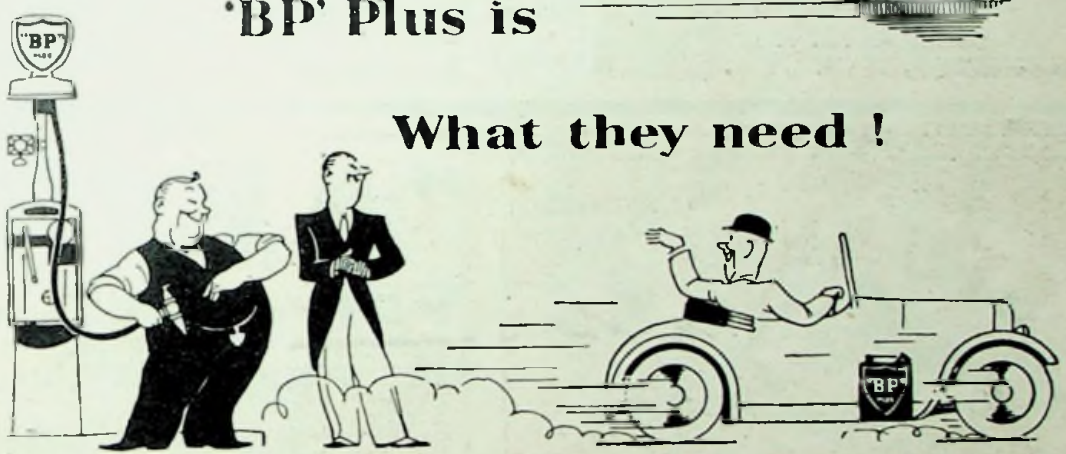
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"THE MOTOR MANUAL"

Revised in light of latest motoring developments and of the terms of Road Traffic Act



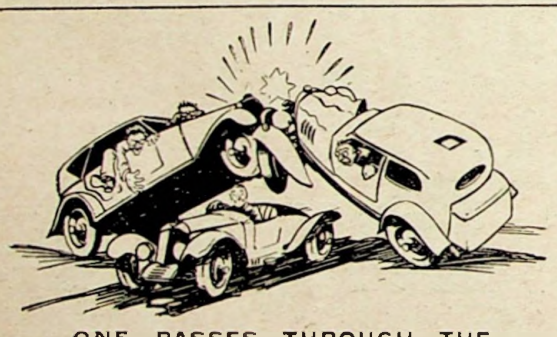
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Fit them for speed, for endurance, for touring. They will put "pep" into your engine as no other springs can.

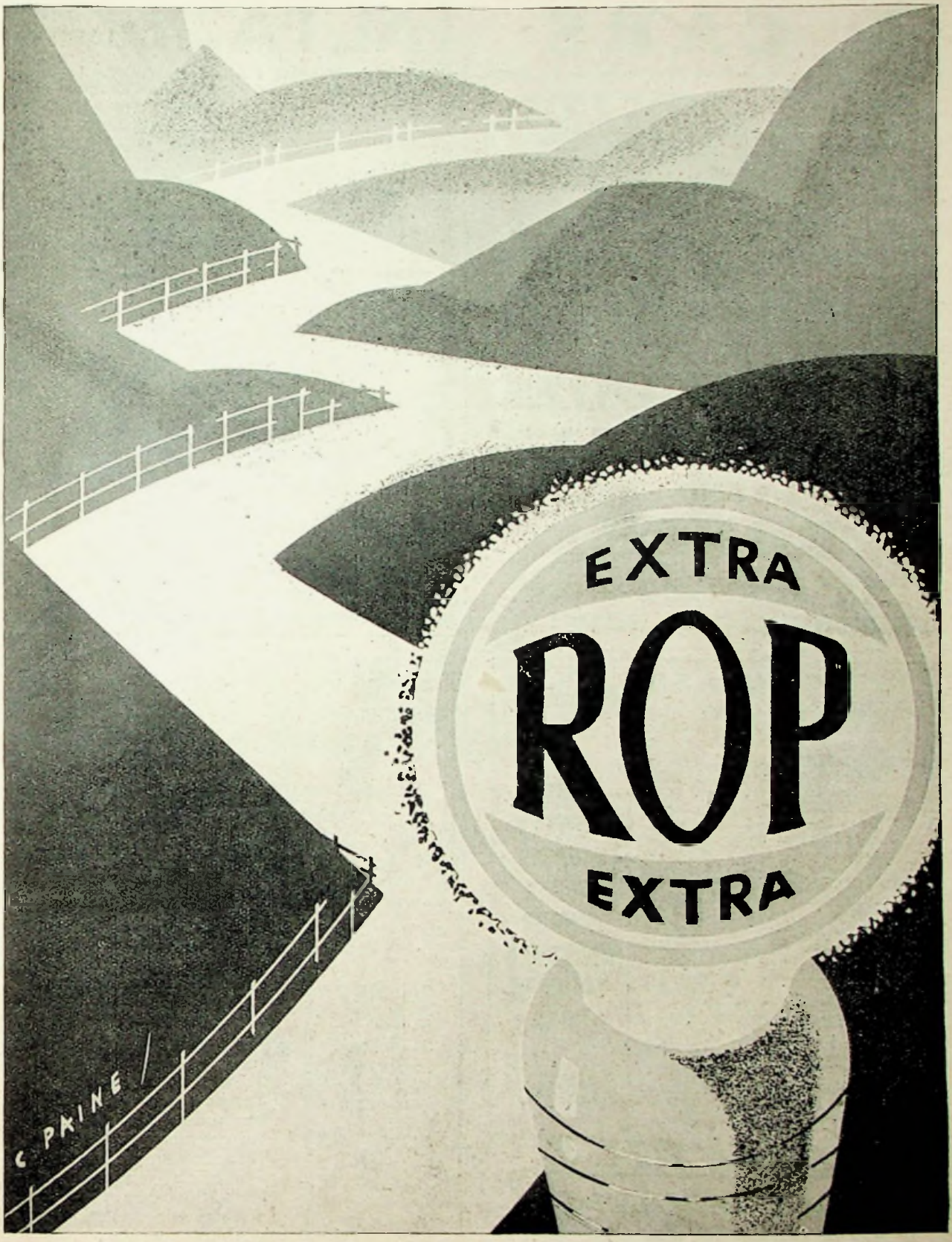
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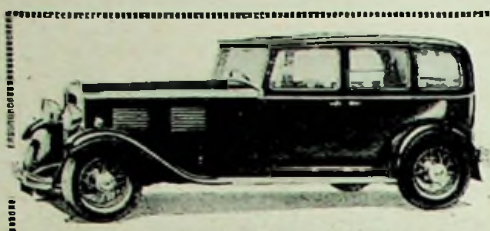


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A7

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1932 STANDARD "BIG NINE" SALOON £205 (Bumpers extra), or on "Service" own financed terms.
Deposit £41, and 12 monthly payments of £14 7 0
or 18 .. .. .. £9 16 0
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1932 MODEL STANDARDS AND ROVER

IN SERVICE CO. SHOWROOMS NOW!

THE ALTA HEAD for SPEED and RELIABILITY

RELAY GRAND PRIX, units fitted to 1st unsupercharged Austin 7 to finish and to the 1924 Austin 7 which completed biggest mileage.

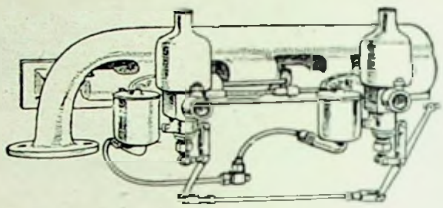
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TRIUMPH 7 79/6

DEEP NOTE EXHAUST SYSTEMS, 37/6. BALANCED INDUCTION PIPES, 25/-. TERRY'S DOUBLE VALVE SPRINGS, 10/6. H.C. GASKETS, 2/-.

Wolseley Hornet Twin Carburetter Unit.



With high efficiency design inlet and exhaust manifold, giving an amazing increase of power, better distribution, resulting in very slow running on top gear and a much smoother power output. Acceleration and hill-climbing improved by 20-25%. 74 m.p.h. on top, 50 on second, 21 on first gear, 33 m.p.g. Complete unit includes special inlet and exhaust manifold, with twin S.U. Carburetters, double petrol piping, special controls and ready to fit. £12 - 10 - 0, carriage 3/-.

Twin AMAL Downdraught Carburetter Unit, giving wonderful acceleration and speed, £14-10-0. DEEP NOTE EXHAUST SYSTEMS, 42/- REAR PETROL TANKS, complete with Petrolift and all fittings, £5-15-0. DOUBLE VALVE SPRINGS, 14/6 set.

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1930 AUSTIN, 7 h.p., Coachbuilt Special Saloon, as new, taxed £95
Best Possible Deferred Terms.

1929 TRIUMPH, 7 h.p., de Luxe Gordon England Sunshine Saloon. Finished All Black. One owner £87.10
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1929 SINGER JUNIOR, Coachbuilt Saloon, finished Blue cellulose £75
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1931 MORRIS MINOR, Fabric Saloon, finished Blue, one owner £98
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If you cannot possibly call, send for a copy of our latest Car Bargains List.

Specialists in A.J.S. AUSTIN JOWETT MORRIS ROVER SINGER STANDARD TRIUMPH CARS

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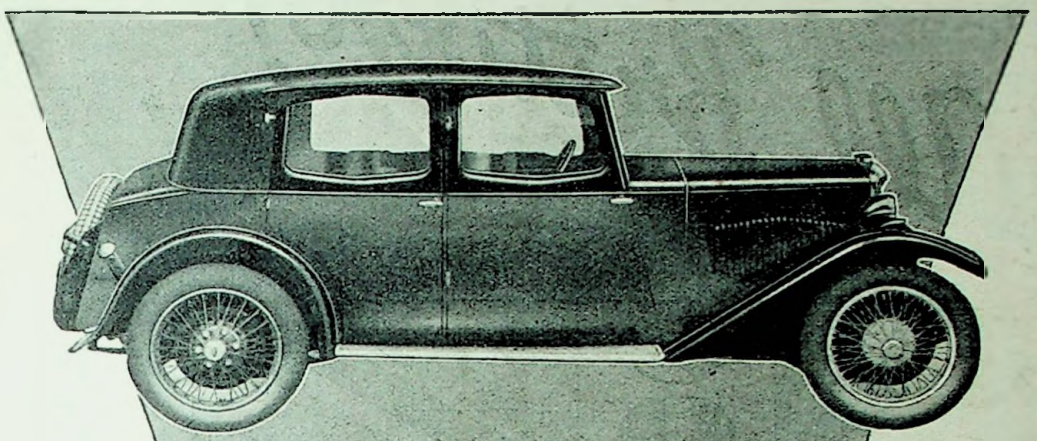
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THE latest edition of "The Motor Electrical Manual," with many fresh illustrations added to bring it completely up to date, is a book all motorists must possess.

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

D3



The Plus—ultra

The governing condition which is responsible for the Plus-Ultra Riley is definitely not the demand for same by the Motoring Public (for their satisfaction with the Plus series has been and is practically universal), but an earnest desire to promote the cause of better, safer and more economical motoring, and to give the admirers of the Riley even greater reason for their admiration.

Occupying the unique position which the Riley does among light cars, our pride in doing so definitely entails a unique responsibility.

We cannot jeopardise that position with lowered prices and lowered quality, rather we will make the Riley justify the description "Plus-Ultra" and maintain the price.

In a word, it shall be "Plus-Ultra" in design, in equipment, in safety (the greatest essential on the road to-day), in economy and in performance.

Look for details of "Plus-Ultra" models in later issues. In the meantime, talk to your agent about it.

RILEY (COVENTRY) LIMITED
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& 42 Nth. Audley St. LONDON, W.1

"Such fun to drive."



All British!



use and Officially Recommend—
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CASTROL

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



THE SIGN BY NIGHT. — **Floodlighting—which has been given an impetus by the display in London this week—is gaining in popularity. Here is the Old Roebuck Inn, Broadwater (between Stevenage and Knebworth) as it appears at night.**

NEWS of the WEEK

Next Year's Models.

This week a number of manufacturers have disclosed their plans for next year, and some very interesting developments are promised.

In This Issue.

Full justice has been done in this issue to the programmes of the M.G., Morris, Riley, Singer and Austin cars, whilst we give the first description of a new German Opel.

Outstanding Models.

Various programmes reveal interesting innovations for next year. There are, for example, a new Twelve-Six Singer, a Family Eight Morris Minor and an entirely new six-cylinder M.G. Midget. The Rileys do not show any great changes, and the same may be said of the Austin range.

The Rover Scarab.

In this issue we give a full description of the much-talked of "£85" Rover—which will be known as the Rover Scarab. In its essentials it is reminiscent of experimental cars of years ago; in the light of present-day knowledge and developments, however, it bids fair not only to see the light of day, but to be as popular as was its forerunner, the 8 h.p. air-cooled Rover. Although the vehicle has been referred to as the £85 mystery car, the price, we understand, has not yet been definitely settled. It will, however, almost certainly be under £100.

A mystery car revealed.

* * *

See pages 430 to 433 for a preliminary description of one of the most interesting light cars of the day.

* * *

The Austin Seven is to be cheaper and open cars are to be added to the "12-6" range (page 414).

* * *

A new small "Six" from the M.G. stable. A full description of the car, together with details of M.G. Midgets for next year, appears on pages 416 and 417.

* * *

Finally, there is the Singer programme, which includes a new Twelve-Six and a revised edition of the Junior (page 422).

The Show.

Only six weeks separate us from the annual Motor Show at Olympia. Provincial readers who wish to obtain accommodation near Olympia should book their rooms without delay.

At the Track To-morrow.

At Brooklands the Brighton and Hove Motor Club will present a varied and attractive programme, including an interesting type of "road" race in which a pit stop has to be made at the end of each lap.

Shelsley.

The entry list for to-morrow's Amateur Hill-climb at Shelsley contains the names of most of the "aces" of the famous hill, and determined efforts are to be made to lower Von Stuck's record established last year in an Austro-Daimler. "Spider," "The Terror," and the Villiers Supercharge are down to run.

Unguarded Level Crossings.

A party of motorists recently had a narrow escape when traversing an unguarded level-crossing in Lincolnshire. The incident once again draws attention to a menace which, if rare, is nevertheless grave, and we trust that the lesson it teaches will be taken to heart by the railway companies. It is encouraging to observe that on many main roads bridges are being built to replace crossings.

NEWS OF THE WEEK

Model Exhibition.

The annual "Model Engineer" Exhibition is now open at the Royal Horticulturnl Hall, Westminster, and continues until September 12th.

"The Motor Manual."

The 28th edition of "The Motor Manual" has just been issued by Temple Press Ltd. The text has been revised and brought up-to-date, many new illustrations have been added and it has been considerably enlarged. Over three-quarters of a million copies of this popular motoring handbook have been sold. One of the special features is complete information on the Road Traffic Act, and the latest developments in car construction are fully dealt with and illustrated. "The Motor Manual" is priced at 2s. 6d. net and 2s. 10d. by post.

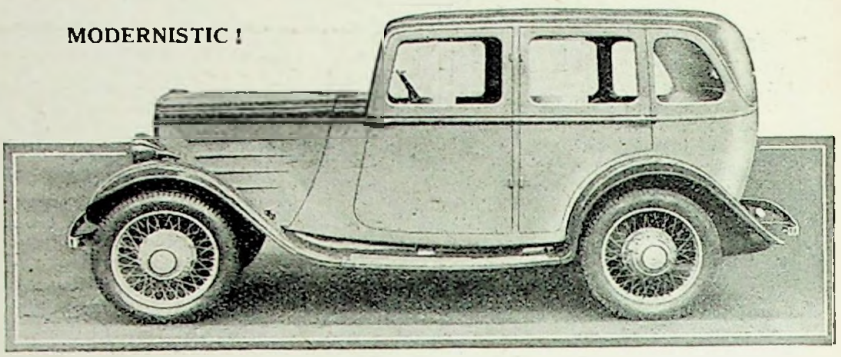
Frazer-Nashes for 1932.

The Frazer-Nash programme for 1932 will remain substantially unaltered, and the Intercepter model, which gained instant popularity on its introduction a few months ago, will be continued next year. The sports bodies as used in the "Double-Twelve" and the Ulster T.T., are now in production and are supplied with any chassis as standard. An illustration on this page will give an indication of the smart lines of the T.T.-type bodywork.

Prices and specifications remain as in 1931, and are as follow:—Side-valve Intercepter £325, o.h.v. £350; Falcon, with side-valve engine, £350, o.h.v. £375; Boulogne (as illustrated below) side-valve £395, o.h.v. £425. In addition to these models, there are the Ulster side-valve and o.h.v. chassis, both at £495. The Boulogne model may be obtained with a supercharger on the o.h.v. engine at £475, and with the side-valve engine at £450. Both Ulster models may be obtained with supercharged engines at £575. De luxe coachwork and equipment can be supplied on any model as an extra. The Intercepter, Falcon and Boulogne models can be fitted with four speeds at an extra cost of £20, and any desired gear ratios may be fitted to customers' choice.

The illustration which appears at the foot of this page is of one of the standard Boulogne models which competed in the recent R.A.C. T.T.

MODERNISTIC!



A striking appearance on the most modern lines has been achieved in the 8 h.p. Singer Junior Special saloon listed at £185. Several attractive colour schemes are available to choice.

A Good Idea.

Concrete posts fitted with red reflectors are being erected on the roadside near Salisbury to mark the road at night, where there are no hedges. The idea might be copied in other localities.

NEXT WEEK

118 m.p.h. from a 750 c.c. Machine ?

The Golden Pilot.

There was a large gathering at Henly's, Camden Town, on Monday last, when Col. Searle presided over a luncheon given to Rover distributors and the Press, and announced the new season's programme. After lunch the complete range of 1932 Rovers was displayed. These included the £85 mystery "Scarab" and the new Pilot 12-6, both of which were mounted on decorated turntables, so that they revolved slowly. The colour scheme of the Pilot, incidentally, was bright gold and the car presented a very striking appearance.

Exide Price Reductions.

Exide batteries have been reduced in price, as from September 1st. Examples of the current prices are: for Austin Seven, £2 8s. 6d. (old price, £3), de luxe type, £2 15s. 6d.; for Morris Minor, £2 12s. 6d. (old price £3 2s. 6d.), de luxe, £3 1s. 6d.

Bigger and Better Hornets.

It is announced that several modifications of outstanding interest and importance will be embodied in the 1932 Wolseley Hornet.

A feature of the new model—which will be known as the Hornet Four-door Saloon—will be a really roomy body with ample accommodation for four adults.

Other 1932 features will include a four-speed gearbox with "silent third."

Although list prices are not yet available, the Four-door Saloon will, it is stated, sell at a low figure.

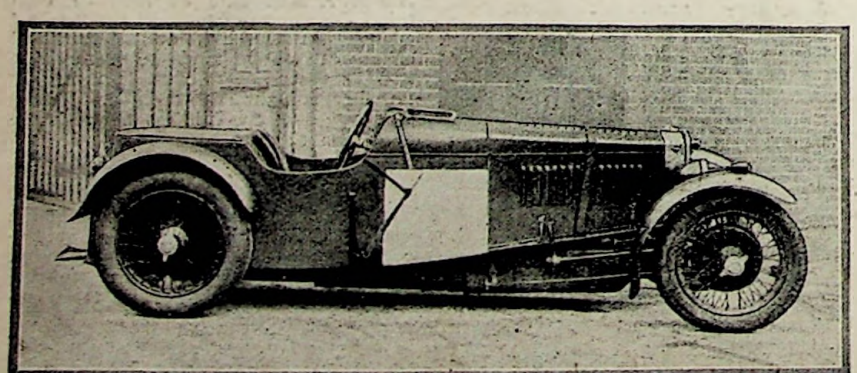
An Amilcar Come-back?

The news that the Amilcar concern intends to launch a revised version of the famous 9 h.p. model has aroused a good deal of interest in motoring circles, for a few years ago the Amilcar enjoyed a wide vogue in this country and distinguished itself on both road and track.

In the new 9 h.p. Amilcar the engine, gearbox and rear axle are almost exactly the same as those in the forerunner of the 1932 type, but the chassis is quite different and bears a strong resemblance to that of the eight-cylinder de luxe model.

Under test it is reported that the car behaves extremely well, its maximum speed being in the neighbourhood of 70 m.p.h. Owing to its low centre of gravity, cornering is said to be very good, whilst braking is all that can be desired.

Mr. V. S. Balls, of Amilcars (Great Britain), Ltd., 95, High Holborn, London, W.C.1, informs us that he is shortly expecting to take delivery of one of the new "Nines," which will be available for inspection in his showrooms at the above address. For the benefit of our readers we shall, of course, avail ourselves of the earliest opportunity for putting the car through its paces on the road.



THE "BOULOGNE" FRAZER-NASH. — **The famous chain-driven sports car in its 1932 form. Unsupercharged, this model is capable of 90 m.p.h.**

NEWS OF THE WEEK



AN UNUSUAL DISPLAY! —— **Not a show of "mystery" 1932 models, but the stock of Veteran Cars, Ltd., at Brooklands, where "old crocks" are bought, sold and serviced—surely a unique venture!**

1,300 Cars a Week.

Last Tuesday, at the Longbridge works, the Austin Motor Co., Ltd., introduced the 1932 models to a large number of agents, suppliers and Press representatives. During the course of a very illuminating speech, Sir Herbert Austin mentioned that in the past trading year—which actually included only ten months—the number of Austin cars sold in the home market was 26 per cent. greater than in the preceding twelve months, and that the production plans for the ensuing year provide for an output of roughly 1,300 cars weekly.

Arrow Coachwork Programme.

For 1932 all models of the well-known "Arrow" range—built by A. P. Compton and Co., Ltd., Boston Road, Hanwell—will be coachbuilt and cellulosed. The range will include the following models:—Austin Seven sports two-four-seater Foursome, £155; two-seater, £152 10s.; fixed-head coupé, £163 5s.; Morris Minor Foursome, £155; two-seater, £147 10s. The prices of Wolseley Hornet models are subject to the chassis price remaining as in 1931, in which case the coupé (illustrated below) costs £240 and the open sports two-four-seater £230. Compton's inform us that they have secured special rights for supplying bodywork (a full four-seater open sports) on the Standard Little Nine chassis, at £165.

An Interesting Proposal.

Probably one of the most complete displays of new models ever collected for a dealers' meeting was that arranged by the Singer Company at the Birmingham works last Wednesday. After inspecting the cars and the Small Heath factory, the party was entertained to luncheon. During the course of his speech, Mr. Bullock, the managing director, foreshadowed the early formation of a local board of works directors.

Relay Grand Prix: Prizes.

The Secretary of The Light Car Club asks us to inform prizewinners in the Relay Grand Prix that trophies, replicas and souvenirs will be forwarded when ready. A little delay may be caused by the fact that cups, and so on, have to be engraved.

A 9 h.p. Four-cylinder Crossley.

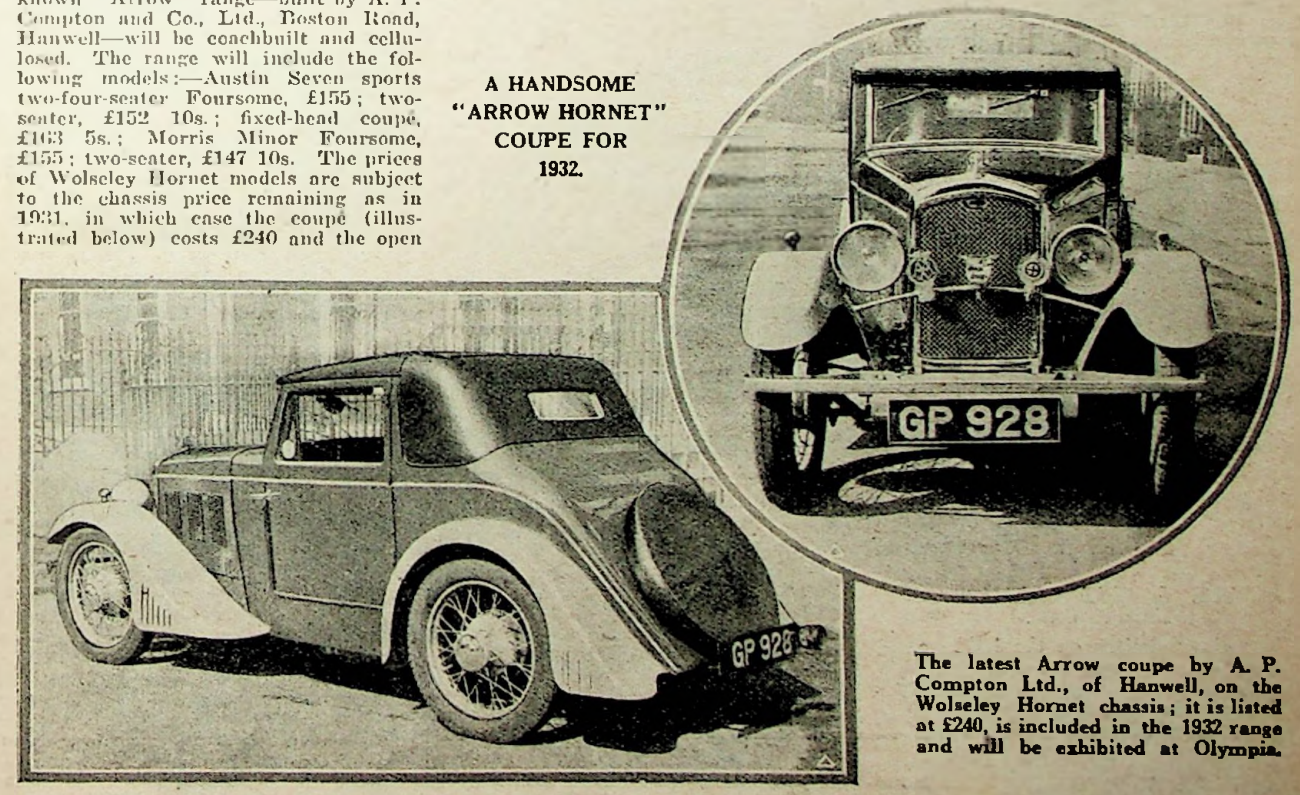
A further indication of the increasing popularity of light cars is given by the fact that Crossley Motors, Ltd., Gorton, Manchester, are about to enter the field. Hitherto this old-established concern has built only large cars.

We are not at liberty, at the moment, to give details, but it may be said that the new model will have a four-cylinder engine of about 9 h.p. and that it will be in the "quality" class, selling at something under £300. Great care is being expended in the design of the body which, it is intended, shall be both roomy and comfortable; on the other hand, there is to be no sacrifice of performance—a speed somewhere in the neighbourhood of 70 m.p.h. being the aim of the designers.

Crossley Motors, Ltd. have always enjoyed a reputation for high-class work and the special plant now being installed in the Manchester factory will ensure that the new model is worthy of the name it will bear.

It is almost certain that the car will be on view at the Olympia Show in October, but, in the meantime, our readers may rest assured that we shall publish a full description at the earliest possible moment

A HANDSOME "ARROW HORNET" COUPE FOR 1932.



The latest Arrow coupe by A. P. Compton Ltd., of Hanwell, on the Wolseley Hornet chassis; it is listed at £240, is included in the 1932 range and will be exhibited at Olympia.

NEWS OF THE WEEK

The New 1,193 c.c. Opel

Interesting German-American Light Car

GREAT interest has been aroused in Germany by the advent of the long-awaited 10 h.p. Opel, produced by the Adam Opel A.G. of Russelsheim, which is controlled by the General Motors Corporation.

The new Opel is an entirely fresh design, although several components of the larger six-cylinder car have been embodied in it. The four-cylinder engine has a bore and stroke of 65 mm. and 90 mm. respectively, giving a capacity of 1,193 c.c. The compression ratio is comparatively high—6 to 1—and at 3,400 r.p.m. the b.h.p. is given as 22.

Novel Lubrication System.

The crankcase and cylinder block are a single casting, to which the pressed-steel sump is bolted. An interesting feature is incorporated in the lubrication system; the oil is supplied under pressure not only to crankshaft and camshaft bearings but also to the gudgeon pins and cylinder walls via holes drilled in the connecting rods. The timing gear also receives oil under pressure.

The dynamo is carried on top of the engine, where it is driven by a belt, which also drives the water pump. A fan is attached to an extension of the armature shaft.

The clutch is of the single-plate type, and a three-speed gearbox, open propeller shaft with two metal universal joints and a banjo-type rear axle with helical gears complete the transmission system.

The suspension is by long semi-elliptic springs and hydraulic shock absorbers are provided on the front axle. Other chassis details include mechanical four-wheel brakes with servo action, together with a transmission hand-brake and worm and sector steering gear.

The fuel is carried at the rear of the car, from which it is pumped to a specially designed Solex carburetter.

The body is a composite structure with wooden framework and steel panels in which the whole rear portion is a single steel pressing. Two wide doors are provided and have winding windows. The windscreen is fixed and is provided with a pneumatic wiper.

Chassis Dimensions.

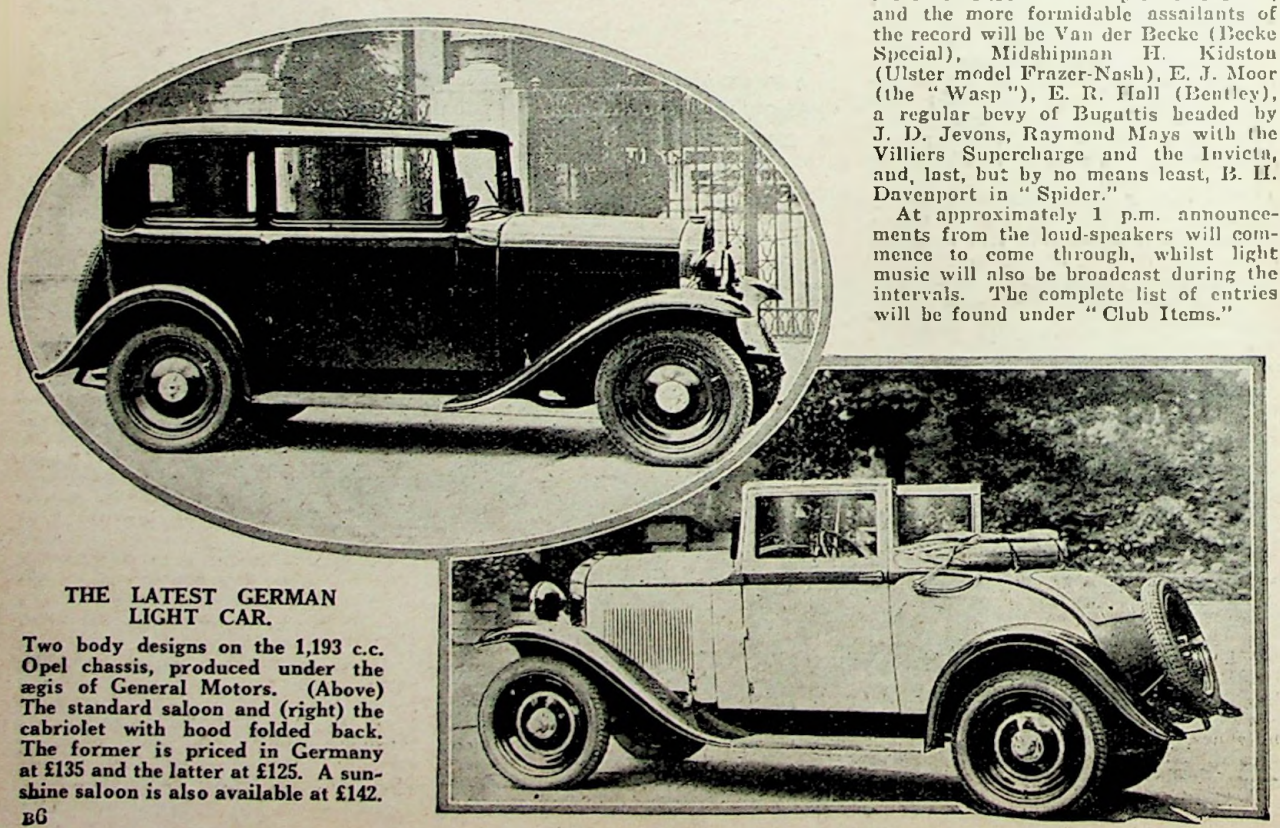
The car has a wheelbase of 7 ft. 6 ins. with a track in front of 3 ft. 8 ins. and at the rear of 3 ft. 9 ins. The chassis weighs just over 11 cwt. and is supplied with a four-seater saloon body having a large rear window and quarter lights. The running boards are rubber covered and rubber mats are laid inside the body, between which and the frame strips of felt are interposed to prevent squeaking.

The folding front seats are of the bucket type and well upholstered; the battery is located under the left-hand seat. The rear seats are interesting in as much as they are merely cushions placed on a fixed and moulded "bench" of pressed steel; the arm rests at the side are fixed. The toolbox is arranged under the bonnet, where it forms part of the dashboard.

To prevent engine fumes collecting under the bonnet a crankcase vent pipe is conducted underneath the car where the wind expels the fumes into the atmosphere.

In addition to the standard saloon, a sunshine saloon and a two-seater cabriolet with folding head are also listed. The saloon is priced in Germany at £135, the sunshine model at £142, and the cabriolet at £125.

The concern is producing only this model and the 1,800 c.c. six-cylinder chassis, and it is hoped that the small car will be exported in great quantities, particularly to the Far East.



THE LATEST GERMAN LIGHT CAR.

Two body designs on the 1,193 c.c. Opel chassis, produced under the ægis of General Motors. (Above) The standard saloon and (right) the cabriolet with hood folded back. The former is priced in Germany at £135 and the latter at £125. A sunshine saloon is also available at £142.

BG

TO-MORROW AT SHELSLEY

Details of the Amateur Event

QUALITY, and not quantity, is the keynote of to-morrow's entry for the Shelsley Walsh Amateur Hill-climb, which is due to start promptly at 1.30 p.m. If the weather is fine the spectators will see some of the most determined attempts ever made to lower, first, the record for the hill held by Von Stück (Austro-Daimler), whose time was 42.4 secs., or, failing that, to beat R. J. G. Nash's time of 42.4 secs., which he put up in the open climb this year in his amazing Frazer-Nash car, "The Terror."

Nash himself will be there to defend his title of British champion of the hill, and the more formidable assailants of the record will be Van der Becke (Becke Special), Midshipman H. Kidston (Ulster model Frazer-Nash), E. J. Moor (the "Wasp"), E. R. Hall (Bentley), a regular bevy of Bugattis headed by J. D. Jevons, Raymond Mays with the Villiers Supercharge and the Invicta, and, last, but by no means least, B. H. Davenport in "Spider."

At approximately 1 p.m. announcements from the loud-speakers will commence to come through, whilst light music will also be broadcast during the intervals. The complete list of entries will be found under "Club Items."

NEWS OF THE WEEK

An Ingenious Fluid Flywheel

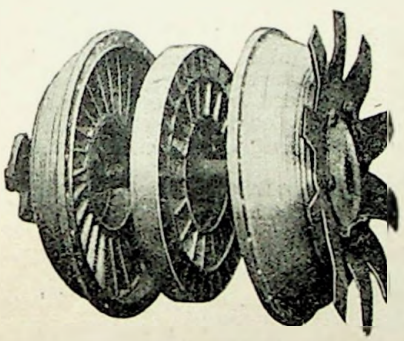
Exclusive Description of a German "Infinitely Variable Gear" which has the Merit of Being Both Simple and Efficient—A Road Test and an Interesting Comparison

A NEW type of hydraulic torque converter, intended to supersede the normal type of gearbox on motor vehicles, has been invented by Herr Hans Grade, a well-known German engineer. Whilst designed to attain the same result as the type of fluid clutch used on Daimler cars, which, by the way, has been developed for use on ships, its principle of operation is quite different and very interesting.

The device consists of a circular aluminium casing with flat sides, which is attached to the flywheel of the engine or in place of the flywheel. Where the latter remains it has to be made considerably lighter than normally as the mass of the converter is added to that of the wheel. The casing has a large annular space of almost circular section running inside round the circumference and a second smaller space in the centre communicating with the first.

A Subsidiary Gearbox.

Carried axially in the casing is a shaft, the forward end of which runs loose in a bearing in the front wall of the casing, while the rear end projects on the other side and is connected through a clutch and a two-speed-and-reverse gearbox with the propeller shaft of the vehicle. On that part of the shaft which is within the casing is keyed a turbine rotor with two adjacent rings of radial blades turned in opposite directions. The rotor rings divide the annular chamber of the casing into an equally large forward and backward section.



An "exploded" view of the Grade fluid flywheel, showing the opposed vanes in the turbine rotor and the method of securing the casing to the engine flywheel.

The two semicircular cavities enclose a large number of cast-in vanes of rounded section, the free edges of which almost touch the turbine rotor, leaving only a very small clearance. The vanes are like scoops and those in the front half of the casing, which is divided in the central plane and bolted together, have an opposite setting to those of the other half, so that the two rings of vanes seen in a phantom view from above form a kind of herringbone design with the turbine rotor in the centre as backbone.

The casing is filled with water, which is taken along by the vanes or scoops just described; but for the turbine the water would merely form a solid ring moving with the same velocity as the casing and exerting a pronounced centrifugal pressure. The blades of the turbine, however, force the water into transverse circulation, because the blades of one ring are set to catch the water in one half of the annular chamber and those of the other ring to catch it in the other half. Thus, a continuous flow of water is tending to turn the turbine in one direction.

With the engine idling the flow of water is not powerful enough to move the turbine as this is coupled, via the gearbox, to the rear wheels; when engine speed is increased, however, the centrifugal force of the water and the pressure exerted on the turbine blades from both sides becomes powerful enough to overcome the resistance of the turbine due to the inertia of the vehicle. The turbine will then begin to turn and move the vehicle.

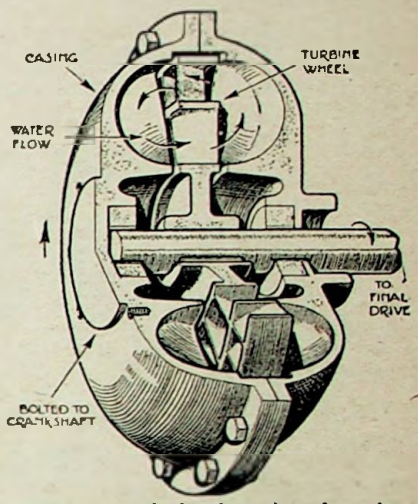
Balancing the Flow.

Referring to the accompanying illustrations, it will be noticed that the blades of the outer ring of the turbine are smaller than those of the inner ring. The explanation is that both rings have to cope with the same quantity of water, thus they must have the same sectional area to permit the same quantity of water to pass through them. As the outer ring has a larger diameter than the other it requires to be narrower, the shorter diameter of the inner ring being compensated by its being broader.

The exact balancing of the flow sections is very necessary as otherwise the water would become locked more or less in one of the annular chamber halves and exert a one-sided pressure against the turbine, causing unnecessary stresses.

In a report which we have received from our German correspondent, who has had an opportunity of testing a car fitted with the new torque converter, its working is said to be exceedingly satisfactory. The two-speed gearbox, embodying the reverse drive, has one direct and one reduced driving ratio, and was not once used during the whole demonstration. The lower gear ratio is, in fact, required only on quite exceptionally steep inclines of a kind one would not be likely to meet on any ordinary road, except in mountainous country.

Our correspondent was much struck with the way in which the car travelled a long distance over a very bad road at a snail's pace of about 1½ m.p.h. and then accelerated very rapidly and uniformly to top speed upon merely opening the throttle.



This sectional sketch makes clear the general design of the fluid flywheel, and shows the path taken by the water within the casing.

Tests with a car first equipped with a normal three-speed gearbox and afterwards with the new torque converter revealed that the converter car accelerated very considerably faster than when fitted with the gearbox, despite the fact that at top speed there is a slight amount of slip between the converter casing and the turbine, which, however, does not exceed a difference of 20 r.p.m. between the two bodies. By this negligible amount, of course, the top speed of the car is reduced.

The slip could be compensated for in cars furnished with the device as standard by slightly increasing the final-drive ratio in the rear axle, supposing it to be impossible to fit some kind of automatic locking device mechanically joining the turbine shaft and its casing at high speeds and thus effecting a direct drive between crankshaft and rear axle.

Reducing Wear and Tear.

