

# The Light Car

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Friday, Jan 31 1936

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Established in 1912 as the  
practical weekly journal for  
the practical light car owner.

Head Offices:  
5-17, Rosebery Ave., E.C.1.  
Telephone: Clerkenwell 6000



## MONTE CARLO

**A** GENERAL view of the "Wiggle-Woggle" test in progress last year following the arrival of the competitors in the world's most famous Motor Rally. The Car is a Peugeot.

\* \* \*

*The Road section of the Rally ended last Wednesday. Read all about it in this issue*

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*The Light Car* was founded in 1912 as the practical weekly journal for the practical light car owner, and for over 23 years it has been the acknowledged authority on light car matters. Staffed by men who make a whole time job of studying the requirements and interests of light car enthusiasts it has an unrivalled reputation for

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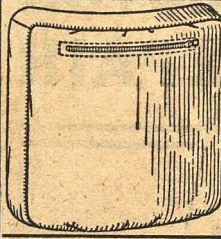
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Reply to Correspondent. O.B. (London).\* Glad to hear that in one way and another we have saved you pounds. Afraid, however, that we cannot agree to adopt the suggestion that the journal should henceforth be known as

**THE LIGHT CAR.**

\*The initials might stand for Oliver Baldwin—but they don't! and our correspondent might be genuine—and he might not. That is why he lives in London—it's so much harder to trace him.

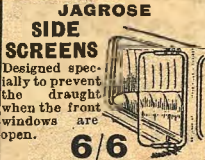
# 1876 JAMES GROSE LTD. DIAMOND JUBILEE 1936



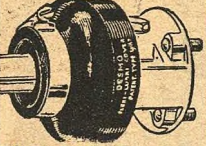
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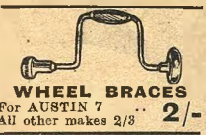
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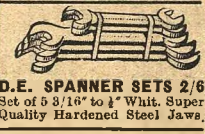
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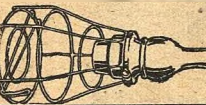
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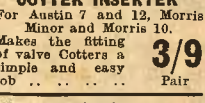
**D.E. SPANNER SETS** 2/6  
Set of 5 3/16" to 1/2" Whit. Super Quality Hardened Steel Jaws.



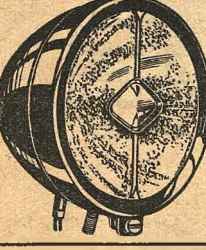
**GARAGE LAMP**  
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**1 MINUTE FROM PUTNEY HIGH STREET**

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Save time and money  
by doing your own  
minor car repairs and  
adjustments

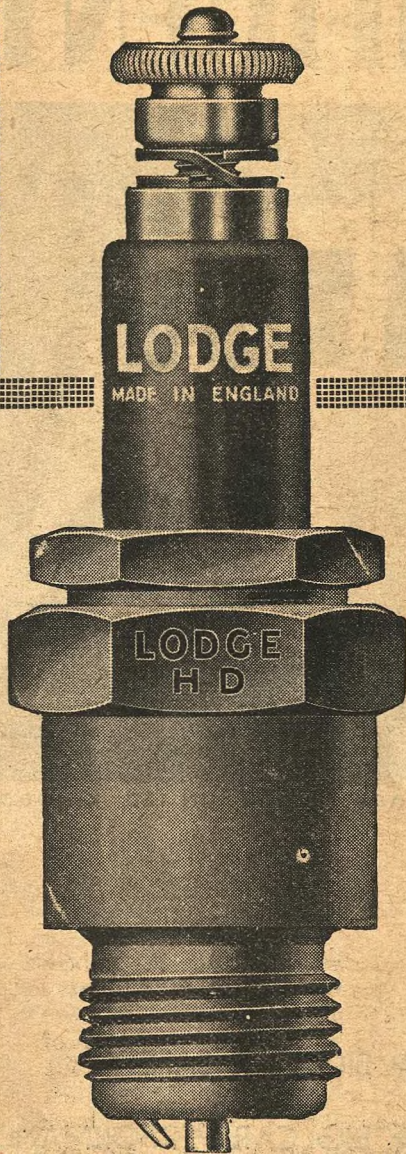
Every owner-driver who wishes to tackle reasonable repair jobs and adjustments at home should read "The Motor Repair Manual" (6th edition).

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

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## *Big-CAR* **APPEARANCE**

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- ★ BIG CAR SAFETY
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**NEVER WAS A CAR SO SPONTANEOUSLY ACCEPTED**

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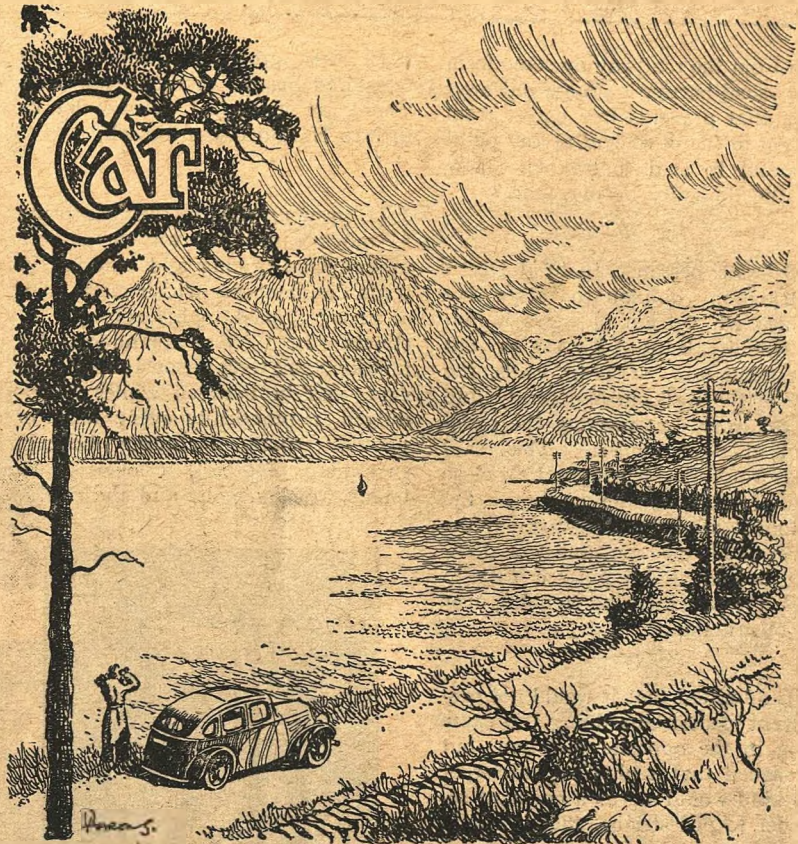
WHEN REPLYING to advertisements, mention "THE LIGHT CAR." It helps the advertiser and you, and assists the small car movement generally.

# The Light Car

## In This Issue

THE Monte Carlo competitors were due to reach their destination last Wednesday: a description of how the various contingents fared, together with photographs appears in this issue. Hillman owners will find another article on the tuning and maintenance of this popular car and "Triangle" contributes a page on three-wheeler topics.

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LOCH LEVEN: in the distance the Pap of Glencoe.

## AFFAIRS OF THE MOMENT

GENERAL, POLITICAL AND PERSONAL POINTS OF VIEW DISCUSSED BY

*The Editor*

THE death of His Majesty King George V resulted in the immediate cancellation of a number of important social and sporting functions which figured in the calendar of motor sport. Woodhouse of Sunbac, Edwards of the B.R.D.C., Wilson of the Midland A.C., and Wells of the North-West London M.C., notified me almost at once of the fact that their dinners would not take place on the appointed dates. It was fitting that the motor sporting world should instantly acknowledge in this way the passing not only of the First Gentlemen in the Land, but of one who, with his sons, had taken such a keen interest in motoring.

—ooo—

BEFORE King George's reign the motorcar was still very much of a novelty, and although his father King Edward VII, took a very early interest in the horseless carriage his public appearances on State occasions were nearly always made be-

hind horses. One of my most vivid recollections is of standing on Salford Bridge when King Edward and Queen Alexandra paid a formal visit to Manchester some 30 years ago. Folk had told me that because of the close view it would give them, spectators would crowd in their hundreds on to the famous bridge. I determined to be one of them, and, to my surprise, I found that the initial scare resulted in the bridge being practically empty. Imagine my joy on finding myself in sole command of a vantage point situated within three feet of where the Royal carriage would pass, and of receiving, all to myself, a gracious smile from the great Monarch and his Queen.

My recollections go back also to

the day when I stood in the front of a London crowd, shepherded by a kindly constable, and saw that great little old lady, Queen Victoria, drive past in state. I wonder whether anyone ever obtained Her Majesty's views on the new form of locomotion?

—ooo—

IN the near future there is likely to be a battle royal between the nation's shopkeepers and Mr. Hore-Belisha, for in the Minister's mind there is, I shrewdly guess, a growing conviction that safety chains are the only way of preventing pedestrians dashing heedlessly into the roadway, thereby imperilling themselves and other road users.

From the Minister's point of view, the idea is an admirable one, but shopkeepers fear, and quite rightly, I think, that the inconvenience such chains would cause to people who shop in motorcars would keep them away. The principle of dividing the

... .. AFFAIRS OF THE MOMENT (Contd.) ... ..

path from the roadway by some form of physical barrier is sound, but anything that prevents free egress from cars on to the pavement at any point is bound to lead to trouble. How can the difficulty be overcome?

—ooo—

**N**O less a person than Fred Dixon asked my opinion the other day of his own version of the solution. He would substitute for the present kerbstones 9-in. or 12-in. walls, the base of the wall curving gently into the roadway, but meeting the pavement at right angles. This, said Fred, would enable cars to draw close up to the wall, the curve at the bottom automatically warning the driver of his position, and would enable people alighting from cars to reach the pavement by stepping over the obstruction.

—ooo—

**H**E admitted that it would not prevent pedestrians doing the same thing in the opposite direction, but he argued that a physical barrier of this kind would act as a constant reminder to pedestrians, that it would prevent small children running heedlessly into the roadway, and that it might deter even the most careless pedestrian if the Minister of Transport made it clear that anyone injured in the roadway bounded by one of these walls—and not being one of the crew of a car—would have absolutely no redress.

—ooo—

**I**T sounds a bit one-sided, but as the motorist to-day has to look after his own affairs in any case, it is not so one-sided as it looks at first sight. There would, of course, be recognized crossing-places for pedestrians. I think there is a lot in Fred's idea; it is an elaboration of the coloured kerb which we put forward as a solution of the problem months and months ago.

—ooo—

**I**F you want to see for yourself the attraction which a display of motor accessories can have, place yourself in a strategic position any weekday between 1 p.m. and 2 p.m. in the vicinity of the showrooms of James Grose, Ltd., in Euston Road, London. The history of the concern is indicative of the romance surrounding the motor industry as a whole. It was established in 1876 by James Grose. In 1895 Harold Grose, the present chairman and managing director, came on the scene, and in 1900 he assumed full control. In

1911 this growing business was registered as a private company. These are statistical details: let us turn to Harold Grose himself.

—ooo—

**H**E grew up with the new motoring movement. He was a pioneer motorcyclist, racing and entering in trials the machines which made such a strong appeal to his sporting instincts. In 1908 he abandoned his first love and took seriously to motor-cars, and in between whiles he indulged in practically every form of popular sport, including boxing, swimming, football, cricket, lawn tennis, rowing, golf, and the rest.



“... grew up with the new motoring movement.”

Harold Grose has also taken on the responsibilities of citizenship, for he is a Freeman of the City of London, having been, since 1902, a Liveryman of the Worshipful Company of Haberdashers.

—ooo—

**B**EST wishes to Major A. T. G. Gardner—“Goldie” to his friends—who sailed recently on the “Majestic” for the States, where he is to be married to Mrs. Mariel King-Bolt. The ceremony will probably take place at Daytona. From which one may perhaps quite safely deduce the fact that “Goldie” met his future wife last year when he accompanied Sir Malcolm Campbell on his record-breaking attempt.

—ooo—

**M**AJOR GARDNER, by the way, was closely associated with the activities of The Light Car Club some years ago. His advice when the first Relay Race was being organized was

freely sought by the other members of the racing committee, and several of his suggestions helped towards the success of The Light Car Club's big gamble, as it was known at the time.

—ooo—

**A**NOTHER old friend who, I see, is in the news just now is G. H. Drewitt. Stanley Chandler having had to resign the secretaryship of the Brighton and Hove M.C. owing to pressure of business, George has stepped into his shoes and has cheerfully taken on responsibilities which, in the case of a prosperous club like the Brighton and Hove, grow greater day by day. His wife, however, is a capable assistant, and he has no more enthusiastic supporter than Lucy Drewitt, his mother, who thinks George is wonderful; and so do I.

Stanley Chandler, by the way, deserves very hearty commendation. During the period of his secretaryship the club has gone from strength to strength: carry on, Drewitt.

—ooo—

**A** WRITER in “Highways and Bridges,” who has been closely following developments in America, informs us that the very latest idea is to have road surfaces heated. The inconvenience caused by ice and snow on main highways is such that travel becomes difficult and frequently dangerous, whilst the clearing of the roads is costly and inadequate.

The plot apparently is to employ sheet steel and electrical heating units embedded in concrete. Would the cost be prohibitive? The Detroit inventor responsible for the scheme says no, and indicates that in 25 years time heated highways will be the rule. One of the things that concerns me (if the idea is adopted over here) is the possibility of tramps forsaking the hard, cold, and cheerless seats on the Embankment for a nice, warm bed in the middle of the King's Highway.

Reverse-a-Phrase

**H**IDDEN in the italicized sentence below is the name of a motorcar. The name is spelt out backwards in full and in the correct order and sequence of the letters, and it forms part of words that are consecutive.

*See, he laves his hands in the brook.*

For solution see “Around the Trade” at end of text pages.

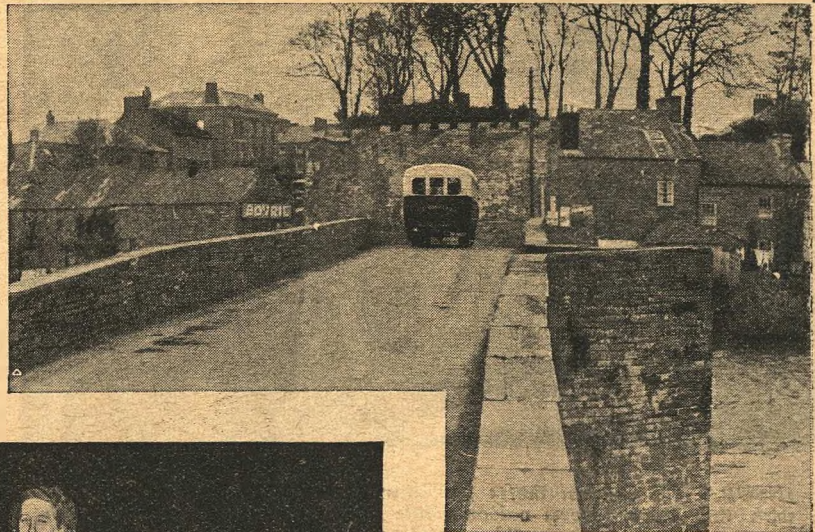


# PICTOREALITIES

The Roving Camera Reports Items from Here, There and Everywhere



**UNCONSCIOUS** humour on the roadside: a sign recently erected at Uphill, near Weston-super-Mare, has caused much amusement locally.



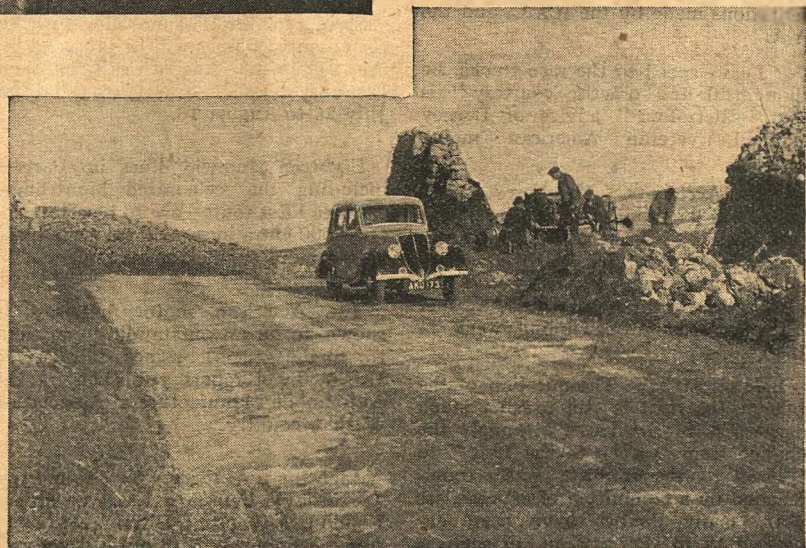
**CARDIGAN BRIDGE**, on the borders of Pembrokeshire and Cardiganshire, is to be extended to twice the present width. Care will be taken to preserve the characteristics of the bridge, which was scheduled as an ancient monument in 1914.



**FIRST** to arrive at the London control in the Monte Carlo Rally: Mrs. M. J. Cotton and her co-driver, A. Sinclair (Aston Martin). Their adventures are amongst those of the British contingent described on other pages.



**FATHER AND SON:** Mr. W. E. Rootes, chairman of the Humber-Hillman combine, with his son, Geoffrey, leaving London on a world business tour. They arrived in Cairo on January 22.



A "HUMP-BACKED" corner on the Threshfield-Kettlewell road is being widened and improved. The car in the photograph is a four-cylinder Jowett "Jason" saloon, a road test report of which will appear next week.

# NEWS



**INSURANCE** against theft: few marauders would dare to interfere with this Rover sports saloon while the rear trunk contained such "luggage" as this.

**Monte Carlo Rally.**

Competitors arrived at their goal last Wednesday.

The adventures of the various contingents are described on other pages of this issue.

Weather conditions on the road from John o'Groats to Aberdeen were extremely bad and many drivers found far more difficulty than they expected.

**Further de-restrictions.** More than 30 stretches of road in Leeds are to be freed from the limit as a result of representations made by the R.A.C. and the A.A.

"Leave speed to the race tracks, be thoughtful and practise courtesy" is the "safety-first" advice of Barney Oldfield, veteran American racing driver.

**Road Accidents.** The lowest figure for nearly 12 months was recorded for the week ended January 18, during which there were 100 fatalities. The number of injured also showed a decrease, the total being 2,889 as against 3,223 for the corresponding week in 1935.

**Left or Right?** The question of the rule of the road is still causing much discussion in Sweden. Although the change from "Keep to the Left" to "Keep to the Right" was recommended by a committee of experts last year, many doubts have been expressed as to the wisdom of such a move and the Motor Union has now decided to take a referendum of its members to ascertain their views.

**New Zealand.**

**Board of Trade** figures pay the Dominion a compliment.

They show that New Zealand in 1935 became, for the first time, the biggest Overseas purchasers of British motorcars.

The statistics reveal that no fewer than 8,225 British cars, valued at £952,620, were imported. South Africa is Britain's next best motorcar customer, her purchases being to the value of £809,241.

**Special facilities** for motorists visiting the Olympic Games will be provided by the German authorities between February 1 and February 16 and from July 25 to August 16.

**Eighteen tramway lines** in Paris—including the celebrated Montrouge-Gare de l'Est route—are to be scrapped. Over 500 extra buses will take the place of the more cumbersome vehicles.

The American motor industry is shown to be an outstanding contributor to the general business recovery in U.S.A. by a report published by the Automobile Manufacturers' Association of that country.

**Lighting-up times** for to-morrow (Saturday), February 1, are as follow: London, 5.19 p.m.; Birmingham, 5.22 p.m.; Edinburgh, 5.15 p.m.; Liverpool, 5.24 p.m.; Cardiff, 5.32 p.m.; Dublin, 5.37 p.m.; Belfast, 5.32 p.m.; Newcastle, 5.12 p.m.

**Definition of the ideal pedestrian:** A motorist in disguise.

Before crossing a road he looks both ways, and does not expect drivers to pull up in a yard or two on a greasy road.

**Propaganda.** A private pre-view of the new "safety-first" film "Death on the Road" is being given in London to-day. It is intended for exhibition at cinemas in all parts of the country.

**King George's Funeral.** Although H.M. King Edward VIII left the closing of shops and businesses last Tuesday entirely to the discretion of the individual, the lack of traffic on the roads

**WHAT'S HAPPENING?**  
A Summary of General Fixtures.  
(Subject to modification owing to the death of His Majesty King George V.)

**February 1.**  
Rugby Football: Scotland v. Wales, Edinburgh. England v. Wales (Rugby League), Hull. The Turf: Manchester.

**February 2.**  
Ancient Custom: "Blidworth Rocking," Blidworth Church, Nottingham.

**February 3.**  
Ancient Custom: "Blessing the Throats," St. Ethelreda's Church, Holborn, London.  
The Turf: Warwick (two days).

**February 4.**  
British Drama League Festival, Worcester (three days).

**February 5.**  
Mendelssohn's "St. Paul," University College, Bangor. Contemporary British Needlework Exhibition, Sunderland House, London (to February 15). Brighter Homes Exhibition, Birmingham (to February 22).  
Amateur Boxing: Police Championships, Albert Hall, London. Association Football: England v. Wales, Wolverhampton. The Turf: Gatwick (two days).

**February 6.**  
Celebrity Concert, Cheltenham. Elgar's "The Kingdom," Aberdeen. Scottish Community Drama Association (Butte) Festival, Rothesay (two days).  
Amateur Boxing: Junior Championships, Stadium Club, London. The Turf: Taunton.

of the Metropolis was very noticeable. The arrangements made by the Police for dealing with anticipated traffic blocks were admirable.

**Free rail carriage** for cars has been arranged on French railways, provided that the fares of the driver and passengers, travelling on the same train, total one or more francs per kilometre.

**Guard rails** in Oxford Circus, London, are opposed by the traffic committee of the Westminster City Council on the grounds that they would hamper business interests.

**Motor-minded.** During 1935 there was an increase of nearly 10 per cent. in the number of people who visited the Ford Works, Dagenham. It is not unusual for over 300 visitors to make a tour of inspection in a single day.

## Items of Interest from Correspondents in the North, South, East and West

**Aberdeen.**

"Perfectly fatuous and futile" was the description given by Bailie W. D. Reid at a stormy meeting of the Town Council of a suggestion that powers be sought for the further restriction of the speed limit in the city to 20 m.p.h. The suggestion has been turned down in the meantime.

**Southport, Lancs.**

"The borough ought to be congratulated on the courteousness of its police," wrote a defendant to the magistrates the other day. "If all the officers were as courteous as the two who came to see me, I feel it would go a long way towards promoting good feeling between the road users and police."

**Airdrie.**

Forced to abandon their cars on the Glasgow-Edinburgh road at Salsburgh in a heavy snowstorm, motorists suffered further misfortune in having articles stolen from their vehicles. These thefts were described by the Sheriff as "particularly mean" when a culprit appeared later before Airdrie Sheriff Court.

**ROAD INFORMATION.**  
Supplied by the A.A.

A list of roads on which repair work has been carried out and which are now open to traffic or will be in the near future.

**Home Counties.**

London-East Grinstead (at Kenley and Caterham), now completed; Riverhead-Redhill (at Limpsfield and Westerham), now completed; Croydon-Westerham (at Hamsey Green), now completed; Cheam-Crawley (at Burgh Heath), will be completed approximately 1.2.36; Walmer-Upper Deal (near Upper Deal Church), now completed; Sandwich-Canterbury (approaching Canterbury).

**Eastern Area.**

Ipswich-Bury St. Edmunds (near Barking Lion Inn), now completed.

**Midland Area.**

Hereford-Ross (at St. Martins); Ross-Ledbury (at Preston).

**Western Area.**

Taunton - Glastonbury (at Loxley Woods); Bridgwater-Williton (between Bridgwater and Cannington).

**South Wales Area.**

Newport-Pontypool (at Croesyceiliog), now completed.

**East Midland Area.**

Stamford-Spalding (at Uffington), now completed; Sutton-Holbeach (at Saracen's Head), now completed; Sleaford-Bourne (at Folkingham), will be completed approximately 1.2.36.

**North-Eastern Area.**

Yarm-Thirsk (3 miles North of Thirsk), nearly completed.

**Scotland.**

Lanark-Abington (between Hyndford Bridge and Thankerton), now completed.

**Cadnam, Hants.**

Two danger spots in this New Forest village will disappear as a result of a road improvement scheme recently approved by the Minister of Transport. The danger exists where the roads from Lyndhurst and Ringwood cross the road from Fordingbridge to Southampton. After crossing, they converge and meet as one road on the north-east side of the village. It is planned to form one big roundabout junction for traffic going in all directions.

**Birstall, Yorks.**

The ban on car parking in the Market Place was attacked at a recent meeting of the District Council, and it was decided to refer the matter back to the Highways Committee for reconsideration.

**Sheffield.**

Strong protest against the proposal of the City Council to prohibit cars waiting in Fargate and High Street was made at a meeting last week of concerns having premises in the roads concerned.

**Macclesfield.**

**Snowploughs Out.** The main road over the moors, which reaches 1,690 ft. at the "Cat and Fiddle," was blocked for two days last week and only by digging and much work with snowploughs was a way forced through to Buxton.

**Leicester.**

Snow, removed from the city streets, was dumped on the public car park in Charles Street last week. An indignant protest was made by motorists who had season tickets for the park, and who were unable to find accommodation owing to the snow, on the grounds of "breach of contract" by the Council.

**Wimbledon, Surrey.**

The M.O.T. inquiry into the Council's application for a 20 m.p.h. speed limit in the Broadway and Haydon's Road was held last week. Representatives of the London Passenger Transport Board, the R.A.C., the A.A. and the C.M.U.A. opposed the application, while the sole supporter was the Pedestrian's Association.

**Bristol.**

Two important bridges are to be built in the city to deal with increased road traffic—one at Feeder Road, Brislington, and the other to span the harbour as part of the new Eastern Road scheme.

**Hull.**

The high tolls charged for the ferry from New Holland to Hull over the Humber were unfavourably commented on at a recent meeting of the Grimsby Chamber of Commerce. The cost is 10s. for a 16 h.p. car.

**Ambleside.**

**Not So Nice.** Kirkstone Pass, a route much favoured by holiday motorists, was seen in different mood last week when gangs of workmen slaved to remove sufficient snow to clear a passage. Drifts were nearly 10 ft. in places.

**Leeds.**

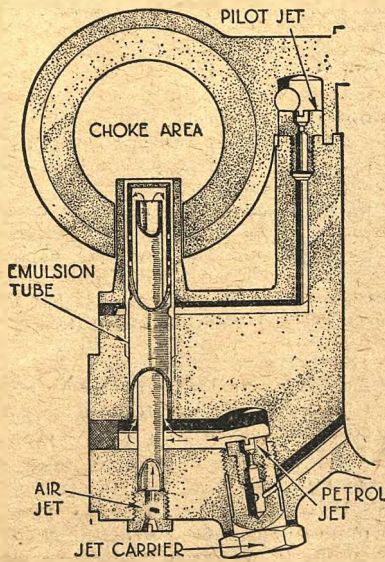
A Headingley motorist was fined £1 on January 20 for failing to obey a sign, "Halt at Major Road Ahead." The offence took place at 9.10 p.m. the day after this new sign had been erected in Shaw Lane, at the corner of Otley Road. Defendant pleaded he did not see the sign in the dark, and that it was not there the day before. He said he had been driving for 20 years and asked the Bench not to endorse his licence, but the chairman said this request would not be acceded to. The decision has aroused widespread discussion in Yorkshire. Much uneasiness is felt at the severity of treatment for first offences at newly erected signs appearing overnight. The prosecution mentioned was the first of its kind in Leeds.



**ALLESLEY:** new houses being erected make a striking contrast with the old world atmosphere in the village itself, which is on the outskirts of Coventry. (More Coventry sidelights on page 295.)

NEWS

From North, South—



# THE SOLEX "ASSEMBLY 20"

Entirely New System of Mixture Correction

ADAPTABLE TO EXISTING CARBURETTERS

(Left) This section of the new Solex "Assembly 20" shows the position of the jets and the arrangement of the concentric tubes.

WE are authorized by Solex, Ltd., Marylebone Road, London, N.W.1, to publish first details of a new carburettor which they have recently introduced. The modification relates only to the jet system, the general design of the instrument remaining otherwise substantially as hitherto.

In the normal Solex carburettor mixture correction is accomplished by providing lateral air-leak holes in the tubular jet member, the size, number and disposition of the holes governing the degree of correction. There is a wide range of corrections for each size of jet, and any desired change can easily be made.

Still further to increase the tuning

latitude, however, and to improve the overall efficiency of the carburettor, Solex, Ltd., have developed the new jet system, which is known as "Assembly 20." The general layout, as applied to a horizontal carburettor, is shown in the accompanying sketch. It will be seen that the main petrol jet is screwed into a carrier which, in turn, is detachably mounted in a housing adjacent to the float chamber.

The jet feeds into a vertical capped tube, up the centre of which passes a smaller tube, open to the atmosphere at the bottom. The capped tube is drilled laterally and, surrounding it is a further tube so disposed that its upper end is approximately flush with the top of the capped tube. This portion of the jet system projects into the choke area and the petrol-air emulsion issues from the annular space between the two tubes.

Petrol from the float chamber passes through the submerged jet into the annular space between the centre air tube and the capped tube, thence

through the lateral holes into the annular space outside the emulsion tube. It is from this area, incidentally, that the pilot jet obtains its supply of fuel. When the engine is running, air is drawn up the central tube; it strikes the top of the capped tube and, passing down the inside of the emulsion tube, finds its way with the petrol up the annular space to the choke area.

From this it will be clear that the mixture strength is compensated by the amount of air blending with the fuel. If, therefore, the inlet to the air tube be adjustable, any desired correction can be obtained. Adjustment is provided by using detachable air jets which advance in size by .1 mm. The jets are slotted to take a screwdriver blade, and it is only a minute's work to make a change.

The whole assembly is adaptable to most existing Solex carburettors at reasonable cost. We have had one on test for some time and have been very satisfied with its performance. There is a remarkable smoothness in pick-up and, owing to the ease of tuning, one is encouraged to experiment fully in obtaining the best results. Improved pulling power with no increase in fuel consumption appears to be a feature of "Assembly 20."

### CAR EXPORTS.

#### Reassuring Upward Trend.

DURING the last month of 1935, the total number of private cars exported from this country was 3,459, having a value of £420,495. These figures show a substantial increase over the totals for the month of December, 1934, when 3,130 vehicles of a value of £414,085 were exported. The figures for the whole of 1935 show the same satisfying upward trend—actually, 44,191 cars left these shores, totalling £5,488,431, as against 34,851, valued at £4,855,600, in 1934.

### CITROEN REORGANIZATION.

#### M. Pierre Michelin as Chairman.

FOLLOWING the reorganization of the French Citroën company under the sound business guidance of the Michelin concern, interesting developments are announced by Citroën Cars, Ltd., the English company associated with the Continental organization. The following changes have been made in the board of the company:—M. Pierre Michelin is chairman; Major General Sir E. Swinton, Mr. E. du Roure, a

member of the Citroën organization in Paris, and Mr. K. McLennan, works manager of the English Citroën concern since it was instituted, are elected to the board. The board of directors is completed by Mr. John Sunley, who was one of the original directors of the company.

The showroom at Devonshire House, London, has been closed, and in future the whole business will be concentrated at Slough, so that it will be organized for the most efficient working. The English company, of course, has the support of the Citroën European organization, and the present board of directors look forward to the active continuance and future development of the company.

### CONTINENTAL TOURING.

#### A Warning from the R.A.C.

SEVERAL countries have complained that foreign motoring visitors do not display on their vehicles the correct international plates, bearing the official designation of their country—for example "G.B." for Great Britain. In some cases, the plates have been

made of aluminium or other unauthorized metal, while the letters have even been painted on a rear wing. Usually also the letters are of a much smaller size than that prescribed by the International Convention.

In view of the fact that certain of the complainants have threatened to take action against visitors who infringe the regulations, the Royal Automobile Club wishes to emphasize that it is essential to use regulation plates. These, together with the necessary papers, can be obtained from the Club at Pall Mall, London, S.W.1.

### GERMAN ROADS.

#### 1,100 Miles Under Construction.

DURING the past year the development of the network of motor roads planned in Germany was energetically pushed forward. Altogether some 65 miles were completed and opened to traffic on the three sections Frankfurt-Darmstadt, Munich-Holzkirchen and Darmstadt-Mannheim-Heidelberg. A total mileage of 1,170 was under construction, including the 740 miles prepared in 1934.

## 6,000 BANKED BENDS

### Road Improvements in the Year 1934-35

#### HOW THE ROAD FUND MONIES WERE EXPENDED

OVER 6,000 bends were super-elevated—or “banked”—during the year ended March 31, 1935, according to the figures given in the Annual Report on the Administration of the Road Fund for that year, which has recently been issued by the Ministry of Transport. Other interesting statistics which appear are that over 1,800 miles of footpaths were constructed and that about 12,400 “Major Road ahead” signs were erected.

The total receipts from the taxation of road vehicles in Great Britain during the calendar year 1934 amounted to £31,473,000, representing 2,395,000 mechanically propelled and 23,000 horse-drawn vehicles. Compared with the previous year, 1933, there were 4.96 per cent. more vehicles in the first class and 17.04 per cent.

less in the second. It is estimated that during 1934 there was one motor vehicle for every 19 persons and one driving licence for every 14 persons.

Road works showed great progress. The total length of by-pass roads now exceeds 505 miles, while several others are either actually under construction or planned. During the year under review, 57 new bridges were built on new roads, diversions or by-passes. In addition to new structures, 112 bridges were reconstructed, widened or strengthened. It is anticipated that the biggest road bridge in course of construction, the Forth Bridge at Kincardine, will be completed by next spring.

Attention was given to accidents in which it was alleged road conditions

played an important part. Actually, 837 cases were investigated by Ministry engineers, and in 386 cases representations were made to the highway authorities concerned with a view to the state of affairs being remedied. At the end of the year action had been completed in 60 instances.

Of the sums received from motor taxation, the Exchequer retained £5,100,000 and the rest was handed over to the Road Fund, from which payments amounting to £12,014,170 were made to highway authorities.

#### NEW DRIVING SCHOOL.

##### Cramming for the Test.

UNDER the title of the “Driving Test” School of Motoring, Miss V. Worsley and Mrs. V. Street have started a new business at 1111a, Finchley Road, Temple Fortune, London, N.W.11. Both directors have been employed as Ministry of Transport test examiners, and have therefore accurate knowledge of the standard required. For those who prefer it, there are also two men instructors, while the mechanical side of the instruction is looked after by an engineer.

## PEDESTRIAN CROSSINGS

### Another Big “Drive” Contemplated by Authorities

IT might be as well at a time when representations have been made for even greater vigilance by the police, to review the text of the Pedestrian Crossing Regulations issued towards the latter part of 1934. The fact that special watch is to be kept by the police with a view to enforcing these regulations leaves no doubt in our minds that the principal drive will be against motorists and that only a blind eye will be turned in the direction of pedestrians.

Let us now turn to the regulations. Observe, first, that “the driver of every vehicle approaching a crossing shall, unless he can see that there is no foot passenger thereon, proceed at such a speed as to be able, if necessary, to stop before reaching such crossing.”

That is the official text, but the bold type is ours. In other circumstances—that is to say, if there is a pedestrian on the crossing—the driver must give way. Regulation 6 ordains that at traffic light crossings or where a point-duty constable is stationed, pedestrians shall be allowed free and uninterrupted passage if they have started to go over the crossing before the driver receives a signal that he may proceed over the crossing.

Although the punitive significance of this phrase applies to motorists, it implies quite clearly that pedestrians

have no right to cross against signals except at their own risk. The only other clause relating to foot passengers lays it down that they shall not loiter on a crossing, but shall cross with “reasonable dispatch.”

Incredible as it may seem, since these regulations were instituted there have been 6,000 prosecutions, of which only three have been directed against pedestrians.

What is the explanation? The question may well be put in view of the utter disregard which thousands of pedestrians have for the provisions outlined above.

*MANY of the old houses which abound in Coventry are being demolished to make room for road widening. (Right) Little Butcher's Row, which dates from before 1450 and (top, right) more old buildings to vanish from Burges.*



# A STRENUOUS MONTE CARO

(Below) Miss Jackie Astbury (Singer) and A. K. Hunt, her co-driver, receive congratulations while Capt. Phillips signs their road book at the R.A.C., London.



(Above) The scrutineer examines J. Abbott's M.P.H. Riley on its arrival in St. James Sq., London, in the early hours of Monday morning. (Above, right) At Folkestone: Poster pleads in vain with Jackie Astbury to forsake the instructions of her road book.

## Appalling Conditions in Scottish Highlands—Athens Route Comparatively Mild — Dreaded Avignon Floods Subside Before Drivers' Arrival—List of Finishers

**A**GAIN the Monte Carlo Rally has upheld its reputation as the most telling test of endurance, outside of racing, in the world of motoring. The ball was set rolling at 8.5 a.m. last Saturday, when the three cars whose crews had chosen Palermo, in Sicily, as their starting point, set out on their 2,590-mile journey to "Monte." Soon vehicles of every type, power and nationality, were shaking from their tyres the mud, slush and ice of towns and cities as remote from each other as John o'Groats and Athens, Umea, on the Baltic's chilly northern shore, and Valenca, in Portugal.

For the greater part of their journeys they had to average 24.85 m.p.h., while on the final 620-mile sections, 34.17 to 37.28 m.p.h. was the rule. The map given on the opposite page shows the itineraries followed by competitors on the various routes.