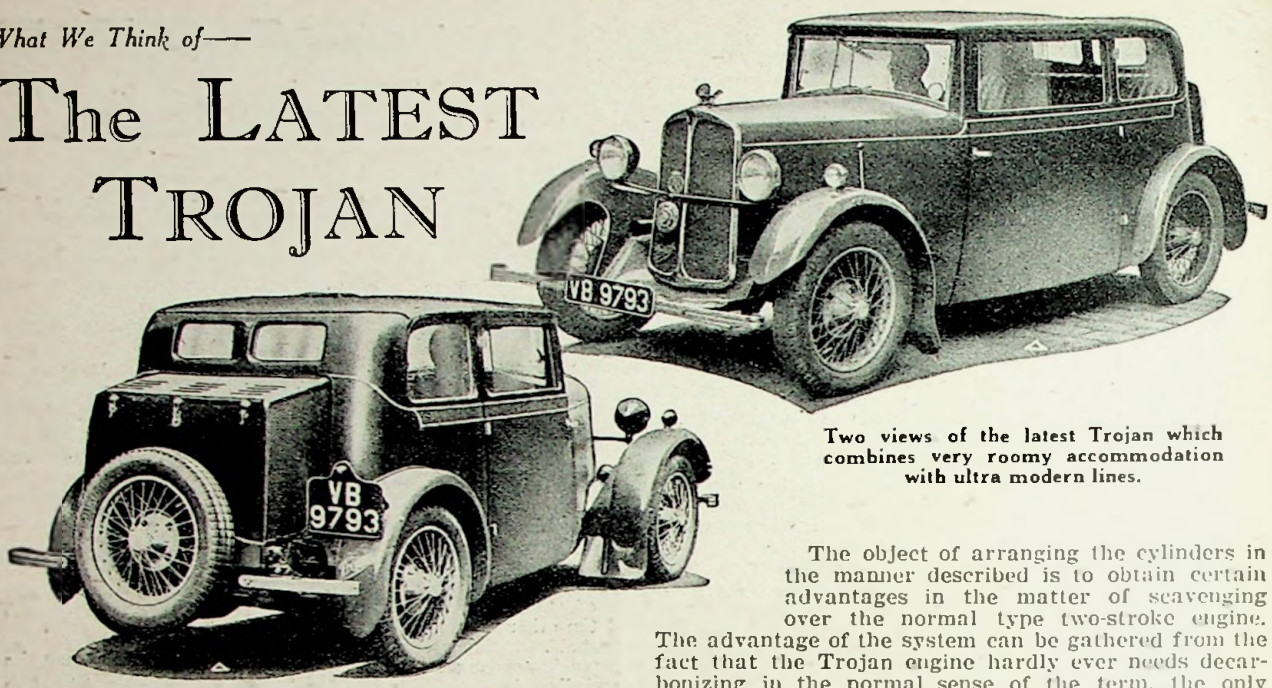
Owing to the absolute uniformity and inherent flexibility of power transmission by the converter, the universal joints and final-drive gear in the rear axle are subjected to considerably less wear than with rigid gearbox transmission. Furthermore, tyre life is considerably prolonged, while the car is also more stable on greasy road surfaces.

The steady torque, moreover, has a beneficial effect upon the working of the engine itself and it is reported of a heavy four-cylinder lorry engine, which formerly ran very harshly, that with the converter it ran smoothly and idled perfectly at speeds at which it formerly always stalled. We learn also that a Ford car fitted with the converter now consumes much less fuel, which is probably due to waste, unavoidable when changing gears, being eliminated.

B7

What We Think of——

The Latest Trojan



Two views of the latest Trojan which combines very roomy accommodation with ultra modern lines.

Favourable Impressions on the Road of a Rear-engined Car That Defies Convention in Practically All its Essential Features

TO carry out a road test of a 1931 Trojan at a time when announcements of 1932 cars are already being made may seem strange unless the policy of the manufacturers is taken into consideration. In common with one other very prominent producer, Trojan, Ltd., Purley Way, Croydon, believe in introducing improvements as soon as they are found desirable rather than waiting until the Motor Show to incorporate them in their models for the coming season.

We are not at liberty to make any announcement at present regarding the Trojan programme for 1932, but, as we stated last week, no changes of a startling nature will be made. The bulk of our remarks regarding the latest model, therefore, are applicable to the 1932 cars.

It is no exaggeration to say that the Trojan, although normal in external appearance, is the most individual and unconventional light car on the British market today, and to drive one is to experience something which is slightly different from anything to which one has previously been accustomed—unless one has driven another Trojan.

Details of the Design.

In view of the unconventional layout of the whole car, a short description of its make up is essential before going on to deal in detail with our road impressions.

Perhaps the most noteworthy feature—if one can select any individual item on this unusual car as being more noteworthy than the rest—is the fact that the engine is housed at the back and is contained in a compartment which looks exactly like the rear luggage trunk of a normal car. The engine is of the two-stroke type—which is another distinction shared by no other light car on the British market—and although having four cylinders it virtually functions as a two-cylinder engine as the cylinders work in pairs, there being a common combustion chamber to each pair. The power impulses correspond to those of a normal four-cylinder four-stroke engine.

The object of arranging the cylinders in the manner described is to obtain certain advantages in the matter of scavenging over the normal type two-stroke engine. The advantage of the system can be gathered from the fact that the Trojan engine hardly ever needs decarbonizing in the normal sense of the term, the only parts requiring attention being the transfer ports which have to be cleaned—an easy job needed only at rare intervals.

Other features of the engine are coil ignition, force-feed lubrication and an ingenious water-cooling arrangement which overcomes all the usual difficulties experienced when the engine is at the rear and the radiator at the front of the car. An electric starter operating on the flywheel in the usual way is fitted, whilst a hand starter, which automatically retards the ignition when in use, is also incorporated, the lever being placed inside the body so that it can be used from the driving seat.

The bore and stroke of the engine are 63.5 mm. and 117.5 mm., giving a capacity of 1,488 c.c. and calling for a tax of £10.

The engine is mounted transversely, the drive being taken through epicyclic gear trains to a duplex roller chain on the near side. There are three forward gears, the ratios being 3.5 to 1, 6 to 1 and 11.5 to 1, whilst reverse is 16 to 1. As is well known, the gears are always in mesh and are engaged by contracting brake bands so that to make a crash change is impossible.

The rear axle has a friction-type differential which is provided with a simple locking arrangement so that the driver can put it out of action at will. This brings us to mention of the brakes, as the foot brake is so arranged that it puts the differential out of action, so cutting out a possible cause of skidding. The brakes, incidentally, take effect on the rear wheels only, the hand brake being of the transmission type.

Springing and Coachwork.

Unusually long springs are used for the suspension, those at the rear being semi-elliptic, whilst those on the front are cantilevers. Steering is on conventional lines, the reduction box incorporating a pinion working in an internally toothed ring.

In the matter of coachwork the latest Trojan combines really generous accommodation with modern and attractive lines. The car which we tested was the Guildford saloon, which represents the de luxe edition of the standard saloon, and sells for £198.

In dealing with the performance of the car one has to some extent to forget normal standards unless one is to be misled. The maximum speed on the flat, for example, is approximately 40 m.p.h., and this immediately leads one to believe that the Trojan is slow. We found, however, that in spite of its comparatively low maximum the car was able to accomplish journeys at a surprisingly good average speed, this being due to the fact that it can be driven absolutely flat out all day long without making any complaint and without being any the worse for it.

On two occasions during our test, for example, we covered 35 miles in an hour on slightly twisty main roads that were by no means free from traffic, whilst an average of 30 m.p.h. on a long run is well within the capabilities of the car.

Efficient Rear Wheel Braking.

Another matter in which conventional standards have to be forgotten is in connection with braking. The owner of a modern car is apt to regard rear wheel brakes as being definitely behind the times and not up to the standard required to-day, and this doubtless does apply to any car of normal design which has no front-wheel brakes.

With the Trojan, however, it is different, as the weight distribution obtained by placing the engine at the rear enables much better tyre adhesion to be obtained. Although it is some time since we drove a car without four-wheel brakes we can honestly say that we did not miss their absence.

Needless to say, the gear change proved a more than welcome improvement on the normal crash type of gearbox. As we have already indicated, it is literally impossible to make a noisy change, and one can, in fact, go straight into reverse from any speed without unpleasant results either to the car or its occupants! Moreover, the central gear lever is very well placed.

On the current models, of course, there is a "clutch pedal" which serves positively to disengage the brake bands of the epicyclic gear train no matter what the position of the gear lever may be. This permits the car to be driven exactly like any other except that declutching is quite unnecessary when changing up or down. On the other hand, the driver can, if desired, leave the clutch pedal alone and use only the gear lever.

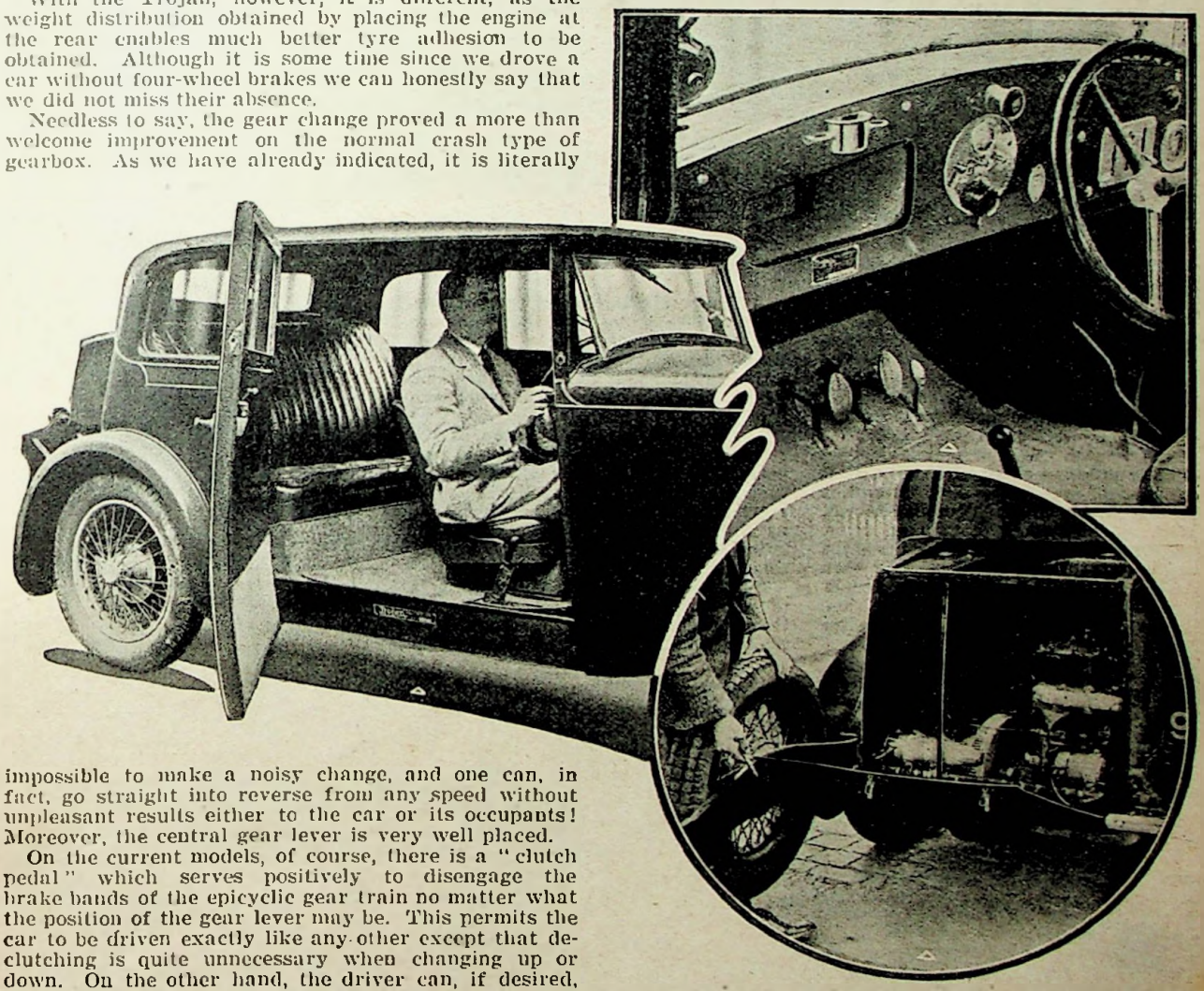
The springing, we found, gave exceptionally easy riding over deeply rutted roads that would normally give the driver and passengers a severe shaking, whilst road holding, even at 50 m.p.h. down hill, is all that could be desired. In the matter of general comfort the car is above reproach, and various passengers who were taken out in it all remarked on the comfort of the pneumatic cushions and the large amount of elbow room in both the front and rear seats.

Steering is fairly high geared and gives one positive control without being unduly stiff. Moreover, the lock is good.

The petrol consumption of the model we tried worked out at 32-33 miles to the gallon, which must be considered quite good in view of the fact that our use included quite a lot of town work and country lanes as well as main-road going. Oil consumption was between 1,000 and 1,500 m.p.g.

Our only criticisms are that chain noise was rather obtrusive and that the engine was somewhat "lumpy" when ticking over; under load, however, it was as sweet as one could wish.

During the time the car was in our hands we had no occasion to make any adjustments whatsoever, and in spite of the fact that we drove most of the time with the accelerator pedal flat on the floorboards, the car was running at the end just as perfectly as it was at the beginning, thus proving the manufacturer's contention that it is almost impossible to overdrive a Trojan.



Intimate details of the latest Trojan. Features which will be noticed are the exceptionally wide doors which give access to the rear compartment without the front passengers having to be disturbed, the well-placed controls, including the hand starter (on the right) and the accessible two-stroke engine housed at the rear.

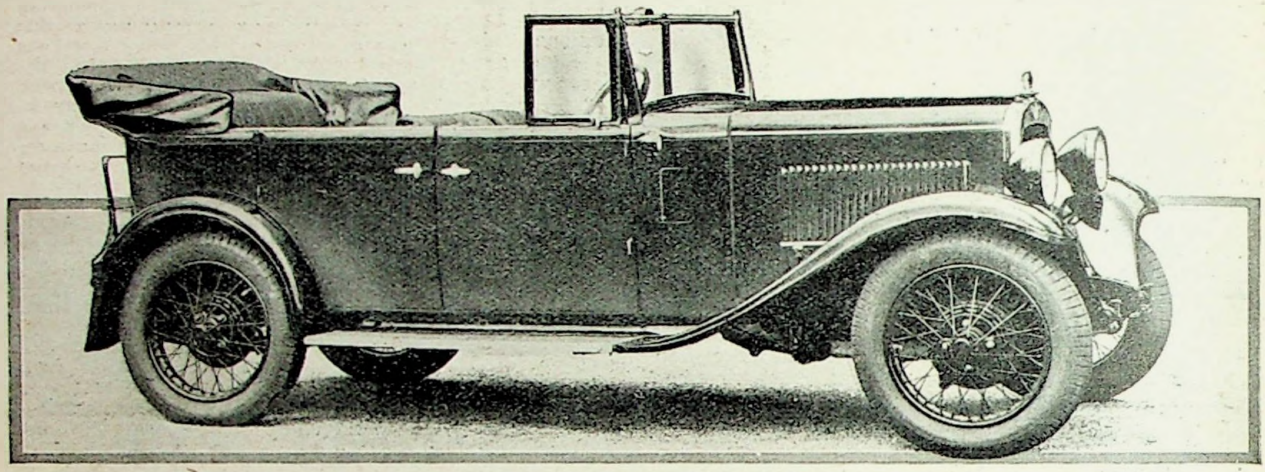
B9

NEW MODELS AND PROGRAMMES

Full details of Austin, M.G., Morris, Riley and Singer Developments for 1932

Austin Twelve-Six Available in Open Form

The "Seven" Cheaper—Price of Standard Models with Minor Improvements £118—Two Open Models of the Twelve-Six



The Twelve-Six as an open four-seater, at £198.

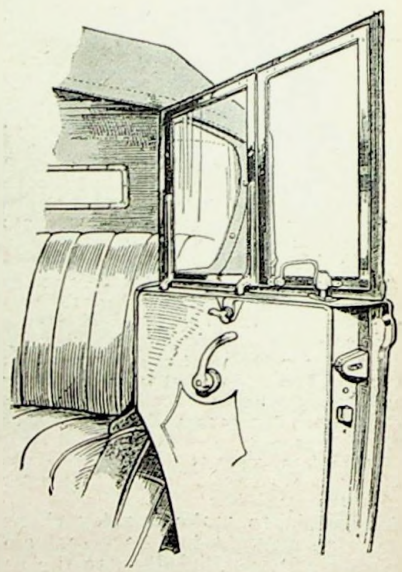
ALMOST alone amongst small cars, the "Baby" Austin refuses to grow up, and for 1932 it is to retain not only its size but all those features which have contributed to its remarkable success in the past.

There are, in point of fact, remarkably few alterations to the specification of the "Seven" for the coming year. A slightly different shape of front wing is to be used, together with an alteration in the design of the running-boards. With a rather more pronounced dome, this wing improves the appearance of the car, and, as it is also rather wider than the old design, it should promote cleanliness as well as neatness. In addition, it is so arranged as to give rather better access to the bonnet.

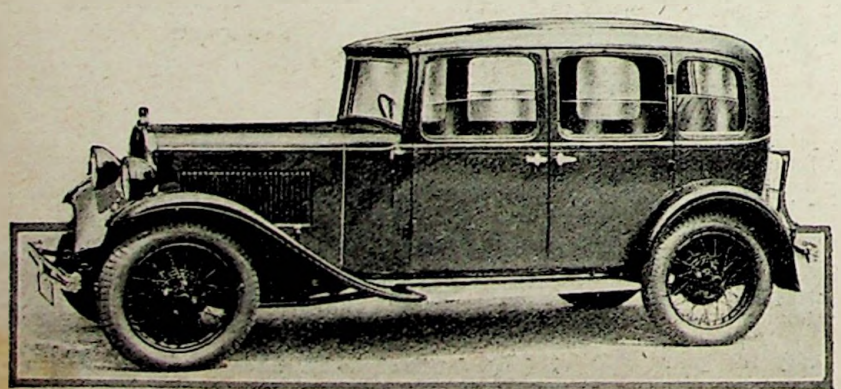
Although similar in external appearance to the existing type, the headlamps are new, inasmuch as they incorporate double filament bulbs controlled by a switch mounted on the steering column. Thus both lamps can be dipped by a touch of the finger.

The "dim" bulb in the top of the reflector is retained for parking purposes and town use. It is understood that this lighting set complies with the regulations recently issued by the Ministry of Transport, although these regulations will not come into force for some time yet.

Practically the only other change is to be found in the wheels. Although they are not in any respect similar to the large-diameter type now so fashionable, the hubs are a little larger than the 1931 design and the outer spokes are attached to the hub shell on a circle of distinctly greater radius. This must result in relieving the spoke heads of a great deal of stress and so should give greater strength to the wheel. At the same time the appearance has been im-



On the Open Twelve-Six all the celluloid side curtains can be opened. A neat catch is provided to hold the curtain in either the open or closed position.



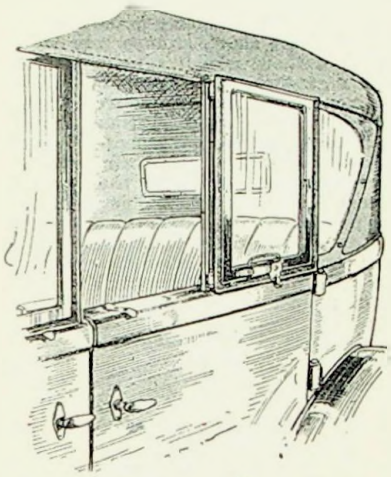
THE HARLEY SALOON DE LUXE. —— An addition to the Twelve-Six range. It has real hide upholstery, a sliding roof and bumpers.

proved by the use of a small chromium-plated disc on the end of the hub.

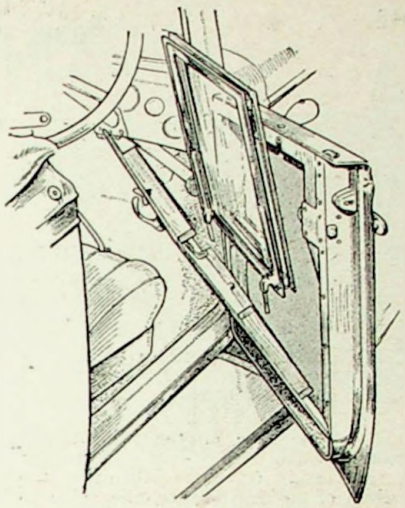
In spite of these improvements, it has been found possible to reduce the prices. The standard saloon, the tourer and the two-seater now cost £118 each, while the price of the saloon de luxe is fixed at £128. The latter differs from the standard model in having such refinements as real hide upholstery and a sliding roof.

Turning to the other Austin light car, the now well-known Twelve-Six, no changes whatever have been made to the chassis or to the prices, but a choice of four different body types is now available.

The Harley saloon is the original of the Twelve-Six range, and, as stated, its price remains at £198. It is to be supplemented by a Harley de luxe saloon at £225, an Open Road tourer at £198, and an Eton two-seater, which also costs £198.



Showing one of the side curtains in the open position. The movable section folds back snugly.



When not in use each of the celluloid side screens on the Twelve-Six is housed in a recess in its own door, where it is held by the pegs which locate it in its normal position.

It will be recalled that the side-valve six-cylinder engine has a bore and stroke of 61.25 mm. and 84.63 mm. respectively, giving a capacity of 1,496 c.c. and an annual tax of £14. The gearbox provides three forward speeds of 5.5, 9.35 and 20 to 1, the reverse ratio being 20 to 1. Dunlop tyres of 4.75 ins. by 19 ins. are mounted on wire wheels, and the semi-elliptic springs have zinc interleavings. The wheelbase is 8 ft. 10 ins., the track 4 ft. 2 ins., and the overall length of the saloon is 12 ft. 2 ins.

Between the standard and the de luxe models of the Harley saloon the chief points of difference are that the latter is upholstered in real hide and is provided with bumpers and a sunshine roof. It is, in fact, a remarkably well-finished car.

The Open Road tourer has a roomy pressed-steel body, a form of construction which combines lightness and strength with a pleasing appearance. There are signs that the open car is about to return to favour. Although saloons have their undoubted advantages, particularly in such a summer as has recently been experienced in this country, it seems that many motorists would prefer an open car. To them the new Austin tourer will certainly appeal.

Perhaps one of the chief disadvantages of most open cars of the past has been that the celluloid side curtains, when not in use, have suffered by reason of the fact that no suitable method of carrying them has been provided. Alternatively, they have been stowed so safely as to be inaccessible.

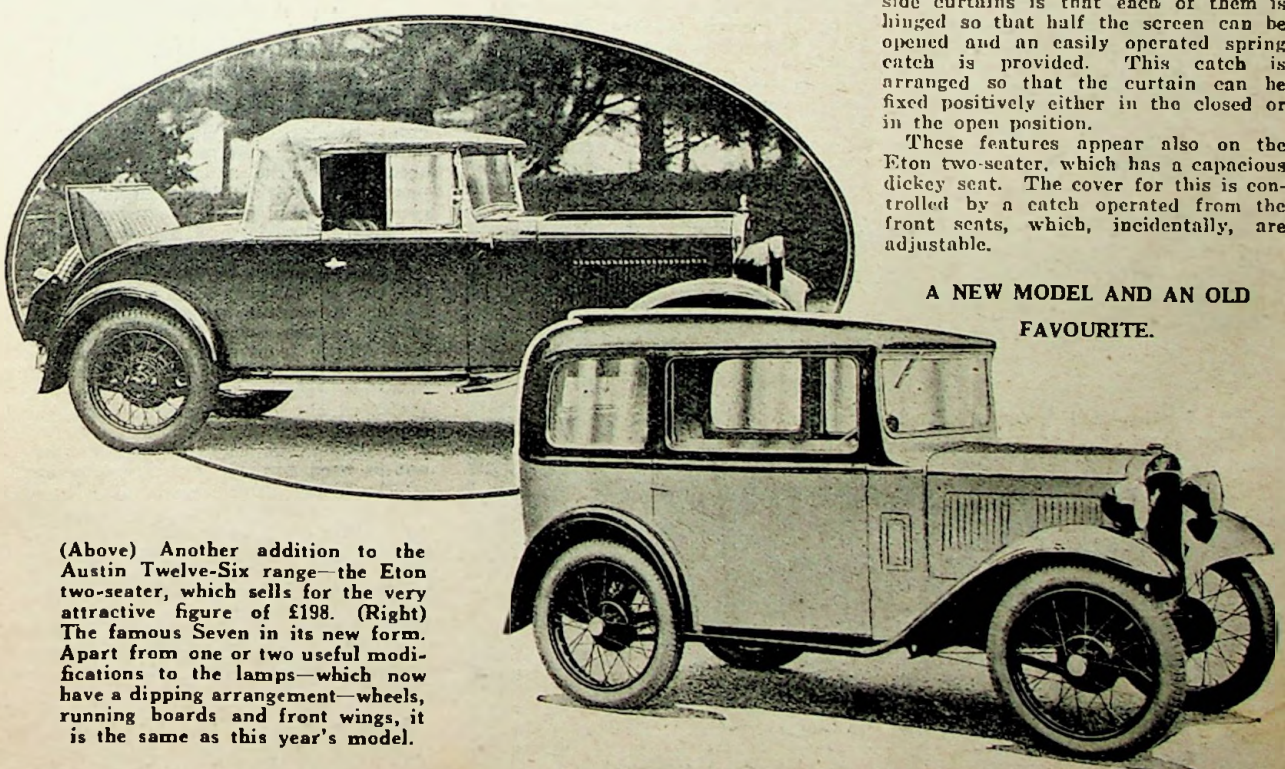
A Practical Idea.

In the Open Road tourer, and in the Eton two-seater, each side curtain can be stored by itself inside the door to which it is normally fitted. Thus, when it is required, all that is necessary is to undo a butterfly nut and to allow the door upholstery to hinge inwards. The side screen can then be lifted out of its compartment—in which it is located by the pegs which normally hold it in position above the door. Consequently, the celluloid is unlikely to be chafed or damaged, and, furthermore, each screen is immediately available for its own door without the familiar but tiresome sorting-out process.

Another praiseworthy feature of the side curtains is that each of them is hinged so that half the screen can be opened and an easily operated spring catch is provided. This catch is arranged so that the curtain can be fixed positively either in the closed or in the open position.

These features appear also on the Eton two-seater, which has a capacious dickey seat. The cover for this is controlled by a catch operated from the front seats, which, incidentally, are adjustable.

A NEW MODEL AND AN OLD FAVOURITE.

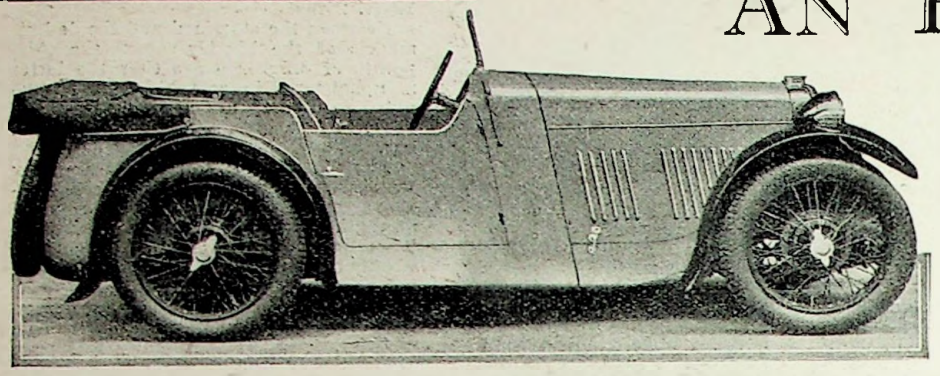


(Above) Another addition to the Austin Twelve-Six range—the Eton two-seater, which sells for the very attractive figure of £198. (Right) The famous Seven in its new form. Apart from one or two useful modifications to the lamps—which now have a dipping arrangement—wheels, running boards and front wings, it is the same as this year's model.

New Models and Programmes (contd.)

An Entirely

First Details of a 12 h.p. able of 70 m.p.h. and Occasional-four Midget. Models



(Left) The new low-chassis occasional four-seater Midget, which will sell at £210.

THOSE who contend that racing does not improve the breed should study the 1932 programme of the M.G. Car Co., Ltd., Pavlova Works, Abingdon-on-Thames. In it they will find embodied many features which have hitherto been confined to the Montlhery model, and which, having been proved by the outstanding successes achieved in the racing world by this car, have now been incorporated in some of the other models.

Briefly, the light-car programme of the M.G. concern for the coming season incorporates an entirely new six-cylinder model of 1,271 c.c., a new Midget model with a lower chassis and an occasional four-seater body, and, finally, the ever-popular Midget models exactly the same as for 1931 except for the addition of a new metal-panelled two-seater.

Besides these models, the Montlhery model in both supercharged and unsupercharged form is being continued without alteration. The prices are £575 and £490 respectively.

The new six-cylinder model, which is known as the Magna, bristles with features of interest, and, as we have already indicated, the influence of racing is to be traced in very many of its features. The engine is really a six-cylinder edition of the well-known M.G. Midget engine, the bore and stroke being the same, namely, 57 mm. and 83 mm., this giving a capacity of 1,271 c.c., and calling for a tax of £12.

As in the case of the Midget, the engine has overhead valves operated by an overhead camshaft through the medium of rocking fingers, the drive to the camshaft being by means of a vertical shaft at the front which also forms the armature shaft of the dynamo.

Forced-feed lubrication by means of a gear-type pump is employed, oil being delivered under pressure to the main bearings, big-ends and overhead valve gear. The sump holds approximately 1½ gallons, and is of a special flat design to allow of adequate ground clearance.

Other features of the power unit are coil ignition, two S.U. carburetters bolted to an induction pipe providing efficient hot spots, a four-bearing crankshaft and a four-bladed fan driven by belt.

The engine is three-point mounted, the front mounting being by means of a bracket bolted to a tubular cross-member of the chassis, and an interesting feature in this connection is that an extension of the bracket is used to carry the radiator which is thus independent of the actual chassis frame.

A four-speed gearbox is employed, the ratios being 4.89, 6.69, 9.78 and 19.55 to 1. It is bolted up in unit with the engine and single-plate clutch, and a very attractive feature of it is the "remote control" gear lever, which is used in place of a lever acting directly on to the box. Actually, the turret on the top of the box is carried backwards horizontally, and ends in a gate in which is mounted the short, stumpy gear lever beloved of those who like to make full use of a gearbox. The result of the arrangement is an extremely well-placed gear lever, with quite a small travel and a very positive movement—a combination impossible to obtain with a long lever acting direct on the box.

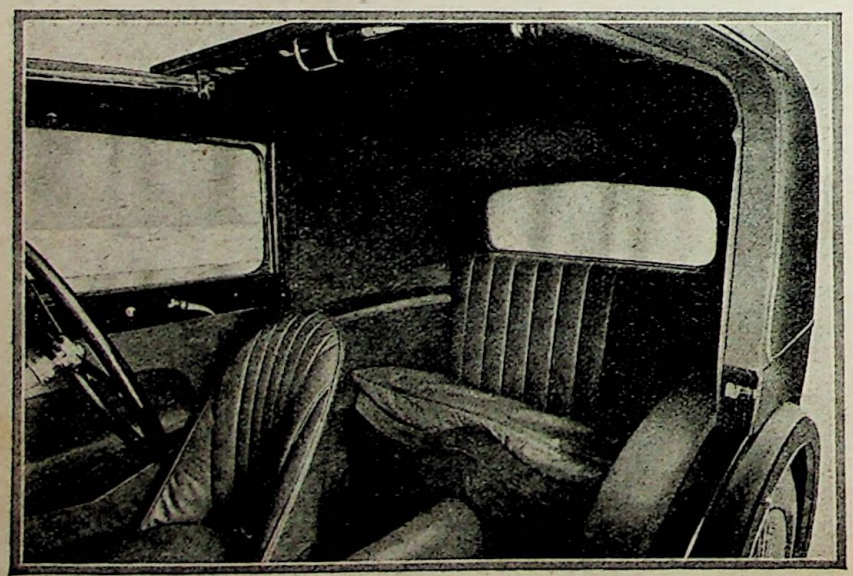
From the back of the gearbox an open propeller shaft carried at each end on Hardy Spicer mechanical universal joints, transmits the drive to a spiral-bevel rear axle and differential of conventional design.

The Racing Influence.

When one turns to an examination of the chassis frame, the influence of racing at once becomes apparent. The chassis is extremely low built, and the floorboards are only 11 ins. from the ground; as a basis for comparison, it may be mentioned that in the normal M.G. Midget—which is quite low—the floorboards are 15½ ins. high. The side members are steeply cambered over the front springs, and thence are perfectly flat to the rear and actually pass underneath the back axle. A photograph of this feature appears on page 428.

The rear springs are almost flat, and are carried well outside the frame on stout tubular cross-members, the rear one of which is slotted at each end to accommodate the master leaves which pass through it; this arrangement, of course, is in place of the normal type of spring shackle, and has the advantage that there is less tendency for sideways movement to develop, and so cause the car to "float" when cornering at speed. A similar arrangement is employed in the case of the underslung semi-elliptic front springs, and in both cases moulded rubber covers are used to retain lubricant and keep out dirt. Hartford shock absorbers are fitted at front and rear.

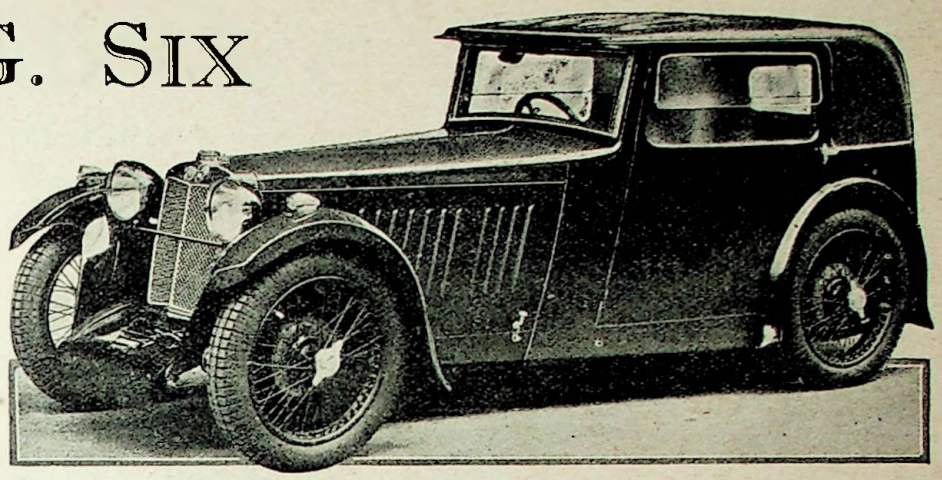
A simple but very businesslike layout is used for the brakes, which are of the usual internal-expanding type, working in large ribbed drums on all four wheels. Operation is by cable, the cables being anchored to small grooved drums on a cross-shaft, rotation of which naturally tends to wind the cables around the drums and so apply the brakes. The extremities of the cables, incidentally, pass through casings and operate on the Bowden principle.



(Left) An interior view of the Magna sliding-roof Foursome, showing the ample room in the back.

New M.G. Six

Six-cylinder Model Cap- a New Low-chassis Prices of Other Midget Reduced



(Right) The new six-cylinder Magna with a sliding-roof Foursome body, price £289.

The most noteworthy feature of the brake gear is its compactness, the cable drums actually being carried inside the channel-section chassis members, whilst the arm to which the pull rod from the pedal is attached is kept very short so that the brake gear at this point does not protrude above or below the frame members.

The hand brake which is provided with a racing-type ratchet is mounted direct on the cross-shaft, and is adjusted by means of a wing nut, which can, if necessary, be turned whilst actually driving. The main adjustment for the foot brake is also very simple.

Mention of the compactness of the brake gear brings us to another interesting feature of the car, as it enables a shield to be bolted direct to the underside of the chassis members, whilst the floorboards can rest direct on top, so protecting the parts from dust and mud without either reducing the ground clearance or making the seating position any higher. The engine, incidentally, is completely sealed off from the driving compartment, as the space between the clutch housing and the dash is filled in by means of a sheet of stout rubber, whilst there are no slots for the pedals as they are mounted behind the dash. Thus there is practically no possibility of engine fumes reaching the driving compartment.

Accessible Instruments.

The bonnet is carried well back beyond the dash, so that when it is lifted access can be gained to the back of the instrument board. This arrangement is made possible largely owing to the fact that a rear petrol tank is employed; its capacity is 6 gallons.

Pains have obviously been taken to make maintenance as simple as possible, for, in addition to the simple brake adjustments and the rubber covers for the sliding anchorages of the springs, a group system of lubrication is employed.

Other features of the chassis are Rudge-Whitworth racing-type wheels with knock-off hub caps and offset spokes, and a 12-volt electric system. The wheelbase is 7 ft. 10 ins., whilst the track is the same as the normal M.G. Midget, namely, 3 ft. 6 ins.

The new Magna chassis is available with two styles of bodywork, these being a very attractive sports four-seater selling at £250, and a sliding roof Foursome, which is in the nature of a close-coupled coupé, and sells for £289.

The sports four-seater is of the pannelled type, cellulose finished, and is characterized by its low, graceful yet businesslike lines. A single racing-type flat screen which can be folded forward over the scuttle is provided. The stock colour is ebony black, with a choice of apple green, tudor brown, deep red, cerulean blue or suede grey leather to match. Other external colours are available at an extra charge of £2 10s.

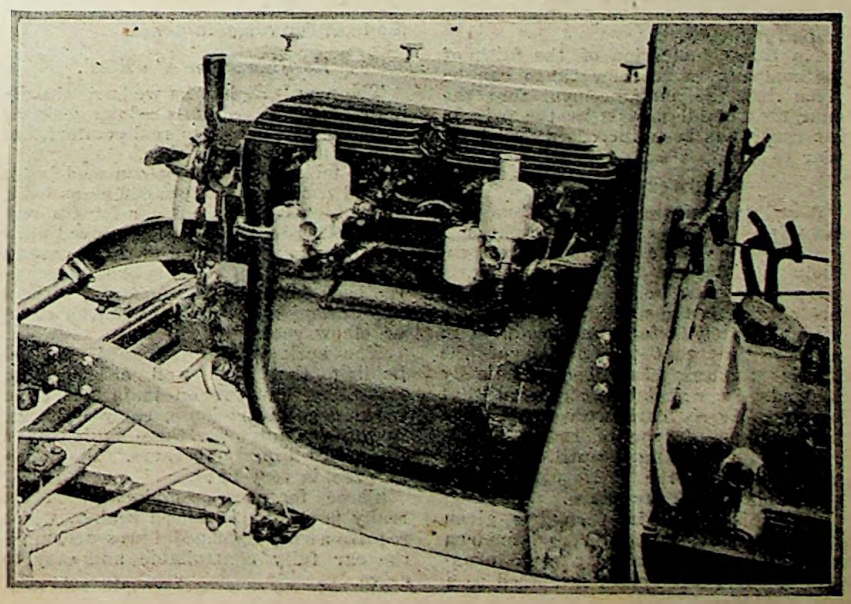
The Foursome is also a most attractive car, a noteworthy feature being that transparent windows are let into the sliding roof in the manner first popularized on the M.G. Midget coupé. The interior is very well fitted up and provides plenty of room, extra width being obtained by recessing the doors to form elbow-rests. The same range of colour scheme is available as in the case of the Magna sports four-seater.

The new low-built Midget chassis does not call for very much description, as practically all the details of the Magna are embodied in it; it is, in fact, a short edition of the Magna with a four-cylinder engine. The only notable differences are that its wheelbase is 7 ft., and that it is provided with a three-speed gearbox which, however, incorporates the remote control provided on the Magna. The four-speed gearbox is available as an extra.

The engine used is the standard Midget type except that it is three-point mounted, and has a special sump to provide extra ground clearance.

A point worth emphasizing is the fact that it is equipped with 12-volt lighting, which is an unusual refinement for an 8 h.p. car, whilst it also has racing-type Rudge-Whitworth wheels. This chassis is available with an occasional four-seater body of the type which has of late become so popular on small cars, and sells for £210.

As we have already mentioned, the normal M.G. Midget range is to be continued without change, but prices have been reduced, the two-seater now selling at £165 and the coupé at £235. In addition, a new two-seater, externally very similar to the fabric two-seater but having a metal-panelled body, is available at £185. Special features of this car are a disappearing hood which remains permanently attached but folds into a recess behind the seat and leather upholstery.

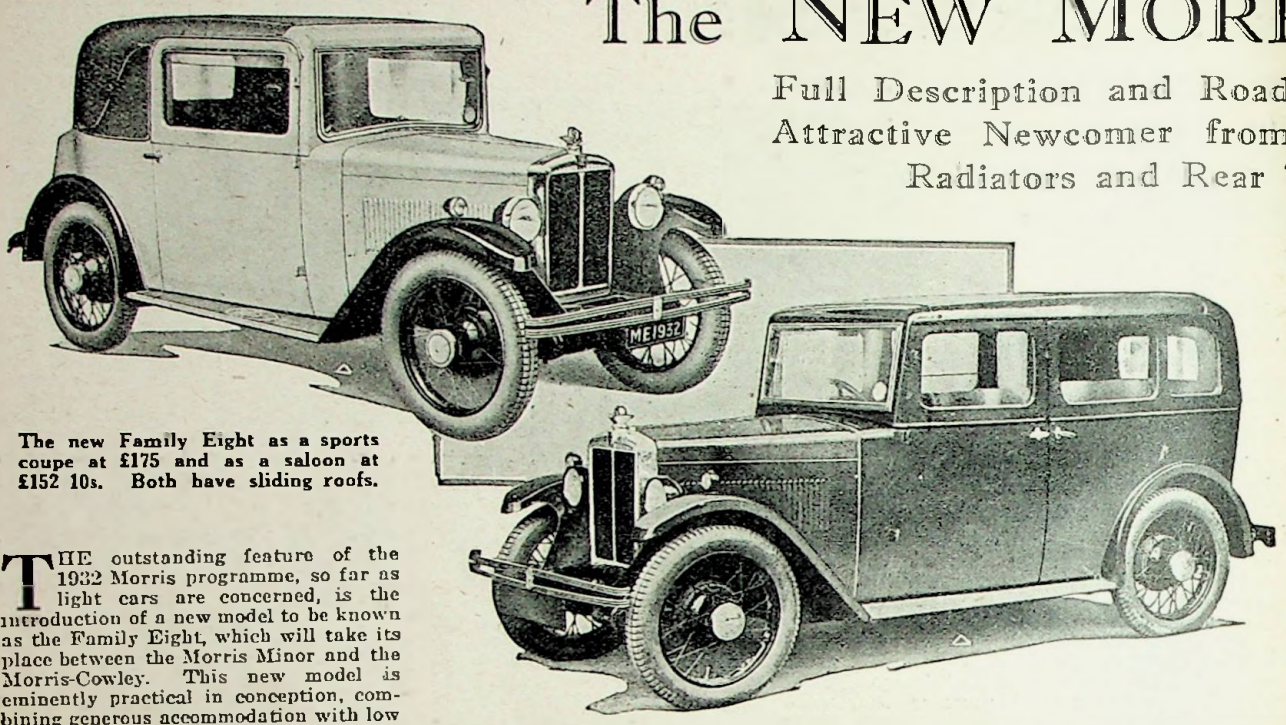


(Right) The Magna engine. Note the two carburetters and the grouped nipples on the dash support.

New Models and Programmes (Contd.)

The New Morris

Full Description and Road Test
Attractive Newcomer from Cow
Radiators and Rear Tanks



The new Family Eight as a sports coupe at £175 and as a saloon at £152 10s. Both have sliding roofs.

THE outstanding feature of the 1932 Morris programme, so far as light cars are concerned, is the introduction of a new model to be known as the Family Eight, which will take its place between the Morris Minor and the Morris-Cowley. This new model is eminently practical in conception, combining generous accommodation with low tax and good performance.

The o.h.v. Morris Minor, as such, has been omitted from the 1932 range, but the side-valve model—in future to be known simply as the Morris Minor, and not as the Morris Minor S.V.—is being continued with improvements.

The prices of the Minor range do not—as some people imagined—reveal startling reductions, and this, incidentally, applies to the whole Morris range. On the contrary, all the Minors, except the £100 two-seater, cost slightly more, Sir William Morris and his co-directors having decided that further reductions would result in no benefit either to manufacturer or purchaser. Instead, Morris Motors, Ltd., have made quality their main objective, so that the new models boast of much more refinement in both design and finish, and undoubtedly represent very much better value for money.

No better indication of the faith of the company in the new range can be given than the announcement that the guarantee of all models in the private car range has been increased from one year to two.

Improved Radiator.

A striking feature of the 1932 models, including those outside the light car range, is the fitting of a radiator of entirely new design, the familiar square-cut pattern now being obsolete. This, incidentally, is the second time since the original Morris-Oxford was produced in pre-war days that the design of the Morris radiator has been radically changed. It will be remembered that the first Morris cars were fitted with the round-nosed type of radiator, this design being continued until, with the introduction of the 1927 models, the flat radiator took its place.

Now this shape in turn has given place to a most attractive and modern design which is distinctly more ornamental. The trade-mark is affixed to a small projection which harmonizes well with the new type Calormeter and wings, whilst the plated portion enclosing the header tank is recessed slightly just below the top and is attractively fluted, the whole result being very pleasing to the eye. In addition, the popular dividing line down the centre is incorporated.

Another prominent feature of all Morris cars for 1932 is the adoption of a rear tank, so bringing the car into line with the latest practice and satisfying that section of the public which considers that a scuttle tank is a definite source of danger in the event of an accident. The feed is arranged by means of a Petrolift.

So much for the general policy and programme of Morris Motors, Ltd., for the coming season. Let us now examine the light car range in detail.

New Model on the Road.

The new "Eight," as we have already indicated, is a medium-sized car designed to carry four adults in real comfort, but at a minimum of expense.

We took one of the saloon models for a road test, and it impressed us as being an eminently practical car for its purpose. The driving position proved quite comfortable, and a trial of the rear seats convinced us that there is ample room in the back for two "six-footers" without any cramping either in the matter of leg or elbow room.

The springing proved good, the car holding the road well either when travelling flat out on main roads, or when negotiating loose, rutty hills and by-roads; moreover, there is hardly a trace of rolling on corners. The steering, too, is very light.

These features, combined with the really powerful Lockheed brakes, which require a very light pedal pressure, make the car fully controllable and easy to drive.

So far as acceleration is concerned, the Family Eight proved to be well up to the standard one expects from an 8 h.p. car having full accommodation for four adults, and we found that it was possible also to keep up a 40 m.p.h. gait indefinitely without the engine showing any signs of distress. The actual maximum speed, which we checked over a mile in both directions, proved to be 48 m.p.h., and in view of the fact that the conditions of this test were not ideal and that the road included one or two slight bends and some traffic, we think that 50 m.p.h. can safely be given as the comfortable maximum under ordinary conditions.

A Flexible Engine.

The engine is quite sweet, and is extremely flexible on top gear, it being possible to get away after travelling at a walking pace without any suspicion of knocking or roughness.

The gearbox permits of quite quick upward changes, and is fairly straightforward to handle, whilst the gears themselves are reasonably quiet. So far as the clutch is concerned, we found this as smooth as one could wish, whilst quite light pedal pressure is required.

Summing up our impressions, we have no hesitation in saying that the Morris Family Eight is a very road-worthy vehicle which will in every way meet the needs of a large section of the motoring public. So much for the car on the road; let us now turn to a detailed examination of its features.

The engine, which is rated at 8 h.p., follows on almost identical lines the 847 c.c. o.h.v. unit which has proved so satisfactory in previous Morris Minors. Actually, the dimensions are the same, the bore and stroke being 57 mm. and 83 mm., whilst the overhead valves are operated by an overhead camshaft driven vertically from the front of the engine, the dynamo arma-

Family Eight

Report of a Very Serviceable and ley. Improved Bodies, Plated on all Minor Models

ture forming the vertical driving shaft; the head is, of course, detachable.

Other features of the specification are a two-bearing crankshaft, three-ring aluminium pistons, Duralumin connecting rods, full force-feed lubrication and cooling by thermo-siphon and fan. The carburetter is an S.U., which is supplied from the rear tank by an automatic Petrolift, whilst Lucas coil ignition is employed. A slight modification in connection with the latter lies in the mounting of the coil on the steering column, thus shortening the leads to the distributor.

Although, as we have indicated, the power unit is almost identical with that of the 1931 o.h.v. Minor, certain detail modifications have been incorporated to give an increased power output.

The clutch is of the single dry-plate type, and, together with the centrally controlled three-speed and reverse gearbox, forms a unit with the engine. From the back of the gearbox an open tubular propeller shaft supported at each end by fabric universal joints leads to the spiral-bevel back axle.

The wheelbase is 7 ft. 7 ins.—an increase of 13 ins. over that of the Morris Minor—whilst the track is the same, namely, 3 ft. 6 ins.

Sturdy brackets are incorporated on the dumbirons at each end of the frame for mounting bumpers (which are a standard fitting), whilst the petrol tank is slung from a channel-section cross-member on stout brackets which give a very rigid mounting.

An interesting feature about the suspension, which is by means of semi-elliptic springs all round, is that the front springs are shackled at their forward ends. Shock absorbers are fitted all round, and, in conjunction with the rebound leaves which are a feature of the springs, ensure even riding and freedom from pitching. The wheels are the latest Magna type with large hub centres.

A distinct note of refinement is struck by the brakes, which are of the Lockheed hydraulic type. This design, as is well known, provides very powerful yet smooth and progressive braking, whilst at the same time giving a very clean layout and requiring the absolute minimum of attention. The foot brake takes effect on internal-expanding shoes working in reinforced steel drums on all four wheels, whilst the hand brake, in conformity with the law, is mechanically operated, a cable system taking effect on the rear wheels being employed.

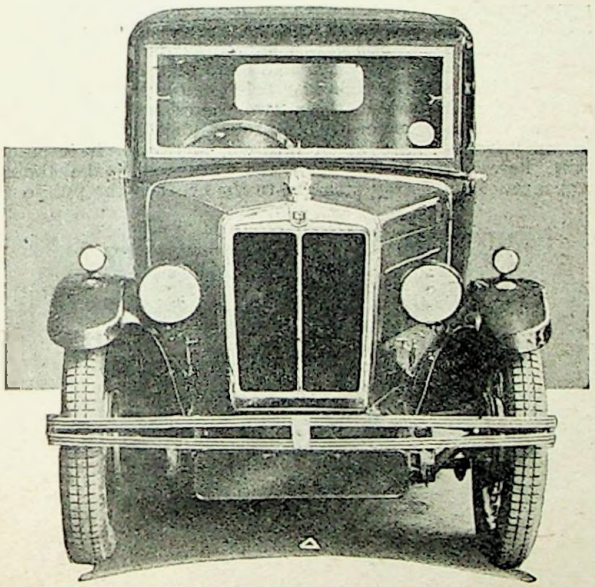
Coachwork Details.

Two body styles are available on the Family Eight chassis, these being a saloon at £152 10s. and a sports coupé at £175, both having sliding roofs.

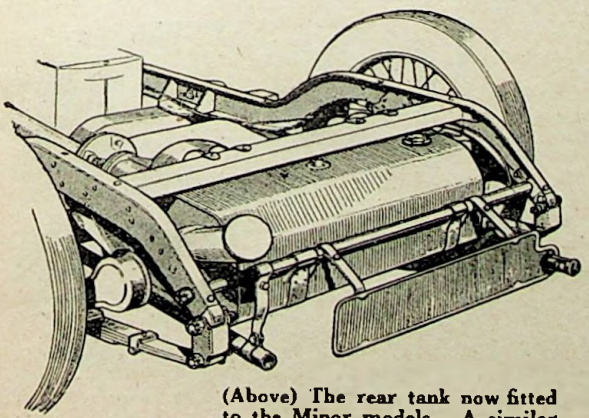
The saloon is of the four-door, six-light type, really easy entry and exit being given by both front and rear doors. Separate front seats are provided, that on the driver's side being readily adjustable; the passenger's seat—under which, incidentally, is the tool locker—can also be altered for reach. There are deep wells on each side of the propeller shaft tunnel to give adequate leg room.

All four doors are provided with winding windows, and Triplex safety glass is employed throughout. The front screen is of the single-panel adjustable type which, in conjunction with reasonably thin pillars, gives good visibility.

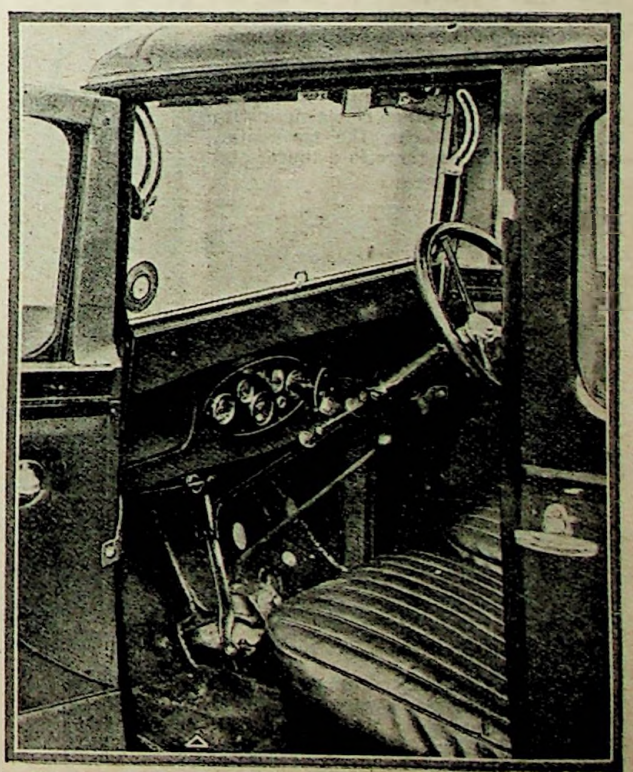
In general, the arrangement of the controls and instruments follow Morris



(Left) A head-on view of the Family Eight showing the improved radiator design now used on all Morris models. (Below) The front seats and controls of the new Eight.



(Above) The rear tank now fitted to the Minor models. A similar tank figures on the Family Eight.



Minor practice, but a very useful addition to the facia board is the provision of a pair of large cubby holes, one on each side of the oval instrument panel. The last-named carries a speedometer, ammeter, oil gauge, electric dial-type petrol gauge, dash lamp and so on.

Externally, the body is pleasing, having very clean, business-like lines which are enhanced by the "Eddyfree" front; this latter, besides giving a clean exterior, brings about a slight reduction in wind resistance and promotes quietness. The body sides are carried right down to the running boards in conformity with modern practice.

Two colour schemes are available, these being blue cellulose with brown Karbyde upholstery or black cellulose with green Karbyde upholstery; chromium plating is, of course, employed on this and on other Morris models.

The Sports Coupe.

The sports coupé is a very attractive car indeed, and should make a strong appeal to the motorist who normally takes only one passenger, but who likes to be able to take two others when occasion demands. The body is, of course, of the two-door type, whilst a built-in luggage container is provided at the rear. Both doors are provided with louvres over the windows, whilst remote control for the handles is provided.

A pleasing variety of finishes is available, these being blue and black cellulose with brown Celstra leather upholstery, black cellulose with the same upholstery, grey and dove cellulose with blue upholstery, and beige and brown cellulose with brown upholstery.

Both models, it will be seen, are very well equipped, but it should be noted that in addition to the items already mentioned, they are provided with a Lucas electric horn, five-lamp lighting set (six-volt), dipping device, roof lamp, rear blind, automatic windscreen wiper, Calormeter and wings, driving mirror and, of course, a full kit of tools.

So far as the Morris Minor is concerned, the 1932 range corresponds to the 1931 Morris Minor S.V. models; that is to say, the range commences with the famous £100 car, the two-seater, whilst in addition there is a tourer and a fixed head saloon and a sliding roof saloon.

In its mechanical make-up the Minor is little altered with the important exception that a rear tank has been incorporated.

Briefly, the specification includes a four-cylinder, side-valve, water-cooled engine of 847 c.c. (tax £8) in unit with a single-plate clutch and three-speed gearbox, an open propeller shaft and spiral-bevel rear axle incorporating a differential. Cable-operated four-wheel brakes are used and the springing is by means of semi-elliptic springs all round. The wheelbase and track are 6 ft. 6 ins. and 3 ft. 6 ins. respectively.

Better Coachwork.

Although the chassis remains much the same, the coachwork and general appearance of the Morris Minor range have been considerably improved, the most noticeable alteration being, of course, the adoption of the new type radiator. This, it should be noted, is chromium plated, so that even apart from its improved design it adds a much brighter air to the car than the black radiator fitted to the 1931 Morris Minor S.V. models.

The two-seater, which costs £100, is available for 1932 in either blue, green or black cellulose, with upholstery in a contrasting colour.

The tourer has much more pleasing body lines, the sides now being curved instead of flat. Priced at £115, it is supplied with the same range of colours as the two-seater. The two saloons are also distinctly improved in external appearance, the most noteworthy alteration lying in the adoption of an "Eddyfree" front. Improvement, however, does not rest merely with appearance, as far more passenger accommodation is provided. Another alteration is the fitting of winding windows in the doors, whilst a cheery note is struck in the interior by pipe-lined upholstery.

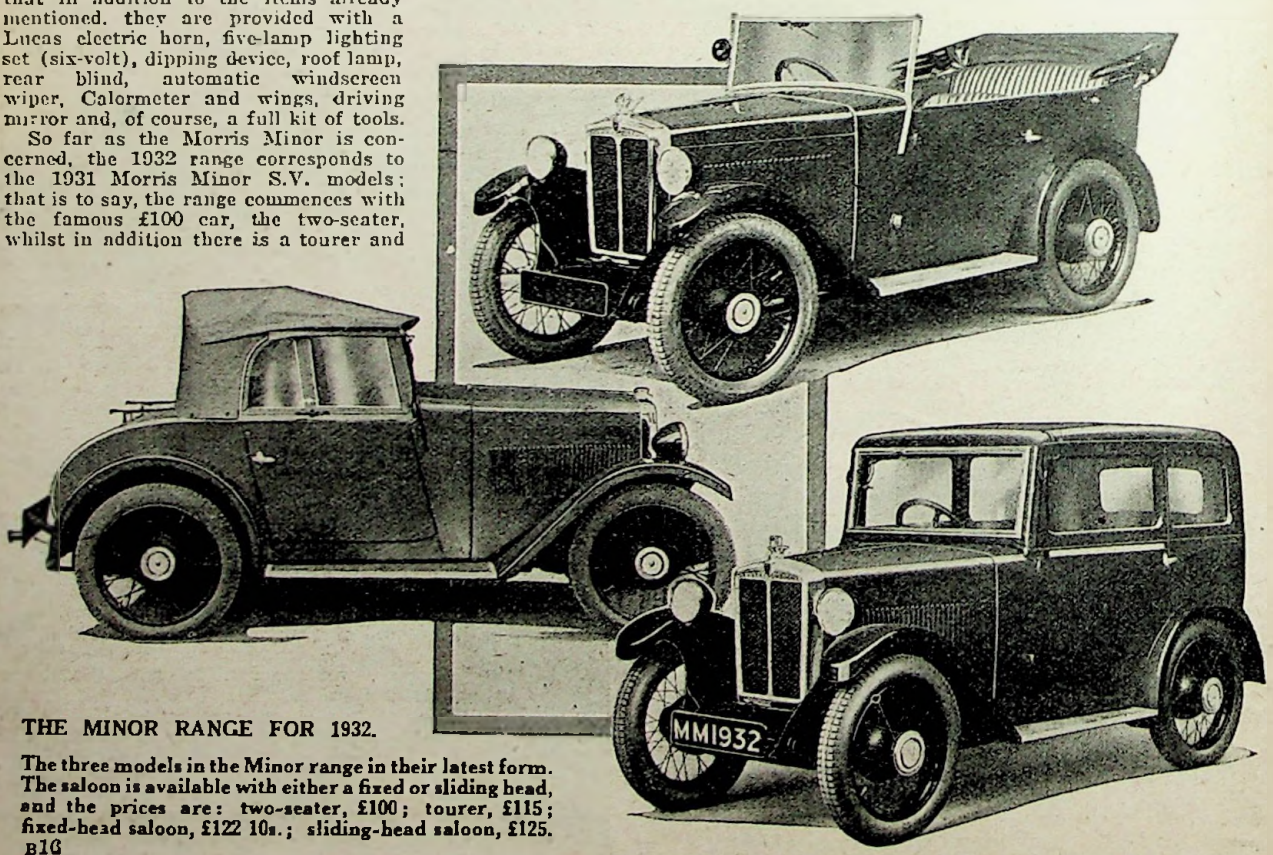
The two doors are very wide, so that easy entry and exit, both for the front and rear seat passengers, are obtained, the latter entering or leaving by tipping forward the front passenger seat. This, incidentally, can be altered for reach, whilst the driving seat has an ingenious fitting which makes it instantly adjustable.

The fixed-head saloon, which sells for £122 10s., can be obtained in blue, green or black with brown or green Karbyde upholstery respectively, whilst the sliding roof saloon, which has a Pytchley head, costs £125, and is offered with the same colour schemes.

Generous Equipment.

In spite of the low prices of these cars, the equipment is surprisingly generous, including Triplex safety glass (to the windows as well as the screens of the saloons), automatic windscreen wiper, speedometer, oil gauge, electric petrol gauge, licence holder, driving mirror, Lucas electric horn, six-volt, three-lamp lighting set, facia board lamp and driving mirror, and, of course, a full kit of tools. In addition, the saloons are provided with a rear blind and all models have the new Magna type wheels.

It will be seen, therefore, that Morris Motors, Ltd., are offering a more comprehensive and more attractive range in the light car field than ever before, and when their two years' guarantee and generally improved design and finish are taken into consideration, it is safe to say that the cars will make their way straight to the heart of the public.



THE MINOR RANGE FOR 1932.

The three models in the Minor range in their latest form. The saloon is available with either a fixed or sliding head, and the prices are: two-seater, £100; tourer, £115; fixed-head saloon, £122 10s.; sliding-head saloon, £125.

B16

New Models and Programmes (contd.)

An Improved

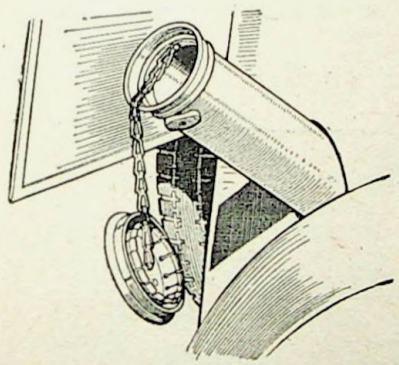
RILEY RANGE

A Few Noteworthy Modifications for the Coming Year, But Prices the Same

THE 1932 Riley programme shows no great changes; the car has already proved itself to be thoroughly satisfactory and, therefore, calls for few modifications. The chassis frame is now considerably lower over the greater part of its length and thus not only is the centre of gravity dropped, but access to the car is also improved; this is the main alteration for 1932.

Briefly, the Riley Nines will be available with five different types of body, and in each case the body can be obtained either on the standard or the sports chassis.

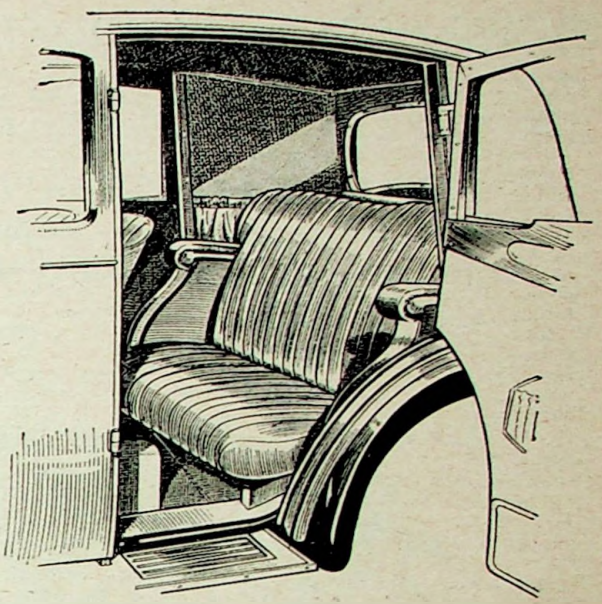
The Monaco saloon, the open four-seater tourer, the two-seater and two new types, the coupé and the "Gamecock," each cost £298 on the standard chassis, while the price of £325 is fixed for the same models in special form. The latter, as is well known, includes not only the twin-carburetter system, but special pistons and various other features, which result in a considerably greater power output.



To prevent accidental loss or theft the snap-on petrol tank filler cap is now secured by a chain.

All the above have the special frame referred to briefly, as also has the "Brooklands" racing Riley, which costs £420. This model is, of course, the basis of all the racing Rileys which have achieved so many successes during the past few years. The higher type of chassis frame is, however, retained for the "Overseas" car, which costs £310.

As for the two new body types, the coupé, which has a dickey seat, is an attractive car and should appeal particularly to professional men, although many others will undoubtedly find it to their liking. The "Gamecock," however, is intended more for country use and for the sportsman. It is a two-seater with a large compartment in the rear capable of carrying guns or golf clubs, in addition to a good deal of luggage. Although distinctly roomy and comfortable it has a sporting appearance, which seems to be due very largely to the formation of the top panel of the dash. In this there are two flared cowls, somewhat after the fashion of many racing cars, and as the screen can be folded down flat, the cowls tend to deflect the wind away from the driver and the passenger.



Three people at a pinch can be accommodated in the rear of the 1932 Monaco. The rear doors, it will be noticed, are now hinged to the back pillars.

Changes in the Monaco.

In the Monaco saloon the most notable change is in the rear compartment, which is now capable of accommodating three people in the case of necessity. The seat itself is a little farther forward than has been the case in the past, so that greater comfort is obtained. Furthermore, the side members of the frame of the new chassis are lower and the doors extend farther down, so that the foot wells are shallower. This, in turn, makes it considerably easier to get into or out of the car.

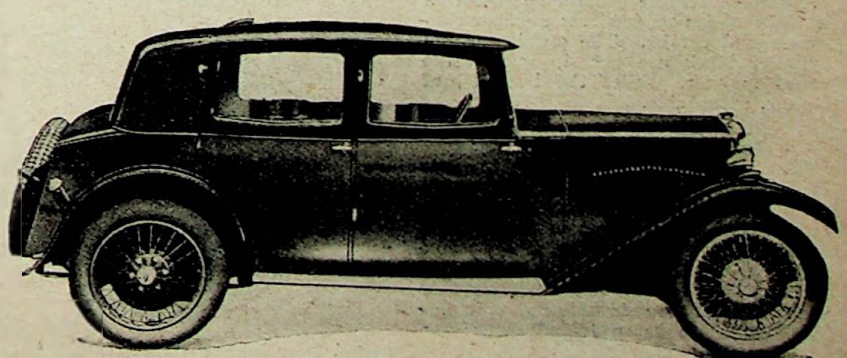
Internally, it can be seen that even the high standard of upholstery for which Riley's have been well known, has been surpassed. The leather itself is of an even better quality, and an attractive feature is that the handles for the winding windows embody the well-known diamond, which has been connected with the Riley marque for so many years.

It is noteworthy that in accordance with the present trend, Riley saloons are not now of the fabric type, but are half-panelled, aluminium being the metal used. All the doors are now hinged at their rear edges, whereas in the past the centre pillar has carried the hinges for both doors on each side.

In other respects the Riley Nines retain all their well-tried features. Triplex glass, for instance, is fitted throughout—a practice which the Riley Company was one of the first to adopt—and the braking system is the same.

Although the "Overseas" model Riley Nine has been on the market for some few weeks, it may be worth recalling its outstanding characteristics. Developed in the first place to meet the requirements of the War Office, this car is based upon the standard 1931 Riley Nine open tourer. To obtain ample ground clearance larger wheels are fitted, the tyre size being 31 ins. by 5.25 ins.; at the same time the brake-operating mechanism has been modified slightly so as to keep it still farther from the ground.

Another point adopted with the same object is the use of springs rather more steeply cambered than are the standard ones. These, it may be noted, are also somewhat stronger, so as to withstand the rough nature of undeveloped roads.

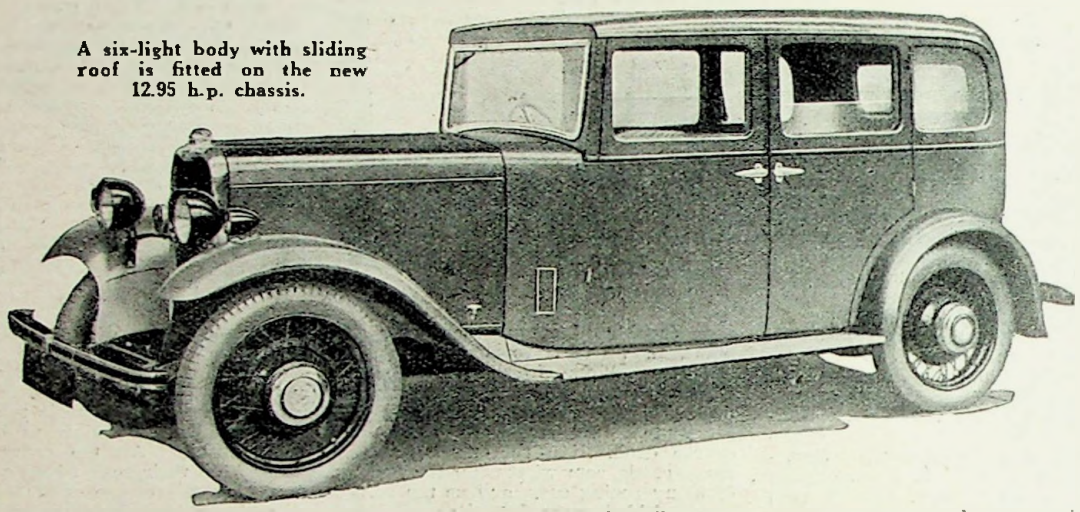


EVEN MORE ATTRACTIVE. — A side view of the five-seater Riley Monaco which has a lower frame and improved body lines.

New Models and Programmes (contd.)

A SINGER "SIX" FOR 1932

Full Details of an Entirely New Model Rated at 12.95 h.p. and Costing £235—Modifications to the Ten and the Junior—A New "Silent-third" Gearbox on all Models



A six-light body with sliding roof is fitted on the new 12.95 h.p. chassis.

THE outstanding feature of the Singer programme for 1932 is the introduction of a 12.95 h.p. six-cylinder model. It is to be known as the "Twelve-Six," and is supplementary to the Junior and the Ten. Both of these cars, by the way, have received attention from the designers, the former having been modified much more extensively than the latter. An improved appearance for the whole Singer range has been gained by fitting a new type of bonnet and radiator.

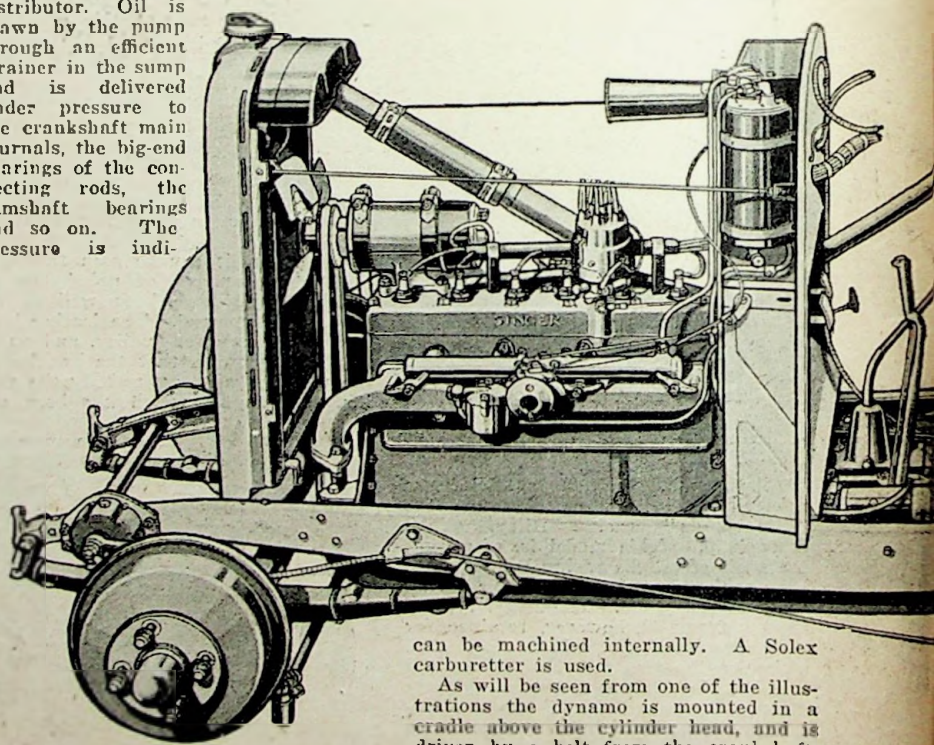
The engine of the new six-cylinder model has a bore and stroke of 59 mm. and 90 mm. respectively (capacity 1,476 c.c., R.A.C. rating 12.95 h.p.). Side-by-side valves are used, ignition is by coil and distributor, whilst cooling is on the thermo-siphon principle. An entirely new four-speed "silent-third" gearbox provides ratios of 5.44, 8.65, 12.52 and 22.2 to 1. The final drive is by open propeller shaft to a spiral-bevel-type rear axle. The car is to cost £235 in saloon form.

So much for the general specification of the chassis; we can now consider constructional details. The crankcase and cylinder block are cast in one in the usual manner, whilst the head is, of course, detachable.

Four-bearing Crankshaft.

The crankshaft is carried in four large-diameter bearings, which are formed in webs cast transversely in the crankcase—an arrangement which adds considerably to the stiffness of the whole unit. Nickel-chrome steel connecting rods of light section are used, together with special aluminium-alloy pistons. The camshaft is provided with five bearings and operates the valves by mushroom-headed tappets, an inverted-tooth chain forming the drive.

A full pressure lubrication system is included in the layout, the oil pump being situated in the sump and driven by skew gears from the camshaft through the medium of a vertical shaft, an extension of which runs through the cylinder block and head to the ignition distributor. Oil is drawn by the pump through an efficient strainer in the sump and is delivered under pressure to the crankshaft main journals, the big-end bearings of the connecting rods, the camshaft bearings and so on. The pressure is indicated by a gauge on the facia board.



Particular interest attaches to the manner in which the manifolding has been carried out. Inlet and exhaust ports emerge on the same side of the block, certain valve passages being siamesed in order to make a compact and neatly arranged unit. The main inlet pipe and the branches are straight and of circular section, thus they can be machined internally. A Solex carburetter is used.

As will be seen from one of the illustrations the dynamo is mounted in a cradle above the cylinder head, and is driven by a belt from the crankshaft. This form of drive is simple, efficient and quiet. A fan to assist cooling is secured to the forward end of the armature spindle.

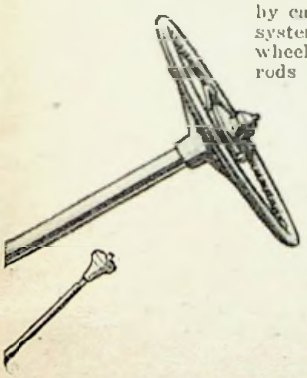
The four-speed gearbox is mounted in unit with the engine and is provided with a central change lever. A point of unusual interest is that both main and layshafts are equipped with a centre bearing. Actually, the box itself is divided into two parts by a central web running right across the case, one compartment being utilized for carrying the helical spur gears of the constant-mesh and third-speed pinions, while the other compartment serves to house the plain spur gears for the first and second speeds. The result of this layout is that the whole of the moving parts are held thoroughly rigid, and even under maximum torque the mesh of the pinions remains constant.

Special Clutch Control.

The clutch is of single-plate type and possesses a rather unusual feature in that by the employment of special toggle levers, a very light end thrust is exerted by the withdrawal race. The pedal pressure, however, is normal, the difference being made up by a rather heavy pull-off spring; in this way drivers who habitually drive with their foot on the clutch pedal will now do no harm to the clutch because they are only pressing against the pull-off spring and are not tending to part the driving plates.

An open propeller shaft conveys the power to the rear axle, a fabric disc universal joint being used at the front end and a mechanical joint at the rear. Spiral-bevel gears are fitted in the rear axle, the half shafts are of the semi-floating variety and a bevel-type differential is used.

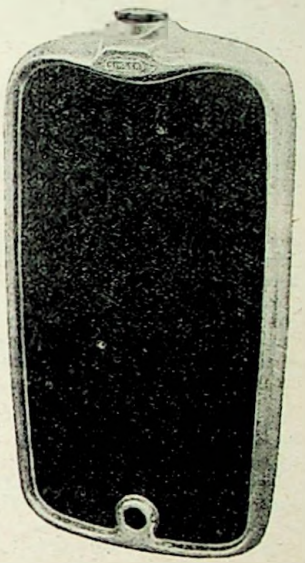
The four-wheel brakes are operated by cable. Both foot and hand systems act on all four wheels, the pedal and lever rods being attached to swinging levers on a cross-shaft through the medium of slotted links. This is necessary, of course, to prevent interaction between the two systems.



In the design of the frame robustness has been combined with lightness, well-gusseted cross-members being fitted to prevent lozenging, whilst the main channels themselves are deep and well flanged. Long semi-elliptic springs form the suspension system, those at the rear being underslung; all springs are encased in gaiters and double-acting shock absorbers are fitted. The wheelbase and track dimensions are 9 ft. ½ in. and 4 ft. 4 ins. respectively.

As we have already mentioned, an entirely new type of radiator is used on the new model. With high shoulders and a bold general outline the foundation has been set for moulding a well-shaped bonnet and scuttle—essential features if modern requirements in fashion are studied.

Although a low roof line is used for the body this has not been obtained at the expense of headroom, as it is possible for a 6-ft. passenger to sit bolt upright in either the front or back seats without touching the roof. All cars in the range have sliding roofs as a standard fitment, the design being such that the movable portion is to all intents and purposes flush fitting, yet the runners and rails are so arranged that little, if any, headroom is sacrificed.



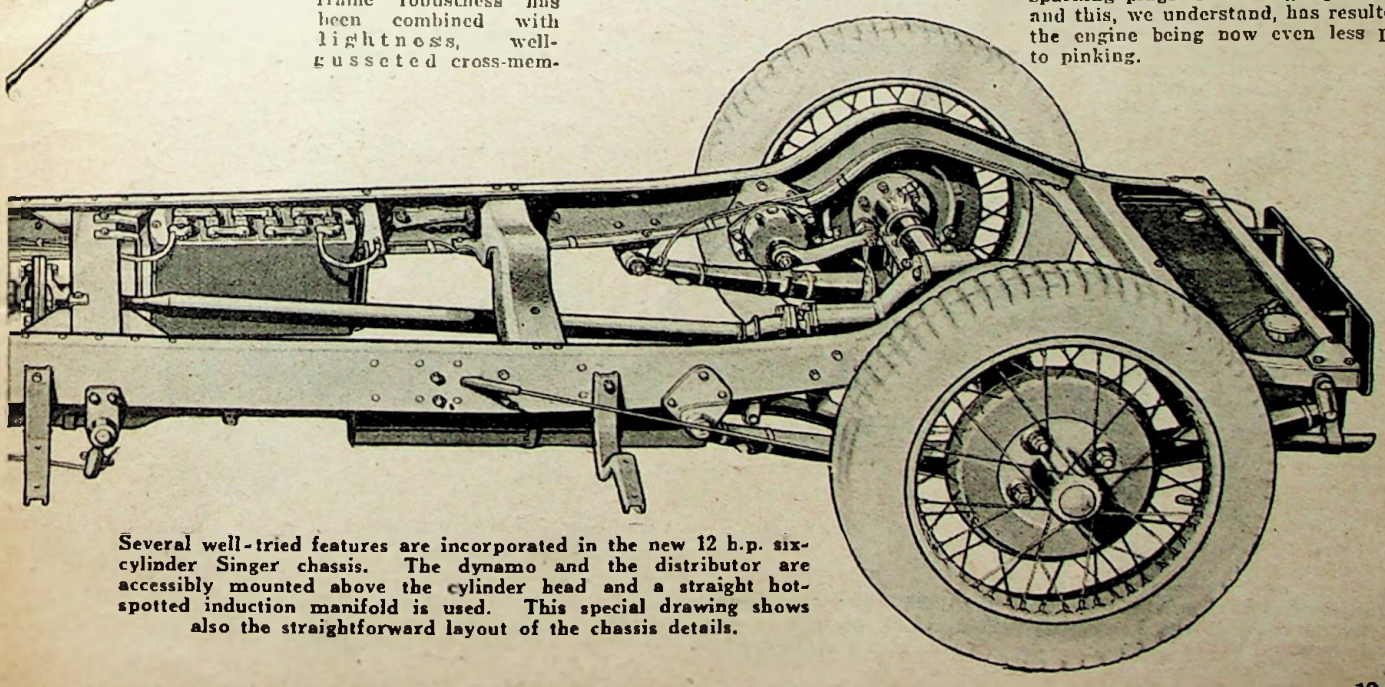
The neat radiator as used on the new "Twelve-Six" and other models in the Singer range.

The "Junior."

Although the Junior model is not altered in name the chassis has been considerably modified in so far as design is concerned. Furthermore, certain internal improvements to the engine have produced an overall increase in power and a decrease in fuel consumption. In such basic matters as wheelbase and track, road-wheel suspension and so forth no alterations have been made, but an entirely new chassis frame is used, and this, in conjunction with certain coachwork modifications, has resulted in an overall saving in height—on the saloon—of some 3 ins.

The new frame has much deeper side-members than in the past, the actual dimensions of the webs of the channels being 3½ ins. instead of 2½ ins., while at the rear these members are swept downwards to the spring shackles instead of being continued at the upswept height as in the 1931 types. A certain amount of rearrangement of the engine, clutch and gearbox has resulted in the centre of gravity of the complete car being lowered about 2 ins.

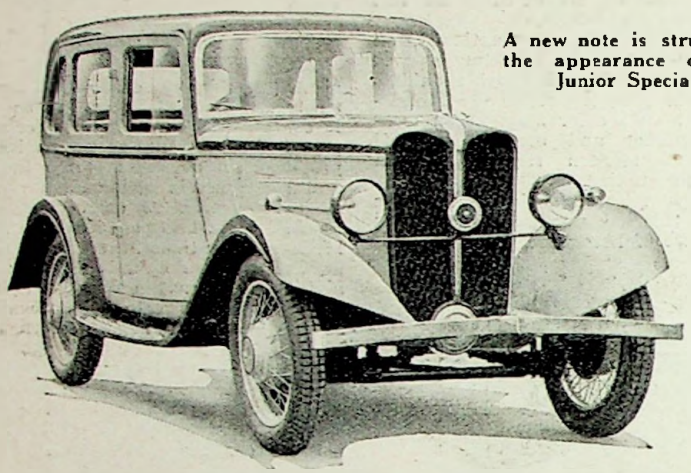
In redesigning the engine two lines of action have been taken, one to obtain more power and greater thermal efficiency and the other to make the moving parts of the engine more robust in order to take care of the additional power. As might be expected, most of the power increase is the result of modifications made to the shape of the cylinder head and the inlet manifold. We have, indeed, seen power and fuel-consumption graphs of the Junior engine when fitted with various types of inlet pipe, and the improvement shown in the particular model standardized is remarkable. The position of the sparking plugs is also slightly different, and this, we understand, has resulted in the engine being now even less prone to pinking.