On Wednesday the survivors pulled into Monte Carlo, and on Thursday underwent the examination of cars for condition, cold-start tests and eliminating tests. On the result

### LONDON CALLING MONTE CARLO.

**C**ONGRATULATIONS! This is one of those occasions when we could, without much difficulty, summon whole strings of grandiloquent phrases, like the "Thrill of Achievement," "High Endeavour's Just Reward," and the rest; but we shan't you know. Accommodating in most things, our typewriter somehow jibs at sermon-preaching. So we say again—and we mean it—CONGRATULATIONS!

Then there are those who failed to see it through, and may even now be stranded many a weary kilometre from the Mediterranean coast. To them we extend our sympathy. Better luck another year!

of the latter hung the two most coveted of the many awards contested—those for the highest number of marks retained in the two classes into which the entry was divided, viz., up to, and over, 1½-litres engine capacity. To-day, Friday, is a day of rest. To-morrow comes the comfort competition and engine appearance scrutiny.

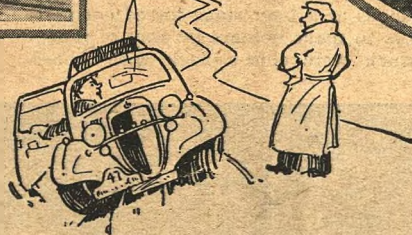
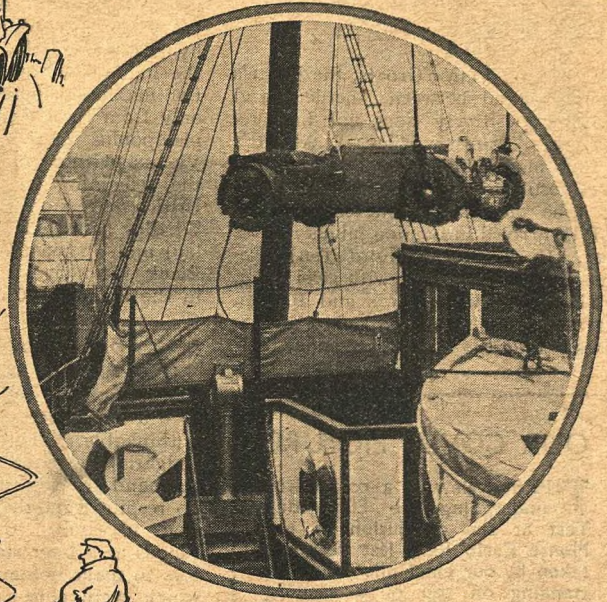
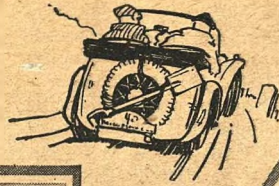
**O**NE of the most remarkable features of a truly memorable Rally was the severity of the conditions prevailing on the John o'Groats route, which seventeen crews were due to traverse. Of these, thirteen actually started from the Scottish mainland's most northerly point. The German, Captain F. E. Nord (2-litre Daimler-Benz) did not at all like the look of things in the Highlands. He and his three brawny compatriots therefore travelled with all speed to Glasgow—per freight train. Thus, K. W. B. Sanderson (3½-litre Bentley), the only Glasgow starter shown in the programme, had company after all.

### A Crash and Then . . . .

A mishap on the outskirts of Aberdeen when en route for John o'Groats, her intended starting point, came as a blessing in disguise to Mrs. M. J. Cotton. The accident made a change of plan necessary—she and her companion decided to start from Aberdeen. As subsequent events showed, they would almost certainly have lost more marks through delays on the John o'Groats-Aberdeen section than they actually sacrificed by choosing the latter town for their starting point.

Even Scotland's winter climate, which at its best is hardly balmy, surpassed itself for the undoing of the John

# LO RALLY



On the flying trapeze: Mrs. M. J. Cotton's Aston Martin embarks for Boulogne at Folkestone.

o'Groats contingent. North of Aberdeen the roads were in a truly fiendish state, and almost all of those gallant thirteen tested the depth of ditches skirting that wild highway on one or more occasion. Frozen snow constituted the surface. This was kept perpetually lubricated by sheets of rain. Even Umea and Stavanger could hardly produce anything slimmer than that . . .

Three cars never arrived at Aberdeen. These were the 2.6-litre Avon Standard shared by J. A. Driskell and Sir Charles Blennerhasset, Lord Patrick Stuart's M.G. Mulette, and F. A. de Moleyns's big Daimler; I. E. Adams (Humber), and H. T. van Marken, the German Bentley exponent, were non-starters.

### A Great Feat.

The heroine and hero of the John o'Groats-Aberdeen section were Miss Jackie Astbury and co-driver A. K. Hunt (1½-litre Singer). They alone reached Aberdeen within the time allowance, having over 4 minutes to spare on arrival. The rest were pure also-rans, even the fastest of them being over an hour behind time. Other competitors characterized the Astbury-and-Hunt feat as "incredible," while for their part the Singer pair maintained a modest reticence on the subject of how-it-was-done.

It must not be imagined that drivers' troubles were over when Aberdeen was put astern. Right to Glasgow the conditions were of unprecedented severity. For their safe arrival at Clydeside, C. H. and T. C. Mann were indebted to the London and North Eastern Railway. Near Banff, their big Lagonda slithered into a ditch and stuck fast. There it must have remained had not one of the railway company's vans come to their assistance with a towing line.

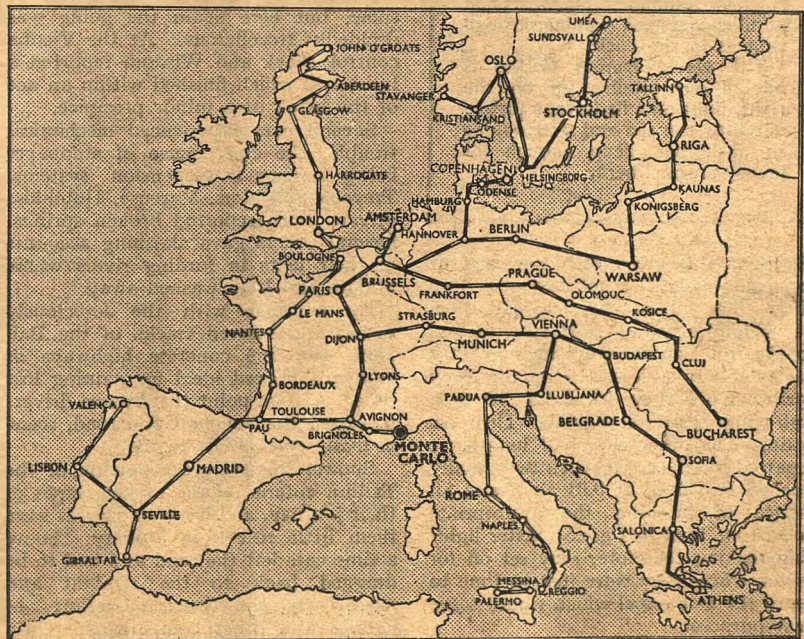
Just as a member of the Mann crew

was recounting this story to a small but appreciative audience outside the R.A.C. Building, Pall Mall, London (this was at 5 a.m. on Monday morning), a certain non-competitor roared into view. Coming up all standing he rapped out a few staccato questions, wheeled his Ford round with a howl of tyres, and shot away again. A Flying Squad car was hot in pursuit of a little smash-and-grab party . . . .

By contrast with most of the others, K. W. B. Sanderson (Bentley), from Glasgow, reported a warm, comfortable and trouble-free trip. So likewise did Captain F. E. Nord; another member

of his crew, on the other hand, bore independent witness quite to the contrary—although he must presumably have been referring to the crew's lurid experiences in the north before they decided to patronise the Glasgow starting control instead of John o'Groats.

Broken wheel chains was a common complaint. The vast 12-cylinder Lincoln piloted by F. M. Heyn shed its chains altogether in the frozen north. How Heyn kept the Lincoln on the road thereafter must remain a mystery. One of the new Riley Sprites, a works car shared by W. L. Innes and C. Lewin, was held up in the pouring rain for over 2½ hours when a broken chain entangled itself with a brake drum soon



THE ITINERARIES. The high-mark routes are all over 2,000 miles in length.

THE MONTE CARLO RALLY

(Continued)

after leaving John o'Groats; the Sprite's average speed between Aberdeen and Glasgow positively does not bear repeating. Another Riley, J. Abbott's M.P.H. model, killed two sets of chains as a result of frantic efforts to make up time on straight stretches. The M.P.H. arrived in London minus reverse gear. R. E. Stokes (Ford Ten) likewise littered Caledonia with steel links. The Hon. Brian Lewis and Reuben Harveyson by no means lacked adventures. Like the Manns' Lagonda, their

If the John o'Groats competitors fared worse than had been expected, the Athenian contingent were favoured by fortune. (The Athens route was the highest-marked of any, 506 being the maximum possible.) One driver only from the Greek capital, A. Conopissopoulos (Buick), failed to reach Vienna within schedule on Monday, the remaining 20 all reporting O.K. British drivers on this route were J. W. Whalley (Ford), H. E. Symons (Wolseley) and Thomas Wisdom and Norman Black (Standard); none of these was in the under-1,500 c.c. class.

Balkan Unpleasantness.

It should not be supposed that the conditions were by any means easy—such a happy state of affairs would be unthinkable. Through Greece and Bulgaria the roads were in a shocking state and drivers could allow themselves no respite from the intense concentration necessary to a safe passage. Floods at a later stage forced competitors to make detours by way of routes which were choc-a-block with wheel-

one British light car started from Tallinn—D. E. Harris's Singer. The larger English models included Heal's 2-litre Triumph, Murray's Frazer-Nash and the two big Lagondas of Moore and Good.

Two Tallinn cars were involved in accidents which might have had serious results; the Hotchkiss driven by Guyard skidded into a stationary train at a level-crossing near Kovno, and Soergel's German Hansa overturned near Warsaw when icy surfaces resulted in the car taking charge.

Then A. P. Good (4½-litre Lagonda) found himself well and truly ditched near Riga; only with considerable difficulty was the big car placed back on an even keel.

Few mishaps of a major character were reported from the Stavanger route, but B. N. Wilmott (1½-litre Rover), the only British competitor to use this itinerary, lost his way at one point and, as a result, reached Oslo somewhat behind schedule.

Paris was alive with interest when the competitors began to arrive on

OUR COVER PICTURE

THE fine view of a competitor undergoing the Eliminating Test at the conclusion of the Monte Carlo Rally last year was taken by our chief photographer, standing on top of a sandbag wall in very close proximity to the tails of the machines as they swung in the final throes of the "figure eight" manoeuvre.

The tests are held on the famous Quai Albert Premier, with the harbour on the right. Normally this promenade is for pedestrians only. In the background rise the white villas of Monte Carlo, intermingled with luxurious hotels. Monochrome photography can do scant justice to the green of the palms and many hues of flowers which bloom even in January by the Mediterranean.

The town of Monte Carlo clusters on the sunny slopes of the Alpes Maritimes, with the crest of Mont Agel looming above. Just under the summit can be seen the line of the Grande Corniche road, running from Nice into Italy a few miles up the coast. The Moyenne Corniche is a little lower, hewn out of the living rock, with innumerable twists and blind corners and running through tunnels in the rock.

The world-famous Casino is out of our picture up on the right, built on a little cape jutting out into the sea and overlooking an anchorage deep enough for luxury-cruise liners.

SS Jaguar had need of a tow rope at one point when it stuck fast in a deep ditch. The subsequent delay put them well behind schedule at Harrogate, and on the run Londonwards their average was as unspeakable as that of the Riley Sprite. Once they drove the SS to a high-temperature standstill. Then on again. The other cars had long since departed for the coast when they finally reached Pall Mall at 9.31 a.m., and all chance of catching the appropriate Folkestone boat had gone. After lightning repairs, therefore, they set off for Dover, where they were just in time to board the last vessel which would serve their purpose.



FROM VALENCA Mrs. Gordon Holmes and Miss de Moleyns with their Standard Nine saloon.

clogging mud . . . great oceans of slimy ooze.

The Dragoman Pass—of evil memory—was not at its worst, being free of snow, but here again the going was decidedly treacherous. At the Vienna control Black and Wisdom reported a lurid skid which finished within an ace of the brink of a minor precipice.

Several cars experienced mechanical trouble, the chief cause of stoppages being damaged suspension systems. Trevoux and Mme. Mareuse, Hotchkiss drivers, both reported broken springs. Several others gave alarming accounts of their feats in fording rivers where bridges had been washed away.

By contrast with the ferociously rutted and scarred tracks of the Balkans, the fine concrete highways of Hungary proved ideal for gaining lost time. At one point the Athens drivers traversed the famous Gyon road, scene of many epic speed records.

Snowstorms were the portion of the Tallinn coterie on the earlier stages of their journey, and ice-bound roads gave them little rest from anxiety. Many a time cars left the road and had to be dragged back to the straight and narrow by the concerted efforts of natives and other competitors. Only

Tuesday. By 4 p.m. quite a select number from such distant starting points as Stavanger, Umea, Amsterdam and Tallinn had passed through without penalty. News of Guyard's mishap was passed from lip to lip with due expressions of sympathy. The weather was kind; in fact, by the time Paris was reached it was described as perfect—road conditions being the same. Spirits began to revive.

At Avignon, where all the cars converged no matter what their starting points, conditions were astonishingly mild. The floods which in recent weeks had cut off many of the approaches to the town were gone and balmy weather greeted the travel-stained survivors as they pulled into the control. Even the mistral, which is a tradition in that part of Southern France at this time of year, had fled.

However, many drivers found difficulty in maintaining the required speed average between Paris and Avignon; amended since last year to take in a control at Dijon, the route from the capital includes many winding and hilly stretches. For a kilometre outside Dijon the road has now been illuminated with special amber-coloured floodlights.



On the final stages of the run competitors encountered very severe weather conditions. The roads were slippery and heavy rain fell. Mrs. Gordon Holmes (Standard) met with disaster at Cannes. The car struck a stationary lorry. Mrs. Holmes escaped with minor injuries.

J. W. Whalley (Ford) crashed into a level-crossing gate, when his brakes failed, at Brignolles. Mrs. Gough, one of the crew, escaped with injured hands. Whalley finished the journey in a bus. Stokes (Ford) skidded on a bridge and struck both parapets; he escaped with a shaking.

**British Arrivals.**

The following British competitors arrived at Monte Carlo:—C. H. and T. C. Mann; W. P. Maidens; W. L. Innes and Ch. Lewin; Miss Jackie Astbury and K. Hunt; Hon. B. Lewis and Reuben Harveyson; R. E. Stokes; Major D. E. M. Douglas Morris; J. Abbott; K. W. B. Sanderson; Mrs. M. J. Cotton; T. G. Moore; D. H. Murray; A. E. and R. J. Dobell; S. H. Light; D. E. Harris; Donald Healey; H. E. Symons; Thos. Wisdom and N. Black; F. Thellusson; A. C. Scott; B. N. Wilmott.

Mmes. Mareuse and Hustinx (Hotchkiss) arrived at Monte Carlo—the first women's team ever to get through from Athens. Vaselle (Hotchkiss) was eliminated by a crash at Brignolles.

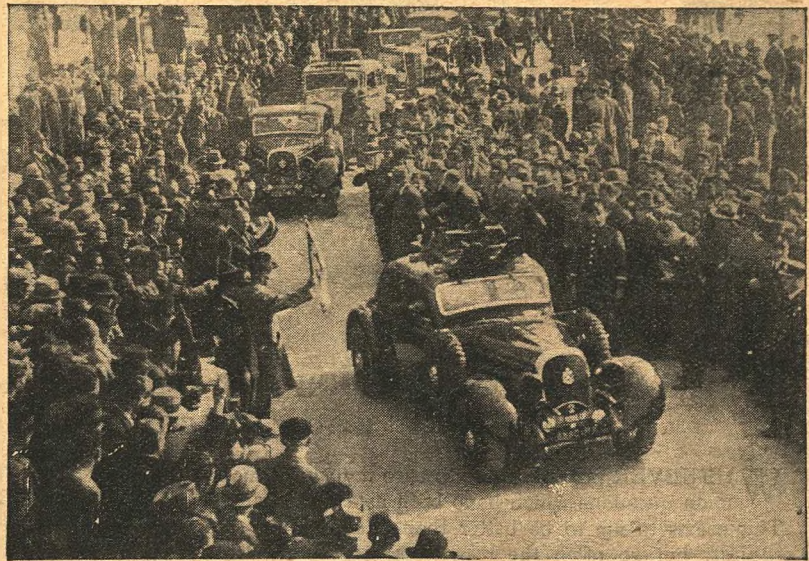
The two Delahayes driven by Cayle and Paul were involved in collisions with lorries at Montelimar, both drivers being seriously injured. They were rushed to hospital.

Many competitors complained that the speed on the final 1,000 kilometres was too high.

Jackie Astbury was held up by a level crossing and had gearbox trouble almost within sight of the finish.

Yesterday, Thursday, was devoted to the starting-from-cold test and the Eliminating Tests. The latter, as usual, decided the winners of the two classes into which the entry is divided, viz., up to, and over, 1,500 c.c. engine capacity.

Consisting of an intricate "wigg-



**DENSE CROWDS** lined the streets of Athens to wish competitors *God-speed*. The two leading cars are both Hotchkisses, the first driven by Trevoux and No. 8 by Mme. Mareuse.

woggle," in which braking, acceleration and accurate reversing played the important parts, the Eliminating Tests were fundamentally similar to last year's, only differing inasmuch as the barriers which formerly enclosed the whirligigs at each end of the test course were no longer used; instead, pylons marked the centres of these whirligigs, drivers being at liberty to swing as wide as they chose.

The only other innovation consisted in allowing drivers two turns each in the tests, their better times counting. They were not obliged to avail themselves of the extra turn.

To-day, Friday, is a day of rest, while to-morrow the comfort competition and engine appearance scrutiny take place.

As a mark of respect to the memory of the late King George V, it has been decided to cancel the gala dinner with which the Rally proceedings were to have been rounded off.

**M.C.C. Annual Meeting.**

**THE MOTOR CYCLING CLUB, LTD.**, held its annual general meeting at Pagani's Restaurant, London, last Wednesday evening. It was a crowded and very lively gathering. The following was the fate of several of the more outstanding propositions:—Optional breakfast start in night trials, defeated. "Postcard vote" regarding locked axles in trials, adopted. Suggested run of 300 miles or less to take the place of the "London-Edinburgh," defeated by large majority.

The high spot of the evening was the discussion regarding Mr. Littlewood-Clarke's proposal. This centred in the suggested need for a declaration that every vehicle entered for an M.C.C. trial has been the property of the entrant for a period of four weeks prior to the date of the trial.

After a lively discussion the proposal was withdrawn.

**THE SURVIVORS AT MONTE CARLO**

- |  |   |                                  |  |
|--|---|----------------------------------|--|
| 1. C. Lahaye and Quatresous (Renault), A.    | 29. Chevroton (Renault), P.                             | 50. Sprenger van Eijk (Ford), T. | 90. D. E. Harris (Singer), T.                    |
| 2. Trevoux (Hotchkiss), A.                   | 30. D. H. Murray (Frazer-Nash), T.                      | 62. Zweerts de Jong (SS), Am.    | 91. Mrs. G. Molander (Plymouth), U.              |
| 3. K. W. B. Sanderson (Bentley), G.          | 31. Bakker Schut (Ford), T.                             | 63. Tiel (Minerva Kronhout), Am. | 93. Miss Richmond and G. S. Brooks (Triumph), U. |
| 4. Cornelius Sybrandy (D.K.W.), Am.          | 35. C. H. Mann and T. C. Mann (Lagonda), J.             | 64. Gawel (Fiat), T.             | 94. Lauritzen (M.T.), U.                         |
| 5. A. C. Scott (Bentley), U.                 | 36. Koopman (B.M.W.), T.                                | 65. Balaster (Hudson), T.        | 95. Donald Healey (Triumph), T.                  |
| 6. Levie and Zeldenhurst (Ford), Am.         | 40. Mlle. Lamberjack and Mme. Petermann (Hotchkiss), T. | 68. Beyer (Ford), U.             | 96. Capt. F. E. Nord (Daimler), J.               |
| 7. Major Douglas Morris (Ford), J.           | 41. Mme. Schell and M. Schell (Delahaye), T.            | 70. Mme. Junkers (Plymouth), U.  | 97. Heede (Ford), U.                             |
| 8. Mmes. Mareuse and Hustinx (Hotchkiss), A. | 42. Guyot (Renault), T.                                 | 71. Wist (Morris), S.            | 98. Col. Berlescu (Ford), B.                     |
| 9. T. G. Moore (Lagonda), T.                 | 43. W. P. Maidens (Rover), J.                           | 72. Miss Astbury (Singer), J.    | 99. Chinetti (Ford), T.                          |
| 10. H. E. Symons (Wolseley), A.              | 46. Brinkel (Ford), Am.                                 | 73. Brian Lewis (SS), J.         | 101. Treider (Renault), S.                       |
| 11. J. Abbott (Riley), J.                    | 48. W. L. Innes and Lewin (Riley), J.                   | 74. Neamtu (Ford), B.            | 103. Nunes dos Santos (Adler), V.                |
| 12. Zamfirescu (Ford), A.                    | 49. Mrs. Cotton and Sinclair (Aston Martin), J.         | 75. F. Lecot (Citroen), V.       | 104. Stenfeldt (Ford), U.                        |
| 13. B. N. Wilmot (Rover), S.                 | 50. Mme. Marinovitch and Mlle. Helle Nice (Matford), T. | 76. Bijlaard (Ford), S.          | 106. R. E. Stokes (Ford), J.                     |
| 14. Ambaud (Delahaye), A.                    | 52. M. Klinke (B.M.W.), P.                              | 77. F. de Boer (Chevrolet), Am.  |  |
| 15. Mmes. Siko and de Forest (Delahaye), A.  | 53. P. de Massa (Talbot), T.                            | 78. Thellusson (Opel), B.        |  |
| 16. T. Wisdom and N. Black (Standard), A.    | 54. Z. Pohl (Popular), A.                               | 79. Oosten (M.G.), Am.           |  |
| 17. Mme. Orsini (Salmon), S.                 | 57. A. E. Dobell and R. J. Dobell (Lagonda), T.         | 81. A. Testers (Ford), V.        |  |
| 18. Dr. Billon (Renault), A.                 |   | 82. P. Moccia (Auburn), B.       |  |
| 19. M. J. Cotton (Ford), J.                  |   | 84. Mlle. Melin (Ford), U.       |  |
| 20. D. H. Murray (Lagonda), J.               |   | 85. Dr. Bariffi (Lancia), N.     |  |
| 21. J. Abbott (Riley), J.                    |   | 86. Kozma (Fiat), T.             |  |
| 22. Zamfirescu (Ford), A.                    |   | 87. Stoffel (Peugeot), A.        |  |
| 23. B. N. Wilmot (Rover), S.                 |   |                                  |  |
| 24. Ambaud (Delahaye), A.                    |   |                                  |  |

**KEY TO STARTING POINTS.**

A.—Athens; B.—Bucharest; U.—Umea; T.—Tallinn; S.—Stavanger; J.—John o'Groats; P.—Palermo; G.—Glasgow; V.—Valencia; Am.—Amsterdam; N.—Naples; Be.—Berlin.



## Case-hardening for Amateurs: Equipment Needed and Precautions to Adopt

**W**HENEVER possible I like to base my weekly notes upon questions which have been asked by readers. This seems to me to be better than choosing my own subject, but so often the many postal enquiries that I receive, although undoubtedly interesting to the enquirer, are not of a nature to merit publication.

A little time ago, however, I replied by post to a reader who asked how he could case-harden some small steel parts in his home workshop. This was not a subject which could be dealt with adequately in a letter and I promised that, so soon as the opportunity served, I would enlarge upon it in these pages. I have dealt before with case-hardening, but it was a long time ago, and, anyway, I think the subject is one which will bear repeating.

In the first place, it must be understood that no very great depth of "case" can be obtained by the methods available to amateurs. In works practice, where muffle furnaces or other special apparatus are available, the hardening may penetrate to a depth of anything up to  $\frac{1}{16}$ -in., the usual practice being to leave the articles oversize from the previous machining operation and then to grind them to exact dimensions after case-hardening. This method ensures that any slight warping or distortion occasioned by the hardening process will be corrected, whilst, in addition, a very high finish can be given to the parts.



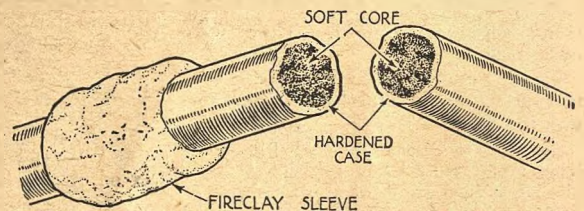
*Risk of the cased article warping when quenched may be avoided by plunging it onto a piece of paper, floating on the water.*

With home case-hardening methods, the depth of case may only be a few thousandths of an inch, so that there is insufficient material available for grinding after hardening, unless one runs the risk of getting below the case. This drawback is of no great moment, however, because there must be very few amateurs indeed

who have access to a grinding machine. The thing to do, therefore, is to make the part as close to dimensions as possible and then to polish it with fine emery cloth after hardening.

Ordinary mild steel, such as that of which bolts, nuts and similar parts are made, lends itself readily to case-hardening, whilst there are also special steels available intended for this treatment. They are quite soft, so far as machining operations are concerned, but they will take a very reasonable depth of case even by the open-hearth method, which I will now describe.

The term "open hearth" implies that the hardening is done in an open fire, as distinct from the closed box and muffle furnace method. The hardening medium is a special powder, rich in carbon. There are various proprietary brands readily available from engineers'



*A case-hardened rod broken to show the case and the core. A fireclay sleeve protects any part which must be left soft.*

stores and similar sources, and put up in 1 lb. tins, or, of course, in larger quantities, the price being about 3s. 4d. per lb. This quantity should be all that an amateur will need, as only a little is used at a time.

The source of heat must be something which will produce a really high temperature. It is necessary also that the flame shall be clean. For this reason a paraffin blowlamp or gas blowpipe are very suitable, but an ordinary clear domestic fire may also be used. By clear, I mean one in which there are no smoky lumps of coal; for preference, in fact, the fire should be made of coke, and really bright at that.

I imagine, however, that most amateurs will use a paraffin blowlamp, but the heat must be concentrated. For this reason an iron tray, filled with asbestos blocks or with coke that has already been burned, will be needed. The article to be hardened is placed on the blocks or coke and a wall of the material built round it so that the flame of the blowlamp is confined.

It is heated to really bright redness, verging, in fact, on the yellow, then withdrawn from the fire and covered with a case-hardening compound which should be handily placed in the lid of a large tin or some similar

PRACTICAL ASPECTS (Contd.)

shallow receptacle. The heat of the article will cause the powder to melt and to run over the whole surface. The article should be rolled about in the compound to ensure that it is well and truly coated.

When it has cooled to a dullish red, it is again placed in the fire when the clinker-like coating then adhering to it will again melt and run. Raise the article to bright redness and plunge it at once into a bucket of clean cold water.

Take care, by the way, when doing this, to keep the face averted, because the casing compound is apt to fly when it comes into contact with the water and the pieces can be painful, even if not dangerous, if they get into the operator's eyes.

When removed from the water, the article will have a greyish appearance and will possibly still have some compound clinging to it. This can be removed, and the surface polished, by the use of emery cloth, and one can test the hardness by means of a dead smooth file, which, when pushed hard on the surface, should merely slide over it without cutting.

Two variations in the hardening method just described may be mentioned. A greater hardness can sometimes be obtained by using salt water as the quenching medium, but it gives rise to a risk of surface cracks. The other point is that some operators claim to obtain greater core toughness by allowing the cased article first to cool in air, then reheating it and quenching in the usual way.

To Prevent Warping.

The tendency for articles to distort slightly when plunged into the water can sometimes be avoided by floating a piece of tissue paper on the surface of the water and submerging the paper with the article to be hardened, which, if it be of flat or cylindrical shape, should meet the surface horizontally.

Where the risk of warping does not arise, the article should be "swished" round in the water so that it is cooled as quickly as possible. If it be merely dropped in and left it will vaporize the water in contact with it and so form a kind of insulating skin of steam. Until this has been dissipated, the part will remain hot, and so fail to attain the necessary degree of hardness.

It sometimes happens that the part will shrink slightly when quenched. If, therefore, it is something which must be a tight fit in a hole, one should guard against the risk of shrinkage by making the part two or three thousandths oversize. If no shrinkage occurs, the excess metal can be removed afterwards with emery cloth.

Sometimes it is desired to harden one portion of an article whilst leaving the rest of it soft. Normally, it is extremely difficult to prevent the case-hardening compound, however carefully applied, from creeping, whilst furthermore, even if the compound itself can be located between defined points, the gases evolved upon reheating have a definitely hardening effect—and one can scarcely hope to keep a gas within bounds.

In works practice, the trouble is avoided by initially copper-plating those parts which must be left soft. This is a method which can hardly be operated by an amateur, but similar results may generally be obtained by coating with fireclay the parts which are to be soft.

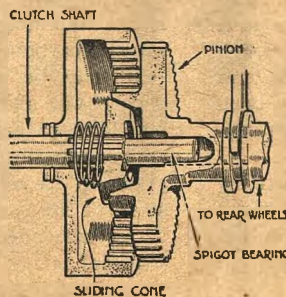
Hardening Limitations.

As I can never know the experience of those who may read these pages, it would perhaps be advisable to mention, in connection with case-hardening, that the method cannot be applied to metals other than iron or steel. Similarly, no attempt should ever be made to case-harden a brazed article, because the hardening temperature would melt the brass and, even though it may be argued that this would set again upon being quenched, the strength of the joint would be entirely destroyed, not only by the action of the gases in the hardening compound, but also because one would never quench a brazed joint in any case, as the brass becomes soft and even crystalline.

There is a number of small parts on a car which will last very much longer if they be case-hardened and any keen amateur can profitably spend a little time dealing with them. The ones I have in mind are brake rod eyes, pins and fork ends, brake lever ratchets and pawls, control joints and similar parts, many of which will occur to my readers. I must warn amateurs, however, against attempting anything at all ambitious in the case-hardening line, such as the manufacture of gudgeon pins, steering king pins and other really important parts.

How it Works—10

IN order to change gear silently it is essential that the teeth of the wheels to be meshed be rotating at exactly the same speed. This will be clear if one considers a gearwheel running at a high speed; the teeth will form in effect a solid wall when viewed sideways. If another gearwheel, at rest or rotating slowly, be brought against the high-speed wheel with the idea of sliding it into mesh the attempt will fail. This is because the rapidly moving teeth of the first wheel act as a barrier. If the second wheel be speeded up, however, a point will be reached when its teeth have the same speed, or linear velocity, as those of the first wheel. At that stage the teeth will slide as easily into mesh as they would if both wheels were stationary.



A Synchromesh Gear

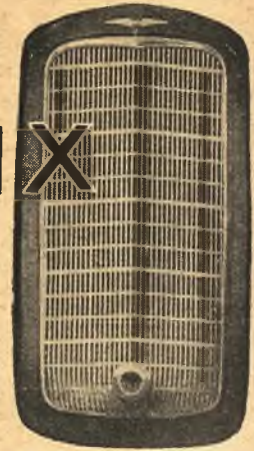
Considerable judgment is necessary, when changing gear on a car not provided with synchromesh gears, to attain the relative gear velocities by manipulation of clutch and throttle. A synchromesh gear, however, sets the velocities automatically. The normal dog clutches, by which the respective gears are engaged, work in conjunction with small cone clutches. When a gear is to be engaged the driving and driven members of the clutch come into contact first and slip occurs until the speeds of the two members are equal. At that moment the dog clutch slides into engagement, smoothly and silently, because the speeds of the gears have been accurately matched or synchronized by the initial action of the cone clutch.

# THE HILLMAN MINX

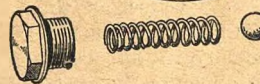
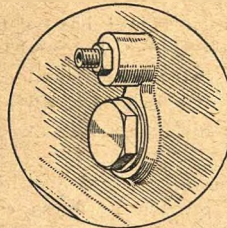
## TUNING AND MAINTENANCE

(Part II)

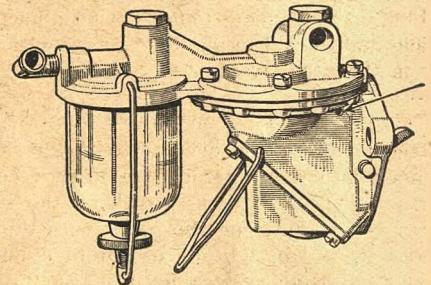
### Useful Hints on the Engine and Clutch— A Worth-while Petrol Pump Modification



(Left) A non-adjustable ball release valve is used in the engine lubrication system. By removing the hexagonal cap (in circle) the spring and ball are disclosed.



(Right) Owners of early models should examine their petrol pumps to see if there is a small hole where indicated by the arrow. If not, one should be drilled.



IN this instalment attention will be paid chiefly to the power unit. Some of the information which follows, although it is of rather an unusual nature, is applicable to other makes and will no doubt be of interest to many readers, even though they do not own a Hillman Minx. In other cases the matter applies solely to this make of car.

Any engine requires clean oil. In the "Minx" the crankcase drain plug will be found on the near side towards the front of the sump. The amount of oil required for a refill is 7 pints. Above the drain plug will be seen the dipstick, which, of course, should be examined periodically to make sure that there is plenty of oil in the engine.

To ensure long life it is well worth while to add colloidal graphite to the lubricating oil and an upper cylinder lubricant containing the same ingredient should also be employed. If at any time it is noticed that the oil pressure drops, although there is ample lubricant in the sump, the oil release valve should be cleaned.

This mechanism, it may be noted, is not adjustable. It will be found on the near side of the engine, about halfway along the crankcase, its only visible part being a large hexagon. This, in fact, is a plug. When it is removed a helical spring will be seen and behind that again is a steel ball. To cure low oil pressure these three parts should be removed and cleaned. The aperture into which they fit should also be cleaned before they are returned to their normal position.

#### Faulty Engine Reassembly May Cause Vibration.

Three-point suspension on rubber is used for the power unit of the "Minx." The two front supports are not adjustable, but if the engine is removed from the frame at any time care should be taken that the correct number of packing washers is used when the unit is replaced.

At the back, however, adjustment is provided. Between the gearbox and the propeller shaft there is a large piece of rubber surrounded by a steel strap which clamps it to a cross-member of the chassis. Several different forms of attachment for this strap have been used, one of them being illustrated in an accompanying sketch.

If it is noticed that there is much vibration when the engine is pulling at low speeds, the steel strap should be pulled down a little tighter. Conversely, vibration at high engine speeds shows that the strap is too tight and it should, therefore, be loosened.

Care should be taken in every case to ensure that when the engine moves on its rubber mounting it does not make contact with any other part of the car. Points which should be inspected are the dash near the cylinder

head, the sloping floorboards near the clutch cover, and the horizontal floorboards near the gearbox.

Some "Minxes" have a torque damper connecting the cylinder head to the dash. This is not adjustable and any vibration should be removed by the method already outlined. The damper spring should not be altered and the only precaution required at this point is to see that there is free movement between the part attached to the dash and the part which moves with the cylinder head.

Decarbonization of the "Minx" engine calls for no special description. As with all units it is desirable to tighten the cylinder-head nuts in the correct sequence when the head is being replaced. This sequence is clearly shown in one of the sketches. Incidentally, it is not commonly necessary to tighten these nuts except after decarbonization.

It may be well to remark that before starting to decarbonize an engine, a spare gasket should be obtained. Its standard price is 3s. and the gasket is of the usual copper-asbestos type. A novel and useful hint has been given to us by the Hillman service department. Instead of the usual sticky compound, water-pump grease is recommended as a dressing for the gasket. This material is not removed by the water and it forms a good joint if smeared on both sides of the gasket.

Normally, the Hillman Minx engine remains comparatively cool. In winter weather a part of the radiator can be blanked off, but a better method is to remove the fan. This is bolted to the dynamo pulley so that the

old trick of removing the belt cannot be used. It is, however, even easier to undo the screws which hold the fan to the pulley and remove the fan itself.

No special hints are required for starting the engine from cold, but it may be worth emphasizing that the accelerator pedal should not be touched. It is desirable to get the engine warm as soon as possible, and if the car is not driven away as soon as the engine is started, the latter should not be allowed to tick over gently. Instead, it should be set to run at a speed equivalent to about 20 m.p.h. in top gear. This can usually be estimated by ear.

Turning to the fuel system, all except the earliest "Minx" cars have a hand-primer on the mechanical petrol pump. This has two uses. If a car has been standing idle for days, it is worth while to use this lever before attempting to start the engine. In that way one ensures that the carburetter float chamber is full. This saves the starter and the battery from a good deal of unnecessary work.

A secondary use for the hand-primer is to test the fuel system when this is suspected to be at fault. If no petrol reaches the carburetter when the lever is worked, there is certainly something wrong. The next step would be to slacken the nut where the pipe to the carburetter leaves the pump.

Petrol should then leak from this union when the primer is operated; if it does not, one can safely assume either that the pump itself is defective or that no fuel is reaching it. The latter may conceivably be due to an empty tank, but supposing this has already been checked it remains only to be sure that there is neither a blockage nor a leakage in the pipe from the tank to

### HILLMAN MINX TUNING AND

### MAINTENANCE (Continued)

the pump. If that is above suspicion, the pump itself must be at fault, but its rectification is work that is best left to an expert. Before leaving this matter of the fuel pump, owners of early models

are advised to look for the small hole to which an arrow in one of the sketches points. If no such hole is to be found, one of about 1/8-in. diameter should be drilled at this point. It enables vapour from the crankcase to flow past the pump mechanism and this, in turn, causes a film of oil to be deposited on the moving parts.

No lubrication is required by the clutch. The withdrawal bearing incorporates a solid graphite ring which attends to this matter automatically. There is, however, one adjustment occasionally needing attention.