Several well-tried features are incorporated in the new 12 h.p. six-cylinder Singer chassis. The dynamo and the distributor are accessibly mounted above the cylinder head and a straight hot-spotted induction manifold is used. This special drawing shows also the straightforward layout of the chassis details.

While dealing with the subject of improved thermal efficiency it may be said that on one of the test routes over which the new Junior model has been driven many times (between Coventry and Dinas Mawddwy) the car has averaged 30 m.p.h. and 38 m.p.g. repeatedly,

The layout for the clutch and gearbox is exactly the same as that of the new Twelve-Six. Naturally, the gear ratios are slightly different in order to fit in with the power characteristics of the four-cylinder engine. The ratios provided are 5.25, 8.35, 12.08 and 21.41 to 1.



A new note is struck in the appearance of the Junior Special.

the equivalent of four passengers being carried in the saloon.

To cope with the additional power a stiffer crankshaft is now used and a full pressure lubrication system is installed. Housed at the front of the engine, the pump draws oil from a large filter situated in the sump and delivers to the two main bearings of the crankshaft by means of a pipe. The intermediate crank pins receive their supply through further pipes, which connect the two throws together. It is interesting to note that the pipes are not straight, but are curved to a radius equal to half the stroke. By this means centrifugal force is negatived and the two middle bearings are not starved of oil.

Another point of interest is that the chain drive to the auxiliaries at the front of the engine has been modified in order to allow the chain to have a greater arc of contact with the jockey sprocket. As is well known, the Singer Junior engine incorporates an overhead camshaft; it is, however, quite unnecessary to disconnect the chain when removing the head for decarbonizing.

An open propeller shaft provides the final drive and a fabric joint is fitted at each end of the shaft.

The worm and wheel steering box is equipped with a "three-life" adjustment, so that as wear takes place the drop arm can be placed in a different position in relation to the worm wheel.

New Junior Models.

A development of more than usual interest takes the form of two new cars which are to be known as the Junior Sports and Junior Special models respectively. In engine and chassis design they are identical with the normal Junior save for the fact that the engine has a bore of 60 mm. instead of 56 mm. The Treasury rating is therefore increased to 8.93 h.p. and the power output has benefited accordingly.

The Special model, priced at £185, is a miniature reproduction of the Kaye Don saloon, which has for some time been standardized on the largest Singer six-cylinder chassis. The car has a radiator in which the motif suggests a cascade of water. The two-seater Sports on the 9 h.p. chassis costs £150 and follows the lines of the present Porlock two-seater in almost every particular.

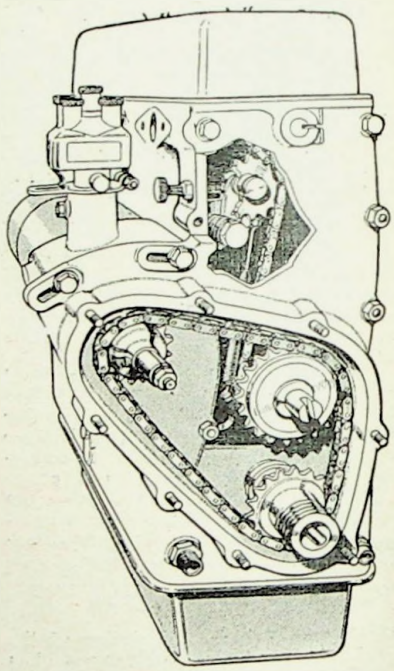
The remaining model in the range—the Ten—has, in common with all the other cars in the Singer range, the improved radiator and bonnet, the redesigned clutch and four-speed silent-third gearbox.

The prices of the complete range are as follow:—

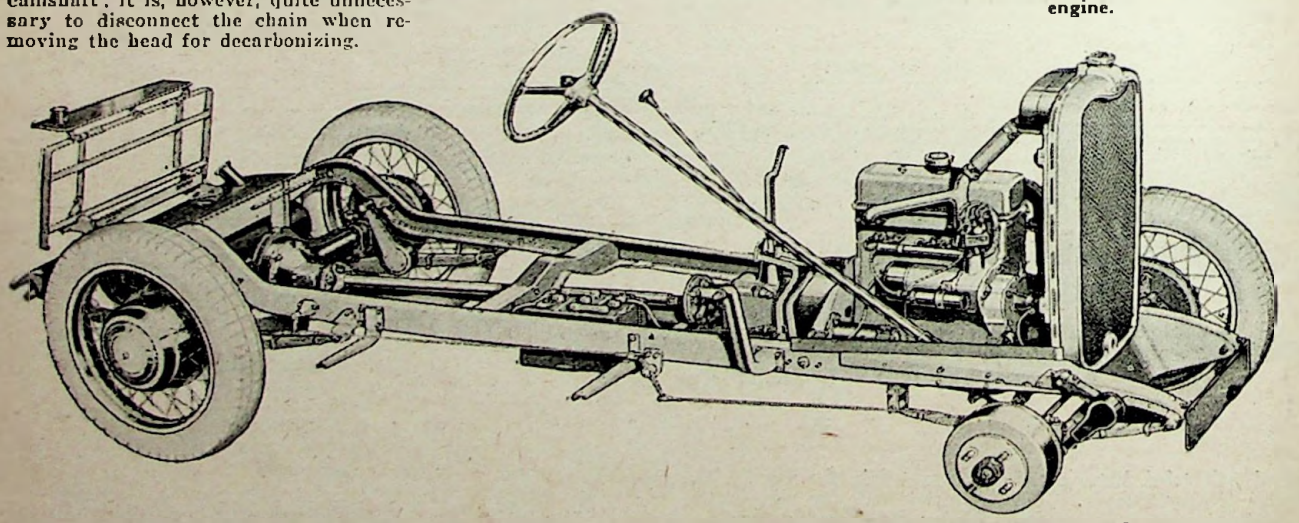
Junior: Two-seater, £130; four-seater, £140; saloon, £150; "Special" sports two-seater, £150; "Special" saloon, £185.

Ten: Four-seater, £180; saloon, £199.

Twelve-Six: Saloon, £235.

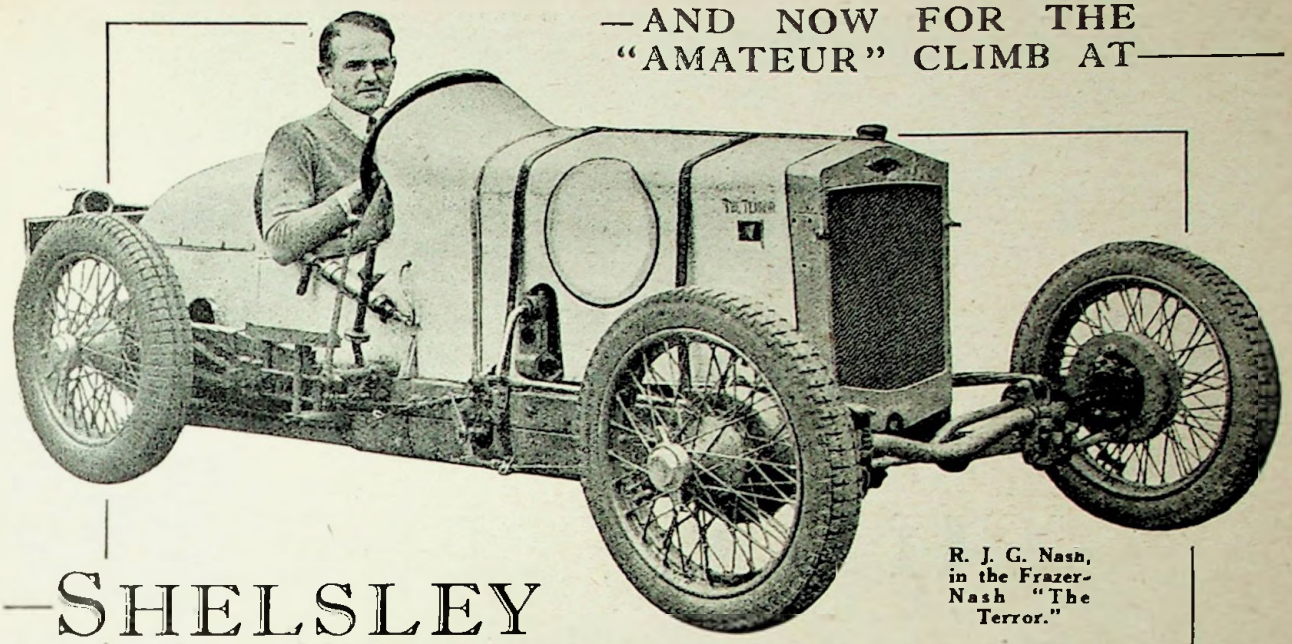


Two chains are used for the timing gear of the redesigned Singer Junior engine.



The Singer Junior chassis as redesigned for 1932. The arrangement of the electrical components on the engine is entirely altered and the four-speed, "silent third" gearbox is of new design. Fuel is fed from the rear tank by means of an Autovac.

—AND NOW FOR THE "AMATEUR" CLIMB AT— SHELSLEY WALSH



R. J. G. Nash, in the Frazer-Nash "The Terror."

CHRISTMAS comes but once a year; Shelsley is in a far more commanding position because it comes twice, but it has this much in common with the great annual feast, it brings good cheer on both occasions—some of the very best fare, in fact, that lovers of motor sport have at their disposal.

Make no mistake, the "Amateur" which takes place to-morrow will be no second-class affair. The title is, of course, a little unfortunate; it rather suggests the atmosphere of the amateur dramatic society, whose efforts we go to see with half-hearted enthusiasm, and whose work we criticize as though we had all been born with the fever of the footlights in our blood.

It cannot be helped; the Powers That Be have to supply some really convincing nomenclature for an event in which the trade element is barred. Actually, it does not matter two hoots, for the majority of the best performers at Shelsley are not "trade," and you will see them not only at the "Open" climb, but at the closed event as well. They are members of a determined band of young men and women whose year, like "Omnia Gallia . . . ." is divided into three parts—one, preparing for the "Open" climb; two, repairing the damage, if any, of the said climb; and three, getting ready for the "Amateur" event.

During the months of preparation these enthusiasts are nursing the hope that they will be able to lower the record for the hill, for this stands out more than anything else as the ultimate aim and ambition of every Shelsley entrant.

Beating Father Time.

On the face of it, you might think that there is not much difference in the speeds of the faster cars. After all, what is one second, or two seconds, or even three seconds? A matter of luck in getting off the mark like a streak of lightning; a matter of choosing just the right path at the bend and of hitting it at just the right speed; a matter of plugs and chains and tyres being able to stand up to the strain; but these people calculate in fifths of a second, and they regard the course as you might the road from London to Coventry, endeavouring to discover just where they can beat Father Time by the tiniest fraction.

This is the kind of thing, perhaps, that many spectators do not appreciate. They look upon Shelsley as an exhibition of hill-climbing, and all they see is car after car ascending the hill "almost monotonously."

If you try to look on Shelsley as the concluding scene in a drama which has been going on for months it will give you a far bigger thrill, and you will have genuine sympathy for the man who comes finely up to the left-hand bend, sweeps round with only the smallest skid and is accelerating away to the second bend when his engine cuts out. Don't dismiss him from your mind as a failure—as somebody who will inevitably hold up the programme as he backs down the hill; put yourself in his place and try to realize the agony of disappointment he is suffering; Shelsley, as I have said, comes but twice a year. . . .

Prospects of To-morrow.

The prospects of to-morrow are distinctly good; in fact, they are particularly good because when a light car holds the British record the big-car gentry attack their job with almost ferocious enthusiasm. R. J. G. Nash, who, so far as my information goes, is no relation whatever of my old friend Archie, although he has inherited the car which "A.G.F.N." built in the first place, has given them something to think about.

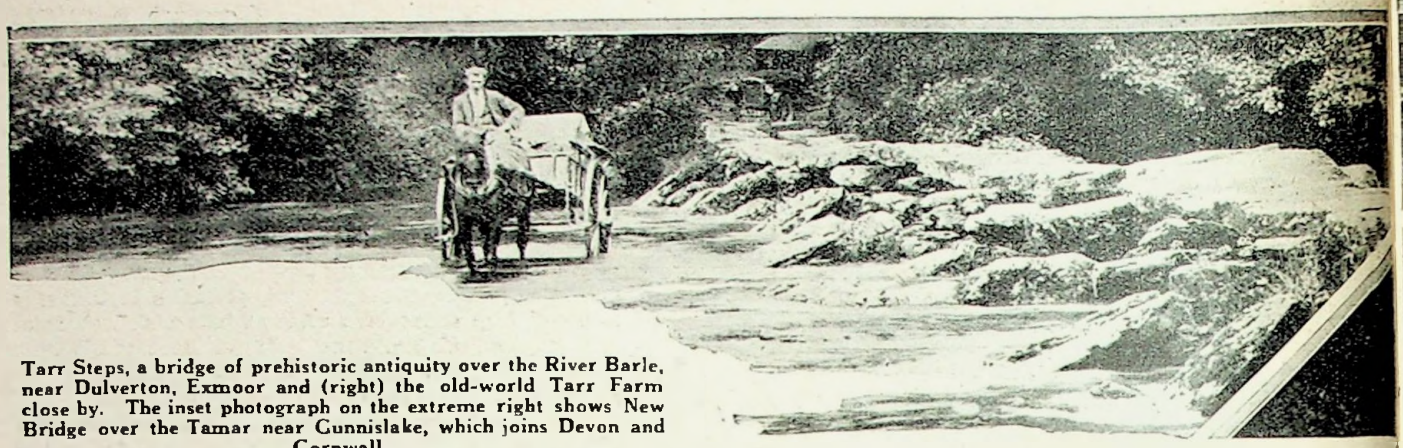
His time in the "Open" climb, you will remember, was 43⅘ secs., only 1 sec. longer than Von Stück's wonderful climb in the Austro-Daimler in 1930 and ⅘ sec. faster than Mays's Vauxhall Villiers Supercharge. Without having to think very deeply you will see that Mays himself may provide a large slice of interest to-morrow.

The walk up the long, steep gradient of Shelsley is a fatiguing business. In July I was bold enough to don tennis shoes before I left my car in the enclosure, and it robbed the ascent of half its terrors; moreover, after standing and sitting about during the afternoon, it is very pleasant to change one's shoes in preparation for the run home in the evening.

Having said this, I shall look out for white shoes to-morrow unless the weather promises to be much the same as last year's "Amateur," in which case goloshes will be popular.

Vox.

B21



Tarr Steps, a bridge of prehistoric antiquity over the River Barle, near Dulverton, Exmoor and (right) the old-world Tarr Farm close by. The inset photograph on the extreme right shows New Bridge over the Tamar near Gunnislake, which joins Devon and Cornwall.

Rich Mixture

Light Car Comment and Advice

by Focus

En Route for Italy.

LAST week my time was spent getting together a decent tool kit, ferreting out my *Guide Michelin*, sorting maps and filling in forms in readiness for spending a few days with a little two-seater amongst some of the better-known mountains which they keep in Northern Italy. I am going to remake the acquaintance of the Stelvio which, climbing to nearly 10,000 ft., and having 44 hairpins on one side and an equally alarming number on the other, is the highest pass in Europe. I look forward also to making for the first time the acquaintance of the Italian racing track at Monza.

And I know not a solitary word of Italian!

Languages Which Puzzle.

THERE is a fine sense of adventure in planning a trip of this kind and never so far have I been disappointed in expecting strange, amusing and exciting experiences. I once had an amazingly good time in the course of a tour of Spain as one of a party of four, not a single member of which knew a word of Spanish or was even aware that in that remarkable country they have a habit of spelling their words in a way which makes them very hard for the uninitiated to pronounce.

In Germany, of course, they make it difficult for those who are trying to get about with no knowledge of the language by tacking syllables on to the front of words. The effect of this little trick is to put dictionaries completely out of court until one has got the knack of knocking the first syllable or two off any words which the dictionary does not contain.

Roads Which Have No Ending.

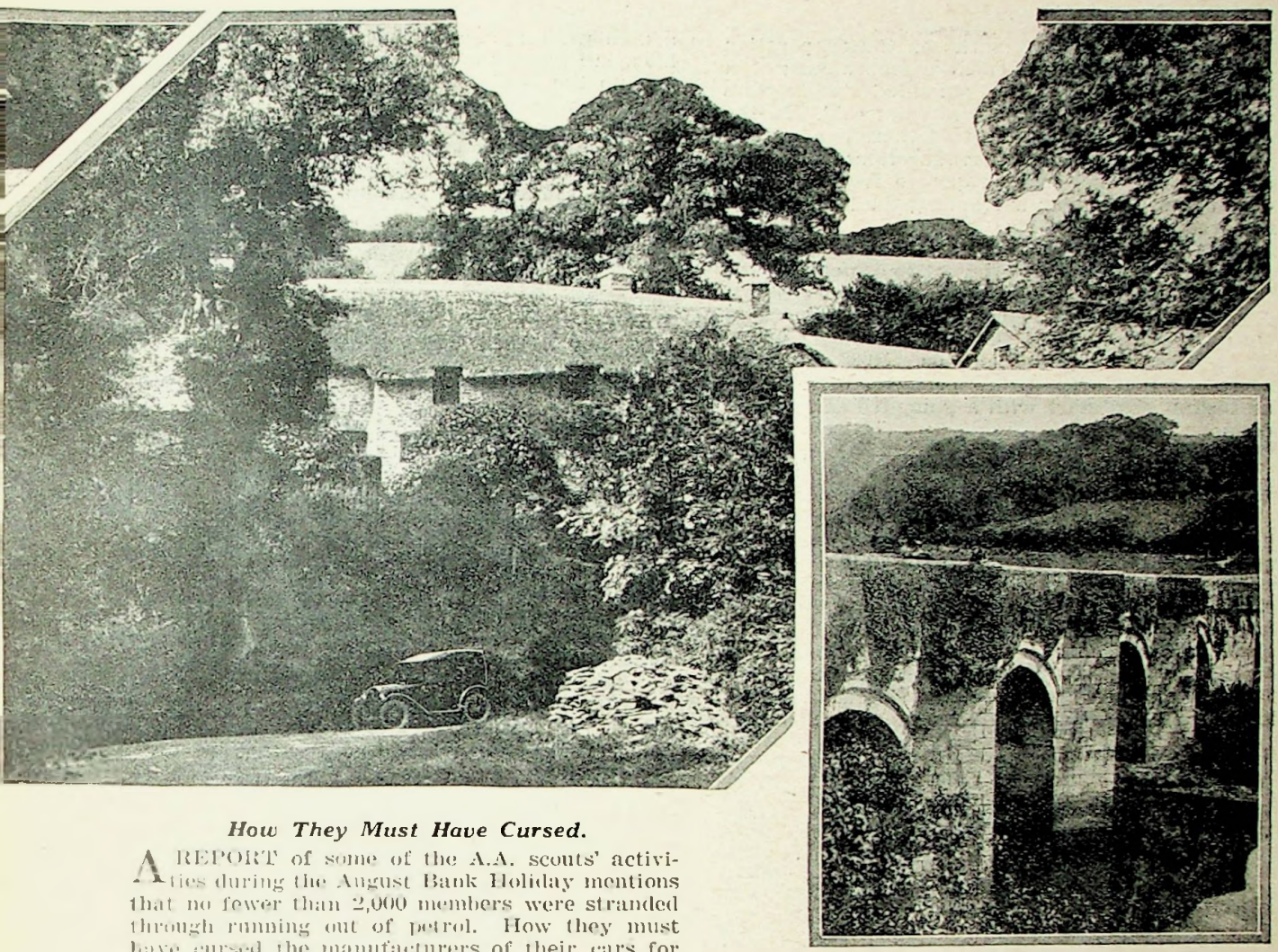
WHEN going abroad on a trip of this kind I always find the long trek across France very irksome. Perhaps if one had a gigantic car which toured at about 75 m.p.h.—the practice of most of the native tourists on the Routes Nationales—one would not notice them so much, but in a small car which one is reluctant to push along at more than about 45 m.p.h., when it has an elaborate itinerary of pass-storming before it, those tree-lined roads which have no ending really get dreadfully dull.

On this trip the "Autocarrier" will land me at Calais at about two o'clock in the afternoon and I intend to put behind me at least 350 kilometres before turning in for the night. This is not at all a bad idea when starting such a trip. One wakes up the next morning well on one's road and with the mountainous districts which are most people's goal not more than a day's journey off.

Petty Pilfering from "Pubs."

THE manager of one of my favourite hotels in the Cotswolds has been complaining very bitterly concerning petty thefts. He has a glorious old house filled with all manner of most charming antiques—and their number is constantly dwindling. All hotel proprietors expect to lose brushes and combs, towels, spoons, glasses, tankards and things of that kind, about which the public as a whole appears to have no conscience at all; but it really does seem very hard on a man who is doing his best to make his house a home from home to find that a beautiful old beaten copper jug has disappeared, and that the nail on which a lovely old brass toasting-fork should hang has been torn out and the toasing-fork pouched.

Writing to me early this week the proprietor of the hotel I have in mind at the moment said: "My wife and I take the greatest possible interest in this old inn and try to make all who visit us as happy as possible during their stay. But when one is treated in such a manner"—(he had suffered a series of petty thefts over the week-end)—"you naturally begin to lose heart." And so should I.



How They Must Have Cursed.

A REPORT of some of the A.A. scouts' activities during the August Bank Holiday mentions that no fewer than 2,000 members were stranded through running out of petrol. How they must have cursed the manufacturers of their cars for not spending the few extra pence which a two-way tap would have cost!

One does not feel really fierce over small matters of this kind until one finds oneself marooned. About 18 months ago I was stranded between Boxmoor and St. Albans for nearly two hours when the tank of a borrowed car ran dry, and if I could have met then the man who had excluded from that model the two-way tap which had figured on its predecessor of the year before, I honestly believe I should have brained him with the jack handle.

Four Up on Two Wheels.

I SEE that in *The Cyclists' Touring Club Gazette* I have been "roared up" for advocating the building of cycle tracks beside our main roads. The C.T.C. is afraid that if there were such tracks, cyclists would be compelled to use them whether they wished to or not. I wonder if the executive of the C.T.C. have been to Germany and other parts of the Continent where cyclists have "roads" of their own, and spin along in comfort whilst drivers of other traffic jostle and bump along the carriage-way envying the cyclists their peaceful, safe, smooth and leisurely progress.

On a fine Sunday afternoon two years ago I drove out from Munich along a road leading to a lake where the local custom is to fling off one's raiment and bathe in family parties, and on the cycle path beside the road were dozens of cyclists, many of whom had the entire household on one machine. Father rode in front with Gustav on the handlebars and mother behind with Fritz on the carrier. One would tremble for the safety of such a four-seater tandem on a main road, but on the special cycle tracks the worst that could befall them would be a tumble.

To Keep Luggage Safe.

WHEN carrying luggage on the grid one always feels some anxiety as to its safety and, personally, I have always made a practice of cocking an eye on its reflection in a shop window whenever I have passed through a town. A far better plan I saw the other day is to fix to the luggage straps a stick projecting upwards so that it can be seen by glancing over one's shoulder or in the rear-view mirror. If the stick is waggling about, obviously the luggage is loose, and if it disappears the luggage in all probability has gone, too!

The idea is supremely simple and is, I believe, the brain-storm of a Lieut.-Colonel Whitton, who lives at West Byfleet, and who described it in *The Motor* recently.

Pump-fed Carburetters.

MR. MANTELL'S remarks on the evaporation of petrol from the float chamber suggest a reason why engines with pump-fed carburetters are not always ready starters from cold. In the case of gravity or vacuum feed there is a reserve head of petrol above the carburetter; thus even although the fuel may evaporate from the float chamber whilst a car is standing the level will be restored.

With pump feed there is no reserve head and in the case of a hot engine the entire contents of the float chamber could easily evaporate and leave it dry. When making the next start the pump would then have first to fill the float chamber, which might take two or three seconds. It seems to me, therefore, that even with a perfectly normal fuel an instant cold start with a pump-fed carburetter cannot be expected.

Cars as Dustbins.

WHAT an odd collection of things people carry about in their cars! I was vetting a second-hand model for a friend who thought of buying it, and in the toolbox, together with half a pair of pliers, a screwdriver blade without a handle, a shifter with a stripped thread, a battered tin which had once contained a puncture outfit, and a jack that would never lift anything again, were a piece of candle, about 30 cherry stones, the cap of a Thermos flask, a broken pair of scissors, a rusty horseshoe and a consolidated mass of aged toffee.

I remember rounding a bend once and finding a man walking about aimlessly in the road with his small two-seater lying on its side after having run up the bank. I helped him to get it back on to its wheels again, and lying in the road was an even more extraordinary collection of junk than the list above. It included quite a decent string of beads, a half-crown, some orange peel, and a driving licence which had been reported lost.

Au Revoir, Mr. Morrison.

IN common, I think, with the majority of my fellow road-users, I sincerely regret the resignation of Mr. Herbert Morrison, who, as Minister of Transport, showed a keen and sympathetic consideration towards every kind of road-user and tried to be fair to all. Will his successor be equally kind?



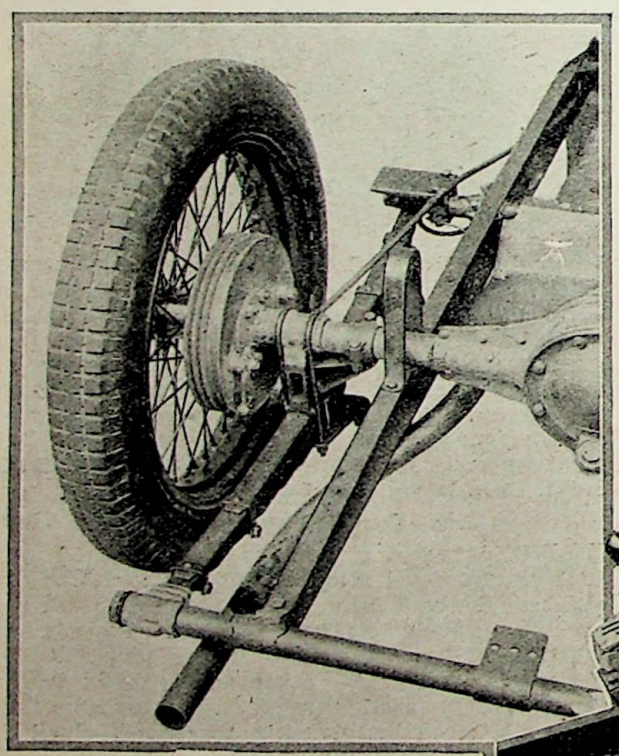
Mr. Herbert Morrison, Minister of Transport in the late Government.

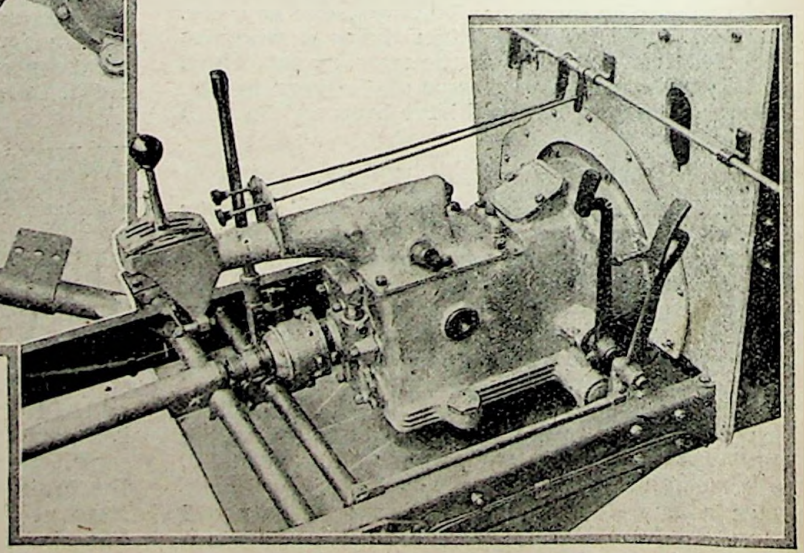
One of my colleagues had several opportunities of coming into personal contact with the former Minister and he credits him with a charming personality, a ready wit and an entire absence of "side." It was at the invitation of my colleague that he visited Brooklands recently, where, to use his own words, he thoroughly enjoyed himself. Anxious to do all he could to please his hosts, The Light Car Club, he even broke off in the middle of his luncheon so that Percy Bradley could whisk him to the microphone for a brief broadcast before the Relay Race started.

At the dinner given to Sir Malcolm Campbell after his victorious return from Daytona Mr. Morrison said, "I like your motor crowd," and one cannot help feeling that he expressed a genuine sentiment. And so I have headed my paragraph "Au Revoir"—and not "Good-bye"!

THE NEW M.G. MAGNA.

(Left) The rear suspension of the new six-cylinder M.G. model. Note the spring mounting and the way in which the axle is carried above the frame to give low build.





(Right) The gearbox of the Magna showing how the "remote control" lever is arranged with, close at hand, the mixture and slow running controls. The car is fully described elsewhere in this issue.

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The Light Car & Cyclecar

Conducted by
EDMUND DANGERFIELD.
TEMPLE PRESS LIMITED,
5-15, Rosebery Avenue,
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Inland Telegrams - "Pressimus, Holb, London."
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"THE LIGHT CAR & CYCLECAR" WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND CYCLECARS, AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER EIGHTEEN YEARS.

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

Topics of the Day

In the Schools.

IF you have a boy at school and you question him on the number of Henry VIII's wives, the names of the tributaries of a river in some remote part of the world, or the correct way to elucidate some abstruse mathematical problem which, unless he is a scientist, he is unlikely ever to encounter in his daily life, you will get quite intelligent replies. Test, however, his knowledge of getting about our own country and you will find him shockingly ignorant. The average schoolboy on a blank map of England would be quite unable to draw in even the most important trunk roads, and he would have but the haziest idea of the positions which even our leading industrial centres should occupy. He could not tell you what towns he would pass through en route by road from any big centre to another a hundred miles away. How many London lads know that the Great West Road leads to Bath and the Great North Road to Edinburgh and Inverness? What schoolboy who has not had exceptional advantages could give his father a rough and ready route from, say, Nottingham to Dover? Surely in these days when by hiking, cycling, motor cycling and motoring nearly every citizen spends his leisure in getting about, there is something gravely wrong with the curricula in neglecting to teach our youngsters the way about their country.

Streamlining—the Next Step.

WILL the next big step in motoring progress be towards streamlining? At the moment there are many indications in that direction. The most noteworthy is that H.R.H. The Prince of Wales owns a fully streamlined rear-engined car which has been very much in the news of late and with which H.R.H. is at present enjoying a holiday on the Continent. The patronage of such a distinguished customer will certainly create a streamline "urge" in what is generally described as society, and if that urge, as others have, progresses to its logical conclusion the streamline car may well come almost as quickly as did plus fours and the well-known Helen Wills eyeshade.

On paper the streamlining of bodywork appears to have less in its favour than it has in practice. There are experts who declare that at the speeds at which cars normally travel the advantage of reduced windage would be negligible. It must be remembered, however, that every year speeds go up. It must not be forgotten, too, that when a car is travelling at 50 m.p.h. against a 40 m.p.h. wind, it has an air speed of 90 m.p.h. On the practical side streamlining has a great deal in its favour, notably in that it would make cars much easier to clean. It may be trying for a prince to find his fads becoming rapidly the fashions of the multitudes, but if the lines of his streamlined car are widely followed he will be able to take comfort from the thought that he has set a fashion.

Has Supercharging a Future?

FOR several years the supercharger has been analagous to a damp fuse: the match has been applied, the train has smouldered, perhaps flared up—and then gone out. Yet, basically, the low-pressure supercharger is sound, and its application to an ordinary touring car not only practicable but advantageous. The reasons why supercharging has not caught on are three in number; first, the initial extra cost which, in these days of rock-bottom prices, is a big objection; secondly, the somewhat exaggerated idea that they are unreliable, extravagant and add unnecessary complication; and thirdly, that their use on a modern car is unwarranted.

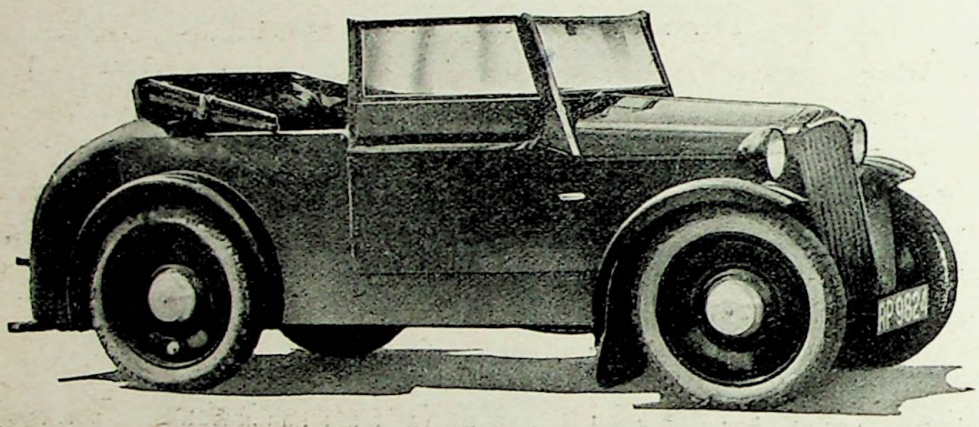
Ignoring the question of cost—which is not always the deciding factor—it is surely obvious from racing practice that blowers are now far more dependable than they were; as to their wastefulness and usefulness an authority on the subject has stated that they give full value for money, provided they are of the low-pressure order. To add strength to his argument he states that decarbonizing is necessary at far less frequent intervals and that an unblown engine which has become woolly has no counterpart in a similarly neglected engine if a supercharger be fitted, for no apparent loss of tune is evident. This alone is a good and sufficient answer to those who contend that the use of a blower is unwarranted.

We feel that the time is ripe for a further full investigation into the claims of superchargers, and we trust that their advantages will be kept in mind and thoroughly explored by all manufacturers of high-performance light cars.

The Rover "Scarab"

We Run the "£85" Mystery Car to Earth and Present Our Readers With the Outline of a Very Interesting Newcomer

FOR some months the deepest secrecy has been maintained concerning a car of unorthodox but practical type with which the Rover Co. Ltd., Coventry, have been experimenting, and which will probably make its debut at the Show. It was not until the publication of "The Motor" last Tuesday that some real indication of the character of the car was revealed. Pursuing independent lines of investigation, we have successfully run the Rover Scarab—as it will be called—to earth, and are now able to supplement the information already published



A THREE-QUARTER view of the mystery car concerning which there has been so much conjecture during the past few months. The body lines, it will be seen, are attractive, care having been taken to avoid an ugly overhang at the rear. The body is of the full four-seater type and is equipped with the usual refinements; the radiator is, of course, a dummy.

SELDOM in the history of the light car movement has more curiosity been aroused than that caused by the announcement made months ago of an £85 "mystery" Rover car. Dame Rumour soon became busy, and, assisted by conjecture, the mystery was deepened. We ourselves were able to throw considerable light on the main features of the car, but so carefully has the secret been guarded that it was not until last Tuesday that any authentic details were actually available. These appeared in the pages of our associated journal *The Motor*. Realizing the widespread interest which the car has created, *The Light Car and Cyclecar* has taken the process of investigation a stage farther, and we now supplement the details which have already been made public, and publish a cutaway drawing of this car which, if not correct in every detail, will certainly serve to show the general principles which have been adopted and the manner in which they have been carried out.

At the moment the existence of the car is still officially a secret; thus at the luncheon given by Henlys, Ltd., to Rover distributors on Monday last, the car was revealed for the first time, but it was surrounded by a barrier so that none should have access to it, and it reposed on a revolving turntable so that although an excellent impression was gained of its "externals" no clue was given as to engine, transmission and so on.

It was clear, from the conversation which one heard going on around one, that even the distributors themselves have been unable to guess the secret; in fact, the car will not officially be disclosed in its details until the eve of the Show.

The newcomer will be known as the Rover Scarab—a title which at once gives the atmosphere of mystery which has surrounded the production of the car and which, at the same time, conjures up visions of its magic qualities. In considering it in detail one has to take into account first the low price at which it will be sold and, secondly, the ingenious specification which reveals how ideas which were current 10 years ago have been brought up to date and perfected.

In brief, the Scarab represents a cross between the

In Brief

8 h.p., 2-cyl., air-cooled engine at rear, in unit with plate-clutch, three-speed gearbox and bevel case.

Four-wheel brakes and independent suspension to each wheel.

Four-seater body with hood, side curtains, tools, etc.

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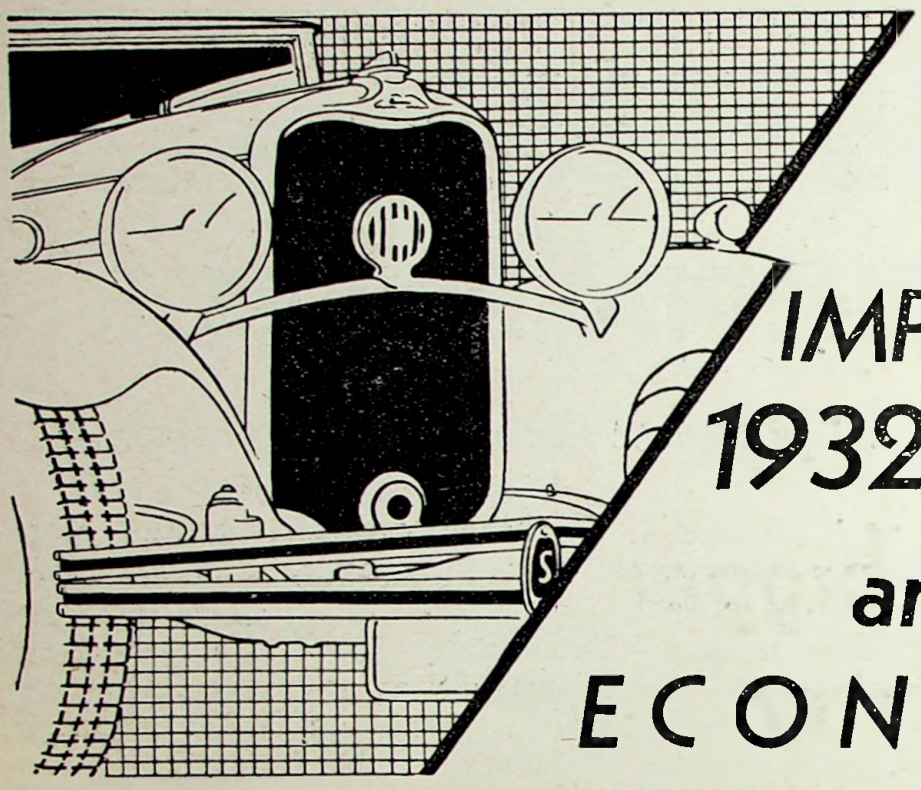
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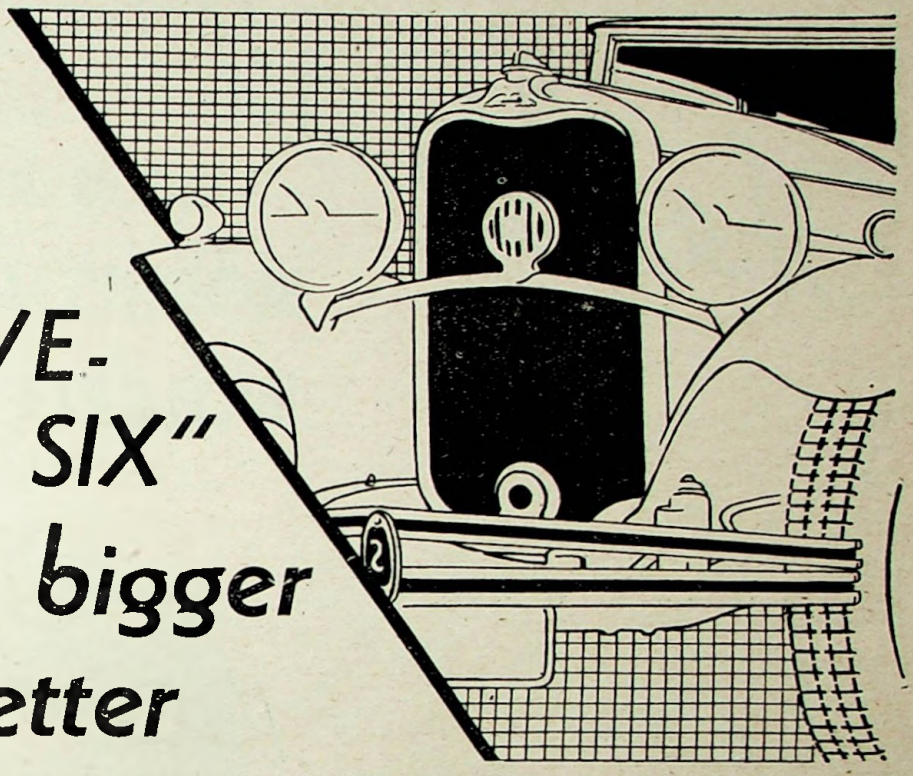
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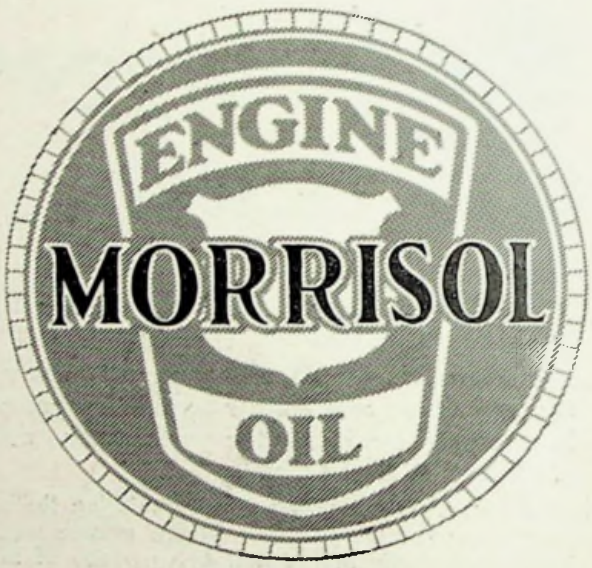
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B30

perfect cyclecar and one of the best conceptions of modified light car design which have so far been put forward. Its main essentials are a twin-cylinder, air-cooled engine placed at the rear and built in unit with a plate clutch and three-speed-and-reverse gearbox, the final drive being by short carden shafts to the rear wheels. The principle is not new. It has formed the theme of many articles in *The Light Car and Cyclecar*.

It is, perhaps, more in the details of the conception as a whole that the Scarab stands out pre-eminently, for not only is it unorthodox in the light of present-day practice, in so far as engine and transmission are concerned, but it incorporates a novel suspension system, in which one of the highest ideals of the designer has been attained, namely, the elimination of unsprung weight, to a degree which hitherto has been almost unattainable in light car design.

The tout ensemble is striking, as our heading photograph shows; moreover, the car boasts of extraordinary roominess, it being possible for two adults comfortably to be carried in the front seat and two at the rear. Owing to the position of the engine and the absence of a propeller shaft, the floor of the car is low, thus adding materially to the comfort and roominess of the vehicle.

No Ugly Overhang.

The designer has achieved an outline which is very difficult to attain when a rear engine is employed, the rather ugly overhang at the back being conspicuous by its absence and the whole car presenting only a degree of unorthodoxy which tends to distinguish it as something entirely out of the ordinary—something that marks quite a new era in the design of small, powerful and economical light cars.

Before going on to describe the model in detail, and for the benefit of readers who may be new to the cheapest form of motoring, we should explain that the Rover company have a wealth of experience behind them in tackling a car of this type. In 1918 they struck entirely fresh ground by producing an 8 h.p. twin-cylinder, air-cooled car, which quickly attained popularity and which found many buyers, even at a price which would be considered almost exorbitant in these days, namely, £300.

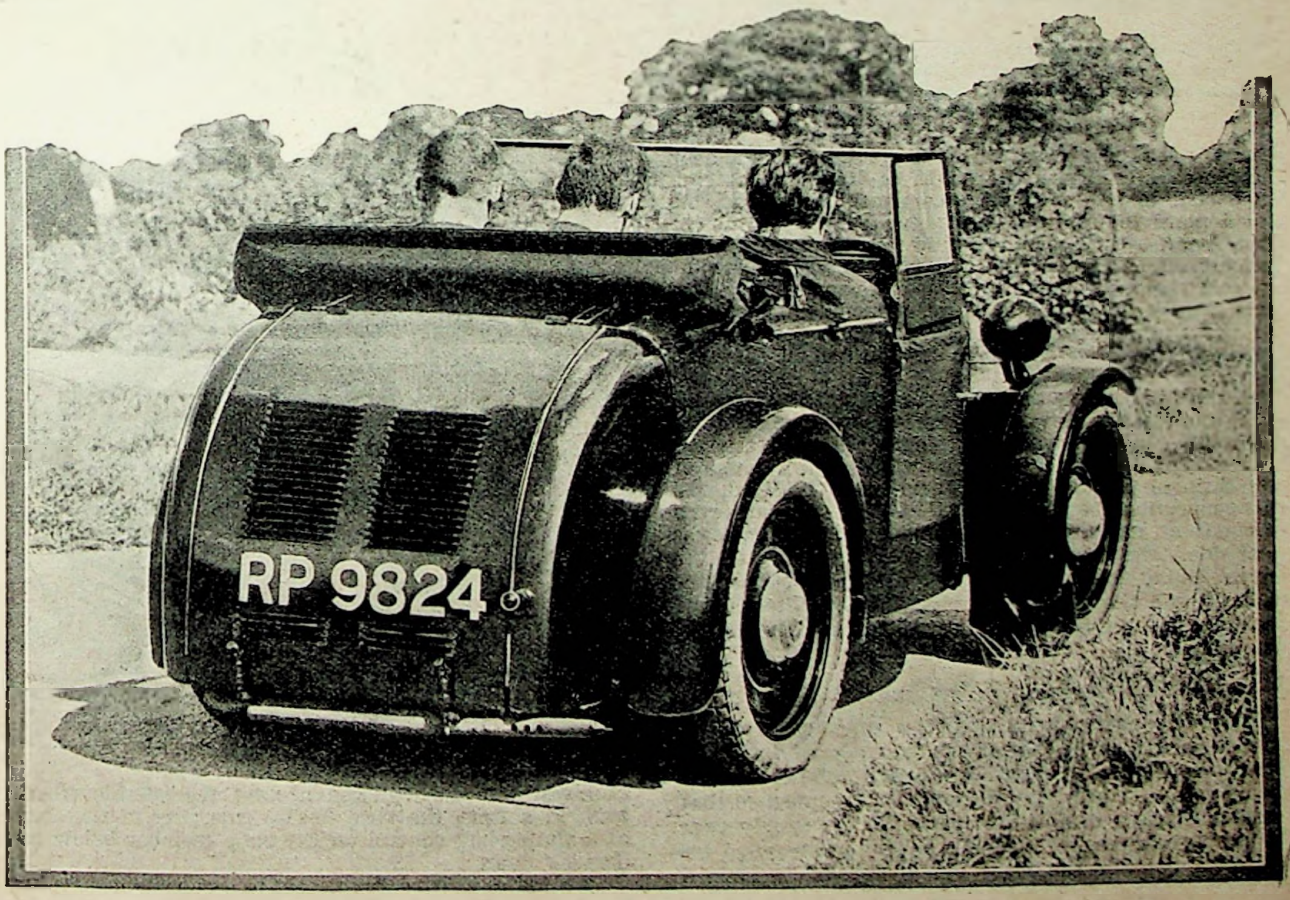
Not a Revised Rover Eight.

In some quarters it has been suggested that the Scarab is merely a revised edition of the Rover Eight. This is not the case; in fact, we would go so far as to say that the Scarab does not incorporate in its make-up any part previously used in the construction of a Rover car.

Now for the mystery car itself. We cannot do better than describe, first of all, the very convincing power unit which, as we have said, is housed at the rear. One of the accompanying photographs clearly shows the curved bonnet at the back. This is held down along its lower edge by two ordinary bonnet fasteners and fits over tongues at the top. Louvres permit of easy exit for the air stream, which, drawn up from under the car by a fan, is ejected through them after passing over the engine.

The bonnet fasteners having been undone, the bonnet itself is lifted away, and even a casual glance suffices to show the extraordinary degree of accessibility of the whole unit.

The cylinders, which are well ribbed and, axially, slightly staggered, are set at an angle of 60 degrees, the timing case, of course, being at the rear. The cover of the timing case carries the Lucas coil unit complete, the



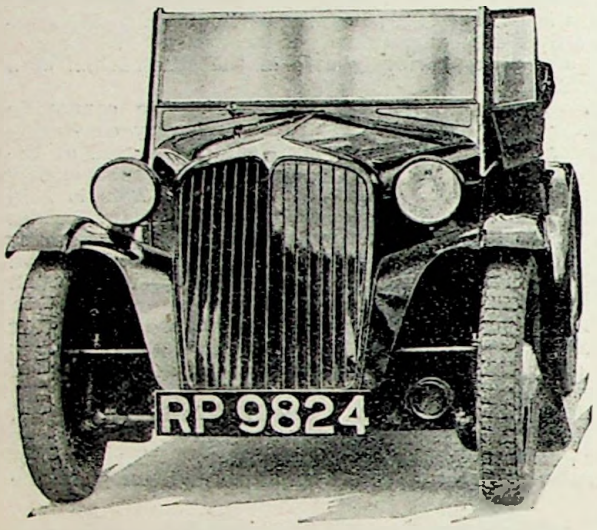
THE SCARAB UNDER TEST. — **On the road the Scarab has a convincing performance and can hold its own with cars of much greater horse power. The photo clearly shows the "bonnet" at the rear and the louvres through which the cooling draught of air is expelled after passing across the engine.**

B31

starting dog and the driving pulley mounted on the end of the crankshaft, for the dynamo and the fan.

The dynamo is on the near side of the engine, and is pivoted at its base to lugs forming part of the crankcase casting. At the top the instrument is secured by a single slotted link at the rear, so that the arrangement is, in fact, similar to that found on more conventional vehicles and enables instant adjustment of the drive to be made.

The last named takes the form of a V belt which also embraces a pulley mounted on the end of an overhead shaft. Support for this shaft at the rear end is provided by an aluminium casting forming an exten-



The helical springs which support the frame at the front are seen in this photograph, together with the removable dummy bonnet beneath which the spare wheel is housed.

sion of the tappet case, whilst a special bracket over the clutch pit carries the shaft at its forward end. Supported in ball bearings, the shaft carries at this end a powerful four-bladed fan which directs the air stream across the cooling fins and maintains the correct running temperature. The fan runs at engine speed.

From the foregoing it will be seen how very accessible are two main points of adjustment, namely, that for the triangulated belt drive and that for the distributor; the latter is driven off the end of the camshaft.

In the past it has been customary to follow motorcycle practice with regard to lubrication when applying air-cooling to four-wheeled vehicles; in the Scarab, however, pump lubrication is provided, and a gauge of conventional pattern on the facia-board is fitted. In this connection the generous size of the sump is worthy of comment, as is also the accessible drain plug on the near side. The dipstick is situated on the near side, the curved end of the stick projecting upwards between the dynamo and the timing case; on the opposite side of the casting there is an oil filler with a quickly detachable cap.

Overhead Valve Layout.

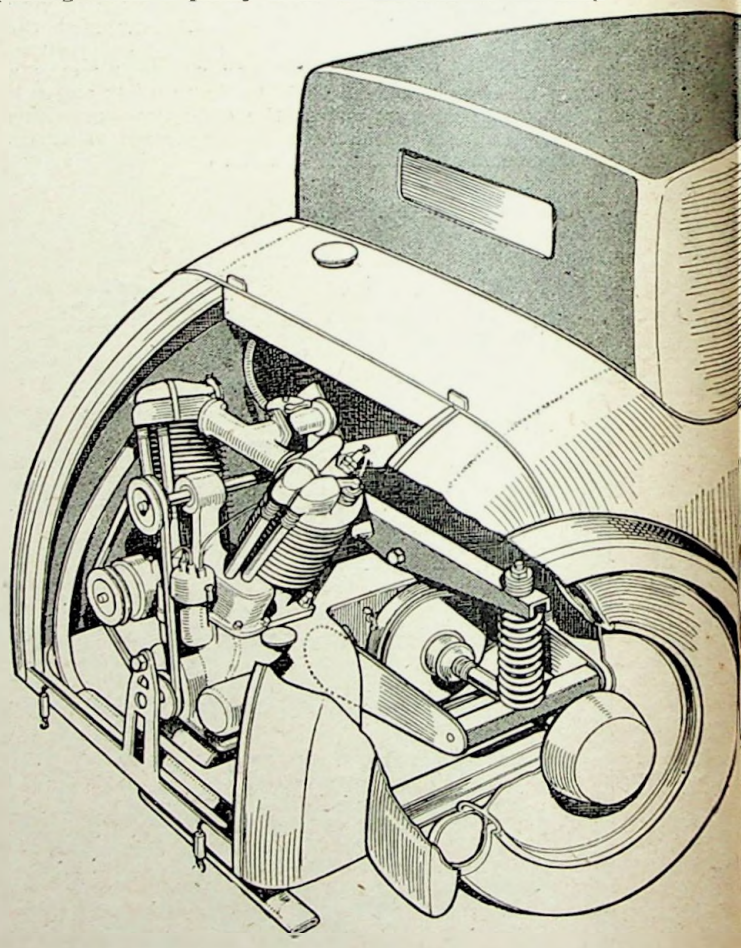
The valves are of the overhead type, operated by push-rods, the latter being totally enclosed in tubes. To ensure absolute oil-tightness, each tube is of telescopic pattern, the upper member being cupped so that under the action of a helical spring it fits snugly over the base of the rocker box; a washer is interposed between the cup and the box. The push-rods are cupped at their upper ends and a thick oil-absorbing washer surrounds each push-rod where it emerges into the rocker case. The rockers themselves are of very sturdy construction and have suitable oil holes.

Adjustment for tappet clearance is by a set-screw and lock-nut arrangement, forming part of the rocker assembly. The rocker boxes for the inlet valves differ slightly from the exhaust in that the complete assembly, including the valve spring, is enclosed. This ensures adequate lubrication of the inlet valve guides. In the case of the exhaust, however, the spring end of the rocker, together with the valve spring itself, is exposed, so that adequate cooling is ensured. The rocker box covers are held in place by light wire clips and can be removed in a moment.

Cylinders Easily Lifted.

Following usual practice, the cylinders—of cast-iron—are secured to the base chamber by four nuts, and, owing to the adequate clearance all round, the cylinders can easily be lifted for decarbonization. A short induction pipe bridges the two cylinders, and the Amal car-type carburetter is clamped direct to the induction pipe midway. Fuel is conveyed to the carburetter by means of a flexible, heavy-section petrol-proof pipe from a petrol tank slung immediately above, the upper side of the tank forming part of the bodywork.

A detail of the car worth mentioning, and which goes to show the care which has been exercised in the design, as a whole, may be quoted. It concerns the strangler control, which takes the form of a wire passing round a pulley fixed to the side of the body



and which is then guided around the off-side wheel-arch in a tube, the wire finally emerging in the form of a sliding-bolt control on the body member below the driver's door.

For £85 one scarcely expects to see refinements, but on the Scarab an electric starter is provided as a standard fitting, and it is arranged, moreover, in the orthodox way by bolting it to the clutch housing. The starter is operated by a button on the toe-board of the

car and the power is supplied by a six-volt battery housed just behind the dummy radiator at the front and on the near side.

The sparking plugs are placed forward, where they benefit by the full blast of the air stream from the fan, but they are, nevertheless, easily accessible with an ordinary spanner. The exhaust pipes sweep down to a common silencer set transversely below the rear-frame cross-member.

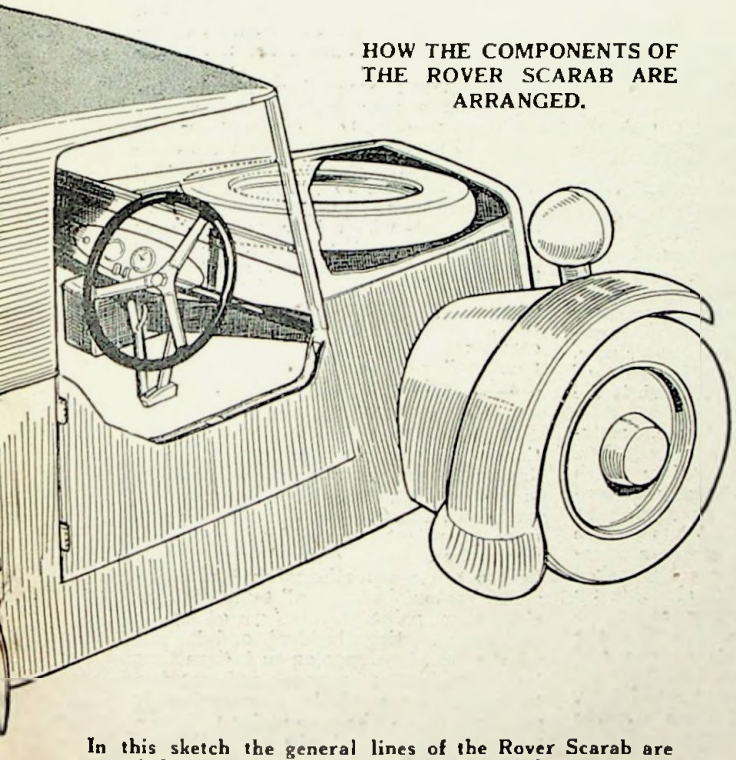
The drive is taken through the clutch to a three-speed-and-reverse gearbox, thence to a bevel box incorporating a free-wheel-type differential, the final step being, as we have said, by short carden shafts to the rear wheels. These shafts are, of course, fitted with universal joints, spring-loaded covers being employed to prevent oil leakage.

Brakes of Contracting Band Type.

Close up to each side of the bevel case there is a brake drum of generous proportions encircled by a contracting band. The pedal operates the off-side band and the front-wheel brakes, which are of the internal-expanding type, whilst the lever takes effect on the near-side transmission drum. Instant adjustment of the band is provided by knurled hand wheels which project from the rear of each brake assembly and which can be easily reached with the bonnet raised.

We now come to one of the most interesting features

HOW THE COMPONENTS OF THE ROVER SCARAB ARE ARRANGED.



In this sketch the general lines of the Rover Scarab are revealed, the arrangement of the engine at the back being clearly shown. The engine unit is mounted on the side frame members which are quite straight and "unswept," the whole assembly hanging, as it were, from a cross-member which, in turn rests on helical springs adjacent to the wheels. The layout is completed by transverse radius arms.

of the Scarab, namely, the suspension system, and in this connection we need hardly remind our readers that it has been the objective of many designers to reduce unsprung weight to a minimum. This is no theoretical consideration; in the case of an ordinary back axle, for example, the whole of the axle casing and the mechanism within, together with a certain proportion of the torque tube or propeller shaft, as the case may be, is unsprung, since the road springs rest on the axle.

In the case of the Rover Scarab, only the wheels and a certain proportion of the transverse radius arms —the function of which will be described in a moment —are unsprung, whilst at the front helical suspension is adopted so as to eliminate the unsprung weight of the axle.

A Real "Suspension" System.

In the Scarab the ideal has been approached by suspending the entire engine and clutch unit, and the rear end of the frame, from a floating transverse member which is carried at each end on a very heavy-section helical spring taking its seating on a platform adjacent to the wheel hub.

In effect, the springs and the saddle act as a bridge, the engine and the frame to which it is attached being hung, as it were, from the keystone. A further advantage of the arrangement is, of course, that it provides independent springing of each rear wheel and enables rough sections to be negotiated without any discomfort to the occupants of the car.

To ensure correct location and alignment of the road wheels, there are transverse radius arms on each side. These radius rods incorporate shock-absorbing devices at their inner ends, which are secured to the engine-gearbox unit. The outer ends are anchored to the extremities of the platform carrying the springs.

Central control is used, and both brake and gear lever fall readily to hand. The gear lever works in a gate and the selector rod runs centrally below the floorboards and passes through the bevel housing.

On taking one's seat in the car one is immediately impressed by the degree of comfort, roominess and protection which the bodywork affords. Owing, as we have said, to the low-loading level, legroom is unrestricted, and the overall height of the car is kept down. The front seats themselves are of the separate adjustable semi-bucket type, that on the passenger's side tipping up so as to give easy access to the rear seat. When the cushion of the latter is removed it discloses a trap-door which gives access to brake controls and so forth, and also discloses two deep and roomy lockers, which are sunk in the form of wells at each end.

The radiator is, of course, of the dummy type, the pedals being arranged just behind it and alongside the battery. The best possible use has been made of the spare space, however, by using it also to accommodate the spare wheel, which lies in a horizontal plane, just beneath the dummy bonnet and which is reached by bodily removing the bonnet itself.

Finally, a word as to the steering. Although this is relatively high-geared, it is, nevertheless, very light; the fact that the load on the front wheels is not nearly so heavy as with a conventional car probably accounts in some measure for the ease with which the front wheels can be controlled.

General Equipment.

The general equipment, considering the price of the car, is generous. It includes a really serviceable hood, side screens, a three-lamp lighting set, tools, starter, chromium-plated V-type dummy radiator, two doors, and so on.

As to performance, we have no hesitation in saying that the transmission system is, in practice, quite satisfactory. The acceleration is good, and at between 50 miles and 55 miles an hour the car rides as well as at low speeds. Owing to the weight distribution, the brakes are surprisingly effective, and, thanks to the position of the engine and the careful cooling arrangements which have been adopted, there is no suggestion of "engine smells" in the car, even when the hood is raised.

The new Rover Scarab promises to become one of the most talked about cars at the Show; at the earliest available opportunity we shall give our readers the benefit of our experiences of an extended road test. The price of the car—although freely quoted as £85—has not yet definitely been settled.

-B33

TECHNICAL ASPECTS

The One Carburetter Per Port Theory

By L. MANTELL

Adapting Motorcycle Engine Design to a Four-cylinder Car Engine—The Problem of Arranging the Carburetters Solved in a Simple Manner

LAST week I dealt at some length with the difference between motorcycle and car engine efficiencies, and I endeavoured to show that the outstanding respect in which all single-cylinder motorcycle engines score over car engines is by the use of a carburetter per port.

This layout in the case of o.h.v. racing heads has the evident property of greatly reducing the gas pumping losses, but it also possesses a tremendous but much less evident asset in providing the exhaust valve with an almost direct impingement of cooling spray. This can be accomplished only if the jet or spraying member is fairly close to the port and in an almost direct line, via the inlet valve, with the exhaust valve.

* * *

The efficiency of the layout apparently depends not so much upon the mere bald fact of one port one carburetter as upon the required grouping of the parts concerned in such a way that a maximum of direct spray impingement on the exhaust valve is secured.

I have seen cases in plenty where the carburetter per port scheme was disappointing and showed an improvement commensurate only with the reduction in gas pumping losses, but on studying these layouts I have invariably found the grouping such that there was no actual spray impingement.

I am not attempting to lay this down as a proven law, but am only putting it forward as my considered impression after looking at it from all angles and confirming it in various ways.

* * *

As most students of high-efficiency internal-combustion engines are aware, the exhaust valve is the principal "thus far . . ." in the power peak under conditions of high output. Keeping it cool in any way is always a big step in the right direction, but doing so by spray impingement is a still bigger one, for this answers the double purpose of avoiding incipient detonation losses which are the direct effect of such a measure, and of promoting complete evaporation at the best part of the cycle, because while the usual procedure of achieving this in the induction tract is mechanically convenient and easy of attainment, it is effective only for moderate loading and emphatically no use for maximum power purposes.

Years ago I remember seeing some remarkably high readings obtained from a single-cylinder engine by what is termed "solid injection." Considerable variations, however, were noted in the performance with different types of injectors.

The variations were at that time attributed simply to varying degrees of fuel disintegration, with which theory I was then in accord, but mainly because I could not find a better one. I am now of the opinion that it was not a question of any special degree of disintegration at all, but of spray *direction*, which, of course, varied with different types of injectors.

* * *

For a long time, therefore, I cast about for some method of fitting a straight-through carburetter per port, assuming a separate port-per-cylinder design, suitably positioned valves, large-sized carburetters for maximum volume, and ample float chambers in front of the jet (i.e., radiator side), which is the proper place.

Space always defeated me, metaphorically by miles—actually by inches, until, following an "Aspect," in which I commented upon the difficulty of centrally hot-spotting such an engine as that of the Riley 9 with inlets on one side and exhausts on the other—a correspondent wrote me and casually asked what was the matter with shuffling up and redividing the portage on a bilaterally symmetrical engine like the Riley, making inlet ports of one and three near side and two and four off side, the remaining ports two and four, near side, and one and three off side being exhausts.

* * *

A big straight-through carburetter, he suggested, could then, if necessary, be fixed directly to each port. What, indeed, was the matter? My correspondent had, en passant, solved the problem that had worried me for years; in fact, more than solved it, for not only can big horizontal instruments be fitted with float chambers in front, but the heat balance would also be perfect instead of one side of the engine frizzling and the other side freezing.

New camshafts would, of course, be required and two exhaust pipes, but what of that, for I had racing cars solely in mind. This scheme has already been put into practice by Mr. A. F. Ashby, and was illustrated a short time ago in *The Light Car and Cyclecar*.

It was recently tried out without any bench tests at Southport by Mr. Ashby, but, as already reported in the motoring Press, trouble developed under full load and throttle while putting up a record figure for the course, and, therefore, comparative figures are not available.

The layout was then hastily installed on a new engine, but I understand that, owing to the present exhaust manifold port leads which pass too close to the carburetter air intakes, it was found impossible to get a bench reading, because in the absence of the cooling draught which is considerable at high speeds on the road these parts become incandescent and, apart from the tendency of the carburetters to catch fire, the entering air becomes much too strongly heated. This, however, comes within the category of "teething troubles" and can be overcome mechanically in a variety of ways.

* * *

Whether the engine will be ready in time to put up any exceptional figures during the present racing season, which is now nearing its close, I do not know, but if, in the fullness of time, when a more expedient layout of exhaust pipework has been evolved—exceptional figures are not forthcoming I shall be greatly astonished, for all technical considerations point to this type of layout as being functionally ideal, and I shall want a lot of persuasion to believe that its failure is fundamental and not due to unsuitable methods of carrying it out, such as, in the case under review—undue proximity of the exhaust pipe port branches.

* * *

I must not omit to give the name of my ingenious correspondent who originally propounded this bright idea. He is Mr. Nelson, of Douglass Road, Dudley, Worcs. The suggestion was first received in confidence by me, but, on being satisfied that, however successful it might prove, it was, unfortunately, not the type of invention that could be made the subject of a patent, I obtained Mr. Nelson's permission to take any opportunity of having it tried out.

I await, therefore, with much interest the results of the forthcoming test, which will establish, or otherwise, my theory regarding the importance of direct spray impingement on the exhaust valve.

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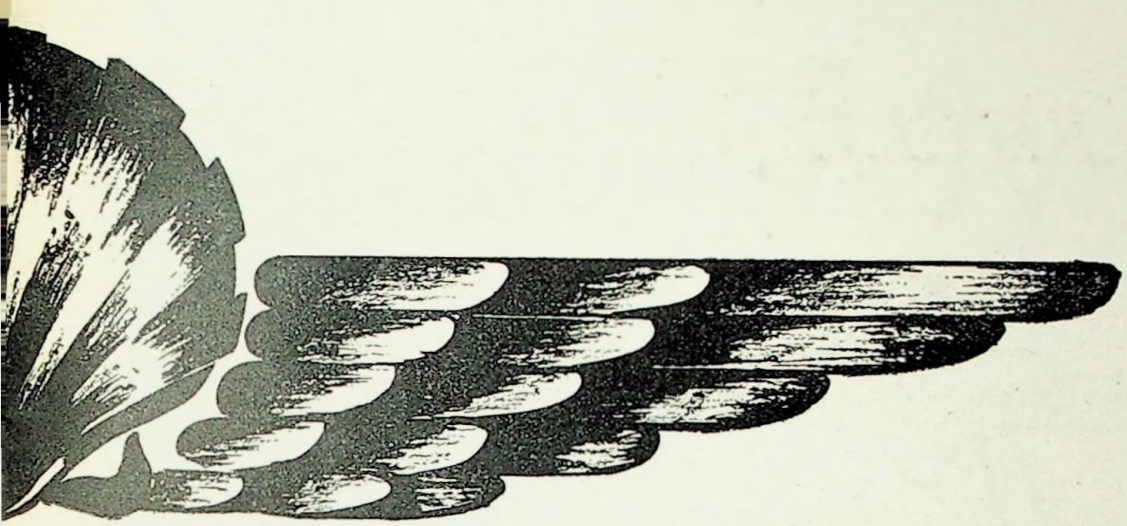
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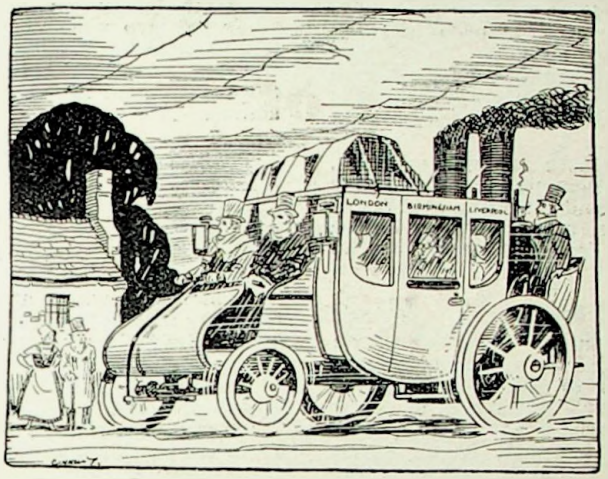
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100 Years Ago

The Horseless Carriage

A Parliamentary Report that Revealed the Strange Ideas and Prejudices of a Past Age



In the year 1831 an event occurred which must be regarded as one of the definite stepping stones in the development of road transport as we know it to-day. This was the publication of the Report of the Committee of the House of Commons on Steam Carriages—the forerunners of the modern car.

Amongst other striking facts the Report revealed that in a number of districts the use of steam carriages was entirely prohibited and that in many others great obstacles were placed in the way of speedy travel, some authorities even going so far as to place large ridges of stone across the highway in an attempt to break the wheels of the coaches.

It was proved to the satisfaction of the Committee of the House of Commons that carriages could be propelled by steam on common roads at a speed of ten miles an hour with perfect safety to passengers, at less than one-half the cost of horse traffic, and that the vehicles were much better under the control of the driver than a four-horse coach could ever be—no matter how clever the driver.

It was revealed, however, that despite all this a toll of 48 shillings was charged for certain steam carriages on the Liverpool-Prescot road, although a four-horse coach was allowed to pass for four shillings. On the Bath road, where a coach was charged five shillings, the steam carriage was charged 27 shillings, and on the Totnes road the tolls were three shillings and 40 shillings respectively.

The excuse made was that the steam carriage inflicted very much more wear and tear on the road surface. As a matter of fact this was not true. The weight of Gurney's heaviest steam carriage was less than double the weight of an ordinary coach, so that the toll for the former should not have been double the normal. The chief point, however, was that the things which ruined the roads more even than the wheels of the carriages were the horses' hoofs, and on this account the steam carriages scored.

The Report definitely showed that if the tolls were not altered steam carriages would disappear, and the hope was expressed that Parliament would take action.

In the meantime an attempt was made to silence opponents of steam carriages who declared they ruined the roads, by throwing out a suggestion that steam carriages should play the part of road rollers.

The idea was that a series of trailer carriages should be introduced similar to a railway engine and its trucks, each pair of wheels having an axle of a slightly different track from that of the others; in this way it was thought that, instead of the whole of the wheels working the road surface into a single deep rut, the wheels would cover a great deal of the width of the road and so keep it well rolled, flattened and firm.

C.H.L.

Make the Most of

Your Late Summer Runs

THE back-end of the summer is frequently one of the most settled periods of the year—a serene period when the countryside appeals with more than lukewarm insistance. On those days when the blue overhead is nicely dappled with wisps of fleecy cloud and the sun shines with soft warmth, the out-of-doors needs no praise. Every moment, every hour that can be spent in the byways is precious during these sunny hours, with the subtle scents of coming autumn telling plainly of the waning of the year. The hills, the woodlands, and the seaside all make an irresistible appeal when the back-end of summer brings its genial atmosphere.

This is the time when short runs are most enjoyable; a spin of 40 or 50 miles out and home again on a late summer's day is frequently more delightful than a long day in the uncertain weather of July. This year the early summer was most disappointing; for weeks we had unsettled conditions, with heavy rains and thunderstorms.

Surely we can expect better things from the winding-up of the summer season; frequently it has happened that the Weather Clerk compensates us for his unkind treatment in the earlier part of summer and rewards us with a spell of quiet, serene weather that is hugely appreciated.

There are various ways in which you can make a short trip of interest during this later period. For instance, a blackberry outing, followed by tea in the sunshine on some furzy common, can be a most enjoyable affair. Pack the picnic basket with a few delicacies, and take a small spirit stove and kettle—or, if you prefer, your tea ready made in a flask—and set out for the afternoon.

Provide yourself, of course, with one or two small fruit baskets and seek some common where the brambles are full berried with black, juicy fruits—blackberries and dewberries, the latter big and dusted with delicate bloom. Or you can seek a quiet country

lane where the blackberry bushes grow thick in the hedgerows; here is delicious fruit to be had for the picking.

On a warm, sunny afternoon a blackberry outing can be one of the jolliest imaginable. Not readily will such a trip be forgotten—the happy hours spent in searching for the best and biggest berries until the baskets are full of ripe fruits to make jam and tarts and other good things, and the return home in the evening with fingers stained purple. In the fields partridges may be heard calling as they seek a spot to "jug" for the night; and the pungent smell of wood smoke from some crofter's garden drifts on the air.

The mist drifts up from the osier beds and the willow-margined mere, where there is the sudden scurry of waterfowl as the car hums past. Lights appear in cottage windows, and from crazy chimneys on thached roofs the smoke drifts lazily upwards in vertical lines.

Dusk comes early on these late summer evenings, and it is grateful to halt in the gloaming at some village inn, where hanging oil lamps send flickering squares of pale gold dancing on the green, and sit awhile before supper in tall oak settles with feet outstretched to the log blaze in the open hearth.

Brooding Solitudes.

Or a run out to the hills on a fine sunny afternoon is worth while. You park the car in a convenient spot and settle yourself on the turf to enjoy the peaceful surroundings. Few sounds mar the feelings of peace and contentment so characteristic of the secluded places where Nature reigns supreme. One's heart responds to the "atmosphere" that broods over the solitudes.

There is the tinkling of a tiny rill trickling through the heather; the bleat of a sheep, the call of a wandering plover, the "go-back, go-back" of a grouse. Far away is heard the sharp bark of a dog or the rumble of a farm-cart passing along the hillside track, or, softtoned by distance, the throbbing of a motorcycle a mile away down the valley where the high road winds and curves round the shoulders of the moors. Above, you see a hawk poised against the blue sky, a monarch of the air. A lark, moulting days now over, springs up and spills down a rippling cascade of music before suddenly dropping again into the grass.

Who does not remember such sights and sounds? How wonderful the lights and shadows as the wispy clouds drift over the face of the sun, and the fine transparent haze down in the valley below. The purple heath, the green turf, and grey rock—all go to form a perfect cameo when viewed in the dreamy haze of a late summer day. Little wonder that the motorist, who is also a keen Nature-lover, should gladly respond to the invitation to "C'wa'oot amang the hills" at such a time.

Where Seagulls Swoop.

Again, if you are within a reasonable distance from the sea, you can run out to some quiet spot and enjoy a most pleasant hour on the shore. Gulls swoop over the creaming froth of the breakers that roll lazily on the yellow sands, and you never get bored watching the snowy wings that flash in the sunlight.

To-morrow, when autumn has come, those same breakers may toss angry crests against the rocks; but to-day their slow rolling harmonizes with the serenity of the hour when summer is merging into autumn. Out at sea a fishing boat, with red-brown sails forming a splash of colour against the grey-green background of wave and sky, rides leisurely. You feel, indeed, "far from the madding crowd," for the summer dilettantes have departed and the Nature-lover can revel undisturbed, with the seachant of the gulls and the drumming of the breakers to make music for him.

Such are some of the joys that may be snatched during the back-end of summer. Make sure that you do not miss them. A.S.

A Night in Rural England

By An American



We drove slowly through the grey mistiness of an early September evening looking for our bed and breakfast. This has now with us become an art. We always pass the stiff, well-drilled hotels, bristling with motor club signs, for we are looking for that perfectly indefinite yet indefinitely perfect something — "atmosphere."

Somewhere ahead of us along this dusky Gloucester road it lay in wait.

Gee! The car slows down. There it is! Just off the road stretched a cute little village green; like a sleepy forgotten backwater it lay marooned by the cutting of a big "A" class road. Brooding benignly over it, with outstretched arms protecting, stood some sturdy English oaks. Between their trunks we saw a low, yellow-washed building, squatting dreamily, conning its memories. One little leaded window gleamed out into the dusk, displaying the village groceries. The building rambled along in a thoroughly inconsequential English way. "I'm going along here now, but, wait! I'll be back in a minute," it seemed to say.

Through a long, flagged, oak-seated porch, we entered a low, raftered room. You could reach up with your hand and touch the beams a good foot square just over your head. Under the yellow glow of an oil lamp we feasted on home-cured ham, country butter, bread and cider. Going upstairs required a firm step, a cool head and a good bump of locality. At first, standing in the dim, uneven passage, there had appeared to be no stairs; then mine hostess had opened a door revealing in a tall, dark, cupboard what looked like some well-scrubbed wooden shelves. Up these shelves we climbed to bed! The top shelf broadened out and was flanked by doors, the whole unlighted save by the fluttering candles we carried.

Getting into bed was an equally tricky job. The floor sloped like a saucer. The furniture lounged round it. The roof and walls were just a game of hide and seek, caught, and perpetuated for ever in wood and plaster . . . but in its peaceful atmosphere, sleep soon came.

The car had passed the night in huge vaulted storerooms and I wondered if the spirit of all the by-gone pigs, whose sides had hung from the hook-studded rafters, had peered upon it from the darkness through the night! Once the room had housed the postchaise —now a car; would it one night find a little "Moth" taking shelter there below the old oak beams?

OUR READERS' OPINIONS



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

IMPROVEMENTS READERS WANT

Why Does "Focus" Dislike—

—Rear Petrol Tanks?

I agree with nearly all the suggestions about 1932 models, made last week by "Focus," but am mystified by his disapproval of rear petrol tanks. Quite apart from the safety aspect, a rear tank surely permits of a larger petrol supply. Five gallons is perhaps the decent limit with a scuttle tank on a light car, whereas twice that quantity can be carried at the back.

JOHN ARTHUR FLETCHER.

A Sump-filling Notion.

To Save Time on the Road.

Having been very interested indeed in the excellent suggestions for improving light cars, put forward last week by "Focus," may I plead for a pet notion of my own? It concerns topping up the sump. In most cars a fairly "slow" filter is incorporated in the filler orifice, with the result that adding a quart of oil takes a matter of minutes, whilst, if one fills up at a garage the chances are that the attendant will spill a considerable quantity of oil in his impatience to get it into the engine. Even worse is the task of completely filling the sump after it has been drained.

Now all this could very easily be overcome were a quart tank mounted on the scuttle and connected to the sump filler by means of a tap and copper pipe. All one would have to do would be to tip the desired quantity of oil straight into the auxiliary tank and turn on the tap; one could be well on one's way by the time it had all trickled into the sump. The idea has the further merit that the tank could be used as a spare oil container if desired and would thus save the need for carrying a separate tin in the car.

H.A.C.

Not a Kid-glove Motorist.

Praise for "Focus."

The ideas of "Focus" on improving present-day light cars are splendid and show a very clear conception of "Our Motoring Needs for 1932." It is obvious that friend "Focus" is a very practical motorist and not one of the "kid-glove" variety." I particularly liked his idea of having a water level gauge fitted to the radiator; we are all tired of continually taking off the filler cap to inspect the level, only to find that there is plenty of water there, yet we dare not neglect the precaution "just in case . . ." A level gauge in the form of a dial visible from the driving seat or simply a glass window in the header tank would meet the case admirably and would save an enormous lot of time in the course of a year.

H. EASTBROOK.

Holiday Experiences—Cornish Charges

Asked 3s. 6d. for Very Plain Meal.

Mr. Hocombe Replies.

In answer to Mr. Trounson's letter, I may point out that my experiences of Cornwall were limited to those places which I visited and therefore were not of a general nature. As to "wanting something for nothing," that is a very different thing to hoping for fair value for money. Now on the question of car parking I will give an instance. Visiting the town of Penzance, I stopped in one of the main streets for one of my passengers to go into a grocer's shop. A constable immediately appeared and told me that I could not stop there as I was causing an obstruction and that the shopkeepers would object. The shopkeepers in question had vans standing at the same kerb all the way down the street.

As to towns spending thousands of pounds on car parks, compare the parks in Cornish towns with those in London. They are both run for the same purpose—to avoid congestion. No responsibility is taken in most of the Cornish car parks that I saw, but nevertheless one is asked to pay a fee of 6d. or 1s. In London, on the other hand, no charge is made. The Cornish attitude seems to be, "Your car has stopped, pay up!"

On the question of food, we found that shop prices compared favourably with those ruling in London. My complaint, however, was raised against food in hotels, restaurants and cafés. In one case we wanted a very plain meal and said so; we were offered a chop, potatoes, bread and butter and coffee. When I inquired the charge I was told it would be 3s. 6d. each. In my opinion 2s. per head at the most would have been sufficient. Surely Mr. Trounson will not contend that this was caused by the fact that the chops, potatoes and so on had to be brought from elsewhere and that freight costs were the reason of the high charge.

H. C. HOCOMBE.

North Wales Recommended.

Courteous and Helpful Police.