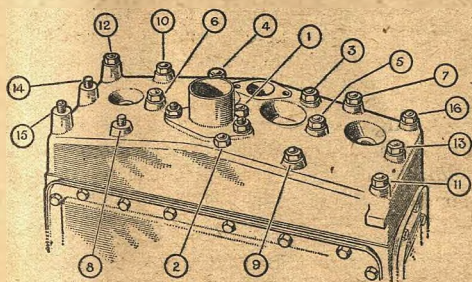
At the bottom end of the clutch pedal there is a metal pad which bears against the head of a set-screw carried in the end of the clutch shaft lever. A spiral spring pulls the lever towards the clutch pedal. To check the clearance the lever should be pressed in the opposite direction until it is felt to be making contact inside the clutch. It should not be pressed sufficiently far to start withdrawing the clutch. There should then be a gap of about 3/32 in. between the end of the pedal and the adjusting screw. Before this gap can be altered it is necessary to undo the locknut which will be found on the adjusting screw.

### Clutch Operating Gear.

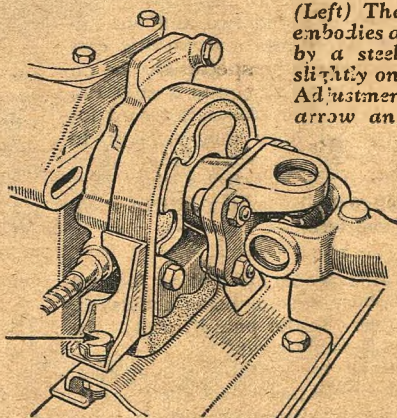
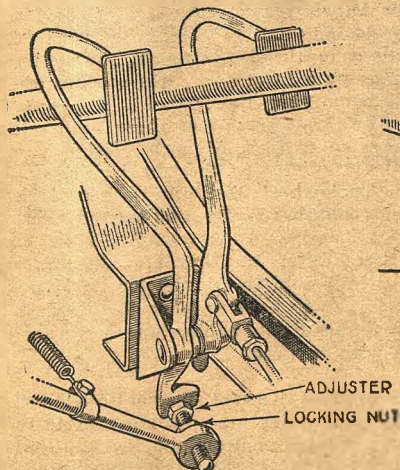
Although no parts of the clutch itself require lubrication, it is a good plan to apply a drop or two of oil to certain places on the operating mechanism. For example, the pin on which the pedal is mounted may well be lubricated occasionally. This applies also, of course, to the brake and accelerator pedals.

No harm will be done, and perhaps a little extra sweetness in operation will be obtained, by putting a spot of oil between the head of the adjusting screw and the end of the clutch pedal. While in that neighbourhood with an oil can the joints in the brake rod and the accelerator control should not be overlooked, and it is worth while also to use a small amount of thin oil on the wire controls from the facia-board. The oil should be applied at each end and will soon find its way along the casings.

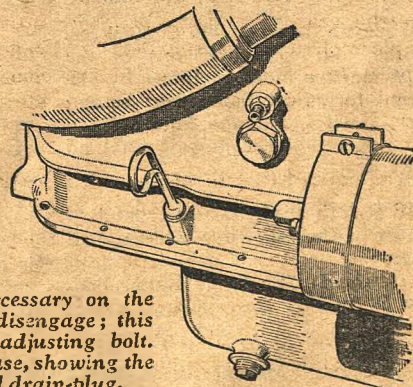
(To be concluded)



(Above) A view of the cylinder head showing the order in which the holding-down bolts should be tightened. Nos. 8, 14 and 15 carry the dynamo bracket.



(Left) The rear mounting of the engine-gearbox unit embodies a block of rubber clamped to a cross-member by a steel strap. The actual arrangements differ slightly on various models, but that shown is typical. Adjustment is effected by the nut indicated by the arrow and by a similar nut on the farther side.



(Left) Slight free movement is necessary on the pedal before the clutch begins to disengage; this sketch shows the position of the adjusting bolt. (Right) The rear side of the crankcase, showing the pressure relief valve, dip-stick and drain-plug.

## Le Mans Entries— Stanley Cup Revived —More G.P. Alfas

AT round about 3.55 a.m. last Monday there occurred to me the true definition of an enthusiast. An enthusiast is one who, being neither a Pressman nor an R.A.C. official, nor anything to do with the trade, voluntarily rises at 2.30 a.m. for the pleasure of welcoming the John o'Groatsians at the London control.

This definition is guaranteed watertight. There are no enthusiasts. . . .

Unfortunately (or fortunately—have it your own way) this page goes to press a few hours too early to include any sort of commentary on the closing stages of the Rally. I shall, therefore, say only this: if he knows his job, the reception clerk in Valhalla will be labelling a couple of seats **RESERVED**. Tenants to be—Jackie Astbury and her co-driver, who tossed such a nimble dice with death between John o'Groats and Aberdeen.

Expressions of condolence, worded with great dignity, on the death of King George V, were conveyed by Capt. F. E. Nord, the only foreign competitor using a British route, from Major Huhnlein, German motor sport dictator, to the R.A.C., as the body representative of British motoring sportsmen.

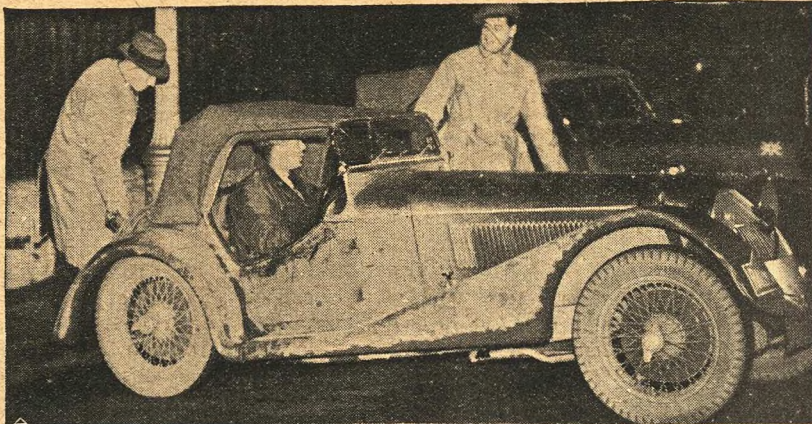
NOW that the Ulster Rally is no longer to be run on Rally lines, it has been re-christened the Circuit of Ireland Trial. In view of the stiffening up of the road section, the eliminating tests are to be eliminated.

NEWS of Le Mans entries continues to trickle in. Lord Howe is now on the *liste des engagés*, car not nominated. Same applies to one Moly. Then there is another Bugatti, making three to date, the driver of which is wropt in anonymity. The works Frazer-Nash will be manned by Fane. Austins are to send four cars, two woman'd by Mesdames Petre and Wisdom. Fairfield, Davis and Brackenbury are three of the five official Aston Martin drivers. Ian Connell has acquired, and will enter, one of the T.T. Magnettes raced in Ulster by the Evans *equipe* last September; second driver, Nevil Lloyd, the funster.

All this brings the present total up to fifty-five.

THE R.A.C. announces the abandonment of the following International fixtures:—

**Switzerland:** St. Moritz Rally, February 9 to 16. **Italy:** Circuit de la Superba, April 19; and San Remo Rally, May 21 to 24; and Circuit de Biella, June 21. **France:** Circuit des Vosges.



LONDON AT LAST! Monte Carlo Rally competitor W. Innes (Riley Sprite), arrives at the Pall Mall control in the grey of Monday's dawn. The R.A.C. Scrutineer, Mr. M. Hudlass, plies his trade at the back.

# Sports Jottings

By  
The Blower

THE Stanley Cup inter-club race-meet, which disappeared off the face of the calendar last year, will be with us again this Spring. New course and new organizing club. To wit, Donington manufacturers' circuit and Frazer-Nash C.C. Date March 28. Good.

The programme to comprise a ten-lap scratch race and two and four-lap handicaps for sports and touring cars only; then there may possibly be an event for racing cars and a solo run by somebody to establish a record for the circuit. I hope they manage to fix in a racing car event. There must be many duller spectacles than that of Donington's upper ten hitting it up on the short course.

THE Alta people are looking forward to a busy season, being convinced, as their Mr. Taylor puts it, that "the job is reasonably right."

A certain very well-to-do young man, who must be nameless for the present, is adding an Alta to his already large stable. One Wakefield, a branch of the Castrol tree, is graduating from motorcycle racing to another Alta. Two more are taking up residence in Robin Jackson's outfit.

Taylor and Cormack will use blown

1,074 jobs in road races and possibly a new 2-litre late in the season. Other 1936 Altists: Lord Avebury, Whitehead, O'Boyle, Sullivan, Bartlett and Dwyer.

ANOTHER club besides the North-West London has accepted Sunbac's trials challenge. This time it's Lancashire and Cheshire. The terms of the challenge, you remember, are: Any course, any cars, teams of any strength from six to twelve, most clean climbs decide winner.

The match with North-West London is to take place on the Sunday following the Colmore Trophy, which is to say, February 23. Both teams for-gather at Cheltenham on the Saturday night and consume a costly meal. The morrow's losers foot the bill. C. F. Dobson will captain the Londoners.

LOOKS as though there should be quite a useful muster of 1935 monopo-sto Alfas in circulation over here this year. Chris Staniland and Charles Martin have a 3.2-litre apiece and Woolf Barnato is said to be mounting somebody else on a third.

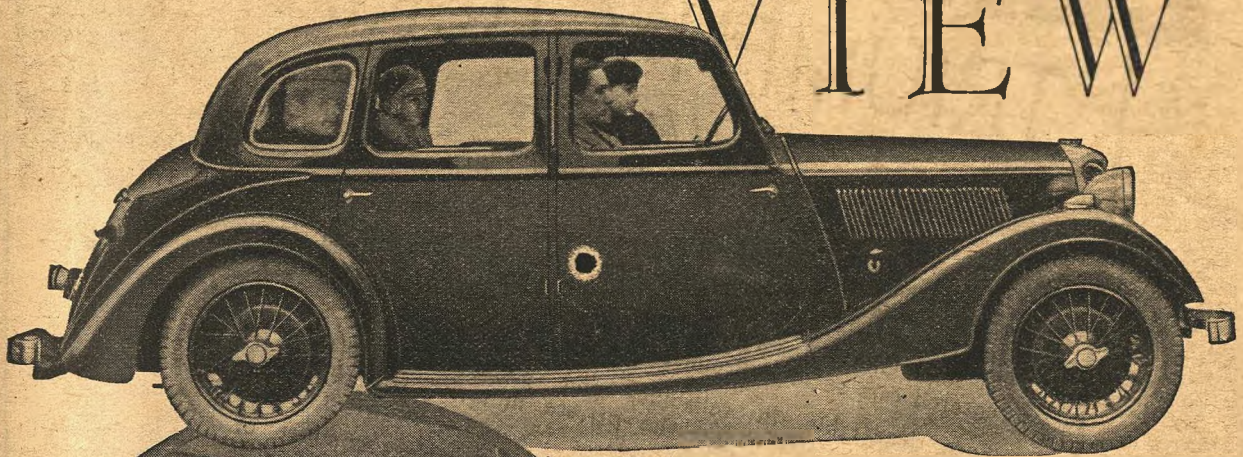
TIME was when no great difficulty beset the trials organizer who put locked axles on the list of Thou-shalt-nots. Nowadays the enforcement of the ban is not so easy. . . . A device for locking and unlocking the cogs at will from the driving seat, simply by fingering a little lever, has been in use for some time now.

The owner of one of these could—if he were capable of such chicanery—submit quietly to the old jacking-up-one-back-wheel test, and then lock everything when the mud started. Fie!

IN addition to the T.T. Magrette already sold to Connell for Le Mans, the Evanses have another for disposal. A Rudge Cup qualification is thrown in with this car.

Complete lists of International and British fixtures are now obtainable in convenient form from the R.A.C., Pall Mall, S.W.1, for the price of a stamped addressed envelope.

# ROOM - and a VIEW



FIVE passengers are accommodated, all within the wheelbase. SIX windows, in conjunction with the single piece screen and large rear window, give open car vision and draughtless ventilation. Leg room is increased and levers are banished from the front floor. Experts say this is the finest all-purpose Riley ever built, but we shall be more interested in *your* opinion. Take a trial run and let us know what you think about this new 5-seater Riley.



## ADELPHI

*The Car for the New Outlook*

RILEY 6-LIGHT 5-SEATER "ADELPHI" COACHBUILT SALOON.  
 1½ Litre (Tax £9 0 0) £350. Other Riley models from £269.  
 Triplex Glass and Dunlop Tyres. Riley (Coventry), Limited,  
 Coventry.

JANUARY 31, 1936.

# LEADERSHIP

## TRIUMPH-GLORIA

*Beautiful to look at -  
thrilling and safe to drive.*

In 1934 and again in 1935 Triumph-Gloria cars won the Monte Carlo Rally (Light car class), the most arduous motor trial in the world. In the last International Alpine Trial the Triumph-Gloria team won its class and two other privately entered cars secured Premier awards.

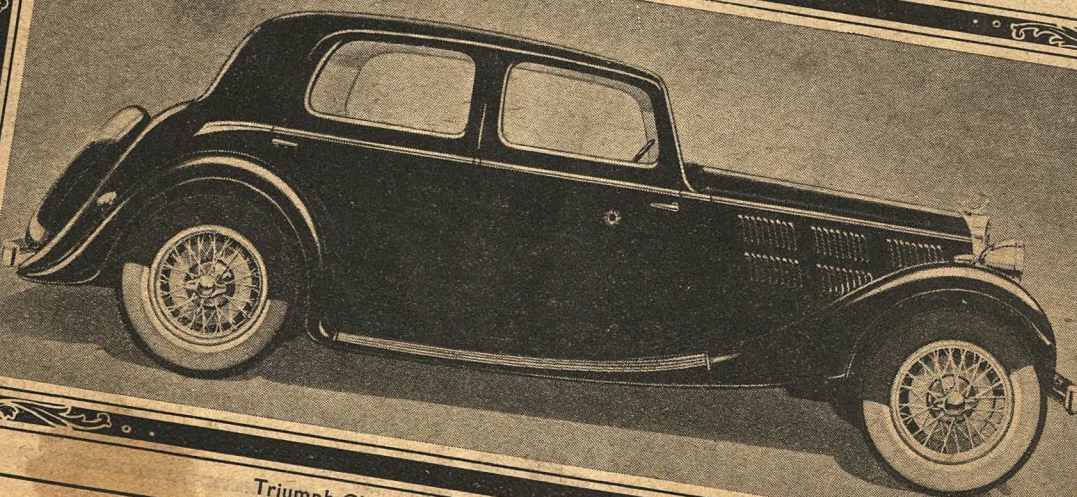
Such leadership in reliability and performance guarantees complete satisfaction for the private motorist who makes a Triumph-Gloria his choice.

The incomparably graceful appearance and perfect comfort of these fine cars is largely due to the refinements possible with hand constructed coachwork as opposed to the use of pressed steel panels by mass production methods.

Prices of saloons range from £288 for the "Twelve" and any reputable dealer will gladly arrange for a trial run, take your present car in part exchange and, if desired, arrange for payment to be made over a period. A catalogue will give you particulars of 12 different body styles—may we send you a copy?

**TRIUMPH COMPANY LTD.  
COVENTRY**

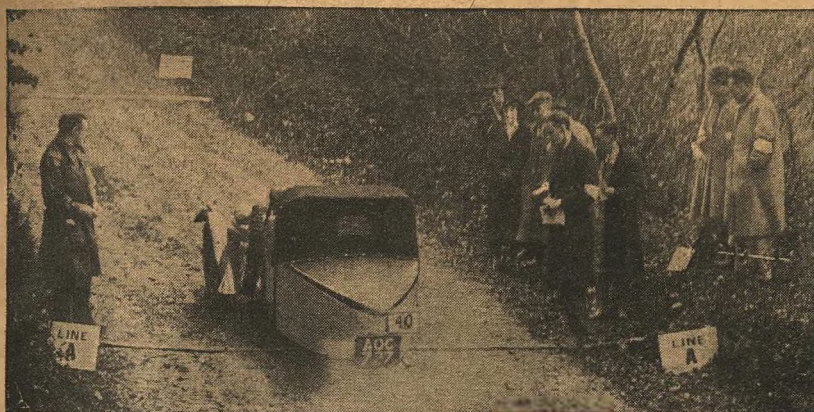
*London Showrooms:*  
**NEWHAMS LTD., 40-41, BERKELEY ST., W.1**



Triumph-Gloria "Twelve" 4-cyl. Vitesse Saloon, £318

WHEN REPLYING to advertisements, mention "THE LIGHT CAR."





**WITH TWO ENGINES!** An extra engine of 250 c.c. was fitted in the locker of E. J. Cope's B.S.A. (here seen in the Harcombe test) in the Exeter Trial. It was coupled to the rear wheel, thus giving three-wheel drive.

## Future of Morgans— A Driving Test Ab- surdity—Useful Hints

mium on ultra-low gears and exceptionally tenacious wheel grip.

Given a good power-weight ratio—which goes without saying on all three-wheelers—the former are quite unnecessary for ordinary motoring; very low gears are, in fact, a definite handicap if really snappy performance is required on normal roads. No one can blame three-wheeler makers for not providing them. Rather the reverse.

As to wheel grip, I don't think anyone will accuse me of betraying the three-wheeler cause if I admit that the small four-wheeler with competition tyres (and possibly a solid axle) is less likely to fail on a hill through spin. On the other hand, and this is the point that matters, three-wheelers have more than ample wheel grip for all ordinary use.

In short, of the two characteristics which handicap three-wheelers in trials, one is of no importance in normal use and the other is a definite advantage.

\* \* \*

**THREE-WHEELER** owners, in common with others who run cars of low build, are apt to suffer particularly during the winter from dirty wind-screens. A good plan, therefore, is to carry a moist chamois leather in a sponge bag. It will remain damp in the bag and will thus be instantly available for cleaning the glass.

\* \* \*

**HERE** is a useful timing hint for B.S.A. twins. Owing to the position of the contact breaker behind the engine, it is not very easy to see exactly when the points separate. An exact indication can be obtained, however, if the low-tension lead is disconnected from the coil terminal marked "C.B." and a six-volt bulb wired in the circuit.

So soon as the engine is switched on, this lamp will light (assuming the points are in contact, of course) and will remain alight whilst the engine is turned slowly by hand until the points separate; the moment this happens the lamp will go out, so indicating the exact position that the points separate and the spark normally occurs.

\* \* \*

**I SPOTTED** a very neat improvised dash-lamp on a super-sports Morgan recently. The owner had simply fitted two tool clips beneath the projecting portion of the scuttle so that they would hold a small cylindrical torch (of the type that can be obtained for a few pence) in a transverse position, where it gave good instrument illumination without causing dazzle to the driver.

A useful feature of the idea is that the torch can be instantly detached if it is required for adjustments, map-reading, and so on.

**T**HE advent of the four-wheeled Morgan—by all accounts a very attractive vehicle, by the way—may have occasioned one or two Morgan enthusiasts some concern regarding the future of the three-wheeler range.

The Editor tackled "H.F.S." on this very point, and his reply was reassuring. The new four-wheeler is simply an additional Morgan venture and will not in any way affect the future of the famous three-wheeler range.

What Mr. Morgan has done, in fact, is simply to carry into effect the oft-expressed wish of those who admire the Morgan but have a prejudice against anything with less than four points of contact with the road. Considering the number of car folk who have said what a fine thing it would be to have a Morgan with an extra wheel, the wonder is that he has not done it before.

**A** KNOTTY point arose in the office the other day when a girl wrote asking if she would be allowed to take a friend along to start the engine of her Morgan when she went in for her driving test. Apparently, she had gone into joint ownership with aforesaid friend of a fairly hot-stuff two-cylinder job, with the idea of taking turns at driving. As no starter was fitted and she was not equal to the task of pulling the engine over compression, she naturally needed his help in getting it going.

The point was, of course, whether this would be permissible in the special circumstances. The general opinion was that it would not, but, to make quite sure, a call was put through to the M.O.T. A very definite "No" was the answer. She would have to satisfy the examiner as to her ability to start the engine unaided or fail the test.

Thus one more futility in the driving tests comes to light. There is nothing to prevent this girl borrowing or hiring another Morgan *with* a starter to pass the test, and when she is granted her licence no one shall say her nay in the matter of driving her own Morgan *without* a starter. In other words, she has to go to the trouble or expense of getting hold of another Morgan—or an

# ON THREE WHEELS



Austin Seven, if you like—merely in order to satisfy an examiner that she can press a button.

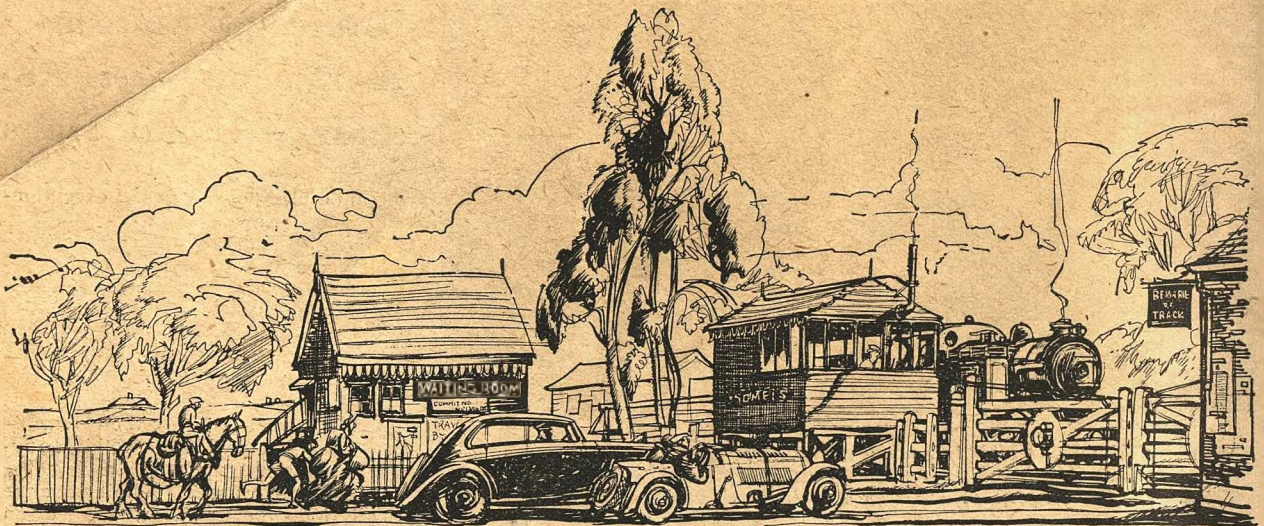
Incidentally, there is at least one American car which is sold without a starting handle and without even a hole to take one. Even Sir Malcolm Campbell himself could not satisfy the examiners if he chose to take the test in this car and the starter decided not to work at the critical moment.

A little futile, isn't it?

\* \* \*

**T**HE "Exeter" is history, by now, but I propose to refer to it because one or two readers who are not actively interested in trials have found the results rather depressing and want to know why not a single three-wheeler driver gained a premier award. As there may be others—and amongst them potential three-wheeler owners who might draw wrong conclusions—a word or two on the subject will do no harm.

First and foremost, I would stress the fact that the ideal trials car nowadays is not necessarily the ideal motor for ordinary use. Modern trials hills in M.C.C. and similar events put a pre-



# READERS' OPINIONS

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

## MOSTLY ABOUT PISTON METALS Fodder for Highbrows

Perusing the article from the pen of Mr. Mantell in a recent issue, in which the quality of pistons is discussed, the writer, while fully appreciating the excellent properties

of the R.R. series of alloys, was surprised to find a number of misleading comparisons made. Mr. Mantell compares the R.R. alloys, as piston materials, with what he broadly terms the "L" class of alloys, presumably meaning the 12 per cent. and 7 per cent. copper-aluminium alloys, L. 8 and L. 11.

Perhaps he is not aware that R.R. 59 alloy is itself known to many under specification L. 42, and that specifications with the prefix "L" include materials as widely different in properties as commercially pure aluminium, duralumin, Y alloy, silicon-aluminium alloy, copper-aluminium alloy, and others, as outlined in the British Standard Institution's specifications for aircraft materials.

Of these, Y alloy (L. 24, L. 25 and L. 35) is a well-tried and proved material for automobile and aircraft pistons, used both as castings and as forgings.

Comparing cast Y alloy with R.R. 53, the appropriate piston-casting alloy of the group, both of which are customarily used in the heat-treated condition, i.e., that of maximum mechanical properties, the writer offers the following average results he has himself obtained while testing from bars, cast and heat-treated, according to specification regulations:—

	Ultimate Stress.	Brinell Hardness
R.R. 53 alloy...	21.0	137
Y alloy ...	19.5	121

Regarding strength at elevated temperatures, and quoting from literature published by the manufacturers of R.R. alloys, the tensile strength at 250 deg. C. is as follows:—

R.R. 53 alloy ...	19.5 tons per square inch.
Y alloy ...	15.0 tons per square inch.

This relationship, according to your correspondent, should be 3:1 in favour of R.R. alloy.

A24

He also states that the fatigue value of R.R. 53 at elevated temperature is twice that of the best "L"-class alloy. The writer would be indebted to know where any published figures for fatigue values at elevated temperatures for R.R. alloys may be found, being himself only in possession of data formulated from tests at room temperature, in which the values for R.R. 53 and Y alloy are almost identical after 40 million stress reversals, the Y alloy being slightly the superior. A. SCHOFIELD.  
London, N.12.

### Hiduminium R.R. 53 Alloy.

We have read with interest the articles by Mr. Mantell on the subject of the unwisdom of fitting cheap oversize pistons to rebored blocks. Since Mr. Mantell makes mention of Hiduminium R.R. 53 alloy, you will perhaps permit us to draw your attention to the fact that our company has the exclusive right to the use of this alloy for the production of automobile pistons in this country. The B.H.B. piston is the only piston in this country made of Hiduminium R.R. 53; and it is only Hiduminium R.R. 53 which is used in the B.H.B. piston.

For THE AUTOMOTIVE ENGINEERING Co., LTD.,  
Twickenham. E. DENNIS, General Manager.

### A Cheap Rebore . . . then Woe.

In view of the recent correspondence on the subject of cheap cylinder rebores, I would like to cite my own experience in this connection. When the oil consumption of my comparatively new car became unduly high, I negotiated with a specialist concern for a rebore with the engine in the frame and the supply of a set of pistons they thoroughly recommended. A well-known boring machine was used and I myself carefully tested the alignment of the connecting rods and also the big-end condition before the engine was reassembled; the

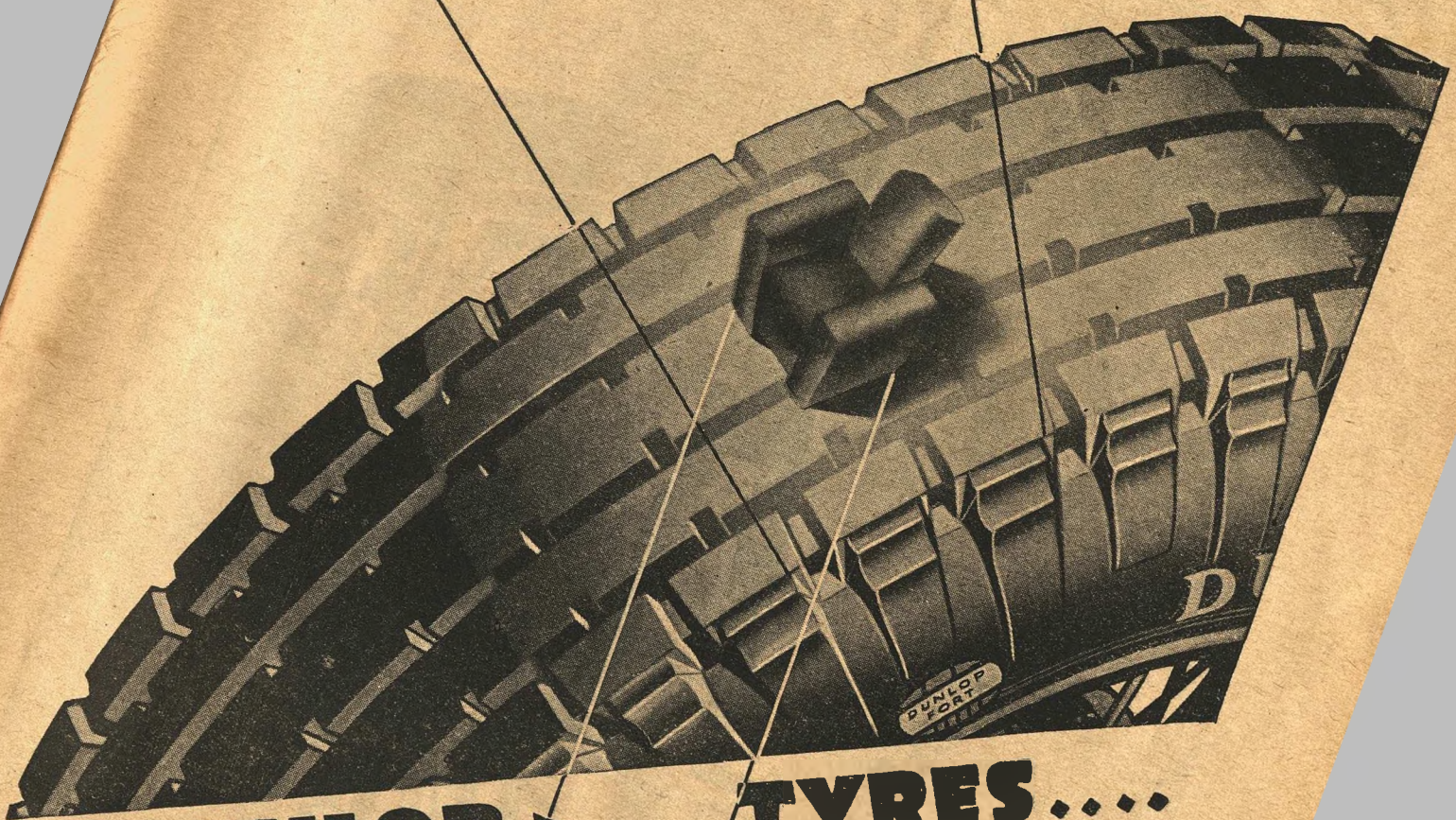
### High Consumption Stays High.

JANUARY 31, 1936.

The Light Car 7

# COMFORT

The comfort which comes from the unequalled resilience of Dun'op Tyres cannot be fully realised until you ride on them . . . and in addition to comfort, there's quality, appearance and durability, all hallmarks of excellence in



## DUNLOP TYRES . . .

# 90

WITH THE LONGEST  
NON-SKID MILEAGE

DUNLOP RUBBER COMPANY LIMITED,  
FORT DUNLOP, BIRMINGHAM.  
*Branches throughout the World.*

C.R.H.

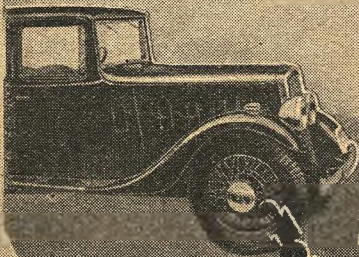
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IN WINTER

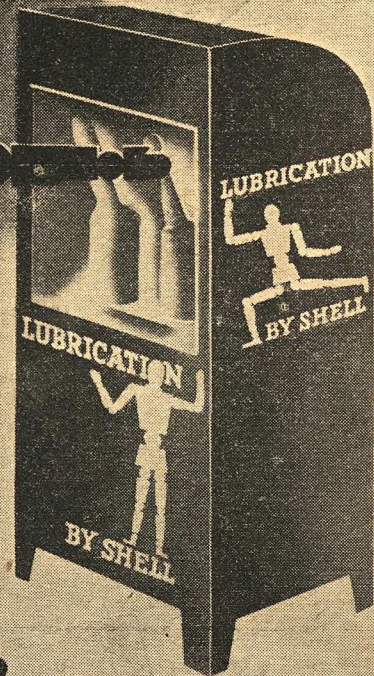
**DOUBLE**

**SHELL**

LUBRICATING **OIL**



RECOMMENDED BY



*Austin*

WHEN REPLYING to advertisements, mention "THE LIGHT CAR." It helps the advertiser and you, and assists the small car movement generally.

**READERS' OPINIONS . . . . . Contd.**

accuracy of the boring I took for granted, in view of the assurance given me by the company in question and their experience in this class of work.

Sad to relate, however, the oil consumption proved to be as bad as ever. Therefore, possessing all the necessary instruments, I myself removed the head for checking purposes. I found that the middle two cylinders had been bored more than .002 in. over the required size and the others more than .001 in. These figures by no means conformed to the limits of accuracy which I had been led to expect.

When at length I received a reply to my letters of complaint, I was advised to run the engine in for a time. This brought no improvement, and I had eventually to resort to other means, which caused no end of trouble, expense and inconvenience.

CHARLES BAXTER, A.M.I.Mech.E., M.I.A.E., etc.  
E. Molesey, Surrey.

**Try This Experiment One Day.**

May I recommend this little experiment to any of "Indicator's" readers who are worried because they cannot see both front wings from the driving seat of their cars?

*Good Practice for Kerb-groppers.*

Drive out on to an empty road, preferably one with proper kerbs, and park, as you think, within six inches of the kerb. Then get out and measure the actual distance of the front wheels from the edge of the road, get back in the car and make a mental note of the part of the bonnet from which the line of the kerb seems to be running. Repeat this performance at varying distances up to, say, 6 ft. from the kerb, and you will have a good "ready reckoner" for spare space. Incidentally, you will probably find that at the first few attempts, the distance you fondly thought to be 6 ins. is actually about 1 ft.

R. H. BLACK.  
London, S.E.

**"Absolute Mastery" Behind a Flat Screen.**

"Indicator," in his discussion of the field of view from a modern car, misses the most important point. No experienced driver really needs to see his front wings—only novices and "can't learners" (of whom there are too many) do not know the width of their cars, but even for the best of drivers, the black-out caused by the front pillars of the body is often serious. Some cars are worse than others in this respect, but practically every saloon leaves much to be desired.

*Try It and See.*

Even pressed-steel bodies, although better, on the whole, than the coachbuilt pattern, have solid pillars beside the windscreen which considerably reduce the driver's view. If any sworn saloon driver should think I am talking out of the back of my neck, let him try the effect of driving an open sports car with the screen folded flat. The feeling of absolute mastery has to be experienced to be believed.

Worthing. A.M.D.

**Variable-gear Superchargers.**

In his recent letter on the pros and cons of variable-gear superchargers, Mr. Laurence Pomeroy, Junr., stated that blowers giving a boost pressure of some 4.5 lb. per sq. in. at 15 m.p.h. on top gear and rising to a maximum of 10 lb. per sq. in. at high engine speeds have many advantages. This statement is surely rather surprising in view of the fact that Mr. Pomeroy has quite a lot to do with the manufacture of large—one might almost say oversize—blowers of a type which supply a good boost at low speeds and are automatically throttled at high speeds to prevent an excessive pressure. [We do not altogether follow this line of reasoning, but perhaps it will be clear to Mr. Pomeroy.—Ed.]

*Questions for Mr. Pomeroy.*

And now I should like to ask Mr. Pomeroy a few questions. The object of a variable-gear supercharger drive would, I presume, be to propel the blower fast in relation to the engine at low speeds and slow relative to engine

r.p.m. at high speeds. Would much power be wasted in driving the supercharger fast when ambling along at 20 to 30 m.p.h. with the throttle almost closed?

What are the disadvantages attaching to an abnormally low compression ratio, high supercharge pressure and high gear ratio? Does the high gear ratio counteract the poor thermal efficiency resulting from a low compression? Finally, is it possible to obtain as much power using a low compression and a high boost as in the case of normal compression and normal boost?

K. S. ALDERTON.  
Harpenden, Herts.

**Spotting Still-life Obstructions After Dark.**

Your contributor, "Indicator," recently suggested that the use of red lights should be made illegal, except for traffic robots. Rather than do this, I think it would be wiser to replace red traffic lights with violet ones. This is a colour rarely seen, but it is astonishingly penetrating and arresting. It would inconvenience no one to make the use of violet lights for other purposes illegal.

W. B. HUNTLY.  
Acton, W.3

\* \* Mr. Huntly appears to have misread the paragraph in question. Actually, "Indicator" suggested that a distinctive colour should be used on all stationary obstructions, making no specific mention of traffic lights.—ED.

**Contributors Corrected and Commended.**

"Indicator" has suggested that "nant" is Welsh for pass. Actually, I believe he will find that nant means brook or dingle, as, for instance, in Tom O' Nant, meaning Tom of the brook or dingle. The Welsh word for pass is Bwlch—witness

"Nant" Means Brook.  
Bwlch Tryfan, or the Pass of Tryfan.

Please give Mr. L. Mantell a pat on the back for me: his articles make pleasant reading. His recent comments on cheap pistons and rebores I am cutting out and sending, together with certain personal observations, to the concern which rebored my present engine some 6,000 miles back. The job cost nearly £10, and the oil consumption is now 350 m.p.g.

Surbiton. G. B. SMITH.

**More Than He Bargained For.**

I had occasion recently to write for a new spring for my screenwiper, which is of the type described in your "Practical Aspects" dated January 3. The spring had broken at one end and, as was obvious from examination, it was only necessary to undo the small screws at each end to remove the spring and fit another. I must not do this, however. Oh! no, the makers cannot supply the spring as a spare—one must purchase the whole contact breaker on the insulated plate, price 3s.

I do not complain about the price, which was quite reasonable, but why must I be obliged to have all these etceteras when only the spring was required?

W. E. PHILPOTT.  
Rye.



DECORATIVE lych-gate at Welford, near Stratford-on-Avon.

Technical Aspects

# CARBON FORMATION

## What Factors Govern Its Deposition in Cylinder Heads? Interesting Theories Advanced

By  
L. Mantell

SOME little time ago I referred to the apparently curious and contradictory conditions attending the deposition of carbon in certain combustion heads. I cited cases where engines which used a minimum of lubricating oil, and were also very economical in petrol, collected carbon deposit at a speed which defied explanation either on a basis of incomplete combustion or inferior oil.