I was very interested in the letters from Mr. Hocombe and others concerning their treatment at the hands of the inhabitants of the western counties. Another year I would strongly advise them to go to North Wales for a similar holiday. I have just returned from spending three weeks' holiday there, making my headquarters at Bala, and from this centre I covered nearly every road marked on the map and visited all the principal towns,

Bil

OUR READERS' OPINIONS (contd.)

but I do not once remember seeing any notice concerning charges for parking. It was the rule to find a placard "Free parking place."

I found the inhabitants were very kind and helpful and always gave the impression of being very pleased to see us, whilst the police were also helpful and courteous; I remarked on this to one constable and his reply was that the country had to depend for a large proportion of its income on visitors and that it was up to them to make the lot of a visitor as pleasant as possible. H. G. Smith.

A Week's Tour for £4.

I have just returned from a seven-day tour of Wales in a Riley Nine, and although my friend and myself covered 935 miles and visited most of the famous beauty spots, the total cost worked out at only £4 2s. 9d. each. We selected our hotels from a very excellent list issued by the A.A.—not their green handbook, but a smaller list—and all were without exception most comfortable, whilst the food was excellent. On an average, dinner, bed, breakfast, garage, tips and the filling of a vacuum flask cost us 8s. each per night.

Really Economical Touring.

For lunch we purchased a loaf (2½d.), ham (8d.), butter (4d.) and biscuits (4d.). These, assisted by a large pot of marmalade which we took away with us, made an entirely adequate lunch.

Everywhere we met with the utmost courtesy and attention, and found prices most reasonable. Unfortunately, the weather was peculiarly bad, but the fact that I enjoyed this holiday as I have enjoyed few others speaks volumes for the excellence of the hotels and scenery, not to mention the car. Thomas G. Catling.

Did Not Eat Enough!

I should like to endorse "L.W.L.'s" letter in last week's issue, as my wife and I returned yesterday from a fortnight's stay at Halse Town (two miles from St. Ives). We stayed at a cottage and found the people most hospitable and very reasonable. For a charge of £2 10s. each per week we had a private sitting-room, a good-sized bedroom and the use of the garage adjoining the house. We had a fresh joint (or poultry) every day, their own farm produce and home-made cakes, whilst Cornish cream was supplied ad lib for three meals each day.

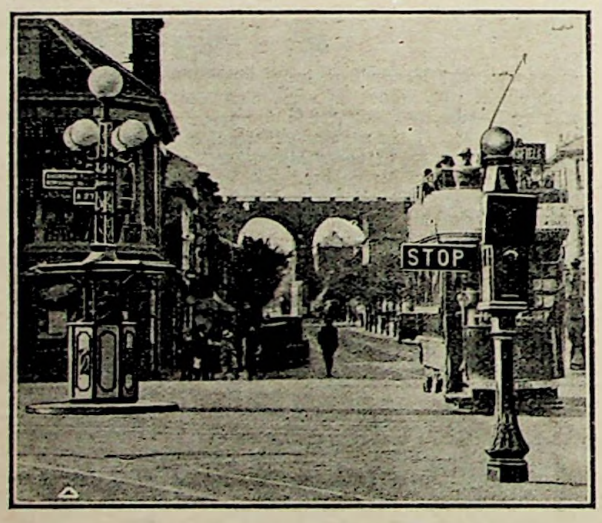
A Landlady's Complaint.

Had we stayed at one of the best hotels we could not have been better fed—in fact, the landlady's constant complaint was that we did not eat enough! Cecil E. Bird.

Worse Than Fishermen.

All the recent talk about high averages is very interesting, but how many light car owners have ever averaged an honest 35 m.p.h. or over for a distance of 150 miles or more on any road other than the Great North Road? Not more than 10 per cent. I dare wager, in spite of all the brave talk. It takes a *driver* to average 40 m.p.h. on most roads. Motorists are worse than fishermen. J.A.

Motorists' Speed Tales.



The semaphore type of traffic signals used in Brighton, which "M.P.J." considers confusing to strangers (see letter below). They are operated by the police officer in the "pulpit" on the left.

Confusing Traffic Signals.

Your editorial on traffic signals last week was very much to the point. It is high time that absolutely uniform signals and procedure were adopted throughout the country, and it is difficult to know why some towns should wish to be clever by having systems entirely their own. Brighton, for example, is as bad a case as I have come across. Here traffic is controlled by means of railway-type signal arms which can easily be overlooked by a driver who is not familiar with them, as they are hidden in their posts when the way is clear. It is thus possible for a strange driver to approach a crossing without knowing that there are signals of any sort to control it, and, intent on finding his own way across, to miss the signal if it suddenly changes to "Stop."

Brighton's System Criticized.

I was almost caught this way myself the first time I visited the town, and was treated to a very black look from the policeman in charge, although I wore a considerable quantity of rubber off my tyres in my frantic efforts to effect a last-minute stop. M.P.J.

READERS' WANTS.

Citroen.—An instruction book for the 1925 7.5 h.p. model.—C. L. Knowles, "Kelowna," Sandford, near Bristol, Somerset.

A.J.S.—Readers' experiences of the 9 h.p. coachbuilt saloon.—W. G. Williams, "South Bank," Whitehall Parade, Rumney, near Cardiff.

Morgan.—Readers' experiences of the 1931 super-sports model, with views as to its advantages and disadvantages as compared with small four-wheeled sports cars.—R. Penney, 12, Hurst Road, Winchmore Hill, London, N.21.

Touring Companion.—An undergraduate of Reading University would like to get in touch with any young man who would consider taking him as passenger on a short tour about the end of September or the first week in October on a basis of sharing expenses equally.—Derek Leeming, 19, Alicia Close, Kenton, Middlesex.

ASKED AND ANSWERED.

H.A. (Bridgwater).—In view of the fact that the loss of power in your engine has become noticeable only after fitting a new timing chain, there seems little doubt that the trouble is caused by the engine having been timed wrongly when the chain was fitted. We advise you to check this point before carrying your investigations farther.

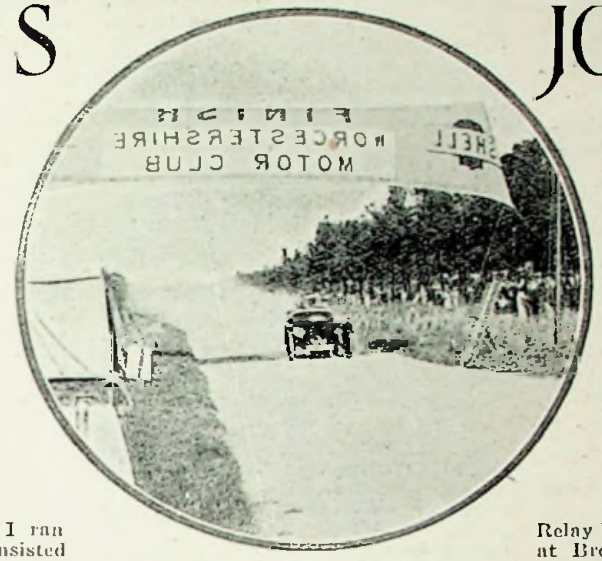
B.F.N. (Allowa).—If you are thinking of purchasing a B.S.A. three-wheeler, you need have no fear because the engine is air-cooled; with a well arranged two-cylinder engine of this type there is never any risk of overheating, whilst the system has the undeniable advantages of simplicity and freedom from frost troubles in winter.

A.J. (Hemel Hempstead).—We do not know of any concern which specializes in the re-covering of steering wheels with celluloid, but we have no doubt that the makers of the wheel could undertake the work. If you do not know who the makers are, why not write to the manufacturers of your car, who will doubtless put you in touch with the concern in question?

M.G. (Hove).—A break-down in a coil condenser is a very unusual trouble, and in view of the fact that it has occurred twice in the course of a few hundred miles we think that there is some fault in the ignition system which is responsible. In view of the number of possible causes, and their technical nature, we think you would do best to take the car to the nearest service station of the manufacturers of the electrical equipment.

SPORTS JOTTINGS

A Racer on the Road—A Rumour Scotched—Club Matters—Madresfield Speed Trials—The Brooklands Mountain Championship—More Old Crocks' Activities



AT MADRESFIELD.

Mrs. Wisdom (Frazer-Nash) hurtling over the line at last Saturday's Worcestershire M.C. speed trials. She is due to compete with this car at Shelsley to-morrow.

ON my return from the T.T. I ran into H. J. Aldington, who insisted on lending me Frazer-Nash No. 23, which Penn-Hughes withdrew from the race with a choked jet, under the impression that he had struck a particularly weird form of engine trouble. "Aldy" wished me to be perfectly satisfied that the car was really in perfect order, and after 200 miles in No. 23 I can definitely say it is. It steered to a hair with that very high-geared steering which Frazer-Nash devotees love so well, held the road like a leech and could be flung about exactly as I willed. Although unblown, the maximum speed on the level was 92 m.p.h., and when a long down gradient enabled me to hold the car flat out up the corresponding rise I obtained a comforting 4,500 r.p.m., about 98 m.p.h.

No, there was nothing wrong with No. 23.

* * *

Following the Ulster T.T., I heard a rumour that the Austin Motor Co., Ltd., intend to give up racing. This seemed to be so far removed from the sporting spirit which the company has shown throughout its history that I at once rang up my friend, Arthur Waite, and asked him the question point blank. His reply was very definite. "Please contradict the rumour," he said. "We have no such intention." So that's that.

* * *

DUDLEY FROY, I note, has entered his Nürburg Riley for the Monza Grand Prix on September 6th. There are swarms of Bugattis, several Alfas and Maseratis, and two Mercedes down to start.

* * *

THE race for the Acerbo Cup run at Pescara, in Italy, recently, was won by Campari, which may console him for the result of the T.T. Chiron's Bugatti finished second, and next came Nuvolari (Alfa-Romeo) and Varzi (Bugatti).

The 1,100 c.c. class went to a Salmson, with a Talbot second.

* * *

THE recent Grand Prix on the Comminges circuit provided a win for Philippe Etancelin (Alfa-Romeo) at the tremendous speed, for 244 miles of road circuit, of 87.06 m.p.h. He took the lead only two laps before the finish. Count Czaikowski (Bugatti) was second, only 1 min. 14½ secs. behind!

Joly drove a Maserati into first place in the 1½-litre class and Lemoine (Caban) won the 1,100 c.c. class.

* * *

MR. R. GASPAR dropped in to see me the other day concerning Singer Car Club matters, and I gather that he is going to take a prominent part in the sporting side of this promising little body. The membership is already approaching the 100 mark and the committee are really going to great pains in endeavouring to fix up an attractive programme. The Singer Car Club is not, of course, an affiliated body, and the subscription is only nominal. If any of my readers are interested, they should get in touch with the secretary, Mr. Albert W. Waite, 59, Wroughton Road, Clapham Common, London, S.W.11.

FORTHCOMING EVENTS.

September 5th.
Midland A.C. Shelsley Walsh Amateur Hill-climb.
Brighton and Hove M.C. Brooklands Meeting.
Western Jowett C.C. Social Run.

September 6th.
London M.C. Treasure Hunt.
Stamford Bridge Speedway M.C. River Trip.
"Sunbac." Members' Sunday.
Berkhamsted and D. M.C. Treasure Hunt.

September 8th.
Veteran Car Club. Run to Eastbourne.

September 9th.
Eastbourne Rally and Concours d'Elégance.

September 12th.
Sunbeam M.C. Speed Trials, Gatwick.

September 19th.
Southport M.C. Championship Meeting.
Kent and Sussex L.C.C. Speed Trials, Lowes.

September 20th.
L.C.C. Buxton-Buxton Trial.

September 26th.
M.C.C. High-speed Trial. Brooklands.

October 3rd.
B.R.D.C. 500-Mile Race.

October 17th.
B.A.R.C. Autumn Meeting.

Which reminds me of another little body which is making headway, namely, the Hornet Car Club. Here, again, members are being well catered for, the reliability trial to be held on Sunday, September 20th, being a case in point. F. S. Hutchens, the hon. secretary, tells a rather amusing story of how the Clerk of the Course of the Relay Race sat in the palatial bathroom at Brooklands, wearing nothing but a rug, whilst (a) an attendant dried his clothes one by one and (b) several other officials and drivers, including Hutchens himself, followed his example by bathing and endeavouring to persuade the hard-worked attendant to dry their garments also!

* * *

Hutchens is an enthusiastic secretary who admits that running a car club involves a lot of hard work, but who thinks that it is all worth while. Hornet owners who may be interested should "buzz" round him at 12, Berkeley Street, London, W.1.

* * *

Considering the appalling weather conditions under which the Relay Race was run, it is rather surprising, I think, that no cases of illness were reported. Derrington's mechanic certainly caught a bad cold. I even heard it rumoured that it had developed into pneumonia; but a day or two ago Derrington himself told me that his friend has made a complete recovery and appeared to be none the worse.

* * *

A RECORD entry has been received for the Routes Pavées meeting at Lille from September 12th-20th, during which there will be the six-hour "Criterium" for standard models, and the six-hour Grand Prix, for which 50 entries have been received. The circuit is surfaced with some of the most appalling pavée in Northern France, and the six hours of crashing and bumping at high speed is calculated to discover any weakness in suspensions and chassis generally. I will give further details of this unusual race next week.

* * *

SPEED trials are few and far between in these days, and affairs like that at Madresfield deserve to be more widely known. Last Saturday there was quite a good programme, one of the outstanding items of which was the appearance of George Goodall with a new J.A.P.-engined Morgan, giving off 64 b.h.p. at 5,400 r.p.m.

* * *

ON the day itself Madresfield enjoyed perfect weather, and the not very large crowd that assembled to watch the racing had a delightful afternoon's sport. The Worcestershire M.C. always

run this meeting very well indeed, and the convenience of the spectators is well studied, even if the price of admission is rather more than we are accustomed to these days.

* * *

The entry list for the car classes was very good, but the motor-cyclists were less to the fore than usual. J. D. Jevons put up the best time of the day with his 1,446 Bugatti, beating R. T. Horton's former record by 1⅘ secs.—a useful margin.

Horton (M.G. Special) cleaned up a brace of classes, whilst B. H. Davenport was also in the picture with "Spider." George Goodall was in great form with his Morgan—as need hardly be added, seeing that Madresfield is rather a special preserve of his. The only lady who competed, Mrs. T. H. Wisdom, handled her Frazer-Nash in very good style.

* * *

BY the way, there have been strong rumours that Juan Zanelli, the Bugatti and Nacional Pescara driver, will compete in the B.R.D.C. 500-Mile Race in October. That there is some foundation for this rumour at least is borne out by a postcard from Zanelli, which Leslie Wilson of the Midland A.C. has sent on to me. In this Zanelli says that he hopes to be over both for the "500" and the B.A.R.C. Autumn meeting, and, incidentally, that he hopes to compete at Shelsley next year.

I AM without details, at the moment, of the B.A.R.C. Meeting on Saturday, October 17th, but the high spot will be the Mountain Championship—a 20-lap scratch race "round the Mountain," in which runners will be limited in number—eight, I hear—and in which we shall see some real driving by men who know their business.

In these days of handicap racing, when the most meritorious win somehow leaves the feeling that it *was* on handicap, it will be very refreshing to see cars start en masse and the fastest man win.

There are those who, in this respect, murmur "Birkin," but in this race I shall back "Aldy"—or more formally—H. J. Aldington. Also, R. J. G. Nash will drive his "Terror" in this event, and several more b.h.p. are to be coaxed from the engine before October 17th.

* * *

THE Veteran Car Club are to be congratulated upon gathering together so good an entry as 38 old crocks to journey modestly to Eastbourne on September 8th, for the Rally and Concours on the following day. From the list I note that several of them are light cars in so far as they are under 1½-litres, and that some are very, very light indeed—see No. 5, 2 h.p. Leon Bollée!

Sydney Cummings is to pilot the lusty 5 h.p. Peugeot in which he recently conveyed me somewhat hilariously round Hyde Park—and which was subsequently described in our series of "Veterans of the Road"; a gallant lady, Miss E. E. Brown, has entered a 3½ h.p. De Dion, and is the only woman to enter a car; and R. J. G. Nash has bought a 5 h.p. Oldsmobile from C. S. Burney's showrooms at Brooklands, and will take a holiday from faster motoring in the "Terror."

* * *

AMONG forthcoming club activities are two J.C.C. trials, the Night Trial on September 19th and 20th, and the annual trial of the South-Western Centre of the club on September 26th.

The former starts from Virginia Water at midnight, and the course will bring competitors back to the starting point for a mid-way meal, after which it strikes away into Sussex and Hampshire to the finish—and breakfast stop—at the Savoy Cafe, Southsea. Entries (one guinea) close on September 14th.

* *

The S.W. Centre event is the eleventh annual struggle for the Perrins Trophy and the G.F.S. Cup, and starts from Wilton. The finish will be at the Lee Abbey Hotel, Lynton, and the course is made interesting by our old friends Doverhay, Lynton and Beggars' Roost.

The entry fee—10s.—must reach the hon. secretary, Mr. T. G. Hayter, 43, Bellevue Road, Southampton, by September 12th. THE BLOWER.

CLUB ITEMS AND SPORTING EVENTS

SHELSLEY ENTRIES.

The following is the list of entries for the Midland A.C. Amateur hill-climb at Shelsley Walsh to-morrow, September 5th:—

Class 1 (850 c.c.).—E. R. Hall (T.T. M.G. Midget, S.), R. F. Turner (Austin, S.), G. N. Stead (M.G. Midget), D. Henderson (T.T. Austin), I. Hepburn (M.G. Midget), A. Issigonis (Austin).

Class 2 (1,100 c.c.).—T. B. Wood (Riley), E. J. Moor ("Wasp II"), K. M. G. Anderson (G.N. Akela), E. G. Sharp ("Gnat"), R. J. Beattie-Seaman (Riley).

Class 3 (1,500 c.c.).—B. H. Davenport ("Spider"), J. D. Jevons (Bugatti, S.), J. L. Burton (Bugatti, S.), R. H. Eccles (Bugatti), K. S. Peacock (Lea-Francis, S.), F. Taylor-Downes (f.w.d. Alvis, S.), F. J. Fielding (Bugatti), T. H. Wisdom (Frazer-Nash, S.), Mrs. T. H. Wisdom (Frazer-Nash, S.), R. J. G. Nash (Frazer-Nash "Terror"), J. A. Robinson (Bugatti), A. W. Van de Becke (Becke Special, S.), B. E. Bradnack (Wolseley Hornet), T. P. Cholmondeley-Tapper (Bugatti), J. Priestly (Standard), T. N. Gold (Bugatti), T. G. Moore (T.T. Frazer-Nash, S.), H. Kidston (T.T. Frazer-Nash).

Class 4 (2 litres).—J. A. R. Abbott (Bugatti, S.), R. A. Hassell (Bugatti), E. J. Moor ("Wasp").

Class 5 (3 litres).—G. Warburton (Sunbeam, S.), R. Mays (Villiers, S.), N. W. Gardiner (M.G. Mark I), A. N. Spottiswoode (Rover and Bugatti), J. E. Hodges (Bugatti), N. C. Hodgkinson (Star), I. Waller (Alvis), D. Monro (M.G.).

Class 6 (5 litres).—R. Mays (Invicta), A. H. L. Eccles (Invicta), E. R. Hall (Bentley).

Teams:—1, Bugatti Owners' Club: J. D. Jevons, A. N. Spottiswoode and A. N. Carr, with F. J. Fielding reserve (Bugattis); 2, A. D. Anderson: K. M. G. Anderson (G.N.), P. J. Urlwin-Smith (Vauxhall), A. D. Anderson (Vauxhall), with E. Urlwin-Smith (Wolseley Hornet) reserve; 3, M. A. C.: R. Mays (Villiers, S.), E. R. Hall (Bentley), A. W. K. Van der Becke (Becke Special), with E. J. Moor ("Wasp") reserve; 4, R. J. G. Nash (Frazer-Nash "Terror"), T. H. Wisdom and Mrs. T. H. Wisdom (Frazer-Nashes); 5, "Sunbac" (team not nominated).

THE LIGHT CAR CLUB.

The next important event will be the Buxton-to-Buxton Trial on Sunday, September 20th, which is open by invitation to members of the following clubs:—Berkhamsted and D. M.C.C., the Brighton and Hove M.C., the London Eagle M.C., the North London M.C., and N.W. London M.C.

Entries close on September 5th, and should be sent to the hon. secretary of the event, Mr. J. F. De Lattre, 113, Sunny Gardens, Hendon, London, N.W.4. The entry fee for L.C.C. members is 7s. 6d., and for members of invited clubs 10s. 6d.

MADRESFIELD RESULTS.

The following are the car results of the Worcestershire M.C. speed trials held at Madresfield last Saturday, August 29th:—

S.T.D. Cup (unlimited racing cars).—J. D. Jevons (1,496 c.c. Bugatti), 29 secs.

Townley Cup (1½-litre racing cars).—J. D. Jevons (Bugatti).

Morgan Cup (fastest Morgan).—G. H. Goodall, 32 1-5 secs.

Team Award.—G. H. Goodall's team of Morgans—Goodall, Rhodes and Lones.

Sports Cars (850 c.c.).—R. T. Horton (M.G. Special), 36 4-5 secs.; (1,100 c.c.) R. T. Horton (M.G. Special), 36 4-5 secs.; (1,500 c.c.) K. S. Peacock (Lea-Francis), 33 1-5 secs.; (over 1,500 c.c.) K. S. Peacock (Lea-Francis), 33 1-5 secs.

Racing Cars (850 c.c.).—R. T. Horton (Horton Special), 32 2-5 secs.; (1,500 c.c.) B. A. Davenport ("Spider"), 31 1-5 secs.; (unlimited) B. H. Davenport ("Spider"), 31 1-5 secs.

(* Trophy winners do not participate in class awards.)

M.G. CAR CLUB.

Following the abandoning of its Midland Trial, which was fixed for July 18th, owing to insufficient support, the M.G. Car Club has decided in future to regard the last two weeks in July and the whole of August each year as a close season. This step has been taken as it is felt that so many members take their holidays at this period that adequate support cannot be obtained to make club events an unqualified success.

The club has accepted the invitation of the Brighton and Hove Motor Club to take part in its Brooklands meeting on September 5th, and the invitation of the Kent and Sussex Light Car Club to participate in speed trials on the Race Hill, Lewes, on September 12th.

SUNBEAM M.C.

The Sunbeam Motor Cycle Club is holding speed trials at Gatwick racecourse on Saturday, September 12th, and the event is open by invitation to members of the following clubs:—Brighton and Hove, Carshalton, Redhill, Streatham, Sydenham, Westcliff, The Light Car Club, and the M.G. Car Club, driving cars up to 850 c.c. and three-wheelers. Entries close on September 4th, and should be sent to the hon. secretary of the meeting, Mr. F. W. Pinhard, 3, Wavertree Road, London, S.W.2. The entry fees for invited competitors are 3s. 6d. for the first event, and 1s. 6d. for each subsequent event.

The course consists of about 880 yards of quite straight and practically level tarred road. Cars will be timed over 440 yards from a rolling start, thus leaving about 400 yards in which to pull up.

Competitors will be allowed two runs in each class, and machines will be divided into two categories—sports and racing. Any supercharged car or Montlhéry model M.G. Midget will be regarded as a racing car.

The road is a private course at Gatwick Racecourse, Horley, Surrey, and the meeting will commence at 2.30 p.m.

WESTERN JOWETT C.C.

Forthcoming club events include social runs to Frampton-on-Severn on September 5th and to Brean Down on October 3rd.

The hon. secretary is Mr. E. J. Berry, 101, Bishop Road, Bishopston, Bristol.

JUNIOR CAR CLUB.

The Night Trial will start from Virginia Water at midnight, September 19th. Entries (one guinea, inclusive of meals) close on September 14th.

A party will motor to Southampton on September 12th to view the Schneider Trophy contest. A steamer at Spithead will be the vantage point for the occasion.

LONDON M.C.

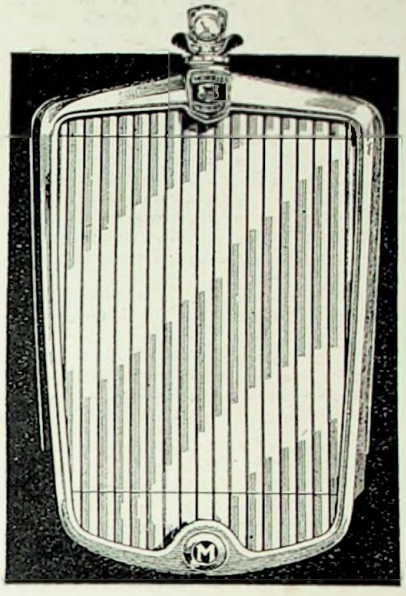
A very interesting programme of visits to famous works and so forth has been prepared, and includes a visit to Carreras, Ltd., on September 17th, to Tilmanstone Colliery on September 20th, and to the G.W.R. locomotive works, Swindon, on October 1st. Other trips will include the *Daily Sketch*, Morris Motors, Hovis, and the Gramophone Co. at Hayes.

BRIGHTON AND HOVE M.C.

The Brooklands rally of the Brighton and Hove M.C. will be held to-morrow (Saturday), September 5th, and is open by invitation to the following clubs:—The Junior Car Club, the M.G. Car Club, The Light Car Club and the N.W. London Motor Club.

The meeting will open at 10.30 a.m. with a one-hour high-speed reliability trial for cars. The programme will include a high-speed trial for three-wheelers, together with motorcycles, at 12 o'clock, a two-lap handicap race for motorcycles and three-wheelers at 3.30 p.m., and the Brighton Road Race for cars at 4.30 p.m. In this latter event—which will be run in heats—the course will be the "Double-Twelve" circuit run in an anti-clockwise direction without artificial bends. After the first lap competitors will be required to stop at the pits to change a plug, after the third lap water must be added to the radiator, and after the fourth lap a pit stop must be made to "top up" the sump.

The meeting will be full of interest from a spectator's point of view, and the charge of admission to non-members of the promoting club will be 2s. 6d. per person and 2s. 6d. per car (children 1s. 3d.). Programmes will be available price 6d., and admission to the grandstand will cost 1s. (children 6d.).



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THE MORRIS MINOR. Two-Seater...£100 Tourer .....£115. Saloon .....£122 10s. Saloon with Pytchley sliding head ....£125.

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Service Advertising M|Pg.7



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See The Daily Mail every Friday!

AROUND THE TRADE

The M.G. Midget which, in the hands of Norman Black, won the recent R.A.C. T.T. in Ulster, was running on Shell oil.

Barimar, Ltd., 14, 16 and 18, Lambs Conduit Street, London, W.C.1, announce that considerable reductions in the prices of their welding repairs are being made, the lower charges coming into force immediately.

Readers contemplating the erection of a home garage for a small car should note that Thornber Bros., 9, Mytholmroyd, Yorks, have a range of wood or asbestos models at prices ranging from £8 11s. The garages are supplied in sections with all fittings complete and can be erected by any practical motorist.

We are asked by Tecalemit, Ltd., 10, Little Portland Street, London, W.1, patentees and manufacturers of high-pressure grease guns, to point out that certain types of foreign-made gun, bearing a strong resemblance to their gun, which have been offered for sale in this country do not, of course, carry the Tecalemit guarantee.

Working in conjunction with the Morris concern, Alexander Duckham and Co., Ltd., have just introduced a new grade of engine oil known as Morrisol, which is suitable for all Morris and Wolseley cars both winter and summer. This must be regarded as an outstanding achievement as the Morris and Wolseley concerns between them produce a very



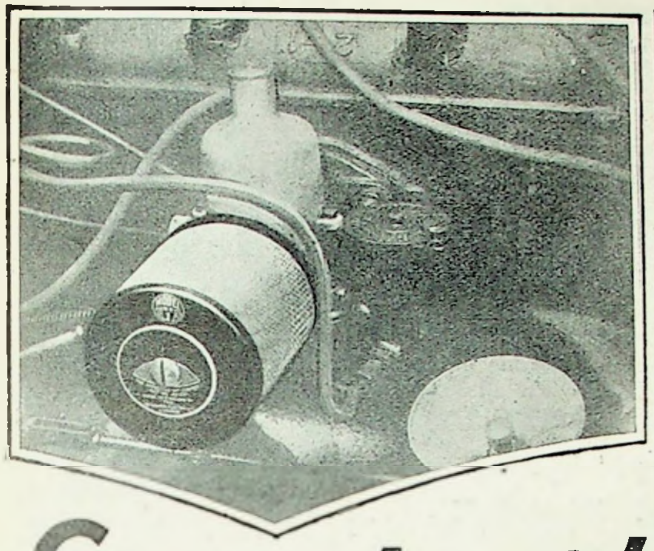
Mr. Alexander Duckham, who has been actively engaged on the production of Morrisol, the new lubricant for Morris and Wolseley cars (see paragraph).

wide range of engines which have hitherto called for several different grades of oil to meet their various requirements. When it is borne in mind, too, that the same grade is suitable for both winter and summer, the achievement is even more interesting. To the purchaser the advantages of there being only one grade are twofold. In the first place, it is unnecessary to change over the oil in the spring and autumn, and, in the second, the demand will be such that practically every garage in the country will stock it.

Written by Mr. Arthur Cox, who was at one time associated with the manufacture of the Cox-Atmos carburetter, a booklet entitled "The Importance of Correct Upper Cylinder Lubrication," has just been issued by the County Chemical Co., Ltd., Chemico Works, Bradford Street, Birmingham. It deals in simple language with the theory of upper cylinder lubrication and gives details of Benzoyle upper cylinder lubricant, which is one of the range of Chemico products. Benzoyle, incidentally, may be obtained "loose" at 1d. per ½ oz. from wall cabinets at garages or in 16 oz. tins with a measure at 2s. 6d.

So great was the success of The Ever Ready Selling Week last year that the Ever Ready Co. (Great Britain), Ltd., Hercules Place, Holloway, London, N.7, have decided to extend the period to a fortnight this year. The period has been fixed for September 21st-October 3rd, and dealers should note that special window display material can be obtained for the period and that prizes for attractive displays to a total value of £800 are being distributed. Moreover, 180 £1 notes are being distributed to buyers of Ever Ready products. Garages and dealers requiring further particulars should write to the Ever Ready concern for full details.

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GRIT and dust sucked in through the carburettor of your engine mixes with the oil to form a grinding paste . . . . . in the bearings this starts the "wear that begets wear" . . . . in the cylinders it ruins that glass-like surface upon which compression depends.

Do not let grit rob you of your engine tune. Protect the carburettor intake with a Benjamin Air Cleaner whose layers of oiled wire meshes positively stop the thief before damage is done.

The Benjamin Air Cleaner, besides being so highly efficient, is guaranteed not to interfere with consumption or other carburettor performance.

Benjamin Air Cleaners are made in five sizes to suit cars of varying horsepower. In some cases the engine layout requires the fitting of a small adaptor arm. Complete description is given in our List 1139 free on request.

PRICES from 10/- to 25/- each according to horsepower.

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1930 **STANDARD 9**, Teignmouth fabric saloon, sunshine roof, many extras, as new £110

1930 **M.G. MIDGET**, Sports 2-seater, usual extras, very smart car, red fabric £110

1931 **MORRIS MINOR**, coachbuilt saloon, sunshine roof, dual tone, as new £98

1931 **AUSTIN 7**, coachbuilt saloon, sunshine roof, several extras, as brand new £99

1930 **TRIUMPH Super 7**, de luxe coachbuilt saloon, black and red, very smart £98

1930 **TRIUMPH Super 7**, fabric saloon, brown, beautiful condition. Taxed Dec. £90

1930 **AUSTIN 7**, tourer, maroon, equipped regardless, faultless condition £69

1929 **AUSTIN 7**, Stadium sports, 2-seater, many extras, perfect condition. Taxed £69

1929 **MORRIS MINOR**, fabric saloon, blue and cream wheels, very nice condition £59

1929 **SWIFT 10**, de luxe Nomad fabric saloon, wire wheels, brown, maroon wings £82

1930 **JOWETT**, Black Prince saloon, very nice condition, choice of two, from £98

1929 **SINGER JUNIOR**, coachbuilt saloon, wire wheels, usual extras, maroon £65

1929 **AUSTIN 7**, Special fabric saloon, sunshine roof, 1931 condition. Taxed £65

1929 **AUSTIN 7**, Mulliner fabric saloon, good tyres, usual equipment. Blue £59

1929 **MORRIS MINOR**, tourer, very good tyres, finished fawn, excellent runner. Taxed £52

1929 **AUSTIN 7**, tourers, choice of three, all in very nice condition, from £49

1929 **TRIUMPH Super 7**, de luxe tourer, wire wheels, clock, speedo., etc. very smart £65

1930 **JOWETT**, short fabric saloon, one owner, good tyres, new condition £79

1929 **ROVER**, 16/25 h.p., fabric saloon, sunshine roof, almost new tyres, guaranteed £95

1929 **STANDARD 9**, Teignmouth fabric saloon, wire wheels, many extras, smart £89

1928 **AUSTIN 7**, Cup Model sports, 2-seater, black and red fabric, very fast car £49

1928 **AUSTIN 7**, tourers, selection of four, all in thoroughly sound condition £42

1929 **RENAULT 9**, de luxe tourer, f.w.b., finished dark blue, wonderful value £48

1926 **HUMBER 9**, tourer, clock, speedo., other extras, leather, etc., dark fawn. Taxed £49

1927 **AUSTIN 7**, tourers, a very nice selection of five models, from £35

1927 **ROVER**, 9/20 h.p., Semi Sports four-seater, many extras. Red and cream £52

1928 **ROVER**, 10/25 h.p., fabric saloon, many refinements, genuine 1931 condition £68

1927 **SWIFT 10**, de luxe tourer, f.w.b., clock, speedo., leather, etc. Maroon £38

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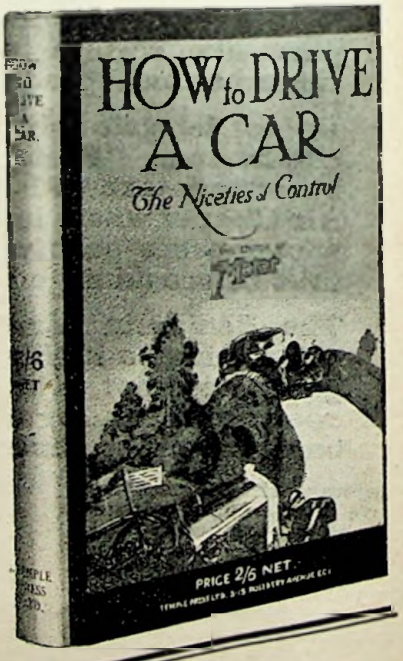
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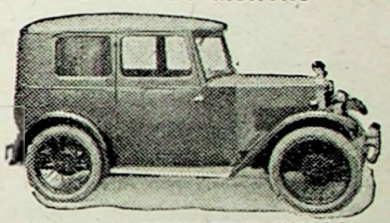
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This exceptional MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, chromium fitting, f.w.b., Triplex screen, in fine condition, two-colour brown finish, low mileage (P.) £75
Several others in stock covered by 3 months' guarantee

We will make you a very liberal allowance for your present car and spread the balance definitely to suit yourself.

A selection from our large stock, all of which are protected by our guarantee above.

WOLSELEY "HORNET," 1930, 6-cylinder, Coachbuilt Saloon, all equipment, original tyres, in really superb condition throughout, a bargain, tax paid (P.) £115
WOLSELEY "HORNET," 1930, 6-cylinder, Fabric Saloon, most magnificently fitted throughout, Triplex, f.w.b's., exceptionally low mileage, attractive brown finish. (P.) £105
ROVER TEN, 1929, Sportsman's Sunshine Roof Coupe, superbly equipped, attractively finished maroon and black. (P.) £87
STANDARD NINE, 1929, Sunshine Fabric Saloon, exceptionally nice condition throughout, really economical car. Taxed to Dec. (P.) £79
MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, chromium fittings, f.w.b's., Triplex, in fine condition, special brown finish, low mileage. (P.) .. £79
RHODE HAWK, 1929 Model, 10·8 h.p., 4-door Sportsman's Saloon, all black fabric body, luxuriously fitted interior, red leather upholstery, wheels to match. A magnificent car. Tax paid December. (P.) .. £75
SINGER JUNIOR, 1929, 4-door Coachbuilt Saloon, f.w.b's., bumper bars, full dash, numerous extras, magnificently finished maroon and black, negligible mileage, one owner. (H.) £69
AUSTIN, 1929, Black "Wydor" Fabric Saloon, all equipment, plush upholstery, most carefully used, very economical little car. (P.) .. £62
AUSTIN, 1929, Chummy 4-seater, full dash equipment, f.w.b's., automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish. (P.) £55
AUSTIN, 1928, 7 h.p., "Gordon-England" Cup Sports 2-seater, usual equipment, finished red and black, sound mechanical condition. (P.) .. £49
SINGER, 1928, 8 h.p., Junior 2-seater, double sunken dickey, f.w.b's., rigid all-weather equipment, very smart and economical, carefully used, one owner. (H.) £48
LEA-FRANCIS, 1926, 11 h.p., 4-seater, 4-door Tourer, o.h.v., 4-speed, f.w.b's., full dash, clock, speedometer, leather upholstery, magnificently finished two colours, very fast and in excellent condition throughout (H.) £45
CITROEN, 1927, 4-seater, 4-door Tourer, f.w.b's., Servo, full dash, speedometer, clock, original finish, maroon, unscratched. (H.) £22
SINGER, 1923, 9 h.p., 4-seater Tourer, dynamo lighting, self-starter, leather upholstery, magnificently re-finished, very reliable and in excellent condition throughout. (H.) £19
ROVER, 1923, 9 h.p., 4-seater, fully equipped, beautifully re-coachfinished, very sound and serviceable car. Bargain. (P.) £17
SALMSON, 1924, 9 h.p., o.h.v., 2-seater Sports, double sunken dickey, dynamo lighting, self-starter, fast and of excellent appearance. (H.) .. £14

(P.): Paddington Depot. (H.): Highbury Depot.

28-30-32, HIGHBURY CORNER, N.5.
'Phone: North 4784.

22-49, PRAED ST., PADDINGTON, W.2.
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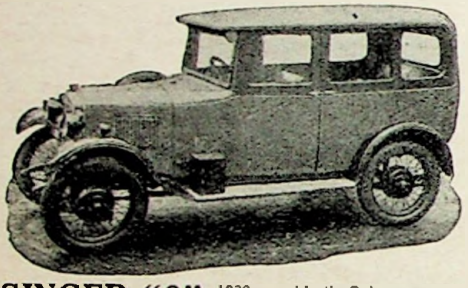
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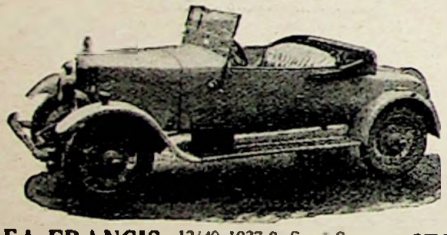
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'Phone: Battersea 2425-2426.
Hours: 9.0—8.0; Saturdays 9.0—7.0.

EXAMPLES FROM TO-DAY'S STOCK.

TWO-SEATERS.

99 Pounds. **AUSTIN 7**, 1931, Arrow Sports, all extras. Choice 5 others.
69 Pounds. **AUSTIN 7**, 1928, Taylor Sports, dual finish, very well kept. Choice 4 others.
69 Pounds. **AMILCAR**, 1926-7 Grand Sports, innumerable extras, fast and attractive. Choice 3 others.
99 Pounds. **ALVIS** 12/50, 1927, Sports, £15 worth of extras, exceptionally fast.
48 Pounds. **FIAT 9**, 1927 de Luxe 2-str., all extras and equipment. Choice 2 others.
89 Pounds. **FIAT 9**, 1930, de Luxe, 2-str., sunk dickey, small mileage, one owner.
85 Pounds. **JOWETT 7**, 1930, long 2-str., one owner, very well equipped.
79 Pounds. **LEA-FRANCIS**, 1927-8, 12/40, de Luxe semi-sports (illustrated), very fast and attractive. Choice 3 others.
99 Pounds. **MORRIS Minor**, 1930, Arrow sports, very well kept, fully equipped.
98 Pounds. **MORRIS Minor**, 1929, Swallow sports, all extras and equipment, excellent throughout.
99 Pounds. **PEUGEOT 7**, 1931, 2-str., sunk dickey, very well kept, small mileage.
69 Pounds. **ROVER 10/25**, 1928, de Luxe, 2/3-str., remarkably attractive, all extras. Choice 4 others.
55 Pounds. **ROVER 9/20**, 1927, dual finish, almost unmarked, very well kept.
95 Pounds. **RILEY** 12/40, 1928-9, de Luxe, bodywork and equipment almost unmarked, cost over £150.
58 Pounds. **RENAULT 9/15**, 1929 semi-coupe, sunk dickey, tyres as new, fullest equipment.
95 Pounds. **SALMSON**, 1929, Grand Sports, innumerable extras, specially tuned, fast and distinctive.
45 Pounds. **SALMSON**, 1928, English 2-str., one owner, very well kept. Choice 4 others.
69 Pounds. **SINGER 8**, 1929, Porlock Sports, almost as new throughout. Choice 4 others.
99 Pounds. **SINGER 8**, 1930 Porlock sports, superb condition throughout, absolutely as new.
95 Pounds. **SWIFT 10**, 1929, sports 2-str., wire wheels, 4-speed close ratio gears. Choice 2 others.
98 Pounds. **SWIFT 10**, 1929, D.H. Coupe, interior and bodywork tip top. Choice 2 others.
99 Pounds. **TRIUMPH Super 7**, 1930, 2-str., spotless condition throughout, fully equipped.

TOURERS AND SALOONS.

85 Pounds. **AUSTIN 7**, 1931, Tourer, one owner, small mileage.
95 Pounds. **AMILCAR**, 1929, 4-door Tourer, all extras and equipment, fast and attractive.
69 Pounds. **ALVIS**, 12/50, 1926, de Luxe Tourer, 4-door, f.w.b., roomy and attractive.
79 Pounds. **AUSTIN 7**, 1930, Wydor Saloon, remarkably well kept, fully equipped. Choice 8 others.
75 Pounds. **FIAT 9**, 1928, 4-door low built fabric Saloon, well kept, all extras.
59 Pounds. **FIAT 9**, 1928, 4-door Tourer, very well kept, bodywork unmarked. Choice 3 others.
65 Pounds. **HUMBER 9/20**, 1927, 3-door Tourer, one owner, fully equipped. Choice 3 others.
69 Pounds. **JOWETT 7**, 1929, short fabric Saloon, very small mileage, wonderfully well kept.
69 Pounds. **LEA-FRANCIS**, 1927, 12/40 sports Tourer, wire wheels, recently overhauled, fast and attractive.
99 Pounds. **LEA-FRANCIS**, 1929, 12/22, 4-door Tourer, almost unmarked. Choice 4 others.
79 Pounds. **MORRIS Minor**, 1930, fabric Saloon, superb condition throughout, many extras. Choice 4 others.
99 Pounds. **MORRIS Minor**, 1931, Tourer, almost unmarked, one owner, very small mileage.
99 Pounds. **ROVER 10/25**, 1929, sports Tourer, latest cut-away body, wire wheels, very distinctive.
78 Pounds. **RILEY 12/40**, 1927-8, 4-door, six light Saloon, very roomy and attractive.
99 Pounds. **STANDARD 9**, 1930, short Saloon, 4-door, fully equipped. Choice 3 others.
79 Pounds. **STANDARD 9**, 1928-9, 4-door Sun-Saloon, exceptionally well kept. Choice 5 others.
89 Pounds. **SINGER 8**, 1930, 4-door, coachbuilt Saloon (illustrated), fully equipped, well kept. Choice 5 others.
78 Pounds. **SINGER 8**, 1930, 4-door Tourer, dual cellulose finish, interior and bodywork tip top.
65 Pounds. **SWIFT 10**, 1928, 4-door Tourer, original condition throughout, all extras. Choice 4 others.
95 Pounds. **SALMSON 10/8**, 1929 4-door Saloon, 4-speed, low built, very distinctive.
99 Pounds. **TRIUMPH Super 7**, 1930 Fabric Saloon, latest ribbon radiator, all extras.
55 Pounds. **TRIUMPH Super 7**, 1928, Tourer, hydraulic brakes, many extras. Choice 4 others.

Etc., Etc., Etc.

Nearly 200 others—Call and see them all—or get lists post free—all open to A.A. or R.A.C. examination willingly.

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

Make of Car or Motorcycle—	*Date of Manufacture—*	*Type of Model—*	*No. of Cyls.—If Starter—*
Type of Body (or Sic)—	*Condition of Engine—*	*Rated H.P.—If O.H.V. or Side-valve—*	*Type of Lighting—No. of Speeds—*
Body Work—	*Paint—*	*Upholstery—*	*Tyres—*	*Taxed till—*
NAME.....		*What Extras (if any)—*	
ADDRESS.....			

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SECOND-HAND
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LIGHT CARS, CYCLECARS and ACCESSORIES FOR SALE

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

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

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

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers are outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box , c/o 'The Light Car and Cyclecar,'" count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1¼ per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices **first post Tuesday**, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Whilst every precaution is taken to ensure accurate printing, the publishers will not be responsible for printers' errors, or for errors arising out of telephonic instructions relating to advertisement copy, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

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

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Telephone: Clerkenwell 6000 (Private Exchange).

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

Owing to postal delays and irregularities it is advisable to post advertisements **EARLY ON MONDAY** so as to ensure as far as possible that they reach us by the **FIRST POST** on Tuesday. Lately several advertisements have been received too late for inclusion although dispatched on Monday.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.C.s. See them under £100, see page 24. 978-392

A.J.S., 1931 coachbuilt 2-seater, very attractive model, cost £199, fully guaranteed, our price £179. Taylors, 49 Sussex Place, South Kensington Station. Ken. 8841. zzz-581

A.J.S., 1931 sun saloons, coachbuilt, cost £236 10s., shop-soiled, our price £190. Taylors, 49 Sussex Place, South Kensington Station. Ken. 8841. zzz-580

A.J.S., 1931 Richmond saloons, sun roofs, cost £204 10s., shop-soiled, our price £165. Taylors, 49 Sussex Place, South Kensington Station. Ken. 8841. zzz-579

AMILCARS. Amilcars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Large stock of used Amilcars from £50. Chancery 8623. zzz-167

AMILCAR, 1930 9hp Grand Sports, 4 speeds, 40 m.p.h. in second, 60 m.p.h. in third, cost £245, my price £120.

AMILCAR, 1928 9hp Grand Sports, £75. Open Sunday mornings. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate, W.11. 978-476

AMILCARS. See them under £100, see page 24. 978-393

AMILCAR grand sports 3-seater, black body and red wheels, f.w.b., pressure oiling, bargain, £30. Earls, 75 Heath St., Hampstead, N.W.3. 'Phone 3287. 978-538

AMILCAR, 1928 Surbaissle grand sports streamlined 2-seater, very fast, taxed to 1932, £80. Denmans, 132-3 Long Acre, W.C. Open week-ends. 978-584

AUSTIN authorized main dealers. Immediate delivery of all models, new and second-hand, in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-718

AUSTIN 7. We have several saloons and tourers for disposal, prices ranging from £35 to £100. All cars offered are in good condition. Deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5360. zzz-330

AUSTINS. Taylors for Austin 7s.

1930 Wydor saloon, £82 10s.

1928 Mulliner saloons (2), £52 10s.

1928 Chummy, taxed year, £55.

1925 Chummy, £27 10s.

A.A. inspection invited; 7 days' free trial.

Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-548

AUSTIN 1930 saloon, coachbuilt, excellent condition, any trial, £75. Cars supplied on repurchase basis, on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-445

AUSTIN 7, 1928 Mulliner saloon, good condition, bargain, £45. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken 8841. zzz-553

AUSTIN 7, 1930 Wydor saloon, excellent condition, taxed, £88 10s. Marter, The Rest, Simplemarsh Rd., Addlestone, Surrey. 979-h96

AUSTIN 7 tourer, 1926, excellent condition, £29 10s. Byfleet Automobiles, West Byfleet. 978-h799

AUSTIN 7 touring 4-seater, little used and in exceptional condition, engine perfect, £43. Hughes, 88 Brighton Rd., Worthing. 978-h802

AUSTIN 7, 1930 saloon, very nice condition throughout, any trial, unique deferred terms, £77. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-379

AUSTIN Swallow sports, red and black, as new, any trial. Mayville, Chassen Rd., Flixton, Manchester. 978-h671

AUSTIN 7, 1931 supercharged sports 2-seater, practically brand new, mileage 2,000, bargain, £149, cost £225; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 978-435

AUSTIN. Special September sale of cars, from £95 to £25 in value; no deposit terms from £10 down. Steele Griffiths, Abbey House, Victoria St., facing Westminster Abbey (Victoria 0467); Court Showrooms, Camberwell New Rd., S.E.5 (Rodney 2201). 978-462

AUSTIN. Sprosen. 1931 Arrow Austin super-sports 2-seater, black and red, 1,200 miles, £115.

Sprosen. 1930 Boyd Carpenter, 3 in stock, all unmarked, guaranteed, from £110.

Sprosen. Supercharged special low chassis, 3 in stock, all unmarked, guaranteed, from £110.

Sprosen. Swallow 2-seater and saloons, 1929 and 1930, from £80.

Sprosen. 1928-9-30-31, 15 others, Cups, Stadiums, K.C.s, Arrows, Brooklands, Mulliners, etc., from £50. 109 Gt. Portland St., London. Langham 1212. 978-446

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

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

AUSTIN 7s!!! Humphreys, Ltd., offer:—

1930 2-seater, maroon, scarcely used, as new, £79. Below.

1930 Coachbuilt saloon, finished primrose and brown, bumpers and numerous other extras, indistinguishable from new, £85. Below.

1930 Chummy, blue, excellent tyres, magnificent condition throughout, taxed December, £73. Below.

1929 Stadium sports 2-seater, finished blue and silver, Triplex screen, all-weather equipment, pneumatic upholstery, excellent tyres, beautiful order, £70. Below.

1929 Chummy, maroon, plated radiator, comprehensive equipment, magnificent condition, £63; motorcycles taken in part exchange; deferred payments. 120-2 Hampstead Rd., N.W.1 (2 mins. from Euston Station). 'Phone, Museum 9515. Open Sunday mornings. 978-451

AUSTIN 7, 1931, maroon, as brand new, fitted with disc wheels, loose covers, many extras, taxed December, 100 guineas. 'Phone, Belgrave 3546. 978-x853

AUSTIN 7, 1931 sunshine saloon, new, 1,400 miles, an absolute bargain, £97 10s. Gilbert, 94 South Lambeth Rd., S.W.8. 978-x852

AUSTIN 7, 1930 Wydor saloon, excellent order throughout, taxed, £77 10s. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2626. 978-457

AUSTIN 7, 1930, supercharged Brooklands 2-seater, extremely fast, many extras, 7,000 miles only, exchange, terms, £120. Ward and Co., 5 Upper Richmond Rd., East Putney. 2818. 978-516

AUSTIN 7 Cup model, late 1928, taxed year, numerous extras, just recellulosed, entirely overhauled and tuned, absolutely perfect condition throughout, £52 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 978-513

AUSTIN 7, 1930 model fabric saloon, Triplex, in lovely condition, taxed, £65. 65 Holland Park Mews, W.11. Park 2329. 978-h863

AUSTIN 7, 1926-7, 4-seater, appearance and mechanical in excellent condition, many extras, taxed, £22 10s. or exchange. 339a Goldhawk Rd. W.6. Riverside 5113. 978-522

AUSTIN 7 chummy, 1927, tax paid, in absolutely perfect condition throughout, £35; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 978-515

AUSTIN 7, 1931 coachbuilt saloon, dark blue, moquette upholstery, mileage 5,700, spotless throughout, taxed year, £108. Below.

1931 (May) coachbuilt sunshine saloon, maroon, mileage 2,000, unscratched and as new, taxed year, fully insured May, 1932, cost £150, bargain, £115. Below.

1930 (April) saloon, brown, upholstered leather, one owner only, first-class order, taxed, £80. Below.

1930 4-seater, dark blue, ball change, full equipment, luggage grid, usual guarantee, taxed, £63. Below.

1929 (July) Stadium 2-seater, bronze-brown, very small mileage (8,000), any trial and guarantee, £70. Below.

1929 (March) Swallow saloon, dual brown, all new tyres, splendidly kept, tax paid, £87. Below.

1929 Wydor saloon, black-red, guaranteed, taxed year, £67. Below.

1929 4-seater, dark blue, exceptionally clean, first-class mechanically, taxed, insured March, 1932, £57. Below.

1928 Mulliner saloon, maroon, moquette upholstery, oversize balloons, superbly kept, taxed year, £53. Below.

1928 4-seater, new March, dark grey, one change ownership, 2 horns, grid, mirror, taxed, £45. Below.

1927 4-seater, recently overhauled, repainted dark maroon, step mats, mirror, very attractive, taxed, £38. Below.

1926½ 4-seater, kingfisher blue, rigid screens, step mats, grid, excellent order, taxed, £36. Below.

1925 4-seater, chummy, nearly new balloons, speedometer, various extras, taxed, £28. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 978-495

AUSTIN 7, £110!!! 1931 coachbuilt saloon, mileage 1,700, taxed year, leatherette upholstery, shop-soiled condition. Morgan Hastings, Ltd., 212 New King's Rd. (opp. Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-566

AUSTIN 7, 1925 chummy, perfect mechanical condition, good tyres, hood, side screens and upholstery, immediate sale, £24 10s. 1 The Pavement, N.8. 'Phone, Mountview 5638. zzz-575

AUSTIN 7, 34 guineas!!! Exceptionally nice chummy, perfect hood, screens, wiper, mirror, good tyres, taxed, just overhauled any trial. Stephens' 73 Masons Hill, Bromley, Kent. 978-x851

AUSTIN 7, 1930, 2-seater, in splendid condition, small mileage, £75. Simister, Jordangate, Macclesfield. 978-417

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

AUSTIN 7 Swallow saloon, 1929½, cream-green, £90. 43 Barrett's Rd., Walthamstow. 980-h597

AUSTIN 7, 1930 Swallow saloon, taxed, mileage 5,000 only, as new, £115. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 978-454

AUSTIN 7, 1930 chummy, practically new, £69. Below.

AUSTIN 7, 1931 sunshine saloon, nearly new, £95. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 978-444

AUSTIN 7, £2 deposit, 25 guineas cash. Late 1926 tourer, very good condition; free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

AUSTIN 7, 15 guineas. 1923, tourer, blue, very good condition; 100 cars in stock; list free. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881-6. 978-409

AUSTIN 7, 1929 saloon, very sound, £55; 1928 tourer, £38; 1930 saloon, taxed year, £70; exchanges. 70 Anglesea Rd., Shirley. 'Phone, 5218 Southampton. 978-425

AUSTIN 7, 1929 Gordon England saloon, beautiful condition throughout, taxed, £48. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. 978-467

AUSTIN 7, 1930 Swallow 2-seater, coupe head and 2-seater hood, taxed, exceptional condition, £105. Below.

AUSTIN 7, 1931 saloon, mileage 5,000, taxed year, condition as new, £95. Below.

AUSTIN 7, 1929 coachbuilt saloon, taxed year, new condition throughout, £65. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 978-464

AUSTINS. H. Glover-Motors, Putney. "The Austin 7 Specialists."

AUSTINS, £30 to £100 fair exchange allowances, deferred terms. All cars supplied by us fully guaranteed.

AUSTIN 7, brand-new unsoiled Arrow coachbuilt sports 2-seater, black and green, list price £155, one only to clear, £130.

AUSTIN 7 1926 tourer, equipped side screens, hood and usual equipment, good tyres, licensed and thoroughly recommended, £30.

AUSTIN 7 1927 special sports, twin carburetter, coachbuilt 2-seater, equipment includes 8-in. headlamps, thermometer, petrol gauge, oil gauge, speedometer, clock, dashlamp, etc., £58.

AUSTIN 7 1930 coachbuilt 2-seater, unblemished, choice of 2, from £78.

AUSTIN 7 1930 wide-door fabric saloon, one owner and equal to new, £78.

AUSTIN 7 1929 Stadium 2-seater, fitted many extras, exceptional condition, choice of 2, from £68.

AUSTIN 7 1931 model fabric saloon, indistinguishable from new, bargain to clear, £89.

AUSTINS. The above cars, together with several others, may be tried and inspected at the Austin Specialists, H. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. Open Sunday morning. 978-422

AUSTIN 7 saloon, 1931, 4,000 miles, black and red, safety glass, taxed December, loose covers, direction indicators, condition as new, £98; exchanges deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Flaxman 4633. 978-459

AUSTIN 7, £38, 1926, chummy, good runner, exceptionally well-kept car. Below.

AUSTIN 7 1929 Swallow 2-seater, black and red, splendid condition, £80. Below.

AUSTIN 7 1930 coachbuilt saloon, exceptional order throughout, £85. Below.

AUSTIN 7, 1930 supercharged special sports, black and red, amazing acceleration, exceptional condition throughout, £135. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 978-441

AUSTIN 7 Cup model, 1928, black and red, good condition, taxed December, one owner, £47 10s. Westrope, Waddesdon, Spring Rd., Letchworth. 978-h850

AUSTIN 7hp, £16, taxed and insured year, perfect condition. Lampshire, 9 Sheen Grove, Barnsbury, Islington, N.1. 978-h824

AUSTIN 7, late 1928, 4-seater, done 15,000 miles, owner-driver, fully equipped, only been used Sundays, in new condition, can be seen any morning, any trial, taxed December, only needs seeing, £50. J. Mayo, 28 Odell St., Camberwell, S.E.5. 978-h822

AUSTIN 7, 1928 Taylor 2-seater, taxed, black and cream, very attractive, £57 10s. Below.

AUSTIN 7, 1925 coupe, taxed year, £25. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 978-487

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

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

AUSTIN 7 Cup model, 1928, in very good condition, two to choose from, from £50; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 978-484

AUSTIN 7, £55, 1929 2-seater coupe, in very nice order; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 978-485

AUSTIN 7, 1929, 4-seater de luxe, magnificent order and condition and complete, £60; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 978-477

AUSTIN 7, £48!!! The Light Car Co. offers 1928 chummy, blue with cream wheels; exchanges and deferred; terms. 404 Euston Rd., N.W.1. Museum 2122. 978-470

AUSTIN 7s. Carlton Garage. 1928 Cup sports, new tyres, 43 guineas; 1930 Wydor saloon, nicecrder, 79 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 978-673

AUSTIN 7, 1924 model chummy, 19 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 978-672

AUSTINS. See them under £100, see page 24. 978-394

AUSTIN 7, slightly soiled, 1931 2-seater, delivered new from makers July, 1931, cost about £130, our special price £105; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 978-670

AUSTIN 7 sunshine saloon, 1929 model, taxed and insured, good tyres, many extras, excellent condition, £62 10s. or near offer. 20 Mayfield Avenue, Southgate, N.14. 978-x856

AUSTIN 7. Brooklands Motor Co. offers: 1931 fabric saloon upholstered in leather, mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 978-652

AUSTIN 7, 1927 tonring, blue, dynamo lighting, starter, electric horn, hood, side screens, screen wiper, spare wheel, speedometer, dash lamp, really splendid model, 37 guineas, or £11 down, balance 12-18 months. Renno's, 252-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 978-650

AUSTIN 7!!! 6 tourers and saloons from £20, must clear. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 978-620

AUSTIN 7, 1930 fabric saloon, w. door, taxed, etc., looks new, £72. Martin, 31 Horace Rd., E.7. 978-608

AUSTIN 7 Arrow sports, 1930, cost £175, small mileage, 86 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 978-585

AUSTIN saloons, several 7hp, 1928, 1929 and 1930, sacrifice prices. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 978-579

AUSTIN 7, 1927, really fine order, recellulosed, any test, £42 10s., photo. Cooper, 26 Tapton Bank, Crosspool, Sheffield. 978-h889

AUSTIN 7s. "There's no place like Holmes." Special show and sale of saloons. We invite comparison with any other firm in London. These cars are overhauled and will maintain our reputation for entire satisfaction. 1930 Wydor saloon, black and red, perfect car, £90; 1929 Wydor saloon, one owner, engineer, faultless, £75; another, £78; 1928 Mulliner saloon, blue, very clean, mechanically perfect, £65; another, a real bargain, £55; also 1928-9 (October) Cup model, blue and red, magnificent performance, £65; 1928 tourer, very good car, £45; 1927 tourer, very smart, £39; easy terms, including insurance, exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St. Museum 1414. 978-574

AUSTIN 7s. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Austin 7s.

AUSTIN 7s. £30 to £50. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-567

AUSTIN 7, 1928 coachbuilt saloon, taxed year, as new, £55; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 978-552

AUSTIN 7, 1928 Cup, blue, aluminium bonnet, taxed, £55; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 978-553

AUSTIN 1930 Arrow sports 2-seater, black and green, small mileage, excellent tyres, one owner, many extras including spotlight, parking lamps, Pyrene, mirror, petrol gauge, dash thermometer, clock, special horn, leather pneumatic upholstery, disappearance hood and side curtains, taxed December, £85. K.J. Motors, Bromley. Ravensbourne 3456-7. 979-587

AUSTIN 7, 1928, cup model, excellent order, tyres good, £47 10s. Below.

1930 Austin 7 Stadium 2-seater, black and red, faultless condition, new tyres, many extras, £77 10s.; exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 978-646

AUSTIN 7, chummy, 1930, good condition, taxed and insured, one owner, £72. The Bungalow, Lampton Avenue, Hounslow. 'Phone, Popesgrove 1512. 978-h866

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

AUSTIN 7, 1931 series saloon, black fabric, excellent condition, £87 10s; exchanges, deferred terms. Whitby's, 1-7 The Vale, Acton, W.3. Shepherd's Bush 1513. 978-526

AUSTIN 7 saloon, 1929, taxed to December, exceptionally fine condition, excellent tyres, £62 10s.; exchanges, deferred. Whitby's, 1-7 The Vale, Acton, W.3. 'Phone, Shepherd's Bush 1513. 978-524

AUSTIN 7 saloon, 1929, £65. Allan Taylor and Co., 126 High St., Wandsworth, S.W.18. Putney 1698. 978-528

AUSTIN 7, 1929 Wydor saloon, small mileage, new condition, taxed, £68. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 978-708

AUSTIN. Protect yourself with our 3 months' written guarantee; exchanges, terms over 24 months. Kirk and Co. Below.

AUSTIN, 1929 black Wydor fabric saloon, all equipments, plush upholstery, most carefully used, very economical little car, £62. Kirk. Below.

AUSTIN, 1929 chummy 4-seater, full dash equipment, f.w.b., automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish, £55. Kirk. Below.

AUSTIN, 1928 7hp Gordon-England Cup sports 2-seater, usual equipment, finished red and black, sound mechanical condition, £49; 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 978-707

AUSTIN 7 saloon, perfect condition, any trial, price £65. Clark, 410 Pinner Rd., Harrow. 978-h865

AUSTIN 7. Cooke's Motors offer: 1929 (September) Wembley saloon, black and green, free wheel and many extras, £75. 366 High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 978-690

AUSTIN 7. Cooke's Motors offer: 1929 Swallow 2-seater, cream and red, £75. 366 High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 978-691

AUSTIN 7hp 1929 Mulliner coupe, taxed December, £60.

AUSTIN 7 1928 tourer, taxed, very nice condition, £45. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 978-677

AUSTIN 7, 1927 coachbuilt saloon, excellent tyres, taxed and open to any inspection whatever. £39. London Bros., 179 South Norwood Hill, S.E.25. Livingstone 1000. 978-699

AUSTIN 7, 1931 chummy, as new, sslp, £105. 25 Downsfield Rd., Walthamstow. 978-h905

AUSTIN 7 1928 Mulliner saloon, 40 guineas. Below.

1927 chummy, excellent condition, £37 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 978-702

AUSTIN 7 coupe, 1928, fabric body, taxed, good chassis, £48. Below.

AUSTIN 7 Gordon England saloon, fabric body, dual colours, Triplex, taxed December, splendid condition, £62. Below.

AUSTIN 7, 1930 tourer, finished blue, excellent appearance and condition, licensed December, £72. Exchanges, terms arranged. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 978-530

AUSTIN 7, 1929 Avon Swan coupe, folding roof, black fabric and red wheels, five new tyres, small mileage, taxed, £63. Below.

AUSTIN 7, 1928, chummy, finished maroon, with nickel radiator, good tyres, taxed December, £39. Below.

AUSTIN 7, 1927, G.E. Cup model, red fabric, good tyres, taxed, £33. Earl's, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 978-539

AUSTIN 7, 1928 saloon, black, £52; splendid condition. Eureka Garage, Walton Rd., East Molesey. 'Phone 596. 980-h890

AUSTINS. Ruffell's Motors, Austin 7 Specialists.

1928 coachbuilt saloon, as new, engineer-owned, small mileage, £48.

1928 Gordon England Cup model, small mileage, one owner, £48.

1927 Gordon England special sunshine fabric saloon, Triplex, very attractive, taxed, £40.

1927 tourers, fully equipped, faultless condition, £30 to £34.

1925-6 tourers, overhauled and ready for the road, £20 to £26.

Exchanges, deferred terms. Open Sundays 1.30.

Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 978-624

AUSTIN 7, 1928, chummy, blue, very nice condition throughout, taxed to the end of the year, £40. Haskins, 155 Ladbroke Grove, North Kensington, W10, adjoining the Metropolitan Station. Park 5541. 978-644

"MOTOR REPAIR MANUAL." For the Owner Driver and Amateur Mechanic. 2s 6d. net. 2s. 9d. post free. B53

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

AUSTIN. Newnhams, as Austin agents, always have an excellent selection of used models of this make available. Few examples below but full list on request.

1931 new 7hp coachbuilt saloon, maroon, special attraction, £115.

1930 7hp coachbuilt sliding-roof saloon, blue, beautiful condition, £75.

1929 7hp Wydor fabric saloon, maroon, one owner and very attractive, £82.

1928 7hp coachbuilt saloon, fawn and brown, smart little car, £45.

1928 7hp chummy model, blue, one owner and particularly smart and sound, £39.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 978-544

AUSTIN 7, 1925 chummy, new tyres, etc., £27. 82 Cricklewood Lane, N.W.2. Gladstone 3311. 978-633

BAYLISS-THOMAS 2-seater, 11hp, taxed end of year, excellent condition, £25. Brightwell, 120 Whyke Rd., Chichester. 978-h867

BELSIZE-BRADSHAW, 2-seater, recellulosed and in excellent mechanical condition, first £10 secures. Leedhams, Lendal Bridge, York. 978-136

B.S.A. 3-wheelers from Hackford Motors, Ltd.

B.S.A. Let G. A. Norchi demonstrate this fine engineering job to you, the easy running will amaze you.

B.S.A. from Hackford Motors, Ltd., for exchanges and easy terms. 182 Acre Lane, Brixton. 'Phone 3062. zzz-368

B.S.A. 1931 3-wheeler, taxed, insured, 2 spare wheels, with competition tyres, £85. Waller, 5 Priory Rd., S.W.8. 978-h844

B.S.A. 3-wheeler, new family model 4-seater, slightly shop-soiled, £95 cash. Byfleet Automobile, West Byfleet. 978-h800

B.S.A., 1931 model, 3-wheeler, starter, reverse, etc., spare wheel, £4 tax, little used, £75; exchanges, deferred. 70 Anglesea Rd., Shirley. 'Phone, 5218 Southampton. 978-573

B.S.A., 1931, 3-wheeler sports 2-seater, black and red, mileage under 3,000, positively as brand new, taxed, £85; exchanges and deferred. Naylor and Root, B.S.A. Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187 9. 978-605

B.S.A., mid 1930 de luxe, 3-wheeler, taxed end of year, new hood and side screen, not run since thorough overhaul, open to any examination, trial run by appointment, £69. No offers. Jackson, 29 Birchwood Avenue, Sidcup. 978-h880

B.S.A., £75!!! Three-wheeler sports 2-seater, special Compton body, first licensed 4-3-31, taxed year, mileage 8,000, oversize rear tyre, one of the smartest B.S.A.s on the road, colour black and red. Bargain! Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-588

BUGATTI, 11.9, 2-seater, really exceptional condition, £25. Metro Motors, 45 Newman St., W.1. Museum 9953. 978-657

CITROEN 7.5hp cloverleaf 3-seater, excellent condition, taxed, insured, £15. Loraine, Falcon Rd., Hampton, Middlesex. 978-h846

CITROEN, £19. 1927 12-24hp tourer, servo brakes, etc., in very good condition; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours: 9-9. Chiswick 0303. 978-439

CITROEN, £30. 1927 12-25hp 4-door saloon, new tyres, complete equipment, excellent condition; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 978-h861

CITROEN 7, £6, engine overhauled, new hood, splendid runner. 15 Balham Grove, Balham. 978-h887

CITROEN, 7hp, 1926 (latest type), cloverleaf 3-seater, very well kept, licensed, £16; exchanges. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 978-532

CITROEN. See them under £100, see page 24. 978-395

CITROEN. 7hp, 1926 coupe, nice mechanical condition, smart, £14, taxed. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 978-711

CLYNO 9hp chummy, 1928, just overhauled, splendid car, wonderful bargain, £22 10s. 181 The Grove, Goldhawk Rd., W.6. 978-493

CLYNO, 1928 2-seater, in exceptionally good condition, very good tyres, hood and upholstery, bargain, £25; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours: 9-9. Chiswick 0303. 978-438

CLYNOS. See them under £100, see page 24. 978-396

CLYNO 9, 1928 (July), fabric 4-seater, taxed, insured May, 1932, new hood, tyres as new, splendid condition throughout, bargain, £25. 58 Black Lion Lane, Hammersmith. Riverside 4652. 978-629

CLYNO 9, 1928, 4-seater, f.w.b., £18; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 978-531

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

CLYNO coupe, £25. 1926-27 12-24hp, Mulliner body, f.w.b., leather upholstery, excellent condition; exchanges. 86 Acre Lane, Brixton. 'Phone 3401. 978-h859

CLYNO, 1928 saloon, 11hp, 4-door, brown, same owner since new, all complete, £38. Below.

1927 (February) 12hp 4-seater, blue, clean and well kept, owner taking saloon, £20; also 2-seater, taxed, £18. Below.

1926 (March) 11hp 4-seater, f.w.b., blue, new all-weather equipment, taxed, £18. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 978-496

CLYNOS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Clynos.

CLYNOS. £15 to £40. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-561

FIAT, 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £23; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 978-478

FIAT, 8hp 1927 4-seater, colour mole, in very good condition throughout, £37 10s. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sundays, 11-1 p.m.) 978-448

FIAT 9, £45. 1928 4-seater, in most wonderful condition throughout, must give satisfaction; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours: 9-9. Chiswick 0303. 978-437

FIAT, 10-15 saloon, 1925, very good condition, one owner, small mileage, taxed, £40 or near offer. C., 25 Fox Hill, S.E.19. Livingston 2043. 978-x854

FIAT, 1927 9hp 4-seater, f.w.b., clean and well-kept condition, buying new saloon, £32. Smith, 407 Edgware Rd. 978-497

FIAT, 9hp, 1927 model 2-seater, very fast, disc wheels, £28; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 978-536

FIAT, 1928 9hp, 2-seater and dickey, colour maroon, leather upholstery, good tyres, new battery, 38 guineas or nearest offer. V. H. A. Brewster, St. Mary's Works, Sparhawk St., Bury St. Edmunds. 978-529

FIAT 8, 1928 model, full 4-seater, 4 door, f.w.b. and fullest equipment, splendid condition mechanically and in appearance, £40; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 978-h870

FIATS. See them under £100, see page 24. 978-397

FIAT 9, 1927 saloon, blue, faultless throughout, tyres good, taxed, £47 10s.; exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 978-645

FIAT 9, 2-seater, f.w.b., overhead camshaft, very fast, taxed and insured, £29. Ruffell's Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 978-625

FIAT. Carlton Garage, 1926 10hp drop-head coupe, 19 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 978-674

FIAT, 1927, drop-head coupe, £40, in absolutely 100% condition both mechanically and in appearance, taxed. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 978-698

FRAZER-C.N. special, 9-24, o.h.v. 4-cylinder, 4-seater, starter, lighting, taxed, insured, offers; exchanges. 12 Kynance Mews, Gloucester Rd., S.W.7. 978-h856

FRAZER NASH cars offer for sale a number of used cars. London Rd., Isleworth. Hounslow 3171-2. zzz-589

FRAZER-NASH, 1926 Boulogne, reconditioned and modernized, rear tank, 12-volt lighting, starting, excellent condition, £175 or nearest. Box No. 3098 c.o. "The Light Car and Cyclecar." 980-h888

GWYNNE 8, late model, 2-3-seater, lighting, starter and numerous extras, beautiful order and condition, £18; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 978-479

GWYNNE 8 semi-sports 2-seater, very good one, £16, rear hood, repainted. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 978-713

HUMBER, 8hp, £17 10s. 1925, chummy, taxed, thoroughly good condition. 2 Robsart St. Telephone, Brixton 6496. zzz-584

HUMBER, 35 guineas, exchanges, deferred, 1926 9-20 tourer, really exceptional condition, practically new tyres. Maynards, 241a High Rd., Wood Green. 978-639

JOWETTS, 1928 long 4-seaters and 2-seaters, £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £100; 1929 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-83

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

B54

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

JOWETTS. Manchester. 1927, 1928, 1929 and 1930 saloons, tourers and 2-seaters, always in stock. Main distributors, Saxon Jefferis, Ltd., Deansgate. 'Phone, 1010 Central. zzz-63

JOWETT. Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1032. 984-525

JOWETT. For 1931 shop-soiled long saloons, apply the Westminster Bridge Garage and Eng. Co., 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665. zzz-545

JOWETT long 2-seater, 1930, splendid condition, taxed year and insured, any trial, £60 or near offer. Wyatt, 41 Elgin Avenue, Maida Hill, London. 978-b830

JOWETT 1926 7hp 2-seater, blue, newly painted, new tyres, excellent condition, licensed, £26. Phillips, 2 Rosslyn Mans., Burnt Oak, Middlesex. 978-b839

JOWETT, 1929 long saloon, splendid condition throughout, fully equipped, written guarantee, taxed, unique deferred terms, £69. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-381

JOWETT, 1929 7hp short-chassis saloon, very small mileage, £60. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sundays, 11-1 p.m.) 978-450

JOWETT, 1927 long 4-seater, taxed year, £26; 1928 ditto, taxed, £35, both mechanically perfect and in really good condition. 70 Anglesea Rd., Shirley. 'Phone, 5218 Southampton. 978-426

JOWETT, 1930 Black Prince saloon, long chassis, black-red, very sound, small mileage, taxed year, £105. Below.

1926 (July) full 4-seater, blue, never changed hands, numerous extras, exceptionally well kept, £24. Below.

1925 2-seater, blue, good balloons, very complete, taxed December, £21; also 4-seater, £25. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 978-498

JOWETT, 1929 short-chassis saloon, in excellent condition throughout, new tyres, taxed, £47; terms and exchanges. Cross, 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 978-h876

JOWETT 7, 1927, long-chassis, 2-seater and double dickey, starter and full equipment, taxed year, splendid condition, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466 Open Sundays. 978-h868

JOWETTS. See them under £100, see page 24. 978-398

JOWETTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Jowetts.

JOWETTS. £25 to £55. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-560

JOWETT, 35 guineas, exchanges, deferred, 1928 long 4-seater, very nice car indeed, good tyres, small mileage. Maynards, 241a High Rd., Wood Green. 978-641

JOWETT 2-seater, new tyres on rear, taxed, £8. Snow's, 42a Wilton Rd., Dalston, E.8. 978-622

JOWETT, 1926 4-seater, blue, very good condition, new tyres, £22 10s. Regent Garage, 349 New King's Rd., S.W.6. Putney 7141. 978-609

JOWETT. F.O.C.H., distributors and specialists. Full range new and second-hand in stock. Below.

F.O.C.H. 1927 7hp long 4-seater, navy blue, screen wiper, one owner, exceptionally good condition, 26 guineas. Below.

F.O.C.H. 1923 7hp 2-seater, dickey, brown, very good condition, taxed, 12 guineas. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215. 978-583

JOWETT, 1925 2-4-seater, overhauled, taxed, 4 new balloons, £18, very clean. 15 Balham Grove, Balham. 978-b886

JOWETT, 1926 long 4, taxed September, insured Christmas, bargain, £18. Ross, 3 Hallford St., N.1. Cliss. 5346. 978-b882

JOWETT, 35 guineas. 1928, 4-seater, short chassis, splendid condition, positively marvellous engine; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 978-669

JOWETT 1928, short chassis 2-seater, clean, good runner, everything working, £52 10s; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. 978-697

JOWETT, long 4-seater, in really beautiful condition, pleasure driven only, bargain, £35. Bunting's Exchange, Wealdstone. 978-696

LEA-FRANCIS 1927 model 2-seater, 12-24hp, colour maroon, f.w.b., leather upholstery, bumpers, a fast and reliable little car, taxed, 45 guineas. Lees and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paddington 9550. 978-494

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

LEA-FRANCIS 1929 12-50 super-sports Brooklands 4-seater, 70 m.p.h., £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate, W.11. 978-473

LEA-FRANCIS, 1926 (August), 12hp, special body, 5-seater, de luxe, this car has a total mileage of under 5,000, and has been unused since October, 1927, £52 10s. Paul and Co., 51 and 53, The Mall, W.5. Ealing 4633. 978-488

LEA-FRANCIS 1927 12-40hp 2-seater, excellent condition throughout, £60. Leeds and Oxley. Paddington 3843. 978-685

LEA FRANCIS. See them under £100, see page 24. 978-399

M.G. The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by experts. A selection of cars always in stock. 'Phone, Primrose 1161 and Hitchin 494. zzz-375

M.G. Midget, 1929, sports 2-seater, blue, excellent, £90. Titjen and Hillier, 110 Wood Vale, S.E.23. Sydenham 2432. zzz-527

M.G. Midget, 1930-31, tax paid, mileage only 2,000, absolutely as new, £105; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 978-514

M.G., 1930 Midget sports, blue, ribbed brake drums, original tyres still good, taxed year, £112; guarantee given. Smith and Hunter, 407 Edgware Rd. 978-499

M.G., 1931 Midget, blue fabric 2-seater, full equipment, mileage 4,000, as new, £129; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate, W.11. 978-475

M.G. Midget, from £110, 1930 sports 2-seaters, 3 to choose from; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 978-486

M.G. Midget, 1931, 2-seater, black, brand new, but slightly shop-soiled, £165. Below.

M.G. Midget, 1931, 2-seater, black, red wheels, as new, 1,000 miles only, many extras, including special spare wheel mounting, screen wiper, etc., taxed year, £145. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 978-458

M.G. Sprosen. 1930 M.G. Double Twelve Midget, specially tuned by Thomson and Taylor, fully guaranteed, £175.

Sprosen. 1931 M.G. latest type Midgets, 3 in stock, all unmarked and guaranteed, from £135.

Sprosen. 1930 Midgets, 7 in stock, big sumps, all guaranteed, from £110.

Sprosen. 1929 Midgets, blue, many extras, from £95.

Sprosen. Eight other M.G.s, all guaranteed; exchanges, deferred. 109 Gt. Portland St., London. Langham 1212. 978-447

M.G. Midget, 1931 model 2-seater sports, blue, one owner, small mileage, £139. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 978-442

M.G., 1931 Midget 2-seater, black and red, choice of 2, from £135; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 978-432

M.G. 1929 Midget 2-seater, very smart little car, taxed, good tyres, excellent condition, bargain, 79 guineas. Below.

M.G. 1930 sportsman's coupe, black and red, taxed December, splendid condition, £139; exchanges, deferred. Empire Motors 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 978-434

M.G. Midget sports, 1930, big sump, ribbed drums, one owner, hardly used, original tyres, fully equipped, taxed year, £118; exchanges, deferred. Murphy 17 Sheen Lane, Mortlake. 3303 Richmond. 978-427

M.G. Midget, £10 deposit, 105 guineas cash. Late 1930, super-sports 2-seater, blue, very exceptional condition; free tax, free insurance to cash buyers. 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881-6. 978-412

M.G. Midget, 1931, sports 2-seater, blue, delivered July, mileage 500, new condition throughout, taxed December, £140. The Inkerman Motor Co., Knaphill, Woking. Telephone, Woking 1103. 978-414

M.G. Midget, 1931, sports 2-seater, black and red, new and unused, slightly shop-soiled, list £185, our price £165. Park Langley Garage, Wickham Rd., Beckenham. 'Phone 2201-2. 978-659

M.G. Midget, 1929, just overhauled, 82 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 978-675

M.G. Midget coupe. Brooklands Motor Co. offers 1930, black and green, exceptional condition, £145. Below.

M.G. Midget coupe, 1931, black and green, mileage under 2,000, £185; choice of three from £110; exchanges, deferred. 351 Euston Rd., N.W.1. Museum 3143-4. 978-651

M.G. Midget. Cooke's Motors offer: 1929 sports 2-seater, red, £85; also 1930 model, £105; both fitted with extras, clean, good condition. 366 High St., Sutton, Surrey. 'Phone, 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 978-685

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

M.G. Midget, 1930 big sump model, with ribbed brake drums, extremely smart, £110. Denmans, 132 Long Acre, W.C. Open week-days. Temple Bar 8135. 978-676

M.G. Midget, 1930, large sump, small mileage, £115, choice of 2; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 978-701

MORGAN. Bearts of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. 'Phone 5148. zzz-49

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-9617. zzz-955

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGAN. 1925 M.A.G. water-cooled, good condition, £20. Deferred. Martin's Garages, Highgate Village. Mountview 1228. zzz-537

MORGAN, Family, 1927, £37; private owner, w.-c. Write, Purdom, 4 Sotheby Rd., Highbury. 978-h419

MORGAN Aero, 1931, brand new, fitted with super o.h.v. J.A.P. engine, cowls, Vee screen, M chassis, taxed, £80. 60 Bathurst Mews, Sussex Square, Bayswater. 978-h797

MORGAN, super sports, 1929, also Family, 1930, o.h.v., J.A.P., starter, £65, cost £130; exchanges, Morgans. H. Rock, Cradley, Staffs. 978-h805

MORGAN. £23, near offer, 1926 de luxe, perfect condition, genuine bargain. 22 Gardner St., Brighton. 978-h837

MORGAN, Family, good condition, electric lighting, windscreens, speedometer, taxed. What offers? Write, French, 134 Elsley Rd., London, S.W.11. 978-h858

MORGANS. Homac's have the following Morgans for disposal:—

1930 Aero de luxe, 10hp o.h.v. J.A.P., latest "M" chassis, f.w.b., vee screen and hood to suit, geared steering, speedo., taxed for year, as new, £78 10s.