Suggestions were invited from readers, and they nobly responded. The query, based upon a number of general observations but upon one case in particular, was:—What are the factors governing the rate of "coking" in combustion heads when the amount of oil used is greatly below normal and the fuel consumption very economical?

WE know with chemical certainty that free carbon must come from imperfect combustion of one or both of these hydrocarbons, and in the circumstances we are entitled at first sight logically to expect that the heavier the consumption of fuel, oil, or both, the more rapid will be the formation of carbon.

I have, however, definitely satisfied myself that this is not necessarily the case, both from general observation and from my own engine in particular. This is exceedingly economical in oil and petrol and it has also been observed that there is no great difference in the rate of carbon formation whether light or heavy petrol mixtures are used; furthermore, neither the grade of oil nor increased rates of consumption, experimentally induced by over-filling, appear to alter appreciably the speed of formation, but only the hardness of the deposit.

This is equally thick over the whole of the head, piston crowns, and all parts exposed to the flame of combustion, excepting only the exhaust valves which are free, and it builds up at an unusual speed despite fuel and oil economy. Alcohol blends slow it down greatly but nothing else appears to have this effect.

Different compression ratios varying from 4.6:1 to 5.8:1 do very little, and, although having the head plated with copper softened greatly the carbon coating it did not appear to alter its rate of formation.

To this exposition of the problem many letters were received, some of which contained the most useful suggestions.

Mr. F. M. Anderson, of Bramhall, Cheshire, presented some views thereon in a particularly attractive manner

and pointed out that if fuel and air are metered in their correct chemical weight to burn all the hydrogen to water and all the carbon to CO<sub>2</sub>, with additional air to deal with any sump lubricant reaching the combustion head and a still further addition to ensure a little definite mixture weakness it would appear theoretically impossible for such an engine to produce free carbon.

If it did so it would seem a foregone conclusion, chemically speaking, that if sufficient additional air were introduced by a correctly manipulated "extra air" device that engine would be scientifically bound to burn itself clean, and yet in practice it does not do so.

Mr. Anderson advances the theory that this may be due to the interim carbon formation being in an allotropic form which—like the diamond for instance—is combustible in oxygen but not in air, and asks—"If not, is there any other statement which will explain the existence of carbon deposit in a petrol engine run on a very weak mixture?"

To this I advanced a counter theory which seemed to him a little more tenable, namely:—It is definitely certain that although we loosely assume comparatively perfect admixture of the elements composing the live charge, the fuel content, in actuality, is never fully evaporated, however lean the mixture, and down to a maximum impoverishment a "close-up" of the charge would still show it to be of the "mottled" order with many small nuclei of unmixed hydrocarbon.

MR. ANDERSON agrees that this sounds a tenable alternative, having regard to the apparently confirmatory proof that even with the leanest mixture a white surface exposed to the efflux from the tail pipe will quickly blacken, and adds:—"I think we might safely rewrite the problem thus—Why does one engine retain more carbon than another? Either the conditions on the heavy coker are more conducive to baking the carbon produced into a solid crust, or the engine produces a type of carbon deposit which tends naturally to cohere."

This expresses admirably the suggested resolution of the problem into one of determining—the retention rather than the formation of carbon.

Mr. E. J. Jennings, of Ilford, contributes a supporting argument to this

point of view when he says that, in his experience, old-type side-valve engines are more prone to carbonize than those with Ricardo or turbulent heads, and that engines with inclined overhead valves take longer to carbonize than any other type. This is also my experience.

Mr. E. C. Robinson, of Edinburgh, puts forward an interesting point when he says that sleeve-valve engines are more immune from deposit than any other engine regardless of the heavy consumption of oil. This is quite true, and is due, in my opinion, to the kind of turbulence produced in this type of engine and not, as Mr. Robinson suggests, to the temperature attained by the compressed charge.

SLEEVE-VALVE engines are almost perfectly symmetrical, and sections through any part of the head viewed "in elevation" will be circular when seen "in plan." The turbulence therefore is a pure whirl which very likely includes the whole of the charge and probably continues fairly briskly throughout the firing and exhaust strokes, because there is no reason why it should not.

It will be noted that the more nearly the head approaches the circular, in plan, the less carbon is formed, and as this progressively conduces to a single uni-directional charge whirl, as distinct from the multi-directional eddies which combine to form the general turbulence of asymmetric heads, one feels disposed to form the conclusion that carbon deposit is a question of charge movement.

Its "minimum" and "maximum," in fact, must correspond respectively with each end of the above scale of turbulent variations, i.e., the single rotary uni-directional whirl, as in sleeve-valve engines, compared with the non-rotary multi-directional and indefinable eddies which probably characterize the charge movements in a flat head. This hypothesis appears to fit in fairly well with the available data and opinions thereon would be interesting.

Meantime there seems every reason to think that, as Mr. Anderson suggests, the problem is one of carbon retention and not of formation.

That it is present in a free state in the exhaust gases regardless of mixture strength is sure; that this is the result of the incomplete combustion of a mottled charge seems probable; and that its retention and subsequent crusting, or its ejection is a matter of charge movements as determined by head shape seems possible—or can any reader suggest a new line of attack?

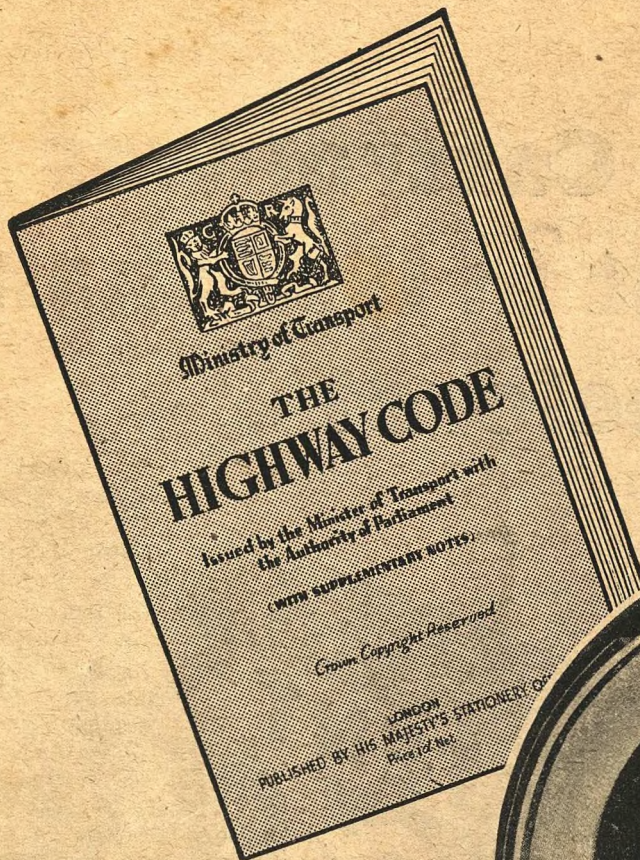
**MORE Castrol was  
bought in 1935 than  
ever before!**

WAKEFIELD  
PATENT  
**Castrol**  
MOTOR OIL  
INTRODUCED IN MARCH 1935

**— proof that  
“This is a better oil”**

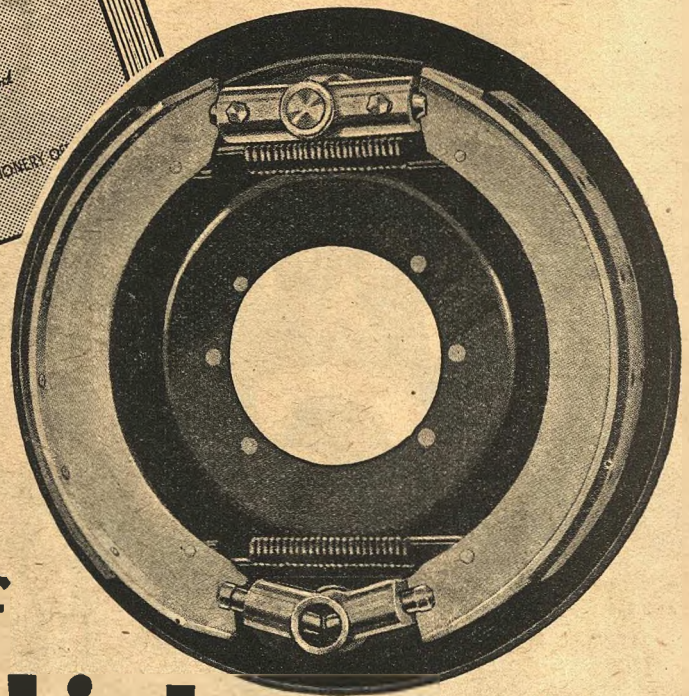
C. C. WAKEFIELD & CO. LTD., All-British Firm  
Wakefield House, Cheapside, London, E.C.2

*MENTION of “THE LIGHT CAR” when corresponding with advertisers assists  
the cause of economical motoring.*



Mr. Leslie Hore-Belisha, writing in the foreword of the Highway Code—published in the interests of all road users—says: "In every human activity there is a standard of conduct to which in the common interest we are expected to conform. This Code is the standard of conduct for the road.

"Respect for the Code and for the spirit underlying it is so much a moral duty that its practice should become a habit and its breach a reproach."



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AS "THE CYCLECAR," THIS JOURNAL WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER TWENTY-THREE YEARS.

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## Illuminating Figures.

THE Monthly Progress Report for November, issued by The Society of Motor Manufacturers and Traders, Ltd., sheds an interesting light on the rapid strides being made in the motor industry and the overwhelming importance of the industry to the nation at large. It reveals that in Great Britain in November, 1935, there were 10.4 per cent. more vehicles in actual use than in the same month in 1934; this includes every type of mechanical vehicle. Private cars show an increase of 14.8 per cent. The statistics show that September is the most crowded month of the year (so far as private motorists are concerned), for in 1935, 1,464,410 cars were in use. By way of contrast, however, it is evident that the number of people who lay up their cars for the winter months is steadily growing fewer, since in January there were 1,162,896 cars actually on the roads. Another interesting point is that a far greater number of motorists lay up their cars for the first three months of the year than for the last three; witness the fact that in December, 1935, there were 1,402,199 cars still in use. What of the future? The S.M.M. and T. predicts that next month 1,365,000 private cars, against 1,173,413 last year, will be in service. Finally, we may mention—again as an indication of the significance of the motor industry to the prosperity of the nation—that last July the consumption of petrol amounted to the stupendous figure of over 126,000,000 gallons.

## Lighted Beacons.

SURPRISE has been expressed in certain quarters because the Ministry of Transport has expressed its disapproval of lighted beacons—an experiment sponsored by the Borough of Ealing. Eight of these beacons have been erected, and so pleased were the local authorities with the results obtained that they decided to utilize the lamp installed for the beacon for floodlighting the crossing as well. The feeling of these Ealing pioneers may be better imagined than described when it is explained that officials of the Ministry of Transport not only turned a very cold eye on their efforts, but advised them that no grant would be made from the Road Fund towards the cost, and

as a final body blow, informed them that the Ministry would be very pleased if the status quo ante could be restored. All of which sounds very foolish and unenterprising on the part of the Ministry; but there is an important issue involved. Safety First measures like Belisha beacons must be standardized throughout the country. That in itself would be sufficient to justify the Ministry in not encouraging illuminated beacons at the

moment. Even more vital, however, is the explanation—vouchsafed by a local driver who passes frequently through the area concerned—that a false sense of security is given because, having encountered illuminated beacons, the next unilluminated one may easily pass unnoticed. Unless the system is to be standardized all over the country we must range ourselves on the side of the Minister of Transport.

## The Great Rally.

BY the time these words are in print, the first and most strenuous part of the Monte Carlo Rally will have ended and, following a day of rest, competitors are able to look forward to the comparatively free and easy atmosphere of the coachwork competition, which takes place to-morrow, and the prize distribution and celebration fixed for Sunday. The various tests, which include the famous "wobble-wobble," are, of course, designed to find winners of the two principal Rally awards, and public interest has centred in the adventures of the competitors who, starting from the uttermost corners of Europe and facing all kinds of odds, fought their way towards the final goal, Monte Carlo. The sturdiness of the vehicle, no less than the skill of the driver, counts in this severe test of endurance; wherefore the Rally has become rather more than an international sporting event. It is a standard by which the merits of the products of the individual countries concerned are judged. Great Britain, with other countries, welcomes the opportunity of exhibiting its products to the rest of Europe, and it was indeed encouraging to find that of the 105 entries received, no fewer than 33 were British. Elsewhere in this issue we describe the adventures of some of these stalwarts, and we add the sincere hope that they will figure high in the results.

## Topics of the Day

# RICH MIXTURE



## Light Car Comment and Advice

by Indicator.

### Another Mystery.

IN instruments which are produced in huge quantities at low prices, one does not look for the accuracy of scientific laboratory apparatus. Most of our instruments are really better than might be expected, but there is one that is often inaccurate—the petrol gauge.

Why this should be I cannot understand. Its fault seems usually to be that it has been incorrectly calibrated. In the car I have just been driving, my passenger noticed that the gauge showed less than one gallon. I had four more put in and it read seven.

### In Different Form.

ANOTHER gauge I have watched recently, told a different tale. At the lower end of its scale, a real gallon was represented as about three quarts. Rather above the half-way mark this mendacious instrument changed its ideas and pretended that each gallon was

nearly two. In this way it finished up all square, but that does not excuse its vagaries in between times.

One fault neither gauge possessed is inconstancy. Each instrument had its own tale and stuck to it. Consequently, the blame must lie with the markings on the dial. That being so, I wonder whether it is really more difficult to make the divisions nearly right than to make them entirely wrong.

### Episode.

CREEPING warily and alone through a London fog with my screen open, I was pondering on the great help a good passenger can be in such circumstances. Suddenly, and to my intense surprise, a pleasant voice said, "You're on the tramlines now, darling."

The explanation was *not* the romantic one you may have conjured up. So intent was I on watching the kerb and the fog immediately ahead, that I had not noticed another car draw level on my off side. Its driver and not I was "darling."

### Fog.

THAT was a nasty night. I knew next to nothing of the district—a situation that is bad enough merely in the dark, but is a thousand times worse when fog blots out everything. One peculiarity impressed me, while I and others clung grimly to the near-side kerb, I noticed that there was a distinct and separate queue



PICTURESQUE WORCESTERSHIRE. (Left) The Booth Hall at Evesham, which was used as an inn as long ago as 1580. The lower part of the building now houses shops and offices. (Right) One of the most famous villages in the country—a glimpse of the almost-overphotographed yet always picturesque Broadway.

travelling in my direction, but some yards away on the right. Whether they were following a central white line or the off-side kerb, I do not know. The former I hope, as the latter course seems to me thoroughly selfish and wrong.

One other point deserves stressing. A screen that will open to the driver's eye-level or higher is very desirable in fog. Many cars, I regret to say, are not so arranged. On them the screen opens just far enough to block the driver's view with its lower edge. Consequently, he must sit in a very awkward position with body and neck bent sideways and downwards if he is to see where he is going.

**Cornish Beam Engines.**

MATTERS mechanical interest most motorists to some extent. Many readers may, therefore, like to know that there is a movement afoot to preserve an old Cornish beam engine, before all the remaining examples are scrapped. The slump in tin-mining and the advent of the "grid" electric supply are combining to put these old stalwarts out of action. Only three remain in use in the Duchy to-day, and even these may vanish soon.

Amongst recent additions to the retired list is one of the very oldest of its type. This is the winding engine at the Levant Mine, which has closed down after being worked for 110 years. The engine has a 24-in. bore and 48-in. stroke, which dimensions are quite modest as these Cornish engines go. A "Cornish Engines Preservation Fund" has been opened, and anybody who feels so inclined can send a donation to the Hon. Treasurer, Mr. H. Mitchell, of Barclay's Bank, Fal-mouth.

**'Ware Snow.**

EVERYBODY knows that snow can be treacherous stuff. My purpose is not to remind you of that, but to mention a new way in which it can be dangerous. New, at any rate, to me.

A friend noticed during our last fall of snow that his brakes had become poor. Attributing this to water in the drums, he tried the old trick of driving with the brakes on, hoping to dry them. There was no improvement. Making the best of a bad job, he reached home

without accident, although by then scarcely any braking effect was left.

**A Distance Piece.**

INVESTIGATION in the comparative warmth of his garage showed a strange state of affairs. Between the forward side of the pedal and a part of the chassis snow had accumulated. Each pressure of the pedal squashed it up and made room for more. Eventually, there was a solid block of ice preventing the pedal from making its full travel. When that was knocked away the brakes were as good as ever.

This, fortunately, is not likely to occur on many vehicles. Not often is there anything in the way of a fixed part immediately in front of and close to the brake pedal. Nevertheless, the possibility is worth bearing in mind.

**Single Screen Wipers.**

HAVING no wish to tread on anybody's toes, I must be careful how I express my dislikes. One of them, admittedly, is the single-bladed screen wiper. This, in my view, has two serious shortcomings.

On its credit side, some folk hold it to be more reliable because its motor has less work to do, but I think the motor is usually smaller so that the presumed factor of safety is largely a child of one's imagination.

Against the single blade is its suggestion that the car owner is careless of his passenger's comfort. To sit behind a rain-speckled screen is acutely uncomfortable. That may not matter to some people.

Much more important, without a doubt, is the very poor field of view for the driver in a snowstorm. The entire near-side half of his screen forms a huge blind area—I cannot call it a spot—in which complete vehicles can be lost to view. Toes or no toes, I simply must say I loathe single screen wipers!

**Joke?**

DRIVING through Bicester recently, I blinked hard as I left the town's northern outskirts. On each side of the road was the usual piebald post. One of them supported the familiar derestricting disc, while the other faced me with a "30" sign. Since even the most bucolic official could scarcely imagine this to be correct, I suppose it was the outcome of a very highly developed sense of fun.

**The Motoring Muse**

No. 89.—MY OLD FRIEND SMITH.

(*Endless controversy seems to be caused by the pronunciation of the word "garage," says a writer.*)

*My old friend Smith, of "Beau Rivage,"  
Was strong, and of good carriage.  
But while his loved one said "Garage,"  
Poor Smith would call it "Garage."*

*She threw him out of her Delage.  
Cried he, "Do not disparage  
My humble suit!"—"Then say 'Garage,'"  
Quoth she. He answered, "Garage."*

*She let him have a hot barrage . . .  
He lost her hand in marriage.  
And still the lady says "Garage."  
And still poor Smith says "Garage."  
E.S.T.*



# CLUB ITEMS and Sporting Events

### SINGER M.C.C.

Owing to the death of King George V, the London Section has decided to cancel the supper-dance fixed for February 8. Hon. secretary, Mr. C. J. Sanford, 57 Green Curve, Banstead, Surrey.

### NORTH-WEST LONDON M.C.

The annual dinner and dance arranged for Friday last and postponed following the death of King George V, has now been cancelled owing to the impossibility of obtaining a suitable revised date at the Park Lane Hotel. Awards which would have been presented at the function will be despatched to winners through the post. Hon. secretary: Mr. F. H. Whittingham, 9-11, Poultry, London, E.C.2.

### STOCKPORT M.C.

On Sunday next, February 2, there will be a social outing to Trentham Gardens, for which members will meet at Castle Yard, Stockport, at 3 p.m.

At the recent annual general meeting the following officers were elected: President, Mr. H. E. B. Andrew; treasurer, Mr. A. Canner; hon. secretary, Mr. H. E. Theobald.

Hon. secretary: Mr. H. E. Theobald, 6, Chertsgate, Stockport.

### THREE-WHEELER CLUB (N.W. SECTION).

A scroungers' run, held by the North-West Section on Sunday, January 19, was well supported considering the wintry conditions, which made some of the "scrounges" particularly difficult. The following gained prizes: 1, Mr. S. Stokes (Morgan); 2, Mr. T. Hodgson (B.S.A.); 3, Mr. G. Boardman (Morgan). On Sunday next, February 2, there will be an impromptu run starting from Cheadle Green at 1.45 p.m. Tea will be taken at the Black Cat Cafe, Lymm.

Hon. section secretary: Mr. S. G. Withers, 3, Knypersley Avenue, Dialstone Lane, Stockport.

### ROCHESTER, CHATHAM AND D. M.C.

The following is a summary of the February programme: Sunday, 2nd, Doddington Cup Trial (course suitable for all vehicles; entry fee 1s. 6d., start Star Hotel, Rainham Road; tea and social at Doddington); Sunday 9th, support Sittingbourne M.C. Founders' Cup Trial (start the Highland Garage on the main Key Street, Detling Road, 11.30 a.m.); Sunday 16th, solo trial (start Esplanade, 10.30 a.m.); Wednesday 19th, invitation to Sittingbourne M.C. dinner (particulars from hon. secretary); Sunday 23rd, Short Rose Bowl Trial (entry fee 1s., start Esplanade, 11 a.m.); tea and social at Doddington.

On Sunday March 1, the club's annual Team Trial will be held, starting from the Chequers Inn, Doddington, at 1.30 p.m. The course is suitable for all vehicles and the entry fee is 1s.

Hon. secretary: Mr. W. Reeves, 175, High Street, Chatham, Kent.

### JUNIOR CAR CLUB.

Prior to the club's annual general meeting on January 23, all present stood in silent tribute to the late King George V. The meeting was attended by nearly 60 members, and The Right Hon. Sir Arthur Stanley was unanimously re-elected president; although he is resigning his chairmanship of the R.A.C. in May, he has consented to remain his presidency of the J.C.C. in the meantime. Mr. J. B. Andre, who it will be recalled, has presented the club with a cash prize together with the famous 200 Miles Race Andre Cup, was elected a vice-president. The retiring council was re-elected en bloc with the addition of Mr. E. H. Tustain, who fills a vacancy which existed. Major Frank H. Bale and Mr. A. I. Logette were again elected hon. treasurer and hon. solicitor respectively.

The general secretary's report confirmed the fact that the club is now 2,000 strong and still going ahead, whilst the treasurer's report showed a very successful season, the club's funds now totalling nearly £5,000.

Members are reminded that entries for the club's Fifth Brooklands Rally on Saturday, February 15, close on February 8. Details of this interesting fixture, which includes a repetition of the Monte Carlo "wiggle-waggle" test, have already appeared in "Sports Jottings." Copies of the full regulations are available on application to the J.C.C., Empire House, Thurloe Place, London, S.W.7.

*A slippery scene on Maiden's Grove in the recent M.G. Chilterns Trial. The car is J. F. Kemp's Magnette.*

### BARNET AND D. M.C.

Owing to the death of King George V the club has decided to cancel the dance fixed for Friday next, February 7.

Hon. secretary: Mrs. E. L. Angel, "Windyhills," 77, Uphill Road, Mill Hill, London, N.W.7.

### CHESTER M.C.

On Sunday next, February 2, the club is arranging a social run to watch the South Liverpool M.C. Trial. Members will meet at Chester Castle at 9.45 a.m., and after the event tea will be taken at the Loggerheads Inn.

Hon. secretary: Mr. W. E. Smith, 450, Borough Road, Birkenhead.

### SHEFFIELD AND HALLAMSHIRE M.C.

The annual general meeting has been fixed for February 14, and any member wishing to propose any alteration or addition to the existing rules should forward the motion to the secretary to-day. The club dinner was due to be held on Thursday last week, but at a special meeting held on the Tuesday evening it was decided that, in view of the national bereavement, this event should be postponed. An announcement of the new date will be made in the near future. Hon. secretary: Mr. L. E. B. Warner, 3, Watt Lane, Crosspool, Sheffield.

### KENTISH BORDER C.C.

The club's Stafford Clark Cup Trial takes place on Sunday next, February 2, starting from Maltby's Garage, Selbourne, Hants, at 12 noon. The course will be approximately 43 miles in length. An interesting feature of the regulations is that cars with solid axles are not allowed to use competition tyres. In such cases the section of the standard tyres used must not exceed the dimensions of the tyres supplied with the standard current model of the same make; in the case of "specials," the original chassis will be considered to be the make and model for this purpose.

Hon. secretary: Mr. K. R. W. Shackel, 61, Eltham Road, Lee, London, S.E.12.

### CLUB OF NOMAD MOTORISTS.

A novel event, which was not quite a treasure hunt, not quite a map-reading competition, but favoured of both, was held on January 11. Described as a General Knowledge Paper, the competition consisted of finding answers to 20 questions in a space of 1 hour 40 minutes. The answers could be found in most cases by visiting places in the neighbourhood of Godalming, from which the event started, but a certain amount of general knowledge, together with a modicum of savvy, was also required; in addition, there was a driving test in which competitors not only had to make the best time they could but were also required to estimate what that time would be.

The whole event, in fact, had the makings of an extremely entertaining afternoon, and the 20 competitors who took part found these expectations completely fulfilled. In the driving test P. N. Wood (Ford) put up the best time (27 4-5 secs.), with N. J. N. Robinson (M.G.) second (28 3-5 secs.). So far as estimation was concerned, Robinson, Miss Enticknap, G. A. Streeter, Dr. Squire and T. Peachey all estimated their performances within the required 5 secs.

The results of the General Knowledge Paper showed Streeter to be the winner with 97 marks, Peachey second with 92, and Wood and Dr. Squire tying for third place.

Hon. general secretary: Mr. C. J. Purkis, "Lynchmere," The Great Quarry, Guildford.

### FORTHCOMING EVENTS.

#### January 31.

Combined Motor Clubs' Annual Charity Ball; Royal Opera House, Covent Garden, London.

Ravensbury M.C.C. Club Night. Riley M.C. (N.E. Centre). Dinner and Dance.

Road Fellowship Club (Glasgow). Dance.

#### February 1.

Cheshire Centre A.-C.U. Dinner and Dance.

Sale and D. M.C. Support Cheshire Centre A.-C.U. Dinner.

#### February 2.

Banking and Insurance A.C. "Find-the-signposts" Run.

Chester M.C. View S. Liverpool M.C. Trial.

Harrow C.C. Mystery Run.

Kentish Border C.C. Stafford Clark Cup Trial. (Start Selbourne, Hants, noon.)

Norwood M.C. Social Run.

N. Liverpool M.C. View S. Liverpool M.C. Trial.

Ravensbury M.C.C. Run to the Chilterns.

Rochester, Chatham and D. M.C. Doddington Cup Trial.

Sale and D. M.C. Run to Bearda Hill.

S. Liverpool M.C. Trial.

Stamford Bridge Speedway M.C. Support Barnsbury Amateur Trial.

Stockport M.C. Social Run to Trentham Gardens.

Three-Wheeler Club (N.W. Section). Impromptu Run.

#### February 3.

C.S.M.A. Fifth Lecture.

#### February 5.

Voltoors M.C. Annual Dance and Presentation of Awards.

#### February 6.

C.S.M.A. (Midland). Second Annual Dinner.

Newcastle and D.M.C. Film Show.

#### February 7.

C.S.M.A. (S. Wales). Whist and Bridge Drives.

Ravensbury M.C.C. Club Night.

#### February 9.

Barnsbury Pioneers M.C. View Hartley Wintney Scramble.

Berkhamsted M.C. and C.C. Winwood Cup Trial.

Malden and D. M.C. Alpine Run.

Ravensbury M.C.C. Run to Ashdown Forest.

Ringwood M.C. and L.C.C. Jubilee Cup Trial.

Rochester, Chatham and D. M.C. Support Sittingbourne M.C. Trial.

R.P.M. Motor Club. Trial.

Stockport M.C. Lister Trophy Trial.

### NEWCASTLE AND D. M.C.

Following many requests after the recent film night, a further film show is being arranged for Thursday, February 6, at Lockharts Cafe, Nun Street, Newcastle, starting at 7.30 p.m. A feature of the evening will be a personal film belonging to a member of the M.C.C. committee, depicting scramble races, grass-track and midget car events, and shots of Donington and the Pioneer motorcycle run. A charge of 1s. 6d. per head will be made, this figure including supper. Members are invited to bring their friends. Another forthcoming fixture is the winter trial, which will be held on February 23. Further details will be announced later.

The following officers were elected at the annual general meeting, held at headquarters (Grand Hotel, Newcastle-on-Tyne): President, Mr. W. Baxter; chairman, Mr. T. E. Ryan; hon. secretary and treasurer, Mr. S. Killingbeck. The resignation of Mr. P. Crosier from the post of hon. secretary was accepted with considerable regret.

Hon. secretary: Mr. S. Killingbeck, 15, Windsor Avenue, Gosforth, Newcastle-on-Tyne, 3.

**M.G. C.C.**

A second-class award for the recent Chilterns Trial has been granted to C. T. Berridge (N-type Magnette) in addition to those given in last week's issue.

**BRITISH RACING DRIVERS' CLUB.**

Owing to the death of King George V the B.R.D.C. has cancelled its annual dinner, which was to have been held on February 14.

Hon. secretary: Mr. H. N. Edwards, Bangalore House, Newton Street, London, W.C.2.

**COMBINED CLUBS' CHARITY BALL.**

The Eleventh Annual Motor Clubs' Charity Ball will take place at the Royal Opera House, Covent Garden, London, to-night (Friday), as originally arranged.

Hon. organizer: Mr. A. E. Cooke, 91, College Road, Kensal Rise, London, N.W.10.

**STOCKPORT M.C.**

The club's Lister Trophy Trial will be held on Sunday, February 2. The event will be led by the secretary, and members should meet at the "Rising Sun," Hazel Grove, Rotherham, Yorks, at 8.30 a.m.

Hon. secretary, Mr. H. E. Theobald, 6, Chestergate, Stockport.

**SUTTON COLDFIELD AND N.B.A.C.**

The dinner and dance originally fixed for Friday last, but which did not take place in consequence of the death of King George V, has now been cancelled.

Hon. general secretary: Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham, 2.

**SALE AND D. M.C.C.**

Bearda Hill will be visited on Sunday next, members meeting at 10.30 a.m. at the Park-way Filling Station, Princess Parkway, Northenden, Manchester. On Saturday, February 1, the club will support the A.-O.U. Cheshire Centre Dinner and Dance at Clemece's Café, Chester.

Hon. secretary: Mr. H. G. Webb, Ivydeyne, Altrincham Road, Gatley, Cheshire.

**MALDEN AND D. M.C.**

An event described as an "Alpine Run" has been fixed for Sunday, February 3, starting from the Acorn Service Station, near Shannon Corner, Kingston By-pass, at 2.30 p.m. The organizer is Mr. H. S. Fitch, 25, Gibbon Road, Kingston, Surrey.

The club's annual dinner, dance and distribution of awards will be held at the Kingston Hotel, Kingston, Surrey, on Wednesday, February 26. Further details are obtainable from Mr. E. Limpus, Briarwood, Ashcombe Avenue, Surbiton, Surrey.

At the annual general meeting held on January 17 at the Hinchley Wood Hotel, Hinchley Wood, the hon. secretary, Mr. C. G. Sturgess, reported that 21 new members had joined during the past 12 months. It was stated that, owing to structural alterations at the Hinchley Wood Hotel, the club would have to find new headquarters, and the members decided that the Toby Jug Hotel would be a suitable venue. The following officers for 1936 were elected: President, Mr. C. G. Pitt; chairman, Mr. N. H. Adams; hon. treasurer, Mr. B. G. Shepherd; hon. secretary, Mr. C. G. Sturgess, "Conrod," 39, Monkleigh Road, Morden, Surrey; captain, Mr. E. S. Limpus.

The next event on the programme is a surprise run on January 26, starting from the "Acorn" Service Station on the Kingston By-pass.

**NORTH LIVERPOOL M.C.**

On Sunday next, February 2, there will be a social run to see the trial arranged by the South Liverpool M.C. Members should meet at the Tunnel entrance at 9.30 a.m., the start of the event being from Mold an hour later.

Hon. secretary: Mr. G. Bramwell, Wyndcombe, Rocky Lane, Liverpool, 16.

**ENFIELD MOTOR CLUB.**

At the recent annual general meeting the following were amongst the officials elected for the coming season: President, Professor A. M. Low; chairman, Mr. E. J. Pitcock; hon. secretary, Mr. J. H. Doncaster; hon. treasurer, Mr. A. J. Hicks; hon. assistant trials organizer, Mr. R. Harrison; captain, Mr. J. Craxford. The club will in future be known as the Enfield Motor Club in place of the original lengthy title The Enfield and District Motor Cycle and Car Club.

Hon. secretary: Mr. J. H. Doncaster, 33, Halsbury Road West, Northolt Park, Greenford, Middlesex.

**LANCASHIRE AND CHESHIRE C.C.**

The annual dinner, dance and prize distribution, postponed on Friday last on account of the death of King George V, will be held on Friday, March 6. The club's Inter-team Trial, fixed for February 1, has also been postponed for the same reason; the new date, which has the approval of the R.A.O. and the J.C.C. (who have a fixture on the same day) is Saturday, February 15.

Hon. secretary: Mr. Roland Lumby, 55, Market Street, Manchester, 1.

**BANKING AND INSURANCE A.C.**

Members of the Banking and Insurance Motoring Association decided at the recent annual general meeting to change the title of the club to the Banking and Insurance Auto Club. The following officers were elected: Chairman, Mr. E. F. D. Pottier; hon. secretary and treasurer, Mr. K. D. Jopp; hon. Press secretary and "Gazette" editor, Mr. C. S. Edden. In view of the success of the "Find-the-signposts" run another event on similar lines is being run on Sunday next, February 2. Members will meet at Shannon Corner, Kingston By-pass, at 10 a.m., and are reminded that a good map of Surrey will prove a definite asset.

Any member of a bank or insurance office, incidentally, is eligible for membership of the club. Full details can be obtained on application to the hon. secretary, Mr. K. D. Jopp, 21, South Close, Morden, Surrey.

**READER'S WANTS**

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

**Morris Miner.**—An instruction book for the 1931 o.h.v. model.—J. C. Halford, 25, Nutfield Road, East Dulwich, London, S.E.22.

**Austin Seven.**—An instruction book for the 1930 saloon model.—G. F. Taylor, 32 Shakespeare Road, Hanwell, London, W.7.

**Lea Francis.**—An instruction book for the 12-40 h.p. model.—N. H. Albion, 2 Charlotte Place, London, W.1.

**Singer Nine.**—An instruction book for the 1933 four-seater sports model.—H. J. Morsman, 21 Larden Road, Acton, London, W.3.

**COLMERE TROPHY.**

Regulations are now available for the Sutton Coldfield and N.B.A.C. Colmore Trophy Trial on February 24. This event, preliminary details of which have already appeared in these columns, is open to members of the Scottish Sporting C.C., Light Car Club, M.G. C.C., N.W. London M.C. and Singer M.C. Entries are at the rate of £1 for Sunbac members and 25s. for others, with an additional 21s. for teams of three. Regulations and entry forms can be obtained from the secretary of the meeting, Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham, 2, to whom forms should be returned complete by first post on Thursday, February 15.

**RINGWOOD CLUB'S POSTPONED EVENT.**

The club's second annual Jubilee Cup Trial, originally fixed for Sunday last and postponed owing to the death of King George V, will be run on Sunday, February 9. This alteration, incidentally, has been approved by the R.A.C. The closing date for entries has also been extended, and they will now be accepted up to Thursday next, February 6, which suggests that a very good entry should be received, as there were over 40 names already down on the list.

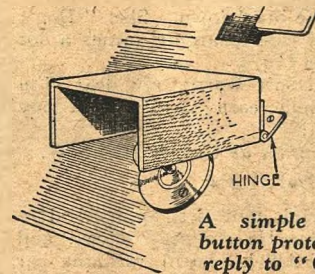
The event is open to members of the M.G. C.C., Great West M.C., Singer M.C.C., Southsea M.C. and West Hants L.C.C. The start is from the Crown Hotel, Blandford, at 10 a.m., and the course will be approximately 90 miles in length with a lunch stop at Shatbury. Entry fees are 5s. for members of the Ringwood Club and 6s. for others, and completed forms should be sent to Mr. F. A. Milford, Crowe, Ringwood.

Hon. secretary: Mr. T. E. Mitchell, 88, Richmond Wood Road, Bournemouth.

**ASKED and ANSWERED**

**PROSPECTIVE OWNER** (London, S.W.).—Driving licences are current for a year from the day on which they are taken out, except in the case of provisional licences, which remain current for three months.

**C.M. (Lyme Regis).**—If you find it difficult to obtain a comfortable position for your left foot without resting it on either the clutch pedal or the starter-button, why not make up a simple cover for the latter, as shown in the accompanying sketch? It takes the form of a small wooden box hinged to the floorboards, so that it can easily be tipped back out of the way with the toe when the starter is required and used as a footrest at other times.



A simple starter-button protector (see reply to "C.M.").

**H.B. (Bradford).**—You are quite correct in supposing that there are no screwdriver slots or dowel pin holes in the heads of Ford Ten valves; this, however, does not make grinding-in difficult, as a valve grinder embodying a suction cup (which will be found to hold the head of the valve quite securely) can be used. A point which does, on the other hand, complicate the job for an amateur is that no adjustment is provided for obtaining the correct clearance, and the only method of obtaining this is by grinding the stems—a job which cannot be carried out by the average owner. The correct procedure, therefore, is to reassemble the valves after grinding-in, check the clearances, remove any valves which have a clearance of less than .013 in., and take them to an authorized Ford dealer who is equipped to grind the stems. They should be given a final check on reassembly and if the clearance should prove greater than .015 in. further grinding-in will be needed.

With regard to the vibration period which you find between 35 m.p.h. and 45 m.p.h., Ford Motor Co., Ltd., advise us that they do not think this can be due to engine vibration alone; they suggest it may be due to some slight misalignment of the engine in the chassis, due either to some looseness in the holding-down bolts or to one or other of the rubber insulators bedding down or becoming perished.

**Interesting Forthcoming Trials**

**GOVENTRY CUP.**

As announced in our issue of January 10, the North-West London M.C. is making this year's Coventry Cup Trial on Saturday, March 14, an invitation event and changing the venue from Kent to Somerset. This decision has been made in view of the fact that the 1935 Gloucester Trial was a closed event.

Copies of the regulations are now available. An interesting feature of the trial, which starts from Greenway Garage, near Bridgwater, at 9.30 a.m., is that competitors will choose their own route between checks, although a route guide, indicating the suggested route, will be contained in the programme. As in the case of the 1935 Gloucester Trial, there will be a starting area before each observed section, so that within the limits of this area competitors may choose their restarting point. Another regulation borrowed from the "Gloucester" is that any hold-up or wait at an observed section or timed test will be regarded as a control and no work of any kind may be carried out on cars without official permission. Yet a further rule which follows the "Gloucester" is that, provided no involuntary stops occur, failure in special tests will not result in loss of marks, the tests being used only to determine the trophy winners.

The event is open to members of the Sutton Coldfield and N.B.A.C., Brighton and Hove M.C., M.G. C.C., Singer M.C.C., J.C.C. and, of course, the N.W. London M.C. The entry fees are 15s. for members of the promoting club and 21s. otherwise, whilst the fee for a team of three is 12s. 6d. Entries, which close first post on Monday, March 2, should be sent to the hon. secretary of the meeting, Mr. H. C. Hunter, Windyridge, Wimbledon Common, London, S.W.19.

# CUTTING IN -

"... and Wit its Humour  
lent, Without its Sting."  
—Thomson.

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



Yokel: "Where does one harness the thirty horses? There's only room for one." —*L'Echo de Nord* (Lille).

After the breakdown. She: "Don't you think he's charging rather a lot for a tow?"

He: "Don't worry, my dear, I'm making him earn it—I've got my brakes on!"

—*Le Journal de Genève* (Geneva).

A careful motorist approached a cross-road. He stopped, looked and listened. All he heard was the car behind him crashing into his petrol tank.—*The Weekly Telegraph*.

A man sent a couple of empty petrol tins to a firm of motor manufacturers, accompanied by a sarcastic note, which ran "Make me one of your famous cars with these."

The next day the car arrived. A note delivered by the man who brought it, read "What shall we do with the other tin?"—*Tit Bits* (London).

Mrs. Blink: "I'm going to town in the car."

Mr. Blink: "Yes, dear—what hospital shall I call for you at?"  
—*Courrier de la Plata* (Buenos Aires). \* \* \*

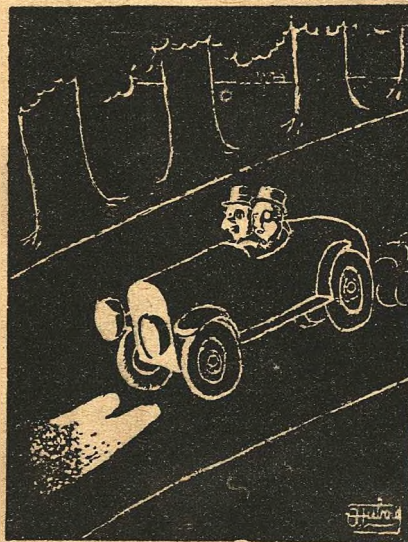
Angry motorist: "I paid you over £5 only yesterday and here I am again!"

Garage proprietor: "That's very satisfactory, sir. We like to keep our customers."—*The Daily Examiner* (Huddersfield).



"Yes, I know, but the steering's broken and we can steer only when going backwards."

—*Lustige Blatter* (Berlin).



"Have you had any mishaps at night?"  
"Once I met a girl who had run out of petrol—she's now my wife."

—*Le Journal de Genève* (Geneva).

During one of the recent fogs, a man who had dined just a little too freely approached a taxi and looked gravely, albeit a trifle uncertainly, at the driver.

"Driver," he said, "drive me to Hampsstead!"

The driver shook his head. "Not in this 'ere fog," he replied.

"Don' be shilly—I'll give you pound," said the diner.

"No, gunvor."

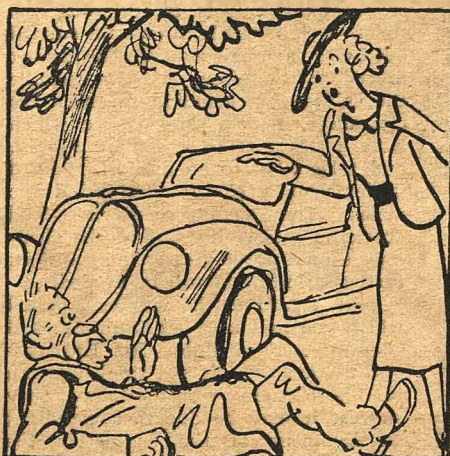
"Two poundsh?—five poundsh?"

"Oh, orlight," the taxi-driver agreed, "if you'll give me five pounds, I will."

"Wher're you going?" asked the hirer as the taxi-driver started to walk away.

"Round the corner to fetch me mate to walk in front and show me the way."

"Thash alri" said the diner, "I know the way—lemme walk in front and show you."



"Don't move—I'll go and find the village doctor."

"No use—I'm him!"

—*Le Monde Illustré* (Paris).

Mose (driving past cemetery): "R-r-astus, is yo' afraid of ghosts?"

Rastus: "Ah should say not. Ghosts is jus' jokes to me."

Mose: "D-d-den look behind yo' and g-g-get a g-g-good laugh."

Pat (reading from paper): "The car was travelling at 60 m.p.h.—the cliff edge was only 20 yards away—the driver had lost control—"

Mike: "Well, go on."

Pat: "Can't. They don't give much paper with a penn'orth of chips."—*The Birmingham Weekly Post*.



"... and to show you how good this car is, we will go to a place where there's no room for a bicycle."

—*Le Libre Belgique* (Brussels).

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### NO WAITING, ENQUIRIES or FUSS

Pay required deposit and take Delivery at Once.

Cash	Deposit	AUSTINS
£79 10	£8	1935 7 h.p. Ruby saloon de luxe, sun roof, dark blue, one private owner, exceptionally smart car
£72 10	£8	1935 7 h.p. Ruby saloon, black, brown upholstery, almost new condition
£67 10	£7	1933 10 h.p. saloon de luxe, sliding roof, leather upholstery, choice 3 in excellent condition
£59 10	£6	1934 7 h.p. de luxe sun saloon, sun roof, bumpers, excellent tyres and condition
£58 10	£6	1932 10 h.p. de luxe sun saloon, good tyres, excellent condition
£54 10	£6	1934 7 h.p. saloon, almost new tyres, excellent condition
£44 10	£5	1932 7 h.p. de luxe sal., long chassis, sun roof, very smart car
£36 10	£5	1931 7 h.p. de luxe saloon, coachbuilt, sun roof, very good order
£32 10	£5	1931 7 h.p. coachbuilt saloon, very clean and smart car
£25 10	£5	1930 7 h.p. saloon, sun roof, good tyres and condition
£19 10	£5	1929 7 h.p. Wydoor saloon, good condition throughout
£12 10	£3	1929 7 h.p. 2-seater, excellent tyres, good condition
		Also 30 other Austin 7's
		MORRIS
£92 10	£10	1935 10/4 sun roof saloon de luxe, black, in excellent order
£84 10	£9	1935 8 h.p. de luxe 4-door sun saloon, green and black
£81 10	£9	1935 8 h.p. 2-seater, green, very good tyres, almost new condition
£79 10	£8	1935 8 h.p. de luxe 2-door saloon, sliding roof, blue and black, one private owner
£77 10	£8	1935 8 h.p. 4-seater, one owner, mileage 13,000, exceptional condition
£74 10	£8	1934 8 h.p. Family de luxe 4-door sun roof, in almost brand new condition

Cash	Deposit	MORRIS
£62 10	£7	1933 8 h.p. Family de luxe 4-door, sliding roof, dark blue, tyres and condition excellent
£61 10	£7	1934 8 h.p. de luxe sun saloon, choice of 3, all in excellent condition
£52 10	£6	1935 8 h.p. de luxe sun saloon, 4-speed, green, exceptional order
£46 10	£5	1933 8 h.p. de luxe 2-seater, black, green upholstery, 4-speed
£39 10	£5	1932 8 h.p. 2-seater, green, exceptionally well cared for
£36 10	£5	1931 8 h.p. coachbuilt sun saloon, very smart throughout
		FORD
£85 10	£9	1935 10 h.p. de luxe, leather upholstery, black and ivory, very fine condition
£73 10	£8	1935 8 h.p. 4-door sun roof de luxe, one owner, exceptionally fine order
£67 10	£7	1933 8 h.p. saloon, blue, very fine condition throughout
£56 10	£6	1934 8 h.p. saloon, black with green leather upholstery, very good order
£45 10	£5	1933 8 h.p. saloon, good tyres and condition
		MISCELLANEOUS
£87 10	£9	1934 JOWETT Kestrel sun saloon de luxe, almost new
£87 10	£9	1935 HILLMAN Minx sun saloon, black, small mileage, condition as new
£74 10	£8	1934 WOLSELEY 9 h.p. de luxe sal., sliding roof, exceptionally fine con.
£62 10	£7	1933 JOWETT de luxe sun saloon, long chassis, good condition
£47 10	£5	1932 SINGEE 8 de luxe sun saloon, condition as new
£32 10	£5	1931 SWIFT 8 saloon, a very sound little car
£26 10	£5	1931 SWIFT 10 saloon, exceptional condition
£19 10	£5	1929 SINGER 8 Porlock sports 2-seater, green, good order

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**4/-** Pistons, best quality guaranteed, for most makes in stock from 4/-, alloy Die Cast 2/- extra. Rings 7d. Gudgeon Pins, 1/6. Special sizes made to order. State size or send pattern. Post 6d. 

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3.60 x 19	12/6	15/-	3/3
4.00 x 19	14/8	18/6	3/3
4.50 x 17	17/9	24/-	6/8
4.50 x 18	17/9	24/-	6/8
4.50 x 19	17/9	24/-	6/8
4.75 x 18	—	25/9	6/6
4.75 x 19	—	25/9	6/6
5.00 x 19	21/3	32/6	6/6
5.00 x 20	29/6	34/9	6/6
5.25 x 18	23/6	38/6	7/3
5.25 x 19	24/9	38/6	7/3
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## AROUND THE TRADE

Maurice Toulmin used a Centric supercharger on his M.G. Midget when he won the C.M.I. Trophy in the M.G. Car Club Chilterns Trial recently.

The Norwich Union Insurance Societies inform us that they will have a stand (No. B337) in the Building and Heating section of the British Industries Fair, where they will be pleased to answer any inquiries on the subject of insurance.

In connection with their Diamond Jubilee celebrations during the next few months, Singer and Co., Ltd., are anxious to trace the first car ever built by the concern. This car was produced in 1904, but, unfortunately, the company possesses records dating only from 1909, at which date it was reconstructed.

From February 4 to 8, special displays of Daimler, Lanchester and B.S.A. cars will be held by the following distributors:—A. Mumford, Ltd., Abbey Garage, St. Andrews Street, Plymouth; Loxham's Garages (Lancaster), Ltd., Penny Street, Lancaster; Mantle and Borland, Ltd., Daimler House, London Road, Leicester.

The Automobile Association considers it advisable, in view of complaints that have been received, to warn all proprietors of hotels, restaurants and cafés against persons who, without the slightest authority, may call and attempt to obtain business by misrepresenting themselves as being identified with the Association. It is emphasized that the A.A. receives no pecuniary benefit from the official appointment of any establishment.

Mr. A. Hamilton Jackson, who was associated for many years with Citroëns, has joined the staff of Bryan Brothers, of Bristol, the main Ford dealers for that district.

During 1935 over 21,000 British cars were fitted with the Bluemel-Douglas telescopic steering wheel, manufactured by Bluemel Brothers, Ltd., Woolston, near Coventry.

For a week from February 4, Morris service experts will be in attendance at the premises of the following distributors:—Wessex Motors, Ltd., New Street, Salisbury; Croall, Bryson and Co., Roxburghshire Works, Kelso.

Specialloid, Ltd., the piston manufacturers, inform us that during 1935 their sales in overseas markets showed the highly satisfactory increase of more than 72 per cent. over the previous year. As compared with 1933 the increase is nearly 112 per cent.

The first of a series of six posters which are to be issued during the coming season has been sent out to their agents by The Triumph Co., Ltd. The lettering is in grey on a buff paper, and the car is printed in deep red; the effect is both dignified and striking.

In order to introduce Benzoyle Graphited upper-cylinder lubricant to an even greater number of motorists, The County Chemical Co., Ltd., "Chemico" Works, Bradford Street, Birmingham, 5, offer a two-ounce testing sample post free to any of our readers who are interested.

### DID YOU SOLVE IT?

The answer to the Reverse-a-Phrase in "Affairs of the Moment" this week will be found by reading backwards the letters in heavy type in the following extract from the sentence: "... hE LAVed. . ."

What's in  
a  
Name!

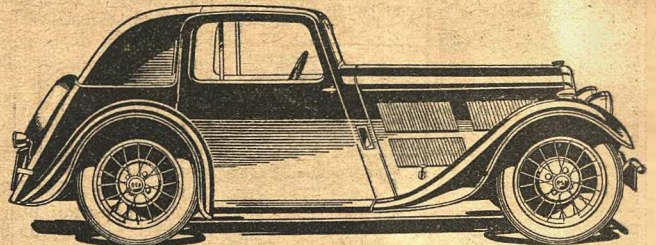
**B.S.A.**  
"Scout"  
NINE H.P.

Send to us for a Catalogue !!

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HIRE PURCHASE on our Personal Plan.

9 h.p., 2-seater	£149 10 0
10 h.p., 2-seater	£157 10 0
10 h.p., 4-seater	£167 10 0

Engine, Four-Cylinder, water-cooled, side-valve engine. Solex self-starting carburetter. Front wheel drive. Independent front springing. 10-gallon Petrol tank at rear.

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1934 AUSTIN 7 Model 65 sports 2-seater, cherry red, fast	£78	1932 BILEY 9 Monaco sun saloon, good tyres, nice car..	£89
1934 AUSTIN 7 Ruby de luxe saloon, green, very smart ..	£85	1930 BILEY 9 Biaritz saloon, Triplex, very smart car	£49
1933 AUSTIN 10 de luxe saloon, blue, leather, clean car ..	£79	1934 SINGER 9 sports coupe, sun roof, duo tone, fast ..	£95
1931 AUSTIN 7 coachbuilt sun saloon, good tyres, clean	£42	1934 SINGER 9 de luxe saloon, 4-speed, one owner, blue ..	£89
1935 B.S.A. Scout 2-seater, green/cream, very fast car ..	£99	1933 SINGER 9 sports tourer, red/cream, tuned engine ..	£75
1933 B.S.A. 9 h.p. sports tourer, green, attractive car ..	£65	1932 SS II sun sports coupe, duo green, very smart ..	£79
1935 FORD 10 de luxe sun sal., maroon, one owner, taxed ..	£95	1934 STANDARD 10 de luxe saloon, grey, one owner, as new	£99
1934 FORD 8 Fordor saloon, sun roof, hide, very smart ..	£75	1935 STANDARD 9 de luxe sal., hide, green, as brand new	£98
1934 FORD 8 Tudor saloon, sun roof, good tyres, black ..	£65	1934 STANDARD 9 sun saloon, green, small mileage, smart ..	£82
1934 FORD 8 Jensen sports tourer, duo tone, smart car ..	£79	1933 STANDARD Little 9 de luxe 4-door saloon, black ..	£75
1934 HILLMAN Minx de luxe sal., hide, bumpers, new cond.	£95	1932 STANDARD Little 9 sun saloon, good tyres, clean ..	£62
1933 HILLMAN Minx sports tourer, black/green, fast car	£78	1932 TRIUMPH 9 de luxe 4-dr. saloon, 4-speed, smart ..	£69
1932 HILLMAN Minx de luxe sun saloon, hide, black, as new	£69	1932 TRIUMPH 7 Great coach-bult sports 2-seater, blue ..	£49
1933 HILLMAN Minx de luxe saloon, sun roof, hide, nice car	£79	1931 WOLSELEY Hornet Abbey 2-seater, black and green ..	£45
1934 JOWETT de luxe sun sal., 4-speed, one owner, smart ..	£98	1931 WOLSELEY Hornet E.W. sports tourer, blue, smart ..	£49
1933 JOWETT coachbuilt sun saloon, Magna wheels, choice 3	£75	1932 WOLSELEY Hornet Tickford coupe, hide, smart car ..	£65
1933 LANCHESTER 10 de luxe sun saloon, black/green, smar	£99	1932 WOLSELEY Hornet 8 swallow 4-seater, duo blue, fast ..	£69
1933 M.G. J1 4-seater, black and green, extras, fast ..	£98	1933 WOLSELEY Hornet "Special" Swallow pts. tourer	£89
1933 M.G. J2 2-seater, green, tuned engine, smart ..	£89	1933 WOLSELEY Hornet de luxe saloon, maroon, nice car	£75
1932 M.G. Midget coachbuilt sun coupe, hide, very smart	£69	1933 WOLSELEY Hornet "Special" Daytona 4-seater	£95
1932 M.G. Midget coachbuilt 2-seaters, choice of eight ..	£62	1934 WOLSELEY Hornet de luxe saloon, black, very smart	£95
1935 MORRIS 8 sun saloon, blue/black, choice 2 ..	£89	1933 RILEY 9 Monaco saloon, sun roof, black, smart car ..	£110
1935 MORRIS 9 sports tourer, one owner, new condition ..	£95	1934 SS II 10 h.p. foursome sports coupe, as new ..	£145
1934 MORRIS Minor de luxe saloon, 4-speed, very smart	£69	1933 SS II 9 h.p. sports coupe, duo grey, new condition ..	£110
1933 MORRIS Minor v. 2-str., black, 4-speed, smart	£59	1935 STANDARD 10 de luxe saloon, 17-wheel, superb cond.	£125
1932 MORRIS Minor 2-seater, blue, good tyres, clean ..	£45	1934 M.G. Midget J2 2-seater de luxe, black, as new ..	£110
1935 MORRIS 10-4 de luxe saloon, black, small, as new ..	£110	1935 SINGER 9 Le Mans 2-str., extras, as brand new ..	£139
1935 HILLMAN Minx sun sal., bumpers, one owner, as new	£110	1935 MORRIS 8 de luxe 4-door sun saloon, blue/black ..	£110
1935 AUSTIN 10 Lichfield de luxe saloon, blue, as new ..	£120	1935/6 WOLSELEY "Wasp" de luxesal, 3,000 mls. as b'd new	£139

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Then inspect your choice from our Selected Used Car Stock!

1935 MORRIS 8 de Luxe Sun Saloon. As new .. .. .	£89	1932 STANDARD Little 9 Coachbuilt Sun Saloon .. .. .	£59
1934 MORRIS Minor de Luxe Sun Saloon .. .. .	£67	1931 STANDARD Big 9 Coachbuilt Sun Saloon .. .. .	£49
1933 MORRIS Minor de Luxe Sun Saloon .. .. .	£57	1930 STANDARD Big 9 Sun Saloon .. .. .	£39
1932 MORRIS Minor de Luxe Saloon .. .. .	£49	1931 SINGER 8 Coachbuilt Sun Saloon .. .. .	£45
1930 MORRIS Minor Sun Saloon .. .. .	£29	1930 SINGER 8 Coachbuilt Saloon .. .. .	£30
1934 MORRIS 10 de Luxe Sun Saloon .. .. .	£85	1931 M.G. MIDGET Sports 2-seater .. .. .	£49
1933 MORRIS 10 de Luxe Sun Saloon .. .. .	£69	1930 M.G. MIDGET Sports 2-seater .. .. .	£45
1935 AUSTIN 7 Ruby de Luxe Sun Saloon .. .. .	£79	1929 M.G. MIDGET Sports 2-seaters. Choice of two .. .. .	£39
1934 AUSTIN 7 de Luxe Sun Saloon .. .. .	£65	1929 LEA-FRANCIS Sportsman's Saloon. Fast .. .. .	£55
1931 AUSTIN 7 Coachbuilt Sun Saloon .. .. .	£35	1931 WOLSELEY HORNET 2-seater Sports .. .. .	£35
1930 AUSTIN 7 Coachbuilt Saloon .. .. .	£29	1932 TRIUMPH 7 Special Sports 2-seater .. .. .	£39
1929 AUSTIN 7 Coachbuilt Saloon .. .. .	£25	1931 TRIUMPH Scorpion Coachbuilt Sun Saloon .. .. .	£39

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**MITRE MOTORS**  
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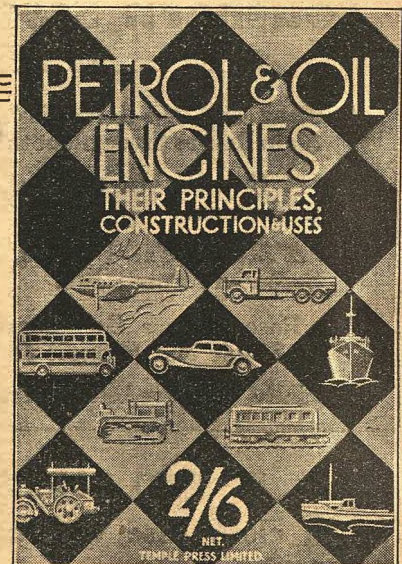
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TO THE READER.—By mentioning "THE LIGHT CAR" when replying to  
advertisers, the progress of the small car movement will be assisted.

# INVINCIBLE



**POLICIES LIMITED**  
**DO YOU KNOW HOW**  
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 REDDITCH - ENGLAND.

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78, 79, 80, 81, HIGH STREET,  
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(One minute from Hampstead Tube Station.)

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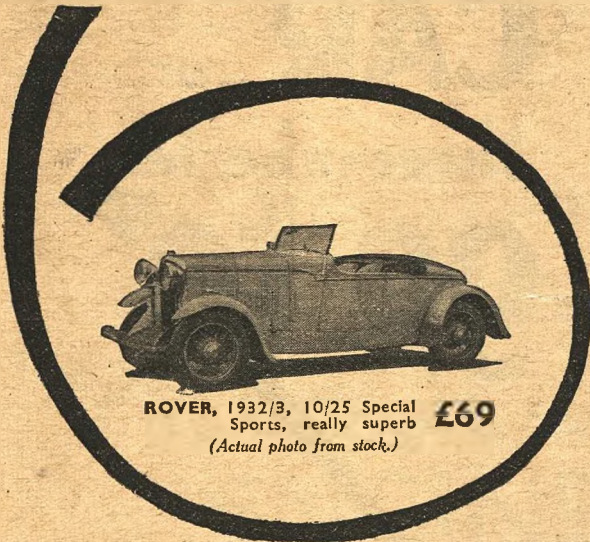
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "THE LIGHT CAR" when writing to advertisers. They will appreciate it.

# Choose yours from 200

## UNDER £100

Few purchases are more important than a motor car, yet short-sighted buyers are often content to make a selection from half a dozen cars in a showroom, or a casual search through the used car columns. Benmotors "200 under £100" specialisation makes it possible for you to see the cream of the country's light car stock gathered together under one roof, all clearly priced and dated so that you can walk round without being worried to buy. Whatever your outlay you will have at least two cars to choose from for every 10/- you spend, and even then there is the Benmotors 7-day trial offer to insure you against an unsuccessful choice. Confidential credit terms with your present car or motorcycle as deposit if desired. Buy your next car the Benmotors way.

Let us forward our illustrated lists and quote a definite exchange through the post (just fill in below), then let us deliver any car anywhere in England, Scotland or Wales, for only 50/- extra.



**ROVER, 1932/3, 10/25 Special Sports, really superb £69**  
(Actual photo from stock.)

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THE CLEARING HOUSE FOR SMALL CARS

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

### A FEW EXAMPLES FROM THIS WEEK'S TWO-SEATERS

- 68 Pounds. **AUSTIN 7, 1934**, de Luxe 2-seater, superb condition, all extras, very attractive. Choice 5 others.
- 69 Pounds. **AUSTIN 7, 1933**, Arrow Sports, low built, underslung, streamline tail, concealed hood, cost £170.
- 49 Pounds. **AUSTIN 7, 1931**, Special Sports, 2-seater, streamline body, host of extras, many special fittings, superb performance.
- 99 Pounds. **AUSTIN Light 12-4 1933** Drophead Coupe, low built, very attractive, superb condition. Choice 2 others.
- 69 Pounds. **AUSTIN 10/4, 1933**, 2-seater, sunk dickey, one owner, small mileage, all extras, tip-top throughout. Choice 2 others.
- 69 Pounds. **ALVIA, 1930** Coupe, £30 worth of extras, well kept, superb performance. Choice 2 others.
- 69 Pounds. **HILLMAN Minx, 1932**, 2-seater, sunk dickey, all extras and equipment, Magna wheels, excellent tyres. Choice 4 others.
- 69 Pounds. **LEA-FRANCIS 12/40, 1931**, two-seater, sunk dickey, 4-speed, close ratio gears, knock off hubs, fully equipped. Choice 6 others.
- 49 Pounds. **M.G. Midget, 1930**, Sports 2-seater, very attractive, cycle guards, excellent throughout. Choice 4 others.
- 59 Pounds. **M.G. Midget, 1931**, Sports 2-seater, late type guards, all extras, fast and attractive.
- 69 Pounds. **M.G. Midget, 1932**, Sports 2-seater, faired dumb irons, low built, safety glass, tyres almost new. Choice 3 others.
- 99 Pounds. **M.G. Magna, 1933-4** "L" type, Special Sports, £30 worth of extras, amazing performance.
- 69 Pounds. **MORRIS 8, 1934**, 2-seater, excellent throughout, well kept, fully equipped, tip-top throughout. Choice 3 others.
- 89 Pounds. **MORRIS 8, 1933**, 2-seater, as new, spare unused, very small mileage, one owner. Choice 2 others.
- 69 Pounds. **ROVER, 10/25, 1932**, Sports 2-seater (illustrated), low built, cycle guards, Magna wheels, very attractive lines. Choice two others.
- 79 Pounds. **STANDARD Little 8, 1933-4** de Luxe, 2/3 seater, sunk dickey, practically unmarked, one owner, magnificent condition. Choice 4.
- 99 Pounds. **SINGER 9, 1934**, Le Mans type Sports Coupe, low built, superb condition, practically unmarked. Choice 3 others.
- 39 Pounds. **TRIUMPH Super 7, 1930-1**, 2-seater, dual finish, all extras, tip-top throughout, very attractive. Choice 2 others.
- 79 Pounds. **TRIUMPH Super 7, 1933-4** de Luxe, 2-seater, sunk dickey, as new throughout, very fully equipped, all extras. Choice 2 others.
- 59 Pounds. **WOLSELEY Hornet, 1931-2**, Sports Coupe special body, low built, excellent tyres, bumpers, very fully equipped.

### TOURERS AND SALOONS

- 89 Pounds. **AUSTIN 7, 1935**, de Luxe Saloon, fully equipped, excellent tyres, tip-top throughout, very small mileage. Choice 4 others.
- 69 Pounds. **AUSTIN 7, 1934** Coachbuilt Saloon, all extras, good tyres, fully equipped, safety glass. Choice 4 others.
- 59 Pounds. **AUSTIN 7, 1933**, Saloon, tip-top throughout, excellent tyres, well kept, small mileage. Choice 5 others.
- 49 Pounds. **AUSTIN 7, 1932**, Coachbuilt, many extras, safety glass, tyres as new, Choice 3 others.
- 89 Pounds. **AUSTIN 10/4, 1934**, 4-door de Luxe sun Saloon, rear tank, 4 speed, all extras. Choice 5 others.
- 99 Pounds. **AUSTIN Little 12-4, 1933**, 4-door de Luxe Saloon, sun roof, 4-speed, magnificent condition, like new throughout.
- 69 Pounds. **FORD 8, 1933**, de Luxe Saloon, tip-top condition, all extras, 4-door, sun roof, bumpers, etc.
- 69 Pounds. **FORD 8, 1933-4**, Special Sportsman's Coupe, very attractive, bodywork, low built, sun roof, all extras.
- 79 Pounds. **FORD 8, 1935**, de Luxe sun Saloon, superb condition, negligible mileage, almost as new.
- 99 Pounds. **HILLMAN Minx, 1934-5**, 4-door sun Saloon, practically unmarked, inclined radiator, fullest equipment. Choice 2 others.
- 79 Pounds. **HILLMAN Minx, 1933-4**, Special 4-door Club Saloon, tip-top throughout. Cost over £250.
- 69 Pounds. **HILLMAN Minx, 1932**, 4-door Tourer, Magna wheels, all extras, excellent throughout. Choice 3 others.
- 59 Pounds. **LEA-FRANCIS, 1930-1**, Sportsman's Coupe, low built, inclined radiator, incorporated trunk, very fully equipped. Choice 2.
- 79 Pounds. **MORRIS 8, 1934** Saloon, coachbuilt, sun roof, 4-speed, rear tank, many extras. Choice 6 others.
- 55 Pounds. **MORRIS 8, 1932**, Saloon, well kept, tip-top condition, all extras, excellent tyres. Choice 4 others.
- 59 Pounds. **MORRIS 8, 1932-3** Tourer, tip-top condition, very attractive, well kept. Choice 2 others.
- 89 Pounds. **M.G. Magna, 1932**, Carlton Coupe, magnificent condition, almost as new, fully equipped. Choice 2 others.
- 99 Pounds. **M.G. Magna, 1933-4**, Sports Tourer, ultra low build, inclined radiator, silent fird, remote control, very attractive.
- 79 Pounds. **M.G. Magna, 1932**, Special Sports Tourer, £20 worth of extras, recently completely renovated, really superb condition.
- 69 Pounds. **M.G. Midget, 1932**, Sportsman's Coupe, excellent throughout, well kept, sun roof, remote control. Choice 2 others.
- 89 Pounds. **RILEY 9, 1931-2**, Special Tourer, twin carburettors, silent third, close ratio gears, beautiful condition. Choice 3 others.
- 49 Pounds. **ROVER 10/25, 1931**, 4-door Saloon, roomy and economical, excellent tyres, very fully equipped. Choice 7 others.
- 79 Pounds. **SINGER 9, 1933/4**, 4-door de Luxe Family Saloon, almost as new throughout, very small mileage, one owner. Choice 2.
- 49 Pounds. **SINGER 8, 1931**, 4-door safety Saloon, sun roof, rear tank, 4-speed, original condition, very well maintained. Choice 2.
- 69 Pounds. **TRIUMPH 7, 1932-3**, 4-door, pillarless Saloon, dual finish, leather interior to match, very economical and attractive.
- 99 Pounds. **TRIUMPH Super 10, 1933**, 4-door Saloon, large head lights, permanent jacks, £30 worth of extras.
- 99 Pounds. **WOLSELEY Hornet, 1933/4**, Daytonia Special Tourer, 6-inch instruments, streamline scuttle, inclined radiator, beautifully kept. Etc., etc., etc.

Lists of 200 others post free. All cars open to A.A. or R.A.C. inspection 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 or Model— H.O.V. or S.V.—	No. of Cyls.— If Starter—
Condition & Type of Body (or S/c)—	Condition Mechanically—	Type of Lighting— No. of Speeds—	Tyres— Taxed till—
NAME .....		What extras (if any)—	
ADDRESS .....			

## ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

# SECOND-HAND

AND NEW  
LIGHT CARS, CYCLECARS  
and ACCESSORIES FOR SALE

"The Light Car" deals in detail only with cars having an engine capacity not exceeding 1,500 c.c. Advertisements of cars of greater engine capacity cannot be accepted.

## RATES.

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

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

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

## REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers is outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. 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 does 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," 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,'" 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 1/2 per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR," whose decision shall be final and binding to both parties.

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

## CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices by 6 p.m. Monday and should be addressed to G.P.O. Box 147, "THE LIGHT CAR," 5-17, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

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

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

Head Offices:—5-17, Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Smith, London."

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (Private Exchange).

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

## SECOND-HAND

### LIGHT CARS AND CYCLECARS FOR SALE

**A.J.S.** £5 deposit or 45 guineas cash. 1931 9 h.p. 4-door coachbuilt sunshine saloon, blue, practically unworn Dunlop 90 tyres, very good condition; exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-254

**ALVIS.** Gatehouse reconditioned guaranteed Alvis.

£69. 1928 12-50 h.p. sports two-seater, immaculate black and red finish, inside exhaust, fast car.

£99. Bargain!! 1931 12-50 h.p. drop-head coupe de luxe.

£225. 1934 Firefly sports four-seater, one owner, 12,000 miles, pre-selector gears, cut-away sides, full weather equipment.

£99. 1933 (first registered) 90 m.p.h. Alvis special International sports four-seater, fastest 12 h.p. imaginable. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 208-1046

**ALVIS.** 12-50 genuine 1929 foursome coupe, black, green leather upholstery, Bifex headlamps, clean car, chance for enthusiast, £32. E. W. Christian, Broadway Court, Broadway, Wimbledon. Liberty 5162, 3952. 208-329

**ALVIS** Firefly, £165. 1933 12 h.p. four-door coachbuilt sunshine saloon de luxe, pre-selector gearbox, many extras, most attractive car, magnificent condition: exchanges, deferred. 86 Acre Lane, Brixton, Phone 3401. 208-112

**ALVIS** 12-50. 1927 two-seater, £18; 1925 super-sports two-seater, £30; 1926 saloon, £15; also all 12-50 spares. Sports Spares, Chilworth Street, Paddington 2309. 208-1071

**ALVIS** 12-50 sports four-seater, tonneau cover, crab tracked, very fast, £28. 55 Porchester Mews, W.2. Paddington 0511. 208-370

**ALVISES.** All under £100. See page 16. 208-52

**ALVIS.** £3 deposit or 32 guineas cash. 1927 12-50 h.p. o.h.v. coachbuilt sports saloon, black and red, f.w.b., leather upholstery, very good condition; exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-253

**AMILCAR.** G. S. Griffiths offers:—

£55 10s. Underslung Surbaise, 9 h.p., four-speed special sports two-seater, blue, cellulosed finished, unmarked.

£42 10s. Underslung Surbaise, 9 h.p. two-seater, blue and chromium, very special car.

£25 10s. Super sports 9 h.p. two-seater, choice of five, f.w.b., Vee screens, etc.

£15. Super-sports 9 h.p. long-tail two-seater, Vee screen, cycle-type wings, etc.; exchanges, deferred. G. S. Griffiths, 1a Salttram Crescent, Shirland Road, W.9. Willesden 5407. 208-231

**ARMSTRONG SIDDELEY.** £55, 1932 12 h.p. six-cylinder four-door coachbuilt saloon, pre-selector, engine just overhauled and rebored, magnificent condition. Exchanges, deferred. 86 Acre Lane, Brixton, Phone 3401. 208-111

**ARMSTRONG SIDDELEY.** £89. 1933 self-change 12-6 sunshine saloon de luxe, permanent jacking system, immaculate condition throughout, one careful owner. Granville Motors, 350 Kennington Road, S.E.11. Open 4 1/2 to 10 p.m. Sundays 10-1. Reliance 3300. 208-73

**ARMSTRONG.** 1930 12 h.p. saloon, perfect condition, £23. Westburn Motors, Ltd., Harrow Road, Wembley (opposite Greyhound Hotel), Wembley 3888. Business hours, 9 a.m. to 9 p.m. Open Sunday mornings. 208-314

**AUSTINS.** 200 new and used Austin cars in stock at Austin House, the 100 1/2 Austin depot, quarter-mile north of Tally Ho! Corner on the Great North Road. Phone, write or call for list of 7 and 10 h.p. Austin saloons, tourers, two-seaters and sports models. Any car or motorcycle taken in part exchange. Austin repairs by Austin experts. Complete service of spare parts and accessories for every Austin model. Rebored cylinders exchanged for worn ones over the counter while you wait, or the whole job completed in our works within 24 hours. Solely Austin sales and service ever since 1920. Great Northern Motors (London), Ltd., Austin House, High Road, North Finchley, London, N.12. Phone, all departments, Hillside 0024-5-6-7-8. zzz-823

**AUSTIN** Seven 1935 saloon, £80, taxed December, supplied on first payment of £4 8s., plus insurance, delivery arranged in 48 hours. Normand Garage, Ltd., 92 Gloucester Road, S.W.7. Frohisher 3037-8. zzz-95

**AUSTIN.** Londons promise a fair deal.

Unique confidential easy-purchase terms. 100 new and specially selected used cars, including a large and varied selection of Austins. Example: 1935 Austin Seven de luxe saloon, carefully used, £85; deposit £10. 1934 Austin Ten de luxe saloon, £90; deposit £10. London Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 1000 and 1424. Write, phone or call for booklet and list. 208-863

**AUSTIN** Ten 1934 de luxe saloon, one owner, little used, £95. Carpenter, 42 Green Lane, Penge, Sydenham 6800. 209-719

**AUSTIN** Seven 1935 de luxe saloon, one owner, low mileage, as new, £85. Carpenter, 42 Green Lane, Penge, Sydenham 6800. 209-718

**AUSTIN** Ten 1933 two-seater, perfect, £59; also 1934 cabriolet, £95. Westbury Garage, 238 Westbury Avenue, N.22. Bowes Park 3500. 208-182

## IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is

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

For immediate attention, address G.P.O., BOX 147, "The Light Car," 5-17, Rosebery Avenue, London, E.C.1.

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**AUSTIN** Ten-Four 1933 sunshine saloon, Triplex throughout, fullest equipment, good tyres, attractive car, guaranteed, £68. Kirks.

Seven, 1932 (long chassis) sunshine saloon de luxe, beautifully finished, wine colour, leather upholstery to match, superb condition and guaranteed. £52. Kirks.

Kirks, 49 Praed Street, W.2. Padd. 6049. Close 8 p.m. Thursdays, Sundays 1 p.m.

**AUSTINS.** Northfields Garages.

£15. 1928 7 h.p. chummy, sound throughout; also 1931 7 h.p. saloon, £38; 1932 7 h.p. two-seater, £42; and 1934 (late) 7 h.p. saloon, one owner, £75.

Each carries six months' written guarantee.

145 Northfield Avenue, W.13. Ealing 0430. 208-183

**AUSTIN** Ten 1936 de luxe Lichfield saloon, practically new, £139. Below.

1936 Austin Seven de luxe Ruby sunshine saloon, three weeks old, mileage 200. Lionel H. Pugh, 36 South Molton Street, W.1. Mayfair 4433. 208-184

**AUSTIN.** Midland Buyers. 1935 Ten-Four Lichfield de luxe, small mileage, hide, sun roof, bumpers, maintained in magnificent condition, thoroughly serviced, three months' guarantee, £125. Terms arranged. Trial anywhere. Premier Motor Co., Aston Road, Birmingham. 208-186

**AUSTIN.** Absolutely spotless, 1934 model 65 sports two-seater, light blue, excellent tyres, four-speed synchromesh, smart little job with an excellent performance. £70. Exchanges, deferred. H. and A. Autocars, 69-71 Church Road, Upper Norwood, S.E.19. Livingstone 3393-4. 208-188

**AUSTIN** Seven saloon, 1932, very clean throughout, good tyres all round, a super-snip for 40 guineas. Terms and exchanges. Parwood, Ltd., 89 East Hill, Wandsworth. 208-156

**AUSTIN** Ten. Humphreys, Ltd. Really exceptional and magnificent 1935 sunshine saloon, very small mileage, £75. Exchanges, terms. 118 Hampstead Road, Tottenham Court Road. Museum 9515. 208-163

**AUSTINS.** 1935 7 h.p. Ruby de luxe sunshine saloon, dove grey, leather upholstery, trafficators, excellent condition, £79. Below.

1934 (May) Ten-Four de luxe sunshine saloon, maroon, leather upholstery, bumpers, indicators, one private owner, as new, £95. Below.

1934 (April) 7 h.p. de luxe sunshine saloon, maroon, leather upholstery, four-speed, indicators, new condition, £72 10s. Below.

1932 7 h.p. de luxe sunshine saloon, blue, excellent throughout, £45.

1931 (June) 7 h.p. coachbuilt sunshine saloon, blue, excellent condition, £39 10s. Harry Nash, 348 King Street, Hammersmith. Riverside 2837. 208-174

**AUSTIN.** Newnham's for good Austins at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

1935 7 h.p. Nippy sports two-seater, almost as new, £88.

1934 7 h.p. de luxe sun saloon, very exceptional condition, £65.

1932 7 h.p. de luxe sun saloon, beautiful little car, £48.

1936 Ten-Four de luxe cabriolet, hardly soiled, £148.

1935 Ten de luxe two-seater, really attractive throughout, £105.

1934 Ten-Four fixed-head saloon, very carefully used, £85.

1932 Ten-Four de luxe sun saloon, absolute showroom condition, £65. Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-120

**AUSTINS.** All under £100. See page 16. 208-53

**AUSTIN** Seven 1933 de luxe sunshine saloon, spotless condition, any trial, 59 guineas, choice of two. Elite Motors, 959 Garratt Lane, Tooting, S.W.17. Wimbledon 2925. 208-300

**AUSTIN** Seven, 1933-4 sun saloon, low mileage, excellent condition, taxed, £52 10s. 1931 chassis frame, 10s. 91 Cricklewood Lane, N.W.2. 208-a306

**AUSTIN** Seven two-seater, condition and appearance perfect, offers. 209 Burdett Road, Bow, E.3. 208-a329

**AUSTIN** Seven 1926-7 tourer, exceptionally smart and sound condition, fully equipped, new tyres, many extras, taxed, £10 10s. or exchange. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 208-223

**AUSTIN.** Hall of Balham offers: 16 guineas, 1929 Austin Avon two-seater, cream and green. Terms, exchanges. 226 Whitehorse Road, Croydon. 208-228

**AUSTIN** 10-4, 1935 sunshine de luxe saloon, one private owner only, mileage 9,000, and in beautiful condition throughout, fully equipped and guaranteed, £125; another, mileage 15,000, £115; also 1934 Austin 10-4 de luxe sunshine saloon, direct from original owner who has most carefully used this car. We heartily invite comparisons with others. With written guarantee, £99. Embassy Motors, Ltd., 22-26 The Broadway, Cricklewood, N.W.2. Gladstone 6286-7. 208-214

**AUSTIN** Tens. 1935 sunshine de luxe, black-green leather upholstery, unused and unregistered, maker's guarantee, to clear, £132 10s. Below.

1935 (January) sunshine de luxe, dark green, upholstered hide to match, same owner since new, small mileage, condition quite unblemished, £120. Below.

1934 Sunshine saloon, dark blue, upholstered to match, private owner, new tyres, various extras, taxed March, £95. Below.

1933 (July) sunshine saloon de luxe, green-black, one clergyman owner, original tyres still fitted, direction indicators, genuine bargain, £82. Below.

1932 Sunshine saloon, dark blue, late delivery, same owner throughout, small mileage, showroom condition, £70. Below. Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1. (Baker Street Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 208-191

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**AUSTIN** Seven. £27 10s. Gordon England sports two-seater, finished green, smart and sound; exchanges, deferred. G. S. Griffiths, 1a Salt-rum Crescent, Shirland Road, W.9. Willesden 5407. 208-232

**AUSTIN.** Sydney G. Cummings offer the following Austin bargains:—

£25. 1930 Austin Seven four-seater, taxed, overhauled, recently recel-luised, perfect condition throughout. Below.

£45. Late 1932 Austin Seven de luxe saloon, recently overhauled, new tyres all round, leather upholstery, safety glass, sun roof. Below.

£85. Austin Ten 1934 de luxe saloon, sun roof, bumpers, leather upholstery, trafficators, small mileage, absolutely as new. Exchanges, terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. Kensington 8231. 208-405

**AUSTIN** Sevens. List free. Terms, exchanges. Rowland Smith. Below.

£7 Deposit or 65 guineas cash. Late 1934 de luxe coachbuilt sunshine saloon, blue, leather upholstery, trafficators, three new tyres, carefully used, excellent condition.

£6 Deposit or 59 guineas cash. 1934 two-seater, maroon, trafficators, spare tyre unworn, very carefully used, practically new condition.

£6 Deposit or 55 guineas cash. 1932 model de luxe coachbuilt sun-shine saloon, blue, leather upholstery, two new tyres, very carefully used, excellent condition.

£5 Deposit or 52 guineas cash. Late 1930 supercharged Ulster sports two-seater, red and black, outside exhaust, rev. counter, two new tyres, excellent condition.

£5 Deposit or 45 guineas cash. 1933 model, tourer, maroon, excellent condition.

£4 Deposit or 39 guineas cash. Coachbuilt special sports two-seater, grey and red, chromium plating, underslung half-elliptic springs, rear petrol tank, remote control, stoneguard, excellent condition.

£3 Deposit or 19 guineas cash. Late 1928 chummy, blue, very good condition.

9 Guineas. 1926 chummy, blue, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 208-262

**AUSTIN** Sevens. 1935 (March) two-seater, dark blue, mileage 12,000, quite perfectly kept, numerous extras, usual guarantee, £75. Below.

1935 Sunshine saloon, new December 1934, mileage very small, one owner only, exceptionally well-kept, usual guarantee, £85. Below.

1934 (February) sunshine saloon, blue, upholstered to match, mileage 11,000, tyres still as new, first-class throughout, taxed March, £70. Below.

1932 (February) coachbuilt saloon, leather upholstery, direction indicators, three new tyres, owner exchanging for new Austin, £52. Below.

1930 Saloon, black-red, leather, Triplex, nearly new tyres, attractive, taxed, £32. Below.

Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1. (Baker Street Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 208-190

**AUSTIN** Seven, 1933 sun saloon de luxe, £45, really 100% condition and appearance. Below.

1932 Sun saloon de luxe, very fine condition, £42 10s., choice of two. Below.

1930 Austin Seven Swallow saloon de luxe, £32 10s., special super tyres. Below.

1930 Sun saloon, £24 10s., fine condition throughout. Below.

1929-30 Coachbuilt saloon, really excellent condition. Below.

1930-31 Chummy, especially fine condition, £27. Bell Bros., 1150 London Road, Norbury. Pollards 4825. Always open. 208-399

**AUSTIN** Ten, 1933 de luxe sunshine saloon, leather upholstery, one owner, as new throughout, £68. 243 Maida Vale, Kilburn, W.9. 208-379

**AUSTIN** Seven, 1934 special sports two-seater, specially tuned engine, air light pistons, low mileage, spring steering, sundry extras, £75. R. S. Currie and Co. (Est. 1900), 105 Westbourne Grove, W.2. Bayswater 0085. 208-380

**AUSTIN** Ten 1934 saloon de luxe, £90.

Austin Ten 1935 saloon de luxe, £110

Above cars in perfect condition; written guarantee. Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon 3606. 208-385

**AUSTIN** Seven, 1931 saloon, faultless, £40. Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon 3606. 208-382

**AUSTIN** Sevens. Choice of 11 under £36; choice of five under £15. Griffin and Nash, 1 Streattham Place, Brixton Hill. 208-390

**AUSTIN** Seven, 1930 sunshine saloon, very smart and excellent little car, £37; hire-purchase, exchanges. M. T. Lane, 65 Old Town, Clapham, S.W.4. Macaulay 2546. 208-397

**AUSTIN.** Naylor and Root, Ltd.

£89. 1935 Ruby de luxe saloon, 6,000 miles, as new.

£75. 1935 Opal two-seater, grey, one owner, as new.

£69. 1934 sun saloon, good tyres, very clean car.

£48. 1932 de luxe sun saloon, blue, very smart.

£95. 1934 de luxe Ten saloon, hide, one owner, as new.

£85. 1934 Clifton Ten two-seater, dicky, nice car.

£79. 1933 de luxe Ten sun saloon, maroon, smart car.

£79. 1934 Model 65 sports two-seater, blue, fast car.

Deferred terms over 24 months. Exchanges. Any model sent 100 miles without obligation. Three months' guarantee.

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8; Sundays 10 to 1. 208-140

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** Seven, 1930 tourer, exceptionally good mechanical condition, new tyres, £22 10s. Kensington Motor Garage, 29 Abingdon Road, W.8. Western. 2745. 208-371

**AUSTIN.** "Andrew of Mortlake" offers:—  
Special bargain. 1928 Cup model. £17 10s.  
Full range of saloons and open models, 1928-34, from £15, all ready to drive away, taxed and insured and guaranteed before and after sale. Self-financed terms, strict privacy, no references or inquiries; generous exchanges. (Open Sunday mornings.) 57 Sheen Lane (Mortlake Station). Prospect 3532. Also at Portsmouth Road, Thames Ditton. Emberbrook 2670. zzz-276

**AUSTIN** Seven 1935 saloon, sun roof, blue, small mileage, £87 10s. H. C. Paul, Ltd., 90-2 Great Portland Street, W.1. Museum 8464-5. 208-152

**AUSTIN.** The Car Mart, Ltd.  
1934 Austin Ten-Four cabriolet, recently renovated, excellent condition, £100.  
1935 Austin Ten-Four saloon de luxe, large selection of good-condition cars from £105.  
Austin House, 297 Euston Road, N.W.1. Museum 4641. 208-76

**AUSTIN.** The Car Mart, Ltd.  
1935 Austin Seven saloon de luxe, £90.  
1934 Austin Seven two-seater, good condition throughout, £65.  
Austin House, 297 Euston Road, N.W.1. Museum 4641. 208-75

**AUSTIN** Seven 1930 Wydor saloon, sun roof, good condition, £20. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 208-85

**AUSTIN** Ten-Four 1934 saloon de luxe, one owner, low mileage, almost as new, £89; terms, exchanges. Allery and Bernard, 344 Kings Road, Chelsea. Flaxman 4633. 208-87

**AUSTIN** 1935 7 h.p. Ruby de luxe sun saloon, guaranteed, £79. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 208-91

**AUSTIN** Seven snips, 50 in stock, including 1933 sunshine saloon, as new, £52; 1931 sunshine saloon, £36; 1931 tourer, £35; 1929 tourer, £18; 1930 coachbuilt sunshine saloon, £27 10s.; 1929 saloon, taxed, £14; 1928 tourer, £15; 1926 tourer, £7 10s.; 1932 van, £25; 1931 chassis, £15. 245 Maida Vale, Kilburn, W.9. Mal. 1740. 208-95

**AUSTIN** Seven. Newnams offer 1935 Ruby sun saloon, excellent condition throughout, free year's tax, £88; self-financed hire-purchase. Below.  
1935 Austin Seven sun saloon, excellent condition throughout, free year's tax, £56; self-financed hire-purchase. Below.  
1935 Austin Ten sun saloon, carefully used, opportunity, free year's tax, £115; self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 208-102

**AUSTIN.** Lendons promise a fair deal.  
Unique confidential easy-purchase terms. 100 new and specially selected used cars, including a large and varied selection of Austins. Example: 1935 Austin Seven de luxe saloon, carefully used, £85; deposit £10. 1934 Austin Ten de luxe saloon, £90; deposit £10. Lendon Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). Write, phone or call for booklet and list. 208-355

**AUSTIN** Seven saloons. 1930, sun roof, £24 10s.; 1930, Wydor, £27 10s.; 1929, sun roof, £21; 1929, tourer, £12; 1927, Mulliner, £12. Yeats, 7 Bolton Road. Chiswick 3586. 208-332

**AUSTIN** Seven, 29 guineas!!! 1931 coachbuilt de luxe saloon, choice of three, all excellent little cars; £8 deposit, balance 12 or 18 months. Raymond Way. Below.  
Austin Seven, 45 guineas!!! 1931 Ulster super-sports two-seater, many extras. Easy hire-purchase terms. Over 200 car bargains to choose from. Raymond Way Motors, Canterbury Road, Kilburn, N.W.6. Maida Vale 0063-4. Open 9-9 seven days a week. 208-358

**AUSTIN** Ten-Four 1935 de luxe sunshine saloon, direct from original owner, as new and in tip-top mechanical condition, mileage negligible, many refinements, fully equipped, taxed and with written guarantee, £115. Harold Simons, 311 Euston Road, N.W.1. Museum 4128-9. 208-1056

**AUSTIN.** Earls, of Hampstead, for genuine Austin Seven bargains:—  
1935 Austin Seven 75 speedy sport two-seater, as new, £98.  
1935 Austin Seven de luxe sun saloon, very clean, £55.  
1932 Austin Seven de luxe sun saloon, leather upholstery, £45.  
1932 Austin Seven tourer, used week-end only, as new, £45.  
1932 Austin Seven coachbuilt two-seater, maroon and black, £44.  
1931 Austin Seven coachbuilt sun saloon, in good condition, £36.  
1930 Austin Seven coachbuilt saloon, £28; another, £30.  
1930 Austin Seven Wydor fabric saloon, in first-class condition, £25.  
1930 Austin Seven tourer, in original condition throughout, £25.  
1929 Austin Seven tourer, in good condition, taxed, £17.  
1928 Austin Seven tourer, original finish, choice of three, £10-£17.  
Terms. Earls, Ltd., 75 Heath Street, Hampstead, N.W.3. Open 9 till 8. 1 o'clock Sundays. Phone 3287. 208-304

**AUSTIN** Seven, 1934 coachbuilt sun saloon de luxe, £65. Below.  
Austin Seven, 1935 Arrow sports four-seater, bargain, £50.  
Austin Ten, 1933 coachbuilt sun saloon de luxe, £75. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.6 (Hampstead 6033), and at 62 High Road, Chiswick, W.4 (Chiswick 4716). 208-331

**AUSTIN** Ten, 1933 de luxe sunshine saloon, excellent car, £72 10s. Below.  
Austin Seven, 1935 de luxe sunshine saloon, very small mileage, as new, £90. Below.  
Austin Seven, 1933 de luxe sunshine saloon, splendid condition, £55. Below.  
Austin Seven, 1934 fixed-head saloon, very good condition, £58. Fred Guy, 198 King Street, Hammersmith. Riverside 4632. 208-340

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**AUSTIN** Seven. £29 10s. 1930 chummy, exceptionally good.  
£49 10s. 1932 Austin Seven sun saloon, really good car. Wards, 5 Upper Richmond Road, S.W.15. Putney 74. 208-1066

**AUSTIN** Seven, £62 10s. 75 m.p.h. Ulster super-sports two-seater, first registered 28.11.33, completely overhauled, specially tuned and reconditioned throughout, absolute 100% condition; exchanges, terms. C. and K. Motors, 5 Putney Bridge Road, S.E.18. Putney 2233. 208-320

**AUSTIN** Ten-four, special offer! 1934 de luxe sun saloon, leather upholstery, bumpers, etc., really superb condition throughout, a most carefully used car, real value, £85! Tax free. Deposit £20, balance 18 months; third-party insurance only and no unnecessary formalities. Drive away same day. Exchanges. N. C. Dear Motors (in the Trade, since 1910), 65-66 Chalk Farm Road, N.W.1 (five minutes Camden Town Tube). Gull. 3552-3. 208-1052

**AUSTIN** Seven, 1931 de luxe coachbuilt sun saloon, blue and black, five new tyres, immaculate condition throughout, one careful owner only, £39! Tax free. Deposit £9 10s., balance 18 months; third-party insurance only and no unnecessary formalities. Drive away same day. Exchanges. N. C. Dear Motors, 65-66 Chalk Farm Road, N.W.1 (five minutes Camden Town Tube). Gull. 3552-3. 208-1054

**AUSTIN** Seven 1929 Wydor saloon, fitted with Michelin Giant low-pressure tyres, £25.  
1929 saloon, Mulliner body, £20. Westburn Motors, Ltd., Harrow Road, Wembley (opposite Greyhound Hotel). Wembley 3888. Business hours 9 a.m. to 9 p.m. Open Sunday mornings. 208-315

**AUSTIN** Ten two-seater, coachbuilt, whole car as new, guaranteed six months, £70; exchanges, terms; third-party insurance. Open Sunday. Car Sales, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station). Chiswick 4815. 208-1037

**AUSTIN** Seven 1934 de luxe two-seater, 12,000 miles, £69. Below.  
Austin Seven, 1929, G.E. saloon, discs, perfect, £29; Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 208-1042

**AUSTIN.** Putney Autos. The progressive agents. Below.  
1935 Ten-Four cabriolet, as new, £125; 1935 7 h.p. Ruby de luxe, maroon, beautiful condition, £90; another in blue £87 10s. 263 Putney Bridge Road, Putney. 208-284

**AUSTIN.** Autosnips offer:—  
£89. 1934 Austin Ten-Four de luxe saloon, blue and black, one owner, small mileage.  
£72. 1934 Austin Seven de luxe saloon, sunshine roof, leather upholstery, four-speed, grey and green, one owner.  
£45. 1931 Austin Seven de luxe coachbuilt saloon, sun roof, leather upholstery.  
£32. 1930 Austin Seven Wydor saloon, exceptionally smart.  
£22. 1928 Austin Seven saloon, leather upholstery, really good.  
Open weekdays, 9-8.30. Sundays 10-1. Deferred terms up to 24 months; part exchanges; any trial or inspection. Autosnips, 5-7 High Road, Balham. Phone 1509. 208-291

**AUSTIN.** The Service Co., for new or used Austin cars. The following examples mostly overhauled and guaranteed.  
1935 Seven Ruby saloon de luxe, £88.  
1934 7 h.p. saloon, £72 10s.  
1931 Austin Seven saloon, coachbuilt, £42 10s.  
1930 7 h.p. special Swallow saloon, £42 10s.  
Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 208-1019

**AUSTIN** 1934 Ten-Four sunshine de luxe saloon, £92 10s. Overhauled and guaranteed. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 208-1016

**AUSTIN** Seven, 1933 (June) coachbuilt saloon, blue, four speeds, excellent condition, £49. 73 Atkins Road, Balham, S.W.12. 208-1025

**AUSTIN.** £55!!! 1933 7 h.p. two-seater, excellent condition throughout.  
£79!!! 1935 7 h.p. Opal two-seater, 4,500 miles only, Michelin Comfort tyres, unscratched. Morgan Hastings, Ltd., 212 New King's Road, S.W.6. Putney 7611. zzz-302

**AUSTIN** Seven. £78. 1935 Ruby saloon, positively spotless appearance, one careful owner. Granville Motors, 350 Kennington Road, S.E.11. Open till 10 p.m. Sundays, 10-1. Reliance 3500. 208-74

**AUSTINS.** We have always 150 guaranteed second-hand Austins of all models in stock. Inspect our stock before deciding on your exchange. Guarantee for three months is given on every car sold by us. We specialize solely in the sale of Austin cars, and have the largest stock in London. We offer to take back any car at full price paid within one month in exchange for another model from our stock to guarantee satisfaction.  
Trade inquiries invited.  
McCarthy's Motors (1925), Ltd., 44a Westbourne Grove, W.2. Bayswater 3201-2. 208-50

**AUSTIN** Seven tourer, 1929-30, perfect condition, taxed, £21. Biggs, 39 Selsdon Road, W. Norwood, S.E.27. 208-347

**AUSTIN** Ten. £7 deposit or 65 guineas cash. Late 1932 de luxe four-door coachbuilt sunshine saloon, green, leather upholstery, very carefully used, spare tyre unworn, excellent condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube). Hampstead 6041-6. 208-261

**AUSTIN** Twelve-Six. £6 deposit or 55 guineas cash. 1933 four-door coachbuilt saloon, blue, spare tyre unworn, excellent condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube). 208-260

**AUSTIN** Seven special sports two-seater, tuned engine, J2 Midget type body, lengthened chassis, super smart appearance, very fast, raked steering spring wheel, £29. 46 Carshalton Park Road, Carshalton. Wallington 4552. 208-404

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

**B.S.A.** £65!!! 1933 (October) 9 h.p. four-cylinder special sports three-wheeler, very carefully driven by one owner since new, excellent condition throughout. Morgan Hastings, Ltd., 212 New King's Road, S.W.6. Putney 7611. zzz-289

**B.S.A.** 1935 Scout four-wheeler 9 h.p. sports two-seater, black and ivory, one owner only, mileage 7,000, new condition throughout, £95; deposit £25, balance 12 or 18 months. Colmore Depot, 77 Station Street, Birmingham. 208-41

**B.S.A.** The Car Mart, Ltd.  
1935 B.S.A. Scout two-seater. 4,000 miles only, August delivery, £115.  
1934 B.S.A. Ten Mulliner saloon de luxe, £115.  
Stanhope House, 320 Easton Road, N.W.1. Museum 2000. 208-77

**B.S.A.** All under £100. See page 16. 208-55

**B.S.A.** 1933 9 h.p. sports tourer, very snappy engine, attractive and fast, £65. Exchanges, terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 208-152

**B.S.A.** £50: 1935 three-wheeler, taxed, exceptional condition. 7 Friars Way Acton. 6-9 p.m. weekdays. 208-a83

**B.S.A.** 1931 sports family four-seater three-wheeler, absolutely perfect, £35; exchanges, terms, third-party insurance. Open Sunday. Car Sales, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station), Chiswick 4815. 208-1039

**B.S.A.** 1931 three-wheeler, just decarbonized and fitted with three new Dunlop tyres, in good condition, £35. Earls, 75 Heath Street, N.W.3. Phone 3237. 208-309

**B.S.A.** 1933 9 h.p. sports four-seater, four-wheeler, excellent tyres, new battery, exceptional condition, £65. Campbell Motors (Pollards 1044), 1520 London Road Nor.ury, S.W.16. 208-1031

**B.S.A.** 1935 sports three-wheeler, four-cylinder, small mileage, black and cream, £87. 14 Harrow Road, Paddington, W.2. Padd. 0766. 208-252

**B.S.A.** 1932 three-wheeler, Vee screen, special sports, taxed 1935 (August), under 1,000 miles, £32. Mann, Stretton, Oakham. 208-a291

**B.S.A.** three-wheelers. Naylor and Root, Ltd.  
Largest stockists in England.  
£65. 1934 family coachbuilt de luxe, blue, as new.  
£59. 1934 de luxe, black and red, flat screen, smart.  
£32. 1931 de luxe, flat screen, good tyres, clean.  
£38. 1931 sports, coachbuilt, Vee screen, fast car.  
£48. 1932 sports, Blue Star, chromium lamps, choice three.  
£58. 1933 sports, coachbuilt, Vee screen, very smart.  
£68. 1933 special sports four-cylinder, duo tone, as new.  
£79. 1934 special sports, four-cylinder, black-red, fast.  
£92. 1935 special sports, four-cylinder, blue-grey, as new.  
£95. 1935 special sports de luxe, four-cylinder, 2,800 miles, as new.  
£85. 1935 family de luxe coachbuilt, 3,000 miles, as new.  
£58. 1933 Family, black-red, good tyres, very nice car.  
£39. 1931 family, good tyres, black-red, nice condition.  
Deferred terms. One fifth deposit, balance extended to 24 months; general exchange allowances; three months' guarantee. Any model sent 100 miles without obligation.  
Naylor and Root, Ltd., 20 High Street, Tooting, S.W.17. Streatham 4030. Open 9 to 8 (Wednesday 1 p.m.); Sundays 10 to 1. 208-145

**B.S.A.s.** List free. Terms, exchanges. Rowland Smith, Below.  
£9 Deposit or 89 guineas cash. 1935 model four-cylinder special sports three-wheeler, black and red, one owner, very small mileage, tyres unworn, almost new condition, taxed.  
£6 Deposit or 59 guineas cash. 1935 four-cylinder special sports three-wheeler, green and black, three new tyres, excellent condition.  
£6 Deposit or 59 guineas cash. Late 1935 family three-wheeler, black and red, log lamp, very carefully used, excellent condition.  
£6 Deposit or 59 guineas cash. 1934 coachbuilt special sports three-wheeler, green and cream one owner, spare tyre unused, excellent condition.  
£4 Deposit or 32 guineas cash. 1932 model sports three-wheeler, red and black, very good tyres (two new Dunlop 90s). Choice of six.  
Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 208-257

**B.S.A.**, 1930 three-wheeler two-seater de luxe, black and red, exceptional condition, £22. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 209-0292

**BUGATTI**, 1,500 c.c. sports two-seater, pointed tail, competition car, £28. 55 Porchester Mews, W.2. Paddington 0211. 208-369

**BUGATTI**. £4 deposit or 39 guineas cash 1927 model, type 40, super-sports four-seater, black and red, wire wheels, f.w.b., leather upholstery, very good condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-259

**CITROEN** Ten, 1934 saloon de luxe, small mileage, £89.  
1935 Citroen super modern 12 saloons, very small mileage, from £130. Demmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-244

**CLYNO** Nine. 8 guineas. 1928 tourer, green, f.w.b., very good condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-258

**CROSSLEYS**. All under £100. See page 16. 208-54

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

**FIAT** Nine. £3 deposit or 25 guineas cash. 1930 (reg. 1931) tourer, maroon, leather upholstery, excellent condition. Exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-265

**FIATS**. All under £100. See page 16. 208-56

**FORD**. W. Harold Perry, Ltd., offer the following:—  
1933 Tudor saloon, splendid condition throughout, £55.  
1933 Fordor de luxe saloon leather, sun roof, new engine, £62 10s.  
1934 Tudor saloon, new engine, £67 10s.  
1934 Tudor saloon, leather upholstery, excellent condition throughout, £65.  
1934 Fordor de luxe, sun roof, leather upholstery, rebored by us, £72 10s.

1935 Saloon broughams, specially adapted for commercial work, 9,000 miles only, choice of three, £75 each.  
Showrooms open until 7 p.m. daily, works 9 p.m. Saturday 5 p.m. Later by appointment.

W. Harold Perry, Ltd., Invicta Works, Ballards Lane, North Finchley, N.12. Finchley 1111-2-3. zzz-235

**FORD** Eights, two and four-door saloons, from £50. Kings, 322 Fore Street, Edmonton, N.9. 208-1058

**FORD** Ten 1935 saloon, leather upholstery, sun roof, fitted wireless, £97 10s. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.5 (Hampstead 6033); and at 62 High Road, Chiswick, W.4 (Chiswick 4716). 208-332

**FORD** Eight, £59 10s. 1934 sun saloon de luxe, choice of two. Wards, 5 Upper Richmond Road, S.W.15. Putney 7422. 208-1667

**FORD** Eight, 1935 splendid order, leather upholstery, any examination or trial, £47 10s. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 208-347

**FORD**. £55!!! 1935 (genuine) Tudor saloon, mechanically perfect, coachwork poor, taxed. Kynance Garage, 12 Kynance Mews, Gloucester Road, S.W.7. Weste n 4078. 208-352

**FORD** Eights. Autosnips offer:—  
£98. 1935 Ford ten saloon, leather upholstery, taxed, one owner, 3,500 miles, choice of two.

£72. 1934 Ford Eight Fordor sun saloon, indicators, new engine, many extras.

£65. 1934 Ford Eight Tudor saloon, leather upholstery, sun roof.

£60. 1934 Ford Eight Tudor saloon, cloth upholstery.

£49. 1935 Ford Eight Tudor saloon.  
Terms, exchanges.

Open week-days, 9-8.30, Sundays 10-1. Autosnips, 5-7 High Road, Balham. Phone 1509. 208-290

**FORD** Eight 1935 four-door saloon, excellent appearance and condition, low mileage £75. Ross and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tulse 6464-5. 208-1026

**FORD** 1935 Ten-Four four-door de luxe sunshine saloon, as new, one owner, £110; overhauled and guaranteed; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 208-1022

**FORDS**. All under £100. See page 16. 208-57

**FORD** Eight, £65. 1934 four-door coachbuilt sunshine saloon de luxe, leather upholstery, trafficators, spare wheel cover, tyres as new, one owner, magnificent car. Below

Ford Eight, £48. 1935 four-door coachbuilt sunshine saloon de luxe, leather upholstery, splendid condition throughout; exchanges, deferred. 36 Acre Lane, Brixton. Phone 3401. 208-108

**FORD** Eight Tudor saloon 1935 (February), one owner, mileage 9,000, taxed, as brand new, £68 10s. North 3663. 208-x144

**FORD** Eight Tudor saloon, late 1933, perfect condition throughout, any examination £45. Bungalow, Verbena Gardens, Hammersmith (near "Commodore"). Riverside 4126. 208-226

**FORD** Eight, 1934 Fordor saloon, one owner, small mileage, decidedly well above average £59. Cathoune Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 208-1045

**FORD**. Earls, of Hampstead, for genuine Ford bargains.

1935 Ford Ten de luxe Fordor saloon, choice of two, £95 each.

1934 Ford Eight Tudor saloon, choice four, from £52-£55.

1934 Ford Eight Fordor de luxe sun saloon, very clean, £65.

1935 Ford Eight Fordor de luxe sun saloon, good condition, £50.

Terms. Earls, 75 Heath Street, Hampstead, N.W.3. Open 9 till 8; 1 o'clock Sundays. Phone 3287. 208-303

**FORD** Eight sunshine saloon, 1935, mileage 4,000, leather upholstery, £65; terms. Bungalow, Verbena Gardens, Hammersmith (near "Commodore"). Riverside 4126. 208-227

**FORD** Tens. 1935 (February) four-door sunshine saloon, dark blue, mileage very small, chauffeur-kept, any trial, £105. Below.

1935 (January) Tudor saloon, blue, grey upholstery, one private owner, carefully used; now exchanging for V-8, taxed March, £90. Below.

Smith and Hunter Ltd., Rosemore Court, 57 Park Road, N.W.1 (Baker Street Station). Ambassador 1011. Daily 9-8; Sunday, 10-1. 208-196

**FORD** Eight 1934-5 (August) sunshine saloon, one owner, £50; deferred payments. Gwynne-Vaughan, 1 Princes Road, Holland Park. 208-374

**FORD**. 1935 Eight Fordor sun saloon, very carefully used, £95. Below.

1935 Eight Tudor sun saloon, beautiful little car, £49.

Newnham House, 237 Hammersmith Road, London. Riverside 4646. 208-127



**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**FORDS.** List free. Terms, exchanges. Rowland Smith. Below.  
 £9 Deposit or 85 guineas cash. 1935 model 8 h.p. four-door saloon, black, cream wheels, leather upholstery, trafficators, run 8,000 miles only, spare unused, practically new condition.  
 £9 Deposit or 85 guineas cash. 1935 model 8 h.p. Tudor saloon, maroon, sliding head, leather upholstery, trafficators, one owner, run 5,000 miles only, spare unused, practically brand-new condition.  
 £9 Deposit or 85 guineas cash. 1935 10 h.p. saloon, maroon, one owner, carefully used, practically new condition.  
 £8 Deposit or 75 guineas cash. 1934 model 8 h.p. four-door saloon, sliding head, black, cream wheels, trafficators, one owner, very small mileage, almost new condition.  
 £7 Deposit or 72 guineas cash. 1935 model 8 h.p. Tudor saloon, blue, cream wheels, trafficators, spare tyre unworn, one owner, carefully used, almost new condition.  
 £6 Deposit or 59 guineas cash. Late 1934 8 h.p. Tudor saloon, blue, cream wheels, spare unworn, one owner, reconditioned engine, excellent condition.  
 £5 Deposit or 45 guineas cash. Late 1933 8 h.p. Tudor saloon-maroon, leather upholstery, very good condition.  
 Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 208-264  
**FORD** Eights. 1935 (January) four-door saloon, black-cream wheels, grey upholstery, mileage low thousand only, more shop-soiled than second-hand, one private owner, full guarantee, £85, below.  
 1935 (March) Tudor saloon, dark blue, rexine upholstery, mileage 7,000, good as new throughout, £75, below.  
 1934 Eight Tudor saloon, black, bumpers, good tyres, A.1 lot, £62, below.  
 1933 four-door sunshine saloon, black-grey upholstery, loose covers, 16,000 miles, bumpers, grid, wheel covers, splendidly kept, £68, below.  
 1933 Tudor saloon, brown, full equipment, new engine recently fitted, excellent runner, owner taking new Ford, £50, below.  
 Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1. (Baker Street Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 208-195  
**FORD.** Naylor and Root, Ltd.  
 £89. 1935 de luxe sun saloon, hide, one owner, as new.  
 £75. 1934 Fordor sun saloon, hide, one owner, as new.  
 £65. 1934 Tudor sun saloon, cloth, very nice car.  
 £79. 1934 Jensen sports tourer, duo-tone, fast car.  
 £98. 1935 de luxe Ten sun saloon, hide, very smart.  
 Deferred terms over 24 months. Exchanges. Any model sent 100 miles without obligation. Three months' guarantee.  
 Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8; Sundays 10 to 1. 208-137  
**FORD** 1935 8 h.p. four-door saloon, leather, mileage 4,000, £82 10s. Also 1934 Ford 8 h.p. Tudor saloon, excellent condition, £59. H. C. Paul, Ltd., 30-2 Great Portland Street, W.1. Museum 8464-5. 208-153  
**FORD.** Naylor and Root deliver latest models from stock, any colour. Your car in exchange. Deferred terms over 24 months. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 208-133  
**FORD** Eight 1935 four-door, leather, perfect, low mileage, one owner, £75. No dealers, Saville, Gerrard 1324. After 7 p.m., Wembley 2604. 211-104  
**FORD.** £79!!! 1935 8 h.p. Tudor saloon, sliding roof, leatherette upholstery, very small mileage; also Tudor saloon, cloth upholstery, 16,000 miles only, £68. Morgan Hastings, Ltd., 212 New King's Road, S.W.6. Putney 7611. zzz-303  
**FORD** Eight. 1934 Tudor sunshine saloon, good condition, £60. Terms, Baxter, Spenser Street, S.W.1. Victoria 7548. 208-48  
**FORD** Eight. £72. 1935 sunshine saloon, leather upholstery, magnificent condition, one careful owner, below.  
 £62. 1934 Ford Eight sunshine saloon, leather upholstery, exceptional value, below.  
 £59. 1933 Ford Eight four-door de luxe saloon, one owner, marvellous condition, below.  
 £49. 1933 Ford Eight two-door saloon, carefully maintained. Grantville Motors, 330 Kennington Road, S.E.11. Open till 10 p.m. Sundays 10-1. Reliance 3300. 208-72  
**FRAZER-NASH.** The manufacturers have available for sale reconditioned and used cars from year 1926 to 1934, including all types. For full particulars apply Frazer-Nash Cars, London Road, Isleworth. Hounslow 0011-0012. zzz-856  
**HILLMAN** 1933 Minx de luxe saloon faultless condition throughout, £80. Murphy, 17 Sheen Lane, Mortlake, S.W.14. Prospect 3303 zzz-105  
**HILLMAN** Minx de luxe saloon, 1934, £85, absolutely as new, four-speed, free wheel. Wad-Col Motors, Ltd., 47 West End Lane, London, N.W.6. Maida Vale 2245. 208-46  
**HILLMAN** Minx. Naylor and Root, Ltd.  
 £110. 1935 sun saloon, bumpers, one owner, as new.  
 £129. 1934 Aero Minx sun coupe, extras, fast car.  
 £95. 1934 de luxe saloon, black, small mileage, taxed.  
 £75. 1933 sports tourer, black-green, very smart.  
 £69. 1932 de luxe sun saloon, hide, extremely smart.  
 £78. 1933 de luxe saloon, hide, good tyres, blue.  
 Terms over 24 months. Exchanges. Any car sent 100 miles without obligation.  
 Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 208-148

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**HILLMAN.** The Car Mart, Ltd.  
 1935 Hillman Ten Minx saloon de luxe, £120.  
 Stanhope House, 320 Euston Road, N.W.1. Museum 2000. 208-78  
**HILLMAN.** Newnhams for good Hillmans at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, ready sent on request. Self-financed terms and generous exchange allowances.  
 1935 Aero Minx Tickford coupe, small mileage and hardly soiled, £188.  
 1935 Minx de luxe sun saloon, very carefully used, £118.  
 1933 Minx de luxe sun saloon, beautiful little car, £69.  
 Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-126  
**HILLMAN** Minx 1933 four-speed sun saloon, £80. Hungerford Motors, 201 Upper Richmond Road, Putney, S.W.15. Putney 0222. 208-1083  
**HILLMAN** Minx 1934 de luxe saloon, one owner, exceptionally nice condition, £92 10s. Basil Roy, Ltd., 161 Gt. Portland Street, W.1. Welbeck 1138. 208-1077  
**HILLMAN** Minx 1935 sunshine saloon, wonderful condition, £105. Below.  
 Hillman Minx 1933 de luxe sunshine saloon, splendid, £68. Fred Guy, 198 King Street, Hammersmith, Riverside 4652. 208-338  
**HILLMANS.** All under £100. See page 16. 208-58  
**HILLMAN** Minx Waldron Motor Mart de luxe sunshine saloon, late 1935, 10 h.p., £62 10s.; exchanges and deferred terms. 645 Garratt Lane, Earsfield, S.W.17. Phone, Wimbledon 0607. 208-221  
**HILLMAN.** The Service Co. for new and used Hillman cars, all in perfect condition, overhauled and guaranteed.  
 1935 Minx saloon de luxe, faultless condition, one owner, £118.  
 1934 Minx four-light de luxe saloon, faultless condition, one owner, £105.  
 1934 Minx sunshine saloon, several extras, exceptionally good condition, one owner, £98.  
 Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 208-1021  
**HILLMAN** Minx 1934 sunshine saloon, one owner, black, £80. Campbell Motors (Pollards 1044), 1520 London Road, Norbury, S.W.16. 208-1030  
**HILLMAN.** Putney Autos. 1935 Minx sun saloon, bumpers, beautiful condition, £115. 263 Putney Bridge Road, Putney. 208-286  
**HILLMAN** Minx, 1932-33 sunshine saloon, one owner, excellent condition, £65; exchange and deferred terms. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 208-160  
**HILLMAN.** Cookes Motors offer 1934 Minx de luxe saloon, privately owned, small mileage, £89; exchanges, terms. 9-11 High Street, Sutton. Phone 3800. Open Sundays, 9-1. 208-211  
**HILLMAN.** Cookes Motors offer brand-new unregistered 1935 Melody Minx de luxe saloon, list £199, our price £155; exchanges, terms. 9-11 High Street, Sutton. Phone 3800. Open Sundays 9-1. 208-212  
**HILLMANS.** 1935 Minx de luxe saloon, green-black, unused and unregistered, list price £185, maker's full guarantee, to clear, £145. Below.  
 1935 Minx sunshine saloon, black, brown upholstery, mileage 11,000, same ownership throughout, perfectly kept, everything first-class, including tyres, guarantee given, £105. Below.  
 1934 Minx sunshine saloon, blue-black, very good tyres, extremely well kept, sound battery, efficient brakes, £87. Below.  
 1933 Minx sunshine saloon, red, with black top, red leather upholstery, front and rear bumpers, luggage grid, mileage 20,000, one change only, exceptional condition, £72. Below.  
 Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1 (Baker Street Station). Ambassador 1011. Daily, 9-8; Sunday, 10-1. 208-200  
**HILLMAN.** Sydney G. Cummings offer the following Hillman Minx bargains—  
 £82 10s. 1934 de luxe saloon, small mileage, extremely good condition throughout. Below.  
 £92 10s. 1935 saloon, sun roof, bumpers, safety glass, small mileage; exchanges, terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. Kensington 8231. 208-407  
**HILLMAN** Minx, 1935 sunshine saloon, carefully used, outstanding condition throughout, £105; hire-purchase, exchanges. M. T. Lane, 65 Old Town, Clapham, S.W.4. Macaulay 2546. 208-393  
**HILLMAN** Minx 1934 (February) de luxe free-wheel sunshine saloon, exceptional condition, £76. Deferred payments. Gwynne-Vaughan, 1 Princes Road, Holland Park. Park 4775. 208-373  
**HILLMAN** Mint. £6 deposit or 59 guineas cash. Late 1932 four-door coachbuilt saloon, blue, leather upholstery, spare tyre unworn, carefully used, excellent condition. Exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-265  
**HUMBER,** 35 guineas!!! 1928 coachbuilt 9 h.p. saloon, leather upholstery, good tyres, 100% condition; exchanges, easy hire-purchase terms. Over 200 car bargains to choose from. Raymond Way Motors, Canterbury Road, Kilburn, N.W.6. Maida Vale 0063-4. Open 9-9 seven days a week. 208-359  
**HUMBERS.** All under £100. See page 16. 208-59  
**HUMBER** 8 h.p. 1928 saloon, perfect condition throughout, £22. 55 Porchester Mews, W.2. Paddington 0211. 208-368  
**JOWETT** 1930 four-door long-chassis coachbuilt saloon, excellent tyres, etc., £39. Campbell Motors (Pollards 1044), 1520 London Road, Norbury, S.W.16. 208-1053

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**JOWETT.** A.V. Motors, Ltd., of Teddington, have the largest stock of used Jowetts in London, prices ranging from £10 to £125, every car over £40 overhauled and guaranteed in sound mechanical condition, as under.

1927-9 Tourers, £12-£25; 1930 saloons, £35-£48; 1933 saloons, £85-£95; 1934 saloons, £105-£120.

For second-hand list phone Kingston 0710. zzz-89

**JOWETT,** 1929 long saloon, £20.

Jowett, long two-seater, new hood, £12 10s.

Jowett long four-seater, new hood, £12 10s. Above cars good reliable condition. Lovatts, Jowett Experts, 191 Streatham Road, Mitcham.

**JOWETT** 1933 coachbuilt long-chassis saloon, almost as new, £85. Exchanges, terms. Below. zzz-287

Jowett 1931 coachbuilt long-chassis saloon, excellent condition, £52 10s. Exchanges, terms. Below.

Jowett 1931 long-chassis Black Prince saloon, excellent condition; choice of two at £49. Exchanges, terms. Below.

Jowett 1929 short-chassis tourer, good condition, £15. Exchanges. And several two-seaters, £10. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 208-356

**JOWETT,** 7 guineas!!! 1926 coachbuilt two-seater, excellent condition, Raymond Way. Below.

Jowett, 19 guineas!!! Full four-seater tourer, good hood, etc. Raymond Way. Below.

Jowett, 55 guineas!!! Late 1933 drop-head coupe, new battery. Exchanges, easy hire-purchase terms. Over 200 cars actually in stock. Raymond Way Motors, Canterbury Road, Kilburn, N.W.6. Maida Vale 0063-4. Open 9-9 seven days a week. 208-362

**JOWETT,** £19 10s.!!! Tankard and Smith offer what is probably the finest 1929 short-chassis tourer on the road, very small mileage, body-work practically equal to new, mechanically faultless, approximately 50 to the gallon, oil negligible, weather protection O.K. and absolutely genuine bargain. 97 Peckham Road, S.E.15. Rodney 4782. 208-364

**JOWETTS.** All under £100. See page 16. 208-60

**JOWETT** 1934 de luxe sun saloon, low mileage, indistinguishable from new, £98. Westburn Motors, Ltd., Harrow Road, Wembley (opposite Greyhound Hotel), Wembley 3888. Business hours, 9 a.m. to 9 p.m. Open Sunday mornings. 208-316

**JOWETT.** Autosnips offer:—

Jowett 1933 coachbuilt saloon, sunshine roof, 12-volt lighting, indicators, small mileage, £72; terms, exchanges. Open week-days 9-8.30; Sundays, 10-1. Autosnips, 5-7 High Road, Balham. Phone 1509. 208-294

**JOWETT.** Godfreys always have an attractive selection of guaranteed second-hand Jowett cars to offer, including:—

1930 Long-chassis four-seater, £33.

1933 Four-door sun saloon, £85.

1934 Four-door sun saloon, £99.

1934 Kestrel saloon, £105.

1935 Kestrel saloon, £152.

1935 (Late) Weasel sports, £135.

Send for full list: exchanges and deferred terms. Godfreys, Ltd., 366 Euston Road, N.W.1. Phone, Museum 2644. 208-303

**JOWETT.** The Service Co. for new and used Jowett cars. Examples below, all in perfect condition; mostly overhauled and guaranteed.

1935 Long sun saloon, splendid condition, one owner, £110.

1932 Blackbird sunshine saloon, exceptional condition, £68.

1927 Long tourer, with all-weather equipment, £15.

Best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 208-1018

**JOWETT.** Buntings are unbeatable. 1935 long saloon, £120, £34-£95, £32-£70, £30-£40. Several others. New Ten on show; also Kestrel. Buntings, Jowett Agency, Harrow. 208-1023

**JOWETT,** £59. 1932 long saloon, sliding roof, completely overhauled, taxed year, any trial. Norballe, Laurel Buildings, Boreham, Essex. Phone, Boreham 25. 208-a294

**JOWETT** 1927 four-seater, good condition, £7 10s., or offer. 54 Hounslow Road, Feltham, Middlesex. 208-a283

**JOWETTS.** 1936 models and comprehensive selection of used Jowetts always in stock. List free. Terms, exchanges. Rowland Smith. Below.

£3 Deposit or 19 guineas cash. 1928 two-seater, blue, two new tyres, radiator muff, very carefully used, excellent condition.

£4 Deposit or 35 guineas cash. Late 1930 long chassis Grey Knight four-door saloon, grey, taillights, fog lamp, excellent condition.

£3 Deposit or 19 guineas cash. 1929 tourer, maroon, three new tyres, excellent condition.

10 Guineas. 1926 tourer, blue, very good condition.

5 Guineas. 1927 (registered 1928) two-seater, maroon.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 208-266

**JOWETT,** 1929 Black Prince four-door saloon, perfect car throughout £28. 46 Carshalton Park Road, Carshalton. Wallington 4552. 208-403

**JOWETT,** 1929 tourer, in exceptional condition throughout, £19. Evans (Wimbledon), Ltd., Alexandra Road. Wimbledon 3606. 208-388

**JOWETT,** £45. 1931 fabric saloon, L.C., 45 m.p.g., £5 5s. tax, splendid running order, any trial. Luna Garages, Thornton Heath. Phone, Lav 2644. 209-a15

**JOWETT.** Manchester. 1932, 1933, 1934, 1935 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales, Saxon Jefferis, Ltd., Deansgate, Bla. 1122-3. zzz-294

**JOWETT** Seven 1929 long saloon, f.w.b., full equipment, taxed, £20. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 208-84

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**JOWETT.** "Andrew of Mortlake" offer:—

Special bargain. 1931 short-chassis saloon, £49.

Full range of saloon and open models, 1928-34, from £20 all ready to drive away, taxed, insured and guaranteed before and after sale; self-financed terms, strict privacy, no reference or inquiries; generous exchanges. Open Sunday mornings. 37 Sheen Lane, Mortlake (Station), Prospect 3332. Also at Portsmouth Road, Thames Ditton. Emberbrook 2670. zzz-277

**JOWETTS.** 1935 saloons, 115 guineas; 1932 de luxe saloon, 65 guineas; 1930 tourer, 38 guineas; 1928 tourer, 15 guineas. Let me hear from you re your Jowett requirements. They will have my personal attention and I will call upon you and discuss the matter upon hearing from you, anywhere within 100 miles. Deal with a specialist, one who believes in the cars he is selling. Pater, The Jowett King, Bedford. Phone 3319. 208-118

**JOWETT,** £15. 1927 long-chassis tourer, hood, side curtains and tyres in good condition, taxed. Greenfield, 21 Silcroft Road, Bexley Heath. 208-a284

**JOWETTS.** Naylor and Root, Ltd.

£75. 1933 de luxe coachbuilt sun saloons, choice three.

£92. 1934 coachbuilt sun saloon, four-speed, smart.

£55. 1931 Black Prince saloon, wire wheels, smart.

£20. 1929 long four-door saloon, wire wheels, sound.

Terms over 24 months. Exchanges. Three months' guarantee over £50. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 208-149

**JOWETT** 1927 (March) long-chassis four-seater, blue, good tyres, grid, numerous extras, splendidly kept, changed hands once only, taxed, £12. Smith and Hunter, 67 Park Road, N.W.1 (Baker Street Station). 208-204

**LANCASTER** Ten, 1933 saloon de luxe, in perfect condition throughout, written guarantee, £115. Evans (Wimbledon), Ltd., Alexandra Road. Wimbledon 3606. 208-383

**LANCHESTER** Ten, £90. 1933 four-door coachbuilt sunshine saloon de luxe, fluid flywheel, preselector, leather upholstery, magnificent condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 208-106

**LANCHESTER** Ten 1934 de luxe sunshine saloon, fluid flywheel, very fine condition, £105; exchanges, terms. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 208-141

**LANCHESTER** 1933 Ten de luxe sun saloon, really beautiful car, £112. Newnams, 237 Hammersmith Road, London. Riverside 4646. 208-128

**LEA-FRANCIS,** £87 10s. Supercharged Ulster model 1½-litre two-seater, roller-bearing engine, chromium plating throughout, perfect condition and really fast; exchanges, deferred. G. S. Griffiths, 1a Saltram Crescent, Shirland Road, W.9. Willesden 5407. 208-233

**LEA-FRANCIS** supercharged 12-50 Hyper Le Mans sports four-seater, one owner, appearance and mechanically equal new, 65 m.p.m. third, 85 top, Bargain, £69. 243 Maida Vale, Kilburn, W.9. 208-99

**LEA-FRANCIS.** All under £100. See page 16. 208-61

**LEA-FRANCIS.** £5 deposit or 49 guineas cash. 1931 12-40 h.p. two-seater dickey, green and black, leather upholstery, two new Dunlop 90 tyres, excellent condition. Exchanges. Rowland Smith. Below.

£5 Deposit or 45 guineas cash. Lea-Francis, 1928-29 1½-litre sports four-seater, complete with supercharger, black and cream, two spare wheels, leather upholstery. rev. counter, excellent condition. Exchanges. Rowland Smith. Below.

£3 Deposit or 19 guineas cash. Lea-Francis, 1927 12-40 h.p. two-seater, duo-green, wire wheels, f.w.b., excellent condition. Exchanges. Rowland Smith. Below.

£3 Deposit or 19 guineas cash. Lea-Francis, 1927 model 12-40 h.p. super sports four-seater, polished aluminium, red wheels, leather upholstery, very good condition. Exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-268

**M.G. Midget,** 1930 two-seater, £40. Below.

**M.G. Midget,** 1933 J1 four-seater sports, real bargain, £85.

1931 M.G. Midget Jarvis four-seater, £55. Below.

**M.G. Midget,** 1932 coachbuilt two-seater, £67 10s. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.6 (Hampstead 6033); and at 62 High Road, Chiswick, W.4 (Chiswick 4176). 208-336

**M.G.** £99 10s. 1933 J1 tourer, overhauled. Wards, 5 Upper Richmond Road, S.W.15. Putney 7422. 208-1069

**M.G. Midget,** 1930, £38 10s., perfect condition throughout, colour red; down payment £10. Comerfords, Portsmouth Road, Thames Ditton, Surrey. Emberbrook 2323-24. 208-1080

**M.G. Magna** 33-32 coachbuilt saloon, small mileage, condition as new, £75. 34 Shaftesbury Avenue, Harrow. Byron 1711. 208-a334

**M.G. Midget.** £37. 1930 two-seater, rebored, ultra-smart, guaranteed. Marnic Motors, 6-8 Bishop's Road. Padd. 2308. 208-70

**M.G.s.** Naylor and Root, Ltd.

£105. 1934 Midget J2 two-seater, green, very smart.

£98. 1933 Midget J1 four-seater, black, overhauled.

£89. 1933 Midget J2 two-seater green, choice two.

£69. 1932 Midget coachbuilt two-seaters, choice four.

£55. 1932 Midget two-seater, black, good tyres, etc.

Deferred terms over 24 months; exchanges. Any model sent 100 miles without obligation; three months' guarantee

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8. Sundays 10 to 1. 208-142

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**M.G. Midget.** 1934 J11 sports two-seater, moderate mileage only, £95. Newnham, 237 Hammersmith Road, London. Riverside 4646. 208-129

**M.G.** 1933 J2 Midget sports two-seater, dual blue, rebored, overhauled, carefully used, exceptional car, £79 10s. Harry Nash, 348 King Street, Hammersmith. Riverside 2837. 208-172

**M.G.** 1934 P-type Midget two-seater, duo-tone red, one owner only, in magnificent condition throughout, genuine bargain, £115. Exchanges, deferred. Smith Auto Co., Ltd., 145 London Road, Croydon. Croydon 2182-1688. 208-205

**M.G. Midget.** 65 m.p.h. 1931 super-sports two-seater, just completely overhauled, including rebore, new bearings, large diameter ribbed brakes, large sump, spring wheel, fold-flat screen, chromium luggage grid, repainted, £47 10s. Exchanges, terms. C. and K. Motors, 5 Putney Bridge Road, S.E.18. Putney 2255. 208-322

**M.G. Midget.** 1931 sports two-seater Midget, red, exceptionally well kept, private owner, taxed, £55. Smith and Hunter, 57 Park Road, N.W.1 (Baker Street Station). 208-203

**M.G.s.** All under £100. See page 16. 208-62

**M.G. Special sports Midget,** 1930-31, four-speed remote-control box, leather bucket seats, racing Solex and 10-in. chromium headlamps, Bosch ignition, astounding performance, £42. Camden Motors, 156-158 Crickwood Broadway, N.W.2. 208-295

**M.G. Midget** 1933 J2 sports, taxed, exceptional order, £80. 1934-5 Series M.G. Magna saloon, like new, £175. 1935 M.G. Magna two-seater, first-class order, £85. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-241

**M.G. Autosnips offer:-**  
£89. 1933 M.G. D-type saloonette, sun roof, leather upholstery, small mileage, black and cream; terms, exchanges. Open: Weekdays, 9-8.30; Sundays, 10-1. Autosnips, 5-7 High Road, Balham. Phone 1509. 208-293

**M.G. Midgets.** List free. Terms exchanges. Rowland Smith. Below.

£16 deposit or 155 guineas cash. 1935 model, P-type sports four-seater, duo-green, silver wheels, one owner, small mileage, very carefully used, almost new condition.

£15 deposit or 145 guineas cash. 1935 model, P-type sports two-seater, duo-green, silver wheels, spare tyre unused, one owner, excellent condition.

£12 deposit or 115 guineas cash. Late 1934, P-type sports two-seater, black, silver wheels, small mileage, carefully used, spare tyre unused, practically new condition, choice of six.

£10 deposit or 95 guineas cash. 1934 model, J2 sports two-seater, black and green, carefully used, three new tyres, excellent condition.

£9 deposit or 85 guineas cash. 1933, J1 sports four-seater, duo-green, very good tyres, fog lamp, carefully used, excellent condition.

£9 deposit or 85 guineas cash. 1933 model, J1 sports coupe, sliding head, duo-blue, two spare wheels, trafficators, two new tyres, excellent condition.

£7 deposit or 65 guineas cash. 1932, sports two-seater, duo-blue, two new Dunlop 90 tyres, carefully used, excellent condition.

£5 deposit or 49 guineas cash. 1931, Double-Twelve two-seater, duo-green, remote control, excellent condition.

£5 deposit or 45 guineas cash. Late 1931, sports two-seater, black and red carefully used, excellent condition, choice of six.

£5 deposit or 45 guineas cash. Late 1930, sports two-seater, black and green, big sump, ribbed brakes, remote control, rear petrol tank, rev. counter, fog lamp, many other extras, carefully used, excellent condition.

£5 deposit or 45 guineas cash. 1930, sports coupe, black and cream, sliding head, leather upholstery, very good condition.

£4 deposit or 39 guineas cash. Late 1930, sports two-seater, green and cream, big sump, ribbed brakes, two new Dunlop 90 tyres, spot lamp, carefully used, excellent condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 208-281

**M.G. Magnette,** £13 deposit or 125 guineas cash. Late 1934 N-type sports four-seater, duo-blue, silver wheels, trafficators, fog lamp, carefully used, spare tyre unworn, practically new condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-279

**M.G. Midget,** 1933 J1 four-seater, very good condition, £85. Below.

**M.G. Midget,** 1930 (June) sunshine coupe, excellent car, £45. Fred Guy, 198 King Street, Hammersmith. Riverside 4652. 208-359

**M.G. Magna,** 12 deposit or 115 guineas cash. 1934 model L-type sports four-seater, duo-blue, three new tyres, very carefully used, excellent condition; choice of six; exchanges. Rowland Smith. Below.

£8 Deposit or 79 guineas cash. M.G. Magna, 1933 model sports two-seater, black, blue wheels, Ashby steering wheel, spot-lamp, carefully used, excellent condition; exchanges. Rowland Smith. Below.

£7 Deposit or 65 guineas cash. M.G. Magna, late 1932 sports coupe, sliding head, green and cream, three new tyres, excellent condition; exchanges. Rowland Smith. Below.

£5 Deposit or 49 guineas cash. M.G. Magna, late 1932 sports four-seater, black and red, balloon tyres, excellent condition; choice of six; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-267

**MORGAN.** Maskells for Morgans. Sole London agents south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Road, Camberwell, S.E.5. Brixton 5725. zzz-122

**MORGAN Service Depot.** Officially appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homacs, 243 and 247 Lower Clapton Road, E.5. Phone, Clissold 9616-9617. zzz-955

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**\* MORGAN.** Homacs, the official London Morgan Service Depot, have a number of well-selected second-hand Morgans for disposal, all of which have been carefully overhauled, and we can guarantee satisfaction. Write for list or new catalogue. Exchanges and deferred terms arranged. 247 Lower Clapton Road, E.5. Phone, Clissold 9616-9617. zzz-25

**MORGAN,** 1935 Family four-cylinder three-wheeler, as new, £85. Fred Guy, 198 King Street, Hammersmith. Riverside 4652. 208-343

**MORGAN,** 1927 Aero 8 h.p., s.v. w.-c., excellent condition, £15, or offer. 96 Willesden Lane, North Acton, W.3. 208-a353

**MORGAN.** For sale, 1934 sports, with 1,100 c.c. o.h.v. special J.A.P. engine, water-cooled, very small mileage, original tyres, perfect condition, taxed to end of year, price £60, no offers. Apply to R. C. Cross, 33 Midford Road, Odd Down, Bath. 208-a266

**MORGAN** super sports, 1933, showroom condition, 60 guineas; before 7 p.m. 349 New King's Road, S.W.6. 208-a143

**MORGANS.** P. H. Douglass, the Morgan specialist, has a large stock of sound Morgans for sale and a reputation to keep up. Try me for your Morgans. Every spare and every repair. Cash or hire-purchase terms. P. H. Douglass, the Morgan specialist, St. Mary's Square, Ealing, W.5. Phone 0570. 208-324

**MORGAN,** 1934 four-cylinder three-wheeler, four-seater sports, spare wheel, electric starter, side screens, Nile blue, cream wheels, good appearance and mechanical condition, £62 10s.; another, one owner only, mileage 7,000, £70. Get "Stocktaking Clearance List—Used Three-Wheelers"—Colmore Depot, 77 Station Street, Birmingham. (Largest Morgan Distributors in the Kingdom.) 208-42

**MORGAN.** Naylor and Root, Ltd., Largest stockists in England.

£105. 1936 super sports o.h.v., black, as brand new.

£99. 1935 super sports, w.c., o.h.v., 3,800 miles, as new.

£92. 1935 super sports, o.h.v., green, one owner, fast.

£79. 1934 super sports, J.A.P., red-cream, very smart.

£65. 1933 super sports, J.A.P., three-speed, duo-tone; fast.

£49. 1931 super sports, M chassis, green, smart car.

£38. 1929 super sports, J.A.P., good tyres, repainted.

£79. 1935 sports o.h.v., w.c., one owner, equal to new.

£69. 1934 sports, o.h.v. J.A.P., three-speed, very smart.

£54. 1930 Aero 10-40, o.h.v. J.A.P., maroon, fast.

£45. 1932 family de luxe, three-speed, starter, very smart.

£65. 1934 family de luxe, three-speed, 4,000 miles, black-red.

£52. 1933 family de luxe, black-green, one owner, as new.

£35. 1931 family, J.A.P., M chassis, starter, smart.

£19. 1930 family four-seater, w.-c. J.A.P., M chassis, blue.

Deferred terms: one-quarter deposit, balance over 24 months. Generous allowance for motorcycles. Three months' written guarantee. Any model sent 100 miles without obligation.

Every model supplied between now and the end of January, 1936, will carry free tax. Take advantage of this unique opportunity.

Naylor and Root, Ltd., Morgan Specialists, 120 High Street, Tooting, S.W.17, Streatham 4030. Open 9 to 8 (Wednesdays 1 p.m.). Sundays 10 to 1. 208-146

**MORGANS.** List free. Terms, exchanges. Rowland Smith. Below.

£7 deposit or 72 guineas cash. 1936 model, Family, water-cooled Matchless, black and red, three speeds and reverse, electric starter, spare wheel, f.w.b., one owner, very small mileage, almost new condition, taxed.

£6 deposit or 59 guineas cash. 1934, super sports, water-cooled o.h.v. Matchless, green, three speeds and reverse, electric starter, spare wheel, f.w.b., hood, spring-steering wheel, spare tyre unworn, excellent condition.

£5 deposit or 49 guineas cash. 1932, super sports, specially tuned racing o.h.v. J.A.P., black and red, three speeds and reverse, electric starter, f.w.b., straight-through exhausts, hood, excellent condition.

£3 deposit or 29 guineas cash. 1928, super sports, specially tuned racing o.h.v. J.A.P., green and cream, f.w.b., straight-through exhausts, speedometer, very good condition.

£3 deposit or 19 guineas cash. 1929 model, Aero, racing o.h.v. J.A.P., cream and red, f.w.b., straight-through exhausts, reduced steering, very good condition.

12 Guineas. Late 1930, Family, water-cooled J.A.P., blue, electric starter, f.w.b., hood, reduced steering, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. zzz-256

**MORGAN,** 1931 de luxe four-seater, taxed, one owner, practically new condition, mechanically and appearance as new, 55 m.p.g. and 65 m.p.h. £25. 245 Maida Vale, Kilburn, W.9. 208-378

**MORRIS** 1934 Ter. Four de luxe saloons, exceptional condition, from £90. Below.

1935 Morris Ten-Four de luxe saloon, very low mileage, £120. Exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 3884. zzz-247

**MORRIS** Minor. "Andrew of Mortlake" offers:-  
Special bargain. 1931 sun saloon, £35.

Full range of saloons and open models, 1928-34, from £35, all ready to drive away; taxed, insured and guaranteed before and after sale; self-financed terms, strict privacy; no references or inquiries, generous exchanges. Open Sunday mornings. 37 Sheen Lane (Mortlake Station). Prospect 3532. Also at Portsmouth Road, Thames Diton. Embrook 2670. zzz-278

**MORRIS,** 1933, 8 h.p. Family saloon, one owner, little used, unscratched, £65. Carpenter, 42 Green Lane, Penge. Sydenham 6800. 209-720

"AN ABC OF GOODS VEHICLE LICENSING." By the Editor of "The Commercial Motor." 6d. net. 7d. by post.

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

**MORRIS** Minors. 1934 (February) sunshine saloon, black-green upholstery, mileage 13,000, good tyres, grid, guarantee given, £75. Below.  
1934 (May) two-seater, blue, small mileage, one private owner, some extras, tyres new, taxed, full guarantee, £69.  
1933 (May) open four-seater, recently rebored, new tyres fitted, grid, direction indicators, radiator muff, tonneau and hood covers, one owner only, £62. Below.  
1932 (February) sunshine saloon, dark blue-brown upholstery, new tyres, grid, exceptionally well equipped, taxed March, £54. Below.  
1932 (May) two-seater, green, upholstered to match, privately owned throughout, mileage under 20,000, condition equal to 1934 car, any trial, £52. Below.  
1931 (July) sunshine saloon, o.h.v., dark blue, bumpers, grid, most lavish equipment, extras worth £15 fitted, recently repainted, condition superb throughout, £47. Below.  
Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1. (Baker Street Station.) Ambassador 1011. Daily 9-8, Sunday 10-1. 208-192

**MORRIS**. Safety starts with "S and A"—buy your used Morris car from Stewart and Ardern, Ltd.  
1933 Morris Minor two-door saloon, sliding head, £65.  
1934 Morris Minor two-seater, £75.  
1934 Morris Minor four-door saloon, sliding head, £80.  
1933 Morris Ten-Four saloon, sliding head, £90.  
1935 Morris Eight two-seater, £95.  
1934 Morris Ten-Four saloon, sliding head, £110.  
1935 Morris Ten-Four saloon, sliding head, £125.  
Hire-purchase, part exchange. Free driving tuition and technical instruction.  
Stewart and Ardern, Ltd., Morris House, Berkeley Square, W.1. Phone, Mayfair 7680. Acton, Southend-on-Sea, and Regional Depots. 208-206

**MORRIS** 10 h.p. 1935 four-door sunshine saloon, splendid condition, £95. Box 8015, care of "The Light Car." 208-207

**MORRIS** Eight. £87 10s. 1935 Series I two-seater, superb condition, £69 10s. 1934 Morris Minor saloon, one owner, excellent value.  
£152 10s. Morris Ten-Four Series II sun saloon, wireless, discs, taxed. Wards, 5 Upper Richmond Road, S.W.15. Putney 7422. 208-1068

**MORRIS** Minor, choice of six from £30; 30 other makes in stock. King's, 322 Fore Street, Edmonton, N.9. 208-1057

**MORRIS** Minor, 1929 tourer, good looker, sound mechanically, £15. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.6 (Hampstead 6033); and at 62 High Road, Chiswick, W.4 (Chiswick 4716). 208-334

**MORRIS** Ten, 1933 sun saloon de luxe, £65. Below.  
Morris Ten, 1933 coupe, sun roof £65. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.6 (Hampstead 6033); and at 62 High Road, Chiswick, W.4 (Chiswick 4716). 208-333

**MORRIS** Eight. 1935 two-door fixed-head saloon, one owner, taxed, £80. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 208-1062

**MORRIS** Ten-Four, 1934 de luxe sunshine saloon, exceptionally good condition, £85. Below.  
Morris Eight, 1935 two-door de luxe sunshine saloon, new condition, £90. Below.  
Morris Eight, 1935 four-door de luxe sunshine saloon, wonderful condition, £99. Below.  
Morris Eight, 1934 two-door de luxe sunshine saloon, splendid condition, £68. Fred Guy, 198 King Street, Hammersmith. Riverside 4652. 208-341

**MORRIS** 8 h.p. 1935 two-door sunshine de luxe saloon, excellent condition, £89. Supplied on our No-deposit terms. Normand Garage, Ltd., 92 Gloucester Road, S.W.17. Frohisher 3037-8. zzz-297

**MORRIS** 10-4 1933 four-door saloon, trafficators, Triplex glass, luggage grid, etc., first-class mechanical condition, guaranteed, £68. Kirks. Family 8 1933 four-door sunshine saloon, fullest equipment, beautifully maintained, superb car, genuine bargain, guaranteed, £65. Kirks. Eight, 1932. sunshine saloon, good tyres, super condition throughout, guaranteed, £52. Kirks.  
Kirks, 49 Praed Street, W.2. Paddington 6049. Close 8 p.m., Thursdays, Sundays, 1 p.m. 208-178

**MORRIS** Eights and Tens. Naylor and Root, Ltd.  
1935 Ten-Six de luxe saloon, as brand new, black, £120.  
1935 Ten-Four de luxe saloon, green, one owner, etc., £115.  
1934 Ten-Six de luxe saloon, blue, very fine car, £98.  
1933 Ten-Four de luxe saloon, black-green, nice car, £79.  
1935 Eight de luxe sun saloon, blue-black, as new, £98.  
1935 Eight sports tourer, green, one owner, fast, £95.  
1935 Eight sports two-seater, black-red, fast car, £89.  
1932 Eight Family sun saloon, four doors, black-green, £65.  
1934 Minor de luxe, four-speed, green, as new, £75.  
1932 Minor s.v. two-seater, good tyres, smart, £45.  
Deferred terms over 24 months; exchanges. Any model sent 100 miles without obligation. Three months' guarantee.  
Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8; Sundays, 10 to 1. 208-143

**MORRIS**. The Car Mart, Ltd.  
1936 Morris Ten saloon de luxe, Series II, 1,700 miles only, as new, £165.  
Stanhope House, 320 Euston Road, N.W.1. Museum 2000. 208-80

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

**MORRIS**. The Car Mart, Ltd.  
1935 Morris Eight Series I four-door saloon, 7,800 miles approximately, £105.  
1934 Morris Eight two-seater, £65.  
146-150 Park Lane, W.1. Grosvenor 3434. 208-79

**MORRIS** Minor 1931 saloon, splendid condition, £26. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 208-83

**MORRIS** Eight 1935 saloon de luxe, low mileage, almost as new, £90; terms, exchanges. Allery and Bernard, 344 King's Road, Chelsea, Flaxman 4633. 208-86

**MORRIS** 1935 8 h.p. Series I de luxe sun saloon, superb, guaranteed, £95. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 208-92

**MORRIS** Minor 1931 Arrow sports two-seater, £35; 1931 coachbuilt sunshine saloon, £32; 1930 tourer, £25; 1929 saloon, like new, £25. 243 Maida Vale, Kilburn, W.9. 208-96

**MORRIS** Minor 1931 (January) coachbuilt saloon, sun roof, blue; excellent condition, £34. Armitage Motor Co., Wilton Mews, S.W.1. Sloane 5112. 208-103

**MORRIS**. All under £100. See page 16. 208-63

**MORRIS** Eight, 1935 (July) de luxe two-seater, mileage 2,000, practically new, £88. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 208-185

**MORRIS** Minor, £55. Exceedingly nice 1933 de luxe saloon, sliding roof, excellent tyres, very smart appearance; exchanges, deferred. H. and A. Autocars, 69-71 Church Road, Upper Norwood, S.E.19. Livingstone 3393-4. 208-189

**MORRIS**, 1933 Ten-four sunshine saloon de luxe, excellent condition, £68; exchanges and deferred terms. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 208-158

**MORRIS** Eight. 84 guineas. 1935 two-door saloon, small mileage, one owner; deferred; third-party insurance only. Broadway Motors, 67 High Street, Hounslow. Phone 0175. 208-161

**MORRIS** Eight. Humphreys, Ltd. 1934 sunshine saloon, extremely small mileage, spotless condition, £69 10s. Also 1933 four-door family model, scarcely used, £69 10s.; exchanges, terms. 118 Hampstead Road, Tottenham Court Road. Museum 9515. 208-168

**MORRIS** Ten. Humphreys, Ltd. A most exceptional 1934 two-seater, very small mileage, beautifully cared for, new tyres, £82 10s.; exchanges, terms. 118 Hampstead Road, Tottenham Court Road. Museum 9515. 208-167

**MORRIS**, 1936 Twelve-Four de luxe sunshine saloon, red-black, mileage 1,000 only, just run in, guaranteed as brand new, cost £190, bargain, £155. Below.  
1935 (September) 8 h.p. four-door de luxe sunshine saloon, green-black, mileage 2,900 only, bumpers, leather upholstery, trafficators, as new throughout, £102 10s. Below.  
1935 8 h.p. two-door sunshine saloon, small mileage, bumpers, trafficators, nearly new, £95.  
1935 Morris Eight two-door sunshine saloon, moderate mileage, bumpers, etc., excellent condition, £87 10s. Below.  
1934 Ten-Four de luxe sunshine saloon, green, leather upholstery, bumpers, magnificent condition, £85. Below.  
1933 (April) Family Eight four-door de luxe sunshine saloon, black-green upholstery, four-speed, mileage 4,700 only, spare unused, one private owner, as new throughout, very exceptional car, rare opportunity, £69 10s. Below.  
1931 (July) Minor coachbuilt sunshine saloon, bumpers, excellent condition, £35. Harry Nash, 348 King Street, Hammersmith. Riverside 2837. 208-175

**MORRIS**. Newnhams for good Morrises at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.  
1936 Eight de luxe tourer, hardly soiled, £105.  
1935 Eight four-door fixed head saloon, first-class example, £95.  
1934 Eight fixed-head saloon, particularly smart little car, £59.  
1932 Eight coachbuilt sun saloon, absolute showroom condition, £45.  
1935 Ten-Four fixed-head saloon, very carefully used, £95.  
1934 Ten-Six de luxe sun saloon, really beautiful car, £89.  
1933 Ten-Four sun saloon, moderate mileage and most attractive, £78. Newnhams House, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-121

**MORRIS** Minor 1932 coachbuilt two-seater, really excellent, smart little car, guaranteed three months, 39 guineas; exchanges, terms; third-party insurance. Open Sundays. Car Sales, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station). Chiswick 4815. 208-7035

**MORRIS**. Putney Autos can deliver the 1936 Morris Eights and Tens from stock. Below.  
1931 8 h.p. s.v. Minor sun saloon, coachbuilt, very nice condition, £37 10s. 263 Putney Bridge Road, Putney. 208-285

**MORRIS**. Autosnips offer:—  
Morris Ten-Four 1934 de luxe saloon, as brand new, one owner, small mileage, £89.  
Morris Eight 1935 de luxe saloon, sun roof, leather upholstery, one owner, small mileage, as new, £89.  
Morris Eight 1934 de luxe sunshine saloon, leather upholstery, four-speed, 8,000 miles, one owner, as new, £69.  
Morris Minor 8 h.p. saloon, very nice condition, taxed, £25; terms and exchanges. Open weekdays, 9-8.30; Sundays, 10-1. Autosnips, 5-7 High Road, Balham. Phone 1509. 208-292

**MORRIS**. 1935 Ten-Four de luxe sunshine saloon, excellent condition, oneowner, £118. Overhauled and guaranteed. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 208-1015

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**MORRIS** Minor. 1934 de luxe saloon, £65. Denmans, 132-3 Long Acre, W.O.2. Temple Bar 8135-8. 208-249

**MORRIS** Ten-Four 1935 de luxe sunshine saloon, mileage negligible, direct from original owner, appearance unblemished and in excellent mechanical condition, fully equipped, tax paid and with written guarantee, price £125; another, £115. Below.

**MORRIS** Eight 1935, direct from original owner, four-door de luxe sunshine saloon, mileage only 6,000, condition throughout definitely equal to new, colour black and red, fully equipped, tax paid and with written guarantee, £110. Harold Simons, 511 Euston Road, N.W.1. Museum 4128-9

**MORRIS** Minor. Waldron Motor Mart. Late 1935 sunshine saloon, privately owned, carefully used, £59; exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 208-218

**MORRIS** Eight. Waldron Motor Mart. 1935 saloon, exceptionally nice condition throughout and small mileage, £80; exchanges, deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 208-217

**MORRIS** Minor, late 1931 coachbuilt sun saloon, exceptionally smart and sound condition, fully equipped, £32 10s.; exchanges, deferred terms 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 208-225

**MORRIS** Ten-Four, 1935 de luxe sunshine saloon, direct from original owner, this car has been little used and is as brand new-throughout, fully equipped and with written guarantee, £125. Embassy Motors, Ltd., 22-26 The Broadway, Cricklewood, N.W.2. Gladstone 6286-7. 208-215

**MORRIS** Tens. 1935 four-door sunshine, green-black, hide upholstery, one owner throughout, showroom order, £115. Below.

1934 Sunshine saloon, dark blue, privately owned throughout, splendidly kept and ready for the road, efficient battery, good brakes, £95. Below.

1935 Sunshine saloon, four-door, small mileage, one private owner since new, very well equipped, attractive appearance, £75. Below.

Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1 (Baker Street Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 208-194

**MORRIS** Eights. 1935 (January) four-door sunshine de luxe, blue-black, one private owner since new, thoroughly sound, coachwork perfect, usual guarantee, £103. Below.

1935 (February) two-door sunshine saloon, dark blue, hide upholstery, mileage 8,000, first-class throughout, £95. Below.

1935 Two-door saloon, red-black, red interior, complete equipment, attractive condition, £87. Below.

1935 Open two-seater, green-black, trafficators, bumpers, sports exhaust, one private owner, immaculate condition, £87. Below.

1932 Family Eight four-door sunshine saloon, black-green leather, bumpers, luggage grid, nearly new tyres, just overhauled, most attractive, £63. Below.

Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1 (Baker Street Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 208-195

**MORRIS** 1933 Minor two-seater, s.v., taxed, sound tyres, excellent condition, any trial, £50. Stretton, 128 Chalkhill Road, Wembley, Daytime, Mai. 5022. 208-133

**MORRIS** Minor, £22, 1930 saloon, splendid condition. Also 1931 saloon and 1932 two-seater; exchanges, terms. Maynards Motors, 314 High Road, Wood Green. 208-1032

**MORRIS**. Londons promise a fair deal.

Unique easy-purchase facilities. 100 new and specially selected used cars, including a large and varied selection of Morrises. Example: New series Morris Eight two-door saloon, immediate delivery, £132 10s.; deposit, £10; 1935 Morris Ten de luxe saloon, practically as new, £100, deposit £10. Lendon Bros. Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). Write, phone or call for booklet and list. 208-354

**MORRIS** Minor, 36 guineas!!! 1932 side-valve two-seater, Michelin real low-pressure tyres, really smart appearance, good runner, new hood and screen, any trial; a bargain. Tankard and Smith, 97 Peckham Road, S.E.15. Rodney 4782. 208-365

**MORRIS** Ten-Four. 85 guineas!!! Late 1934 de luxe sunshine saloon, very fine condition, good engine, practically as new, carries our guarantee, any trial; terms, etc. Tankard and Smith, 97 Peckham Road, S.E.15. Rodney 4782. 208-366

**MORRIS** Minor, £39!!! 1933 (March) two-seater, green and black, excellent. Kynance Garage, 12 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 208-350

**MORRIS** Minor, 1932 saloon, two-door, sunshine roof, taxed, splendid condition, £45. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 208-346

**MORRIS** 10 h.p. Waldron Motor Mart. 1935 four-cylinder de luxe sunshine saloon, £99. Exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 208-220

**MORRIS** Minor, £28. 1931 two-seater, excellent condition, good tyres. Evenings, after 7 p.m. 4 Castleton Gardens, East Lane, Wembley. 208-a288

**MORRIS** Minor, £18. 1930 four-seater tourer, whole car exceptionally good throughout. 86 Acre Lane, Brixton. Phone 3401. 208-107

**MORRIS** Eight Series I saloon, 1935 (March) one owner, very small mileage, £82 10s. North 3663. 208-x148

**MORRIS** Minor saloon, 1930, just fitted Wellworths, etc., in 100% mechanical condition, excellent tyres and bodywork, £27. North 3663. 208-x147

**MORRIS** Minor saloon, 1933 (March), one owner, mileage 18,000, tyres and paintwork like new, £55. North 3663. 208-x146

**MORRIS** Eight 1936 £132 10s. model, unused, accept best offer, cheaper car part exchange. Terms. Box 8007, care of "The Light Car." 208-a305

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**MORRIS** Minor, 1932, condition as new, 15,000 miles, reasonable offer. Morley, 68 Osborne Road, Willesborough, Ashford. 208-a308

**MORRIS**, £47 10s. 8 h.p. four-seater, taxed, exceptionally good condition. Sbarwood Motors, Ltd., 32 Uxbridge Road, W.5. Ealing 1484-5. Open Sunday mornings. 208-1027

**MORRIS** Eight 1933 de luxe two-seater, four-speed, full all-weather equipment, luggage grid, three new tyres, faultless mechanically and really clean, £49! Tax free. Deposit £12 10s., balance 18 months; third-party insurance only and no unnecessary formalities. Drive away same day. Exchanges. N. C. Dear Motors, 65 Chalk Farm Road, N.W.1 (5 minutes Camden Town Tube). Gull. 3352-3. 208-1053

**MORRIS** Minor s.v. two-seater, £36, 1931, smart body, four nearly new Zig-Zag tyres, very fast car, exceptionally cheap. Camden Motors, 136 Broadway, Cricklewood, N.W.2. Gla. 1652. 208-297

**MORRIS** Ten, £8 deposit or 79 guineas cash. Late 1933 four-door coachbuilt sunshine saloon, green, trafficators, three new tyres, carefully used, excellent condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-277

**MORRIS** Minors. List free. Terms, exchanges. Rowland Smith, below

£7 Deposit or 65 guineas cash. Late 1933 coachbuilt sunshine saloon, green, fog lamp, spare tyre unworn, carefully used, excellent condition.

£7 Deposit or 65 guineas cash. 1934 model two-seater, black, trafficators, carefully used, spare tyre unworn, excellent condition.

£6 Deposit or 55 guineas cash. 1933 two-seater, four speeds, practically unworn tyres, excellent condition.

£5 Deposit or 45 guineas cash. Late 1932 two-seater, black, new tyres, excellent condition.

£3 Deposit or 29 guineas cash. 1930 tourer, blue, carefully used, three new tyres, excellent condition.

£3 Deposit or 19 guineas cash. Late 1929 tourer, blue, two new tyres, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 208-276

**MORRIS** Eights. List free. Terms, exchanges. Rowland Smith, below.

£10 Deposit or 95 guineas cash. 1935, Series I, four-door saloon, sliding head, green-black, leather upholstery, bumpers, trafficators, one owner, very carefully used, practically new condition.

£9 Deposit or 89 guineas cash. 1935, Series I, four-door saloon, black, trafficators, carefully used, spare tyre unworn, almost new condition.

£9 Deposit or 85 guineas cash. 1935 model, Series I, two-seater, black, trafficators, one owner, small mileage, spare unworn, almost new condition.

£9 Deposit or 85 guineas cash. Late 1935, Series I, tourer, green-black, trafficators, one owner, small mileage, practically new condition.

£8 Deposit or 79 guineas cash. 1935, Series I, two-door saloon, black and ivory, one owner, very carefully used, excellent condition.

£6 Deposit or 59 guineas cash. Late 1932 sports coupe, sliding head, grey, blue leather upholstery, spare wheel cover, carefully used, excellent condition, cost £175.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 208-275

**MORRIS**, 1935 Ten de luxe saloon, one owner, small mileage, sun roof, safety glass, Wilmot Harmonic stabilizing bumpers, self-cancelling trafficators, leather upholstery, condition absolutely as new, £97 10s. Exchanges, terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. Kensington 8231. 208-411

**MORRIS** Minor, 1931 saloon, s.v., £29 10s., exceptionally smart appearance, fine order. Below.

1929 Morris Minor saloon, £15; choice of two. Below.

1929 Morris Minor tourer, £14, splendid order. Bell Bros., 1150 London Road, Norbury. Pollards 4823. Always open. 208-401

**MORRIS** Ten, 1934 saloons de luxe, £85.

Morris Ten, 1935 saloons de luxe, £115.

Above cars thoroughly overhauled, written guarantee. Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon 3606. 208-387

**MORRIS** Eight, 1934 four-door family saloon de luxe, £70.

Morris Eight, 1935 (current series) two-door saloon de luxe, £90. Guaranteed by Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon 3606. 208-386

**MORRIS** Ten, 1933 sunshine saloon, exceptional condition throughout, very carefully used, £69. M. T. Lane, 65 Old Town, Clapham, S.W.4. Macaulay 2546. 208-396

**MORRIS** Minor 1932 coachbuilt saloon, colour blue, good tyres, excellent condition throughout, £45; hire-purchase, exchanges. M. T. Lane, 65 Old Town, Clapham, S.W.4. Macaulay 2546. 208-391

**MORRIS**. G. J. Shaffer and Co. for service after purchase. £85, 1935 8 h.p. saloon, small mileage, as new. Below.

Family Eight four-door de luxe saloon, 1932, really outstanding condition, £65; exchanges. Our own private terms arranged at small deposit. Always open. 82-106 Cricklewood Lane, N.W.2. Gladstone 3511. 208-1048

**MORRIS**. Earls, of Hampstead, for Morris Minor Bargains.

1934 Morris Minor de luxe sun saloon, leather upholstery, as new, £65.

1933 Morris Minor two-seater, four-speed gearbox, new hood, £50.

1932 Morris Minor two-seater in 1934 condition, choice of two, £45 each.

1930 Morris Minor tourer, original finish, new hood, £27.

Terms. Earls, Ltd., 75 Heath Street, Hampstead, N.W.3. Open 9 till 8, 1 o'clock Sundays. Phone 3287. 208-306

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**MORRIS** Eight 1934 special four-seater tourer, carefully used, many extras, one owner, £75. Below.

Morris Eight 1934 de luxe two-seater, small mileage; example, £69. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends 208-1043

**RALEIGH**, £13 down or £50 cash. 1934 Safety Seven tourer, under 10,000, as new, taxed. Earls, 75 Heath Street, Hampstead, N.W.5. Phone 5287. 208-308

**RALEIGH** three-wheelers. Naylor and Root, Ltd.

Largest stocks in England.

£86. 1935 Safety Seven saloon, 2,000 miles, unmarked.

£75. 1935 Safety Seven tourer, green one owner.

£65. 1934 Safety Seven tourer, blue, new condition.

£59. 1934 Safety Seven tourer, black-red, bargain.

Deferred terms: One-fifth deposit, balance extended to 24 months; generous exchange allowances, three months' guarantee. Any model sent 100 miles without obligation. Remember, £4 tax only.

Naylor and Root, Ltd., 120 High Street, Tooting, S.W.17. Streatham 4020. Open 9 to 8 (Wednesday 1 p.m.), Sundays 10 to 1. 208-147

**RALEIGH**, £7 deposit or 69 guineas cash. Late 1935 7.42 h.p. sports four-seater, blue and grey, one owner, very small mileage, spare unused, excellent condition. Exchanges. Rowland Smith, below.

£5 Deposit or 49 guineas cash. Raleigh, late 1934 7.42 h.p. sports four-seater, blue and grey, trafficators, small mileage, spare unused, excellent condition; choice of six. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-255

**RENAULTS.** The following cars carry our usual guarantee. Deferred terms, exchanges, etc. Welham's Renault Sales and Service, Surbiton Hill Road, Surbiton. Elmbridge 1873.

1934-5 12 h.p. Airline sun saloons, choice of three, £100-£125.

1934 12 h.p. saloon de luxe, sunshine, £100.

1931 12-5 Monosix saloons, de luxe models, etc., blue, grey, maroon, choice of four, £35 to £45 each. 208-357

**RILEY Specialists.** Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

**RILEY.** 1930 Nine Monaco saloon, perfect condition, £49.

1930 Riley Nine sports two-seater, fitted with special Brooklands body, £35 recently spent on chassis, £59. Westburn Motors, Ltd., Harrow Road, Wembley (opposite Greyhound Hotel), Wembley 3888. Business hours, 9 a.m. to 9 p.m.; open Sunday mornings. 208-317

**RILEY Nine, 1933-4, £112 10s.** Monaco saloon, in very nice condition throughout, small mileage; small deposit, balance over 18 months or two years; exchanges. Below.

Riley, 1929, £36 10s. 9 h.p. two-seater, real leather upholstery, wire wheels, large brakes, balloon tyres, recently overhauled throughout, exceptional clean condition; £9 down, £1 15s. monthly. Comerfords, Portsmouth Road, Thames Ditton, Surrey. Emberbrook 2323-24. 208-1079

**RILEY Nine, 1932** coachbuilt sunshine saloon, wonderfully well-kept car, £95. Fred Guy, 198 King Street, Hammersmith. Riverside 4652. 208-344

**RILEY Nine saloon, 1928 Monaco, a beauty, taxed and insured, £40.** Buntings Motor Exchange, Harrow. 208-1024

**RILEY 1934 9 h.p. saloon de luxe, perfect tyres, in exceptional condition, £150.** Charles Rickards, Ltd., 11 Stanhope Terrace, next Lancaster Gate Tube, Bayswater Road, W.2, and Arthur Court Garage, Queen's Gate, W.2. Padd. 3440. 208-282

**RILEY, 1934** pre-selector saloon, practically new, £155.

1933 Riley 9 saloon, extremely good order, £120.

Denmans, 134-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-245

**RILEY.** Newnams for good Rileys at right prices; few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

1935 Nine Kestrel sun saloon, fitted s.c.g., very carefully used, £195.

1933 Nine Lynx sports tourer genuine showroom example, £125.

1933 Nine Monaco saloon, moderate mileage only, £118.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-122

**RILEYS.** All under £100. See page 16. 208-64

**RILEY Nines.** Naylor and Root, Ltd.

£115. 1933 Monaco sun saloon, immaculate condition.

£89. 1932 Monaco saloon, sun roof, good tyres, fast.

£68. 1931 Monaco saloon, black, good tyres, smart.

£49. 1930 Biarritz saloon, hide, extras, nice car.

Terms over 24 months. Exchanges. Any car sent 100 miles without obligation.

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8; Sundays 10 to 1. 208-150

**RILEY Nine, 1929 Monaco saloon, taxed, exceptionally smart and fast, £32.** 243 Maida Vale, Kilburn, W.9. 208-93

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**RILEYS.** List free. Terms, exchanges. Rowland Smith, below.

£17 Deposit or 165 guineas cash. Late 1934 12-6 Kestrel saloon, sliding head, grey and blue, spare tyre unwork, very carefully used, excellent condition, taxed.

£14 Deposit or 135 guineas cash. 1933 12-6 three-carburettor Special Kestrel saloon, grey and green, carefully used, excellent condition, cost over £400.

£13 Deposit or 125 guineas cash. October, 1933, 12-6 Kestrel saloon, sliding head, dark red and black, leather upholstery, fog lamp, very good tyres (two new), excellent condition.

£12 Deposit or 115 guineas cash. 1933 9 h.p. Lynx sports tourer, black, red wheels, leather upholstery, Ashby wheel, carefully used, excellent condition.

£12 Deposit or 115 guineas cash. August, 1933, 9 h.p. coachbuilt Monaco saloon, sliding head, green and black, trafficators, carefully used, spare tyre unwork, excellent condition.

£8 Deposit or 75 guineas cash. Late 1931 9 h.p. Plus Series Monaco saloon, sliding head, black and red, leather upholstery, trafficators, three new tyres, carefully used, excellent condition.

£8 Deposit or 75 guineas cash. 1928-29 9 h.p. Brooklands T.T. two-seater, red, outside exhaust, large rev. counter, excellent condition.

£6 Deposit or 59 guineas cash. 1930 9 h.p. Monaco saloon, black, two new Dunlop 90s, very carefully used, excellent condition.

£5 Deposit or 49 guineas cash. 1929 model 9 h.p. twin-carburettor Special Monaco saloon, black, cream wheels, specially tuned, very fast, excellent condition.

£4 Deposit or 35 guineas cash. 1928 model 9 h.p. tourer, cream and red, new hood, two new Dunlop 90s, very good condition.

£3 Deposit or 29 guineas cash. Late 1928 9 h.p. Monaco saloon, black, leather upholstery, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 208-273

**RILEY** value at Brixton. Mark IV, £27 10s. Choice of several others. Every second-hand spare and service, any 1928-31 Nine purchased immediately. Bragg, 2 Robsart Street. Phone 6496. zzz-272

**RILEY Nine 1930 (June) Monaco Mark IV saloon, taxed, £45;** deferred payments. Gwynne Vaughan, 1 Princes Road, Holland Park Park 4775. 208-375

**ROVER.** "Andrew of Mortlake" offers:—

Special bargain. Ten 1928 saloon. £22.

Full range of saloons and open models 1929-1933, from £20; all ready to drive away; taxed, insured and guaranteed before and after sale; self-financed terms, strict privacy; no references or inquiries, generous exchanges. Open Sunday mornings, 37 Sheen Lane (Mortlake Station), Prospect 3332. Also at Portsmouth Road, Thames Ditton. Emberbrook 2670. zzz-279

**ROVER Ten, £59.** De luxe coachbuilt saloon, 1932, as new, Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 208-1041

**ROVER Ten 1930** de luxe saloon, sun roof, leather upholstery, good tyres, £37; terms and exchanges. Open weekdays 9-8.30, Sundays 10-1. Autosnips, 5-7 High Road, Balham. Phone 1509. 208-288

**ROVER, 1932 Regal 12 h.p. saloon, comparable to new, full five-seater, real leather, sun roof, £50.** Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-247

**ROVER Ten 1931 sun-roof saloon, wire wheels, £40.** Below.

Rover Ten 1932 sports two-seater, £50. A.Z. Motors, 180 West End Lane, West Hampstead. N.W.6 (Hampstead 6033); and at 62 High Road, Chiswick, W.4 (Chiswick 4716). 208-355

**ROVER, 1934 Ten** de luxe sun saloon, moderate mileage only, £125. Newnams, 237 Hammersmith Road, London. Riverside 4646. 208-130

**ROVER Pilot, £35.** 1932 four-door coachbuilt sunshine saloon de luxe, four speeds, good condition, exceptional value; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 208-109

**ROVER Ten, late 1931 four-door saloon, exceptionally smart and sound condition, Magna wheels, good tyres, fully equipped, £37 10s.;** exchanges, deferred terms. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 208-224

**ROVERS.** 1931 10-25 Regal four-door coachbuilt sunshine saloon, Magna wheels, bumpers, Triplex throughout, recently rebored, £52. Beow

1931 (January) 10-25 Regal sunshine sports coupe, maroon, hide upholstery, one change only, bumpers, Triplex throughout, luggage box, £48. Below.

Smith and Hunter, Ltd., 57 Park Road, N.W.1 (Baker Street Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 208-198

**ROVER Ten, £3 deposit or 19 guineas cash.** 1928 four-door saloon, brown, leather upholstery, very good condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-274

**ROVER, 1932 10 h.p. coachbuilt saloon, wire Magna wheels, bumpers, leather upholstery, £52 10s.;** exchanges, terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. Kensington 8231. 208-408

**ROVER, 1933 Ten special saloon, just completely overhauled, rebored, new bearings, whole car absolutely as new in every way, £82 10s.;** exchanges, terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. Kensington 8231. 208-409

**ROVERS.** All under £100. See page 16. 208-65

**ROVER Twelve 1935 saloon de luxe, as new, £190; written guarantee.** Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon 3606. 208-381

"PETROL AND OIL ENGINES" (Incorporating "The Petrol Engine").

2s. 6d. net. 2s. 9d. by post.

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**SALMSONS.** Vadum Co., specialists in 9.5 h.p. Salmsons since 1925, invite A.A. or R.A.C. inspection of specially selected twin camshaft cars tuned to cruise 50-60 m.p.h., 35-40 m.p.g.; deferred terms, used spares, cars bought for cash.

29 Guineas 1928 Grand Prix, beautifully proportioned sports four-seater saloonette, large brakes, excellent balloons, unusually attractive.

29 Guineas. 1928-9 series Grand Prix four-door saloon, ball-bearing engine, big brakes, cowled radiator, rear trunk.

35 Guineas. 1928 1/2 Grand Prix Special, four speeds (close ratio) well-base balloons, ball-bearing crankshaft, tubular connecting rods, cowled radiator, beautifully streamlined enclosed body.

23 Guineas. 1927 Grand Prix drop-head coupe, dickey, balloons, taxed. Vadum Co., 352 High Road, Willesden Green, N.W.10. 208-312

**SALMSON,** £27 10s., 1929 9.5 h.p. underslung Grand Prix super-sports streamlined two-seater, 12-volt lighting and starting, large diameter f.w.b., spring wheel, 75 m.p.h., recently overhauled and repainted, exceptionally good condition throughout. Exchanges, terms. C. and K. Motors, 5 Putney Bridge Road, S.E.18. Putney 2255. 208-323

**SINGER.** "Andrew of Mortlake" offers:-

Special bargain. Eight 1929 saloon, £18.

Also full range of saloons and open models, 1928-34, from £25; all ready to drive away; taxed, insured and guaranteed before and after sale; self-financed terms, strict privacy, no references or inquiries; generous exchanges. Open Sunday mornings, 57 Sheen Lane (Mortlake Station), S.W.14. Prospect 3332. Also at Portsmouth Road, Thames Ditton, Emberbrook 2670. zzz-280

**SINGER** Nine 1934 four-door saloon, fine order, £80.

1935 Singer special sports four-seater, practically new, £125.

1934 Singer Nine sports four-seaters from £85.

Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-242

**SINGER** Nine, 1933 de luxe four-door saloon, perfect condition throughout, Dunlop 90 tyres, hide upholstery; terms arranged; 59 guineas. Camden Motors, 136 Broadway, Cricklewood, N.W.2. Gla. 1652. 208-296

**SINGER.** Condition counts. See Morgan Hastings bargains first.

£125!!!! 1935 9 h.p. Le Mans four-seater, taxed, spotless condition.

£139!!!! 1935 9 h.p. Le Mans Special Speed two-seater, two spare wheels, tonneau cover, taxed, Lucas fog lamp, one owner, super condition, cost £225. 212 New Kings Road, S.W.6. Putney 7611. zzz-304

**SINGER,** 1933 sports nine four-seater, new tyres, taxed, £73; genuine reason, buying saloon; no dealers. 69 Nelson Road, South Chingford, near Billet. 208-y482

**SINGER.** Jimmy James, Ltd., offer:-

The following new, unregistered shop-soled cars which carry maker's guarantee.

1935 9 h.p. Singer Le Mans saloons, £175.

1935 9 h.p. Singer Le Mans coupes, £165.

Jimmy James, Ltd., 315 Euston Road, London, N.W.1. Singer distributors. Museum 8077-8-9. 208-71

**SINGER.** Motormyles, 1933 9 h.p. sports saloon, four-seater, black coachbuilt, green leather upholstery, sunshine roof, four-speed, 7,000 miles only, condition as new, £150; cash or deferred terms. 156 Great Portland Street, London, W.1. 208-72

**SINGER** Nines. Naylor and Root, Ltd.

£179. 1935 (new) Le Mans sports saloon, cost £225.

£139. 1935 Le Mans two-seater, extras, equal to new.

£98. 1934 sports sun coupe, black-cream, fast.

£98. 1934 sports tourer, black-red, very fine car.

£89. 1934 de luxe sun saloon, good tyres, smart.

£78. 1933 sports tourer, duo tone, extras, fast.

£65. 1932 special 9-60 sports two-seater, fast car.

Deferred terms over 24 months. Exchanges. Any model sent 100 miles without obligation; three months' guarantee.

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 208-138

**SINGER** Nine, 1935 Le Mans sports two-seater, blue, one owner, beautifully kept, taxed to March, £129. Clapham Automobiles, Ltd., 666 Garratt Lane, Tooting, S.W.17. Wimbledon 2958. 208-1074

**SINGER.** Earls of Hampstead for genuine Singer bargains.

1935 Singer Nine sports four-seater tourer, just decarbonized, £65.

1932 Singer Ten de luxe four-door sun saloon, original finish, £50.

1931 Singer Eight de luxe four-door sun saloon, choice of two, from £37 to £42.

Terms. Earls, 75 Heath Street, Hampstead, N.W.3. Phone 3287. 208-307

**SINGER** Eight, 1929 1/2, coachbuilt four-door saloon, clean, well shod, bargain, 19 guineas. 352 High Road, N.W.10. Willesden 2469. 208-313

**SINGER,** £21 10s.!!! Special sports two-seater, good hood, new tyres, wire wheels, 80 m.p.h. speedometer, etc., good condition throughout. Terms, exchanges. Period Motors, 30a Highgate Road, N.W.5. Gulliver 2251. 208-311

**SINGER,** 1928 Junior saloons from £18. Westburn Motors, Ltd., Harrow Road, Wembley (opposite Greyhound Hotel). Wembley 3888. Business hours: 9 a.m. to 9 p.m. Open Sunday mornings. 208-318

**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**SINGER,** 1934 Le Mans sports four-seater, whole car definitely as new, six months' guarantee, £82 10s.; exchanges, terms, third-party insurance. Open Sunday. Car Sales, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station). Chiswick 4815. 208-1238

**SINGERS.** All under £100. See page 16. 208-66

**SINGER** Eight 1931 two-seater, wire wheels, four-speed, genuine bargain, £30. Campbell Motors (Pollards 1044), 1,520 London Road, Norbury, S.W.16. 208-1032

**SINGER** Junior, 40 guineas. Terms, exchanges!!! Genuine 1932 8 h.p. four-door coachbuilt sun saloon, new tyres, very attractive and exceptionally well-kept car. 368 Hornsey Road, N.19. Archway 3294. 208-398

**SINGER** Nine 1935 special saloon, sunshine roof, independent front wheel springing, free wheel, small mileage, carefully used, £115; hire-purchase, exchanges. M. T. Lane, 65 Old Town, Olapham, S.W.4. Macaulay 2546. 208-392

**SINGER** 9 h.p. de luxe sports sun coupe, 1934, ivory and black, green leather upholstery, clutchless gearchange, D.W.F. jacks, self-cancelling indicators, special fog lamps, metal spare wheel cover, spring steering wheel, draughtless ventilation, etc., mileage 9,000, absolutely perfect and as new in every way, taxed December, £105. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 210-307

**SINGER** Nine, 69 guineas, 1934 sports four-seater, blue and cream, Ashby wheel, large instruments, very good condition. Terms, exchanges; list. Weekdays, Saturdays 9-9; Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-271

**SINGER.** Hall of Balham offers:-16 guineas, 1929 Singer four-seater saloon, very clean, maroon and black; 12 guineas, 1929 Singer four-seater tourer, exceptionally clean; terms, exchanges. 226 Whitehorse Road, Croydon. 208-250

**SINGER** Nine sports coupe, 1934 series, red and ivory, one driver since new, fast, excellent condition, £88. 39 Selborne Road, Hove. 208-a290

**SINGER** Junior saloon, 1931, one owner, mileage 23,000, tyres and paintwork like new, £35. North 3663. 208-x145

**SINGERS.** List free. Terms, exchanges. Rowland Smith, below.

£9 Deposit or 85 guineas cash. 1934 model 9 h.p. sports coupe, sliding head, black and green, Ashby wheel, large instruments, spare tyre unused, excellent condition; choice of six.

£7 Deposit or 69 guineas cash. 1934 9 h.p. sports four-seater, blue and cream, Ashby wheel, large instruments, very good condition.

£3 Deposit or 19 guineas cash. Late 1929 8 h.p. two-seater, duo-blue, carefully used, excellent condition.

10 Guineas. Late 1928 8 h.p. tourer, maroon, f.w.b., spare tyre unworn, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays 9-9; Sundays 9-1. Hampstead 6041-6. 208-272

**SINGER** Nine 1933 de luxe sunshine saloon, perfect condition, £60; deferred payments. Gwynne Vaughan, 8 Pennant Mews, Earls Court, Western 4154. 208-372

**SINGER** Nine, 1930 two-seater, very good throughout, all good tyres, a super-snip for 24 guineas. Parwood, Ltd., 89 East Hill, Wandsworth. 208-157

**SINGERS.** 1935 (January) 9 h.p. Le Mans sports four-seater, red, run very small mileage, performance and appearance equal to new, £125. Below.

1932 8 h.p. four-door coachbuilt saloon, black-cream, wire wheels, brown upholstery, thoroughly attractive order, £55. Below.

Smith and Hunter, Ltd., 57 Park Road, N.W.1. (Baker Street Station.) Ambassador 1011. Daily 9-8, Sunday 10-1. 208-201

**SINGER** Eight saloon, 1929, rebored, good tyres, excellent condition, 18 guineas. Box 8005, care of "The Light Car." 208-a292

**SINGER,** 1931 Junior sunshine saloon, taxed, very small mileage, excellent tyres, trafficators, exceptional condition, £45. 10 Dorville Road, S.E.12. Lee Green 4163. 208-a293

**SINGER.** Newnhams for good Singers at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

1935 Nine independent springing de luxe sun saloon, hardly rolled £118.

1935 Nine de luxe sports tourer, magnificent condition throughout, £125.

1934 Nine de luxe sports coupe, beautiful little car, £89.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-123

**SINGER,** 1933 9 h.p. de luxe saloon, one owner, splendid condition, £69; also late 1932 ditto, £58. Penge Motors, Green Lane, Penge, Sydenham 6800. 209-721

**SINGER,** 1935 9 h.p. Le Mans four-seater, red, red leather upholstery, taxed, mileage 9,500, guaranteed as new, any trial or inspection, 135 guineas; motorcycle exchanged; hire-purchase terms. S. A. Coles, 236 High Road, Leyton. Phore 2450. 209-624

**SINGER** 8 h.p. saloon, 1931, exceptional condition throughout, £45; another, £40; 1928 8 h.p. tourer, £14. Below.

Murphy, Mortlake for Singers. Exchanges, deferred. 17 Sheen Lane, S.W.14. Prospect 3303. zzz-284

**SS II,** 1934 10 h.p. sunshine foursome sports coupe, duo green, very small mileage, beautiful condition, £145. Below.

**SS II,** 1933 9 h.p. sports sunshine coupe, leather, extras, good tyres, genuinely sound car, £110; exchanges; 24 months' terms.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 208-151

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**STANDARD** 1935 Nine sunshine saloon, £110, excellent condition, supplied on our no-deposit terms. Normand Garage, Ltd., 92 Gloucester Road, S.W.7. Frobisher 3037-8. zzz-251

**STANDARD.** "Andrew of Mortlake" offers:—  
Special bargain. Nine 1928 saloon, £17.

Full range of saloons and open models, 1928-1933, from £30, all ready to drive away; taxed, insured and guaranteed before and after sale; self-financed terms, strict privacy; no references or inquiries, generous exchanges. Open Sunday mornings. 37 Sheen Lane (Mortlake Station). Prospect 3532. Also at Portsmouth Road, Thames Ditton. Emberbrook 2670. zzz-281

**STANDARD** 1935 10 h.p. coachbuilt sun saloon, black, brown upholstery, synchromesh gear, free wheel, self-cancelling indicators, built-in spare wheel, absolutely sound in every way and as new, £119. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 208-283

**STANDARD** 1931 9 h.p. sun saloon, one owner, splendid condition. £45. Carpenter, 42 Green Lane, Penge. Sydenham 6800. 209-722

**STANDARD** Little Nine, £50. 1932 four-door coachbuilt sunshine saloon, splendid condition throughout. Below.

Standard Big Twelve, £55. 1933 four-door coachbuilt sunshine saloon, excellent condition, exceptional value; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 208-105

**STANDARD** Little Nine, late 1932, rebored, taxed, insured, sun saloon, £55. 9 Summerlee Gardens, East Finchley. Private. 208-a275

**STANDARD.** Hall of Balham offers:—14 guineas, 1928 Standard saloon, good tyres, taxed; 12 guineas, 1928 Standard saloon, very clean; terms, exchanges. 226 Whitehorse Road, Croydon. 208-229

**STANDARD.** 1934 (June) "Special" four-door sunshine saloon, in exceptionally fine condition throughout, direct from original private owner who has carefully used this car, very fully equipped, including free wheel, Startix, etc., with written guarantee, £110; also 1934 (June) Standard 9 h.p. four-cylinder four-seater de luxe, direct from original owner; a low-mileage car which has been well looked after, of exceptionally attractive appearance, taxed and with written guarantee, £89. Embassy Motors, Ltd., 22-26 The Broadway, Cricklewood, N.W.2. Gladstone 6286-7. 208-216

**STANDARDS.** 1936 Ten sunshine de luxe, dark blue, used three months only, mileage 1,500, engineer-owned and equal to new, taxed March, £165. Below.

1933 Big Nine sunshine saloon de luxe, black-cream wheels, brown hide, exceptionally small mileage, one private owner, showroom condition, £85. Below.

1933 Little Nine sunshine de luxe, black-green hide, front and rear bumpers, Triplex throughout, one change only, quite exceptional order, £78. Below.

1933 Little Nine four-door sunshine saloon, dark blue-brown interior, recently rebored, mechanical condition now perfect, coachwork very attractive, £70. Below.

1932 Big Nine sunshine de luxe, dark blue, Triplex throughout, front and rear bumpers, brakes just relined, exceptionally sound mechanically, coachwork clean, £63. Below.

1932 Little Nine sunshine de luxe, maroon, red hide upholstery, one private owner only, bumpers, Triplex throughout, car constantly chauffeur-kept, first-class lot, £63. Below.

1931 Big Nine sunshine saloon, blue, wire wheels, good tyres, A.1. lot, owner taking larger car, £48. Below.

Smith and Hunter, Ltd., Rosmore Court, 57 Park Road, N.W.1. (Baker Street Station.) Ambassador 1011, Daily 9-8, Sunday, 10-1. 208-197

**STANDARD.** Cooke Motors offer Swallow 10 h.p. saloon, 1931 series, sun roof, four speeds, original and good condition, £55, exchanges, terms. 9-11 High Street, Sutton. Phone 3800. Open Sundays 9-1. 208-210

**STANDARD** Nine 1928 four-door sunshine saloon, rebored, good tyres, comprehensive insurance, taxed, bargain, £28 10s. Austins, 147 153 High Street, Harlesden, N.W.10. Willesden 2099. 208-213

**STANDARD** Big Nine 1932 sunshine saloon, fullest equipment, beautifully maintained, recently exquisitely refinished wine colour, red upholstery, genuine bargain, guaranteed, £62. Kirks, 49 Praed Street, W.2. Pad. 6049. Close 8 p.m. Thursdays, Sundays 1 p.m. 208-177

**STANDARD** Nine. Midland Buyers, 1935, sun roof, hide, absolutely perfect in every way, thoroughly serviced, £98. Terms arranged: trial anywhere. Premier Motor Co., Aston Road, Birmingham. 208-187

**STANDARD** Nine. Humphreys, Ltd. 1933 Standard Nine sunshine saloon, de luxe model, leather, safety glass, most exceptional condition, £69 10s. Exchanges, terms. 118 Hampstead Road, Tottenham Court Road. Museum 9515. 208-165

**STANDARD** Nine. Humphreys, Ltd. 1935 sunshine saloon, most carefully used, very small mileage, an absolute bargain, £89 10s. Exchanges, terms. 118 Hampstead Road, Tottenham Court Road. Museum 9515. 208-164

**STANDARDS.** 1934-5 9 h.p. de luxe sunshine two-door saloon, blue, Dunlop 90 tyres, exceptional throughout, £89 10s. Below.

1932 Big Nine de luxe sunshine saloon, condor grey, excellent condition, £62 10s. Harry Nash, 348 King Street, Hammersmith, Riverside 2837. 208-173

**STANDARDS.** Newnham for good Standards at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

1935 Nine two-door sun saloon, very carefully used, £95.

1933 Little Nine four-door sun saloon, most attractive throughout, £65.

1933 Big Nine four-door sun saloon, genuine showroom example, £72.

1936 Ten de luxe sun saloon, hardly soiled, £158.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-124

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**STANDARD** 1933 Big Nine sunshine saloon de luxe, excellent condition, £69. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 208-159

**STANDARD** Big Nine, an exceptional car; one careful owner since new, mileage 12,000, two new rear tyres, twin 6-volt batteries, taxed, sunshine, large coachbuilt body, immaculate, paintwork, real soft hide upholstery, rear seats hardly used at all, pile footmats, unmarked, four-speed, silent third, finger-tip control lighting, large chromium headlamps, bumpers, clock, speedometer, two mirrors, all tools, instruction books, 56 m.p.g.; this car is unique and has not been driven over 40 m.p.h. since new; wire wheels, walnut fittings and rope pulls, etc., in 1936 condition, £65; exchange, confidential terms. George Him ng, Standard Nine Specialist, South Street. Epsom 9146. 208-45

**STANDARD.** Bruton Garages, Ltd., the 100% Standard specialists, offer:—  
1935 Standard Ten saloon de luxe, finished black, brown leather upholstery, good condition, £135.

1935 Standard Nine saloon, finished blue, upholstery blue, excellent condition, choice of three, £90.

1934 Standard Nine saloon, finished blue, upholstery blue, recently overhauled, in sound running order, £75.

1934 Standard 10 saloon, finished black, upholstery brown, one owner, £90.

1933 Standard Nine four-door de luxe saloon, blue, with blue leather upholstery, excellent condition throughout, £70.

32 Bruton Place, Berkeley Square, W.1. May. 4737. 208-51

**STANDARD** Big Nine, 1931 four-door sunshine saloon, 100% condition throughout, £39. 243 Maida Vale, Kilburn