1928 de luxe, 8hp J.A.P., dynamo, geared steering, sidescreens, faultless condition, £42 10s.

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1926 de luxe, 8hp J.A.P., dynamo, sidescreens, taxed and insured, a real beauty, £32 10s.

1925 Grand Prix, 10hp w.-c. Blackburne engine, front bumper, dyno., speedo., £29 10s.

1923 Grand Prix, 8hp w.-c. J.A.P., dynamo, taxed, really splendid order, £19 10s.

Exchanges or deferred terms arranged. Homac's, The Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-7. 978-481

MORGAN, 1925 Aero s.v. J.A.P., dynamo lighting, front-wheel brakes, carefully kept, splendid condition, £25. Young. Vic. 9961. 978-h843

MORGAN, 1927 Aero, painted green-cream, 10hp o.h.v. J.A.P., dynamo, discs, £39; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 978-533

MORGANS. No deposit. Below.

Super-sports, 1928, Brooklands, 10-40 o.h.v. J.A.P. racing, wide track, cycle-type wings, geared steering, f.w.b., hinged tail, taxed year, £65.

Aero, 1927, J.A.P., f.w.b., repainted, new hood, superb order, £45.

Aero, 1925, J.A.P., dynamo, special exhausts, £25.

Grand Prix, 1924, o.h.v. M.A.G., foot accelerator, dynamo, £25.

Grand Prix, 1924, J.A.P., dynamo, geared steering, special body, £20.

Grand Prix, 1924, J.A.P., dynamo, new tyres, £20.

Grand Prix, 1922, J.A.P., electric, speedometer, £12.

Family, 1930, starter, f.w.b., dynamo, geared steering, taxed, £57 10s.

Page, 199b Upper Richmond Rd., High St., Putney. 978-554

MORGANS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Morgans.

MORGANS. £30 to £45. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-559

MORGAN, 1930 (May) Family model, J.A.P., starter, rigid side screens, speedometer, mileage 5,000, absolutely "as new," taxed year, insurance included, £65. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 978-500

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

MORGAN, late 1928 Aero, racing J.A.P., just overhauled and repainted dual-tone finish, high frequency horn, speedometer, chromium-plated, in absolutely super condition and one of the prettiest Morgans on the road, £57 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 978-512

MORGAN. 100 cars in stock; list free; exchanges. Rowland Smith. Below.

£9 deposit. 95 guineas cash. 1931, super sports, specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, hood, practically unworn tyres, reduced steering, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£8 deposit, 79 guineas cash. 1929 super-sports, specially tuned racing o.h.v. J.A.P., black and green, cycle-type wings, straight-through exhausts, reduced steering, speedometer, foot accelerator, carefully used, very exceptional condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 65 guineas cash. 1930 model Aero, Eleven Hundred o.h.v. specially tuned racing J.A.P., red, f.w.b., dynamo lighting, reduced steering, hood, small mileage, very exceptional condition, free tax, free insurance to cash buyers. Below.

£5 deposit, 55 guineas cash. 1929 Aero, 8hp J.A.P., black and green, f.w.b., dynamo lighting, reduced steering, cycle-type wings, foot accelerator, hood, one owner, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£5 deposit, 49 guineas cash. Late 1930, Family, 8hp J.A.P., f.w.b., reduced steering, one owner, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£3 deposit, 35 guineas cash. 1926 Aero, 10hp racing o.h.v. Blackburne, red, dynamo lighting, f.w.b., reduced steering, straight-through exhausts, foot accelerator, electric horn, very good condition; free tax, free insurance to cash buyers. Below.

£2 deposit, 25 guineas cash. 1925 Family, 8hp w.c. J.A.P., dynamo lighting, electric horn, one owner, carefully used, exceptional condition; free year's tax, free insurance to cash buyers. Below.

19 guineas. 1924 Grand Prix, 8hp w.-c. J.A.P., dynamo lighting, electric horn, carefully used, very good condition, year's tax, insurance policy to September 26th. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays 9-8, Sundays 9-1. One minute Hampstead 'Tube. 'Phone, Hampstead 4881-6. 978-413

MORGANS!!! 1927-28, guaranteed family 4-seater, dynamo, beautifully equipped, 35 guineas; other Morgans, 16 guineas; exchange motorcycles; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station) 978-489

MORGAN, 27 guineas, exchanges, deferred, 1927 family, J.A.P., condition almost as new, many extras. Maynards, 241a High Rd., Wood Green. 978-640

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£59. 1928 Aero, o.h.v. racing J.A.P., many extras, black and cream.

£68. 1930 Aero, s.v. J.A.P., M chassis, extras, very smart.

£65. 1929 Aero, o.h.v. J.A.P., host of extras, red and cream.

£78. 1930 Aero, o.h.v. J.A.P., M chassis, taxed December, as new.

£79. 1929 super Aero, o.h.v. Blackburne, extras, taxed December, maroon.

£89. 1930 super Aero, o.h.v. J.A.P., M chassis, extras, black.

£92. 1930 super Aero, o.h.v. J.A.P., M chassis, starter, etc.

£109. 1931 super Aero, o.h.v. J.A.P., M chassis, extras, as new.

£79. 1931 Family, o.h.v. J.A.P., M starter, £15 worth extras

£55 1930 Family, a.c. J.A.P., f.w.b., speedometer, very smart car.

£46. 1929 Family, as above, good tyres, finished maroon.

£29. 1925 Family, w.c. J.A.P., dynamo, side screens, good condition.

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

MORGAN, 15 guineas, 1925, 8hp big-port J.A.P., dynamo lighting, new hood, speedometer, excellent tyres, very lively and economical, any trial. Barnes, The Cottage, 25 Leigham Court Rd., Streatham. 'Phone 9221. 978-626

MORGAN, £55, exchanges!!! 1929-30 Aero J.A.P., one owner, very smart and fast, cream and maroon, taxed. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 978-619

MORGAN. F.O.C.H. 1928 super-sports Aero, primrose and cream, eleven hundred o.h.v. racing J.A.P., l.w.b., dynamo, Bosch, Bonniksen, clock, rev. counter, bumper, Rene Thomas wheel, many extras, extremely smart, very fast, exceptionally good condition, taxed, 69 guineas. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215. 978-582

MORGAN, G.P., J.A.P., water-cooled, o.h.v., new tyres, dynamo lighting, £15. Morman and Bliss, Hounslow. 978-x855

MORGAN, 1926 de luxe, J.A.P., dynamo, speedometer, horn, mirror, good appearance and running, £20, near offer, quick sale desired. 19 Holmdene Avenue, Herne Hill. Brixton 0384. 978-h878

MORGAN, 1927 special family, o.h.v. Anzani, l.w.b., starter, geared steering, new balloons, excellent throughout, offers, any distance. 31 Parish Ghyll, Ilkley. 978-h902

MORGAN. 56 guineas!! 1929 (late), Aero model, J.A.P. engine, starter, 3 new tyres, hood, pneumatic upholstery, geared steering, etc., taxed, insured, perfect condition throughout, just repainted; exchanges, terms. Comerlords, Portsmouth Rd., Thames Ditton. 978-705

MORRIS Minor, 1931 model coachbuilt sunshine saloon, taxed December, small mileage, £89; also 1929 fabric, £58; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 978-534

MORRIS Minor, 1930, sunshine saloon, tax paid, £80. Allan Taylor and Co., 126 High St., Wandsworth, S.W.18. Putney 1698. 978-527

MORRIS Minor, 1930, 8hp coachbuilt opening roof saloon, blue, small mileage only, £72.

1929 8hp fabric saloon, blue, smart appearance and absolutely sound, £52.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 978-543

MORRIS Minor, 1929 saloon, 1931 condition throughout, fully equipped, taxed, £63. 65 Holland Park Mews, W.11. Park 2329. 978-h864

MORRIS Minor, £78. 1930 coachbuilt sunshine saloon, every equipment, low mileage, as new; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 978-h862

MORRIS. Ward and Co. offer, brand-new:—

£95 10s. 1931 Morris s.v. fabric saloon, list £114. Below.

£92 10s. 1931 Morris Minor fabric saloon, negligible mileage, spotless condition, exchange terms.

Exchange or time payments arranged on any of the above; 50 cars in stock. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 978-520

MORRIS Minor. 1930 sunshine saloon, dark maroon, small mileage, in "as new" condition, taxed, £82. Below.

1930 Fabric saloon, blue; original tyres still first-class, spare unused, taxed, fully insured July, 1932, £78. Below.

1930 Fabric saloon, blue, good equipment, engine overhauled, tax paid, £69. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 978-501

MORRIS Minor saloon, 1930, excellent condition throughout, chromium plating, £80; seen by appointment; would consider exchange for good sports car. 47 Woodcote Grove Rd., Coulsdon. 'Phone, Purley 4425. 978-h836

MORRIS Minor, 1930, blue fabric saloon, o.h.v., splendid condition, taxed December, insured June, all extras, bargain, £70, offer. 21 Hambrough Rd., Southall, Middlesex. 978-h852

MORRIS Minor, £9 deposit; 95 guineas cash. Late 1931 o.h.v. semi-sports 2-seater, black and red, one owner, very small mileage, brand-new condition, cost about £130; free tax, free insurance to cash buyers. 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881-6. 978-411

MORRIS Minor, blue coachbuilt saloon, complete equipment, small mileage, almost as new throughout, £69. IL Glover-Motors, Chelverton Rd. Putney 7134. 978-421

MORRIS Minor, 1930, 8hp sunshine saloon, colour stone and brown, good tyres, one owner, tax paid, £78; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 978-423

MORRIS Minor, late 1930, exceptionally attractive Arrow sportsman's black and red fabric coupe, red leather pneumatic upholstery, Triplex, taxed December, £85; exchanges, deferred. 1 Streatham Place, N.W.2. Streatham 8024. 978-x857

MORRIS Minor, £57 10s.!!! Saloon, 1929, taxed, perfect throughout, trial only needed. B.M.M., Ltd., Bath Rd., Cippenham, near Slough. Burnham 149. 978-679

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

MORRIS Minor, 1930 8hp fabric saloon, excellent condition, one owner, £85 cash, or £8 10s. down and 10 monthly payments of £8 10s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 978-648

MORRIS Minor, £79!!! 1930 coachbuilt de luxe saloon, fitted with sunshine roof, very small mileage, taxed, exceptional condition, bargain. Below.

MORRIS Minor, 1930 sunshine saloon, one owner, very nice condition throughout, any trial, unique deferred terms, £78. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-386

MORRIS Minor, £59!!! 1928 fabric saloon, colour blue, 16,000 miles, fitted with luggage grid, in really exceptional condition, bargain.

Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-567

MORRIS Minor, 1930 (late), mileage 5,000, fabric saloon, excellent condition throughout, fully equipped, any reasonable trial. D. H. McIntosh, 151 Mason's Hill, Bromley, Kent. Ravensbourne 1694. 978-h596

MORRIS Minor, 1931 o.h.v. semi-sports 2-seater, good, £80. Jones' Motors, Bognor. 978-h854

MORRIS Minor, 1929 4-seater, one owner, condition throughout positively as new, completely equipped, hood perfect, any trial, unique deferred terms, £52. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-385

MORRIS Minor. New unused s.v. Morris Minor 2-seater, £90.

1930 Morris Minor saloon, taxed, mileage 5,000, as new throughout, £85. Below.

1931 Morris Minor sports 2-seater, mileage 3,000, equal to new, £98. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 978-443

MORRIS Minor 1930 coachbuilt sunshine saloon, mileage 3,000 only, taxed year, £82 10s. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 978-465

MORRIS. Special September sale of cars from £95 to £25 in value. No-deposit terms, from £10 down. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201. 978-463

MORRIS Minor fabric saloon, 1929, Triplex all round, 8,000 as new, £67 10s. After 7 or week-end. 11 Kilmartin Avenue, Norbury, S.W.16. 978-h855

MORRIS Minor, 63 guineas; exchanges, deferred. 1930 fabric saloon, very nice condition, small mileage. Maynards, 241a High Rd., Wood Green. 978-638

MORRIS Minor saloon, 1929 (June), taxed, new tyres, very good condition, £55. 58 Black Lion Lane, Hammersmith. Riverside 4652. 978-630

MORRIS Minor saloon, 1930, Triplex, chromium plating, exceptional condition, £65. 58 Black Lion Lane, Hammersmith. Riverside 4652. 978-631

MORRIS Minor, 1930, tourer, taxed December, perfect condition, £68. Frank Norrington, 65 Gt. Portland St., W.1. 'Phone, Langham 3852. 978-627

MORRIS Minor. Several 1928, 1929 and 1930 saloons. Sacrifice prices. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 978-580

MORRIS Minor. F.O.C.H. 1930 8hp fabric saloon, blue, chromium, small mileage, very carefully used, practically indistinguishable from new, 72 guineas. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215. 978-581

MORRIS Minor, 1931 sunshine roof coachbuilt saloon, like brand new, small mileage, £95; also another, done about 5,000 miles, £85; also 1929 (August) saloon, with year's tax, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-587

MORRIS Minor, 1930 touring car, like brand new, taxed, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 978-586

MORRIS Minor, 1931 coachbuilt saloon, sliding roof, duo-tone fawn, only 2 months old, as brand new, £98; also 1930 model, in beautiful condition £82; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 978-604

PEUGEOT, 1926 coupe, splendid condition, red body, balloons, starter, £20. 19 Effingham Rd., Lee. 978-h763

PEUGEOT 7, 1927 all-weather 4-seater, starter and full equipment, economical and roomy, £22. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 978-h371

PEUGEOT 4-seater, 1926, just overhauled, starter, balloons, good screens, £17 10s. Garratt, 60 Roxborough Rd., Harrow. 978-h845

PEUGEOT, £18, 1928 7hp 4-seater, balloons, side screens, taxed, smart little car; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 978-436

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

RENAULT 1927 9hp coupe, f.w.b., new tyres, smart appearance, taxed, £22 10s. 69 Grasmere Rd., Purley. 'Phone, Purley 4650. 978-h720

RENAULTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Renaults.

RENAULTS, £20 to £42. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-562

RENAULTS. See them under £100. See page 24. 978-400

RENAULT, 1928 9-15 saloon, fabric body, excellent appearance, sound running order, £37 10s. 'Phone, Elmbridge 3358. 978-h848

RENAULTS. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges arranged. Call, and inspect. Welham Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1875.

1931 12.5 Monasix saloon de luxe, English finish, leather upholstery, Tecalemit automatic lubrication, Triplex, carrier, etc., £160, cost £280.

1929 9-15 saloon de luxe, coachbuilt or Weymann, bumpers, carrier, etc., £70 to £85 each.

1928 9-15 saloon de luxe, coachbuilt or Weymann, £55 and £60 each, tax paid, with bumpers.

1927 9-15 saloon, Weymann, 4-door, completely overhauled, new battery and new tyres, tax paid, £40; 4-seater tourer, as above, tax paid, £30; earlier model, £25.

1925-6 8.3 4-seater, leather upholstery, excellent order, £15, tax paid and insured until November. 978-453

RENAULT 4-seater, 1926, 9hp, recently repainted blue, very good runner, £25. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 978-449

RHODES. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Rhodes.

RHODES, £25 to £45. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-563

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY 9 special sports sunshine saloon, late 1930; this car is exceptionally fast, has won Brooklands gold medals is as new throughout and fully guaranteed, 190 guineas. Chinery, 3 Hammersmith Rd., Kensington, W.14. Fulham 4217-8. 978-559

RILEY 9, 1931 Plus Monaco saloon, blue, sunshine roof, brand new and unused slightly soiled, full guarantee, list £305, accept £265. K.J. Motors, Bromley. (Ravensbourne 3456-7.) 979-571

RILEYS. 400 car list post free. 1924 to 1931 new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends included. Exchanges and terms. Distance no object. (The Northern Motor Olympia.) Bambers, near Birkdale Station, Southport. 'Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 978-390

RILEY Special series late 1928 Monaco saloon, 2-carburetter, exceptional condition, particularly fast, new tyres, £108. Atkins, Chipstead Valley Rd., Coulsdon. 'Phone, Purley 4506. 978-h798

RILEY, 1929 9hp fabric sports 4-seater, excellent mechanical condition, £85; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate, W.11. 978-474

RILEY, 1929, Biarritz special, black and red, 2 carburetters, de luxe equipment, taxed, excellent condition, £150. Below.

RILEY 9, 1929, coachbuilt tourer, maroon, leather upholstery, usual equipment, taxed, excellent order, £105. Park Langley Garage, Wickham Rd., Beckenham. 'Phone 2201-2. 978-670

RILEY 9, 1928, 4-seater, taxed year, smart and sound, £78; exchanges, deferred. 70 Anglesea Rd., Shirley. 'Phone, 5218 Southampton. 978-424

RILEY 1929 9hp coachbuilt 4-seater, tourer, taxed year, one owner only, in almost new condition, genuine bargain, £110; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182, 1688. 978-431

RILEY 9, 1930, Monaco saloon, taxed year, really exceptional chassis and appearance, £167 10s. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 978-466

RILEY Monaco saloon, 1929, Triplex glass, blue, exceptional condition, good tyres, £115. Below.

RILEY sports tourer, late 1928, spring wheel, black and cream, recently overhauled, spotless condition throughout, £99; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 978-461

RILEY. £129 10s. 1929 Mark IV 2-seater, spotless condition throughout; exchange terms. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 978-517

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

RILEY 9, 82 guineas; 2-seater, 1928, coachbuilt and smart. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-588

RILEY 9. Cooke's motors offer: 1929 Monaco saloon, splendid order, £110. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. 'Phone 3800. 978-689

ROVER 10 1929 4-door saloon, exceedingly good condition throughout, fully equipped, written guarantee, unique deferred terms, £82. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-387

ROVER 10 1931 coachbuilt 4-door saloon, one owner, splendid mechanically, nice appearance and tyres, fully equipped, written guarantee, unique deferred terms, £128. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-388

ROVER 10. Cooke's Motors offer: 1928 Weymouth 4-door saloon, £68. 366 High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 9 p.m., Sundays 1 p.m. 978-693

ROVER 9hp, £35!!! Sports 2-seater and dickey, fast and in splendid condition. B.M.M., Ltd., Bath Rd., Cippenham, near Slough, Burnham 149. 978-680

ROVER 10 1931 coachbuilt 4-door 5-seater sunshine saloon, negligible demonstration mileage only, positively ex-works condition throughout, makers' 2-years' guarantee, taxed, unique deferred terms, £139. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-389

ROVER 9, 4-seater, 1926, exceptional condition in all respects, taxed, £18. 181 The Grove, Hammersmith. 978-492

ROVER 10, £130, 1931 Weymann saloon, taxed year, under 6,000 miles; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 978-483

ROVER 8, latest 2-seater, large dickey, starter, 3 new tyres, quiet engine, perfect, 3 owners, bargain, £10. Simpson, 172 East Hill, Wandsworth. 978-h842

ROVER 10, 1927-28 4-seater 4-door, f.w.b.s, etc., splendid condition throughout, taxed year, £33; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 978-h869

ROVERS. See them under £100. See page 24. 978-401

ROVER 10, £100, 1929 sportsman's coupe, very nice condition; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 978-482

ROVER. The Light Car Co. offers special bargains in brand-new and unregistered 10-25 4-door saloons, listed at £189-£165; sports coupe same price; limited number only; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 978-469

ROVER 8, repainted, any trial, taxed, insured, £12. 82 Monier Rd., Bow. 978-h853

ROVER 9, 1925 2-seater, taxed, insured, new balloons, trial, £14. Riverhill Cafe, Hildenborough, Kent. 978-h851

ROVER, 1930 10-25 sunshine saloon, 4-door, spotless order, various extras, taxed, £115. Below.

1929 10-25 saloon, Riviera sunshine, same owner throughout, new tyres, taxed, £90. Below.

1926 4-seater, 9-20, f.w.b., maroon, good runner, taxed, private owner, £25. Below.

1922 8hp 2-seater, good running order, 2 new tyres, to clear, £8. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings, 8; Saturday, 6; Sunday, 10-1. 978-502

ROVER 10 1930 4-door saloon, sun roof, taxed, one owner, condition as new, £135. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 978-455

ROVER 9, 15 guineas. 1925 4-seater, red and black, very good condition; 100 cars in stock, list free. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881-6. 978-410

ROVER, 29 guineas, exchanges!! 1927 9-20 de luxe 4-seater, f.w.b., new tyres, leather upholstery, taxed nice car any trial. Chidley 579b High Rd., Tottenham. 'Phone 2920. 978-618

ROVER 9, £18; 1926 4-seater; also 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-589

ROVER 10, 1930 sunshine saloon, chromium plate, Triplex glass, Weymann body, £115. Denmans, 132-3 Long Acre W.C. Open week-ends. Temple Bar 8135-6-7. 978-590

ROVER 10, 1928 sports 4-seater, bucket seats, 40 m.p.g., recellulosed in blue, fine order, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-591

ROVER 10. Cooke's Motors offer: Brand-new shop-soiled saloon, fitted special Holbrook body, list £212, to be cleared at £189, makers' guarantee. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. 'Phone 3800. 978-686

ROVER 9 2-seater, 1926, good condition, £14. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 978-710

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

SALMSON. £35. 1928 10hp coachbuilt coupe, folding head, maroon and black, winding windows, concealed dickey, wire wheels, splendid order; deferred terms. Phillips and Powis, 10-24 South St., Reading. 'Phone 2600. 978-550

SALMSONS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Salmsons.

SALMSON, £30 to £50. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-564

SALMSONS. See them under £100, see page 24. 978-402

SALMSONS. Vadum Co. specialize in the speedy and economical 9.5 Salmson. 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred, exchanges. Open Saturdays.

£25. 1926 model sports, Grand Prix body, Vee screen, smart.

19 guineas. 1926 sports skiff, Vee screens, wiper, starter, fast, smart.

20 guineas. 1926 o.h.v. 4-seater, taxed, new hood, f.w.b., balloons.

19 guineas. Twin camshaft coupe de luxe, dickey, divided windows, starter, very comfortable and roomy car.

19 guineas. 1927 registration 2-seater sports Salmson, smart.

SALMSONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 978-668

SALMSON. £25. 1927 model, 10hp 4-door fabric saloon, excellent condition; exchanges. 86 Acre Lane, Brixton. 'Phone 3401. 978-h860

SALMSON sports 2-seater, double camshaft engine, genuine bargain. £9. Snow's, 42a Wilton Rd., Dalston, E.8. 978-623

TH. SCHNEIDER, 1927, 10-30 4-door fabric saloon, taxed, £65; no deposit, exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 978-555

SCHNEIDER, £95, 1928 sports 4-seater, very smart and fast car. Denman, 132-3 Long Acre, W.C. 978-592

SINGER Junior 1929 4-seater, £52; 1928 Singer Junior 4-seater, £35. Taylors, 135 London Rd., Kingston. 'Phone, Kingston 1264. zzz-392

SINGER, £79!!! Junior coachbuilt saloon, duo blue, late 1930 model, exceptionally good condition. Below.

SINGER, £35!!! 1928 8hp 2-seater, excellent condition throughout. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Telo., Putney 7611. zzz-518

SINGER, 1930 Junior tourer, very fine condition, one owner, A.A. inspection invited, 7 days' free trial, £77 10s. Taylors, 49 Sussex Place, South Kensington Station. 'Phone, Kensington 8841. zzz-452

SINGER, 1928 Junior coachbuilt saloon, really good condition, any inspection, 7 days' free trial, £55; also several touring models. Taylors, 49 Sussex Place, South Kensington Station. 'Phone, Kensington 8841. zzz-544

SINGER Junior 1931 coachbuilt saloon, small mileage, pleasure use only, 4 speeds, rear petrol tank, positively excellent condition throughout, guaranteed, unique deferred terms, £107. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-384

SINGER Junior, 1928, saloon, excellent condition, tyres good, A.A. inspection, 7 days' free trial. £45. Taylors, 49-53 Sussex Place, South Kensington Station. Ken. 8841. zzz-554

SINGER, 1928 Junior tourer, smart appearance, A.A. inspection, 7 days' free trial, £45. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-555

SINGER, 1929 Junior tourer, good condition, good tyres, bargain, £57 10s. H. Taylor and Co., Ltd., 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-557

SINGER Junior, 1927½, tourer, perfect condition, £25. Wright, 8 Campana Rd., S.W.6. 978-h426

SINGER Junior saloon, 1931, coachbuilt, sliding roof, maroon and cream, brand new and unused, slightly soiled, list £150, accept £135. K.J. Motors, Bromley. (Ravensbourne 3456-7.) 979-572

SINGER Junior coachbuilt saloon, first registered February, 1929; this car is licensed to December and in absolutely unblemished condition, fully guaranteed, to clear £60. H. Glover-Motors, Chelverton Rd. Putney 7134. 978-420

SINGER Junior saloon, 1931, sliding roof, black and cream, condition as new, £115; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 978-460

SINGER 1931 Junior saloon demonstrator, black-cream, hardly used, unregistered, makers' guarantee, £135

Murphy for Singer sales, spares, service. 17 Sheen Lane, Mortlake. 3303 Richmond. 978-428

SINGER Junior tourer, 1927, excellent condition, running order, 68 Newbury Rd., Ipswich. 978-h574

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

SINGER 10 1931 (June) coachbuilt de luxe sunshine saloon, really exceptional condition throughout, written guarantee, unique deferred terms, £129. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-383

SINGER 1931 Junior saloon, blue, shop soiled, £135. Dry's Garage, Kenton. 'Phone, Harrow 1660. 978-408

SINGER Junior, shop soiled only, coachbuilt saloon, 4 speeds, sunshine roof, unregistered, £130; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 978-480

SINGER 10, £7!!! 1926 4-seater, clean, taxed, ready for holiday. 2 Robsart St. Telephone, Brixton 6496. zzz-585

SINGER Junior, coachbuilt saloon, 1929, splendid condition, new appearance, Triplex throughout, chromium plating, taxed December, insured May, 78 guineas. 3 Kenilworth Gardens, Seven Kings, Essex. 978-h849

SINGER, late 1929, Porlock sports, one owner-driver, excellent condition, new tyres, £50. Murray, Gorselands Hotel, Hindhead. 'Phone, Hindhead 474. 978-h847

SINGER Junior, 1931, sun saloon, £118, perfect condition; 10hp 4-seater tourer, £10, repainted. 73 Stoke Newington Rd., N.16. 978-h832

SINGER, 1927-28, famous 10, guaranteed 2-seater, double dickey, dynamo, starter, f.w.b., all-weather equipment, real bargain, 35 guineas; exchange combination; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 978-490

SINGER Junior, 1929 2-seater and dickey, wire wheels, new radiator, recently overhauled, very good condition, taxed year and insured, £65. 54 Hilldrop Crescent, Camden Rd., N.7, after 6 p.m. Fridays or Mondays. 978-h874

SINGER Junior tourer, 1930, small mileage, all-weather equipment, bumpers, extras, condition as new, unscratched, cared for like a child, A.A. examination willingly, £77 10s. F. Whitbread, 21 Sussex Place, South Kensington. Kensington 1183. 978-h873

SINGER 8, 1928, 4-door 4-seater, f.w.b.s and full equipment, splendid condition, taxed year, £39; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 978-h872

SINGER. Newnhams always have an excellent selection of used cars available. Full list on request.

1930 8hp coachbuilt sliding-roof saloon, black with red w.w., almost as new, £85.

1929 8hp 4-seater, maroon, smart and generally attractive, £49.

1927 8hp 4-seater, blue, smart appearance and absolutely sound, £25.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 978-542

SINGER 8, 1929 tourer, many extras, £60. Below.

SINGER 8, 1928 2-seater, taxed year, £47 10s.; no deposit; exchanges. Page, 199b Richmond Rd., High St., Putney. 978-556

SINGERS. See them under £100, see page 24. 978-403

SINGERS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Singers.

SINGER Juniors, £35 to £55. No reasonable offer refused. Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 978-565

SINGER Junior, 8hp, 1928, 2-seater and dickey, exceptionally well kept, very smart appearance, licensed, £38. Below.

SINGER Junior, 8hp, 1930, 2-seater and dickey, mileage negligible, positively new condition throughout, licensed, £75; exchanges, terms arranged. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 978-535

SINGER, 1931 Junior saloon, used for few demonstrations, otherwise brand-new, list £150, our price £120!!! Whitby's, 7 The Vale, Acton, W.3. 978-523

SINGER Junior, 1930 saloon, 8hp, tax paid, 4 doors, complete equipment, great bargain, £75; exchanges, deferred terms. Whitby's, 1 and 7 The Vale, Acton, W.3. 'Phone, Shepherd's Bush 1513. 978-525

SINGER 10, £25, smart, f.w.b., hood and sidescreens new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-593

SINGER, 8hp Porlock sports, late 1929, like new, taxed. £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-594

SINGER, 8hp, 1927 tourer, splendid order, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-595

SINGER 10, 1927 de luxe 5-seater, pneumatic upholstery, real leather upholstery, Marles steering, fully equipped and very smart, 55 m.p.h., 40 m.p.g., £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 978-596

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

SINGER 8, 1930 (late) Porlock sports, as new, engine specially tuned by Laystall recently at cost of £35, taxed, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-8. 978-597

SINGER Junior saloon, 1928, one owner, carefully used, £55. 66 Morton Rd., Islington, N.1. 978-h879

SINGER, 1928, 8hp 2-seater and dickey, taxed, beautiful condition throughout, £35; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 978-671

SINGER 1931 sunshine saloon, mileage guaranteed 1,400 only, black-cream, taxed year, £124; another, taxed September, £120. Below.

1930 Porlock sports, dual green, new tyres, spotless condition throughout, taxed, £70. Below.

1930 Junior sunshine saloon, dual brown, wire wheels, small mileage, tyres still first-class, taxed, £98. Below.

1927 4-seater, blue, f.w.b., good balloons, taxed, to clear, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 978-503

SINGER Junior coachbuilt saloon, brand new, black and red, £129 10s. Below.

SINGER Junior sports 2-seater, new tyres, many extras, bargain; exchange, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 978-519

SINGER Junior. Harold Simons, Ltd., offers a 1929 saloon, practically as brand new throughout, 79 guineas. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 978-636

SINGER. £7 accepted for quick sale. 1923 2-seater, dickey, starter, clock, speedometer, spare wheel, runs well. 19 Holmdene Avenue, Herne Hill, Brixton 0348. 978-h877

SINGER, £19, exchanges!!! 1925-6 10hp de luxe 4-seater, balloons, leather upholstery, all-weather equipment, excellent condition, taxed till 1932. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 978-616

SINGER, £50, exchanges!!! 1928-9 Junior 4-seater. This car is honestly equal to brand new in every respect, mileage negligible, taxed till 1932, insured till February, 1932. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 978-617

SINGER. Cooke's Motors offer: Brand-new shop-soiled 10hp saloon de luxe, list £210, to be cleared at £158, makers' guarantee. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. 'Phone 3800. 978-687

SINGER. Cooke's Motors offer: 1931 8hp saloon, small mileage, good as new, £108. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. 'Phone 3800. 978-688

SINGER Junior, 1928, 4-seater, exceptionally nice condition, 43 guineas; exchanges and deferred. Palmer's, 53 York St., Twickenham. Popesgrove 1454. 978-700

SINGER, 1926 2-seater, perfect throughout, like new, bargain, £16, taxed. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 978-709

STANDARD 9, 1930. Teignmouth saloon, blue, bumpers, sliding roof, as new. K.J. Motors, Bromley. (Ravensbourne 3456-7.) 979-573

STANDARD 1932 Big 9 sunshine saloon, in stock, £205; also 1931 shop-soiled £225 model, to clear, £180. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 978-508

STANDARD 9 1928 4-door saloon, good mechanically, tyres nearly new, written guarantee, unique deferred terms, £55. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 978-382

STANDARDS. 400 car list post free, 1924 to 1931 new and used cars in stock: saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 a.m., week-ends included; exchanges and terms, distance no object. (The Northern Motor Olympia.) Bambers, near Birkdale Station, Southport. 'Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 16 Cambridge St., Sheffield. 978-391

STANDARDS. See them under £100, see page 24. 978-404

STANDARDS. 1931 Big 9 coachbuilt sunshine saloon, black-cream, shop-soiled only, full guarantee, £180. Below.

1930 (March) Teignmouth saloon, black, brown leather upholstery, clean and well kept, small mileage, still original tyres, guaranteed, £110. Below.

1929 (July) Teignmouth saloon, blue, good tyres, repurchased from owner returning abroad, one change only, taxed year, £98; another, untaxed, £95. Below.

1929 (January) Hoyal 4-door saloon, blue, moquette upholstery, one change only, very attractive, £80. Below.

1929 9hp Fulham sunshine saloon, brown leather, good tyres, sound, taxed year, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings, 8; Saturday, 6; Sunday, 10-1. 978-504

STANDARD, £116 10s. 6d., taxed year, 1930 Teignmouth saloon (sunshine), fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634. 978-611

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

STANDARD. Newnhams always have an excellent selection of used cars available. Full list on request.

1931 Big Nine Swallow sports saloon, ivory and black, beautiful little car, £175.

1930 9hp coachbuilt sliding roof saloon, blue, one owner for moderate mileage, £125.

1929 9hp short chassis sliding roof saloon, black and cream, smart appearance and absolutely sound, £78.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 978-541

STANDARD 9 fabric saloon, March 1931, insured March, 1932, taxed December, £165. Terry, 28 Rosenthorpe Rd. London S.E.15. 978-h858

STANDARD 9, 1930 (April) Teignmouth saloon, blue, sliding roof, taxed, excellent order, good tyres, fully equipped, one owner, £130. Below.

1931 Big 9 saloon, black and red, sliding roof, taxed, safety glass, etc., superb condition, £165. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 978-643

STANDARD 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £80. Leeds and Oxley. Paddington 3843. 978-682

STANDARD 9. Cooke's Motors offer: 1929 Teignmouth sunshine saloon, fine condition, £89. 366 High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 978-692

SWIFT. Newnhams always have an excellent selection of used cars available. Few examples below, but full list on request.

1931 10hp Paladin coachbuilt sliding roof saloon, maroon, moderate mileage, £159.

1931 10hp sliding roof foursome coupe, black with cream w.w., hardly soiled, £165.

1930 10hp Paladin coachbuilt sliding roof saloon, blue, one owner and exceptionally attractive, £125.

1930 10hp drop-head coupe, dual colours, fitted several extras, beautiful condition, special offer, £112.

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COMPARE these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

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NEWCASTLE-ON-TYNE: Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

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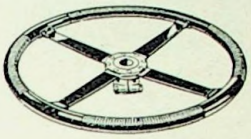
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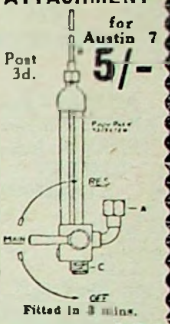
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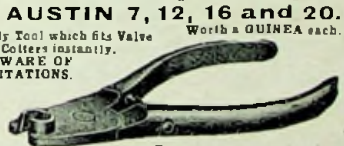
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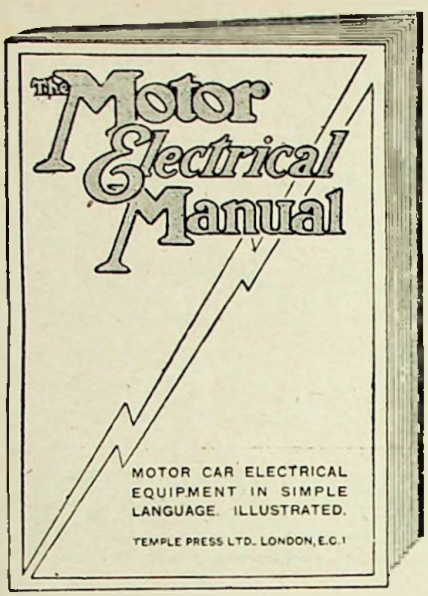
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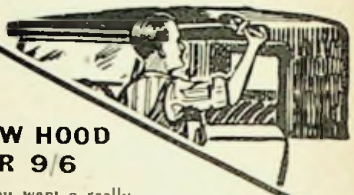
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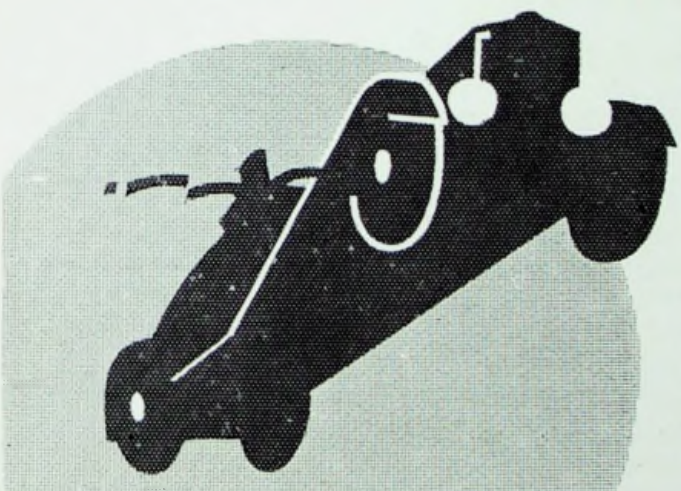
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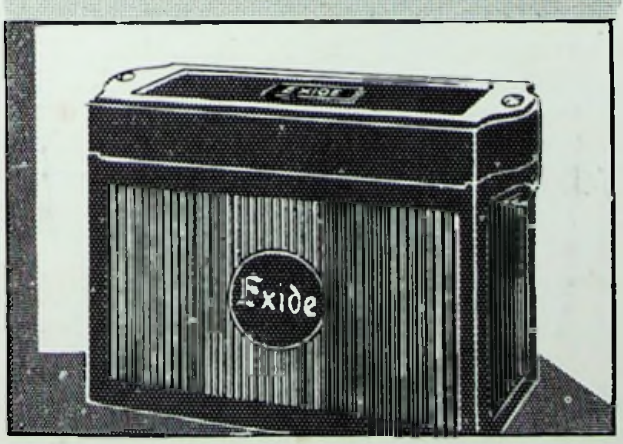
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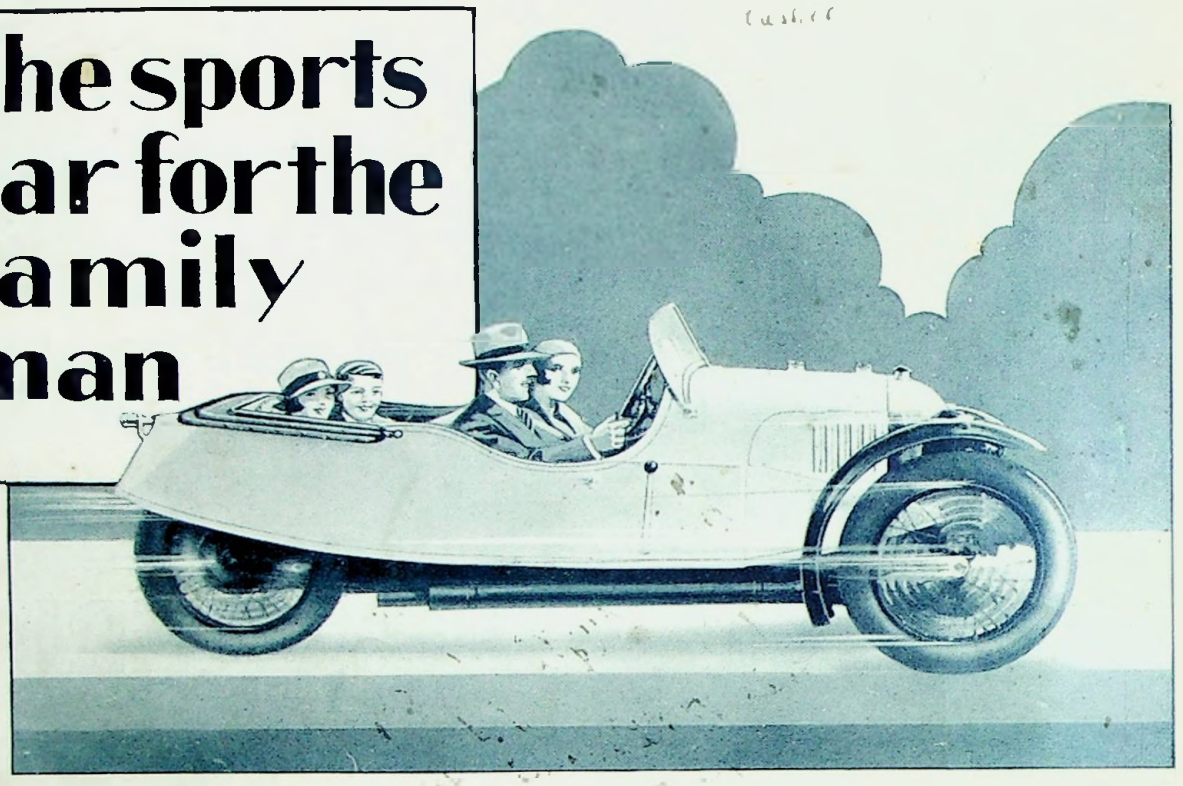
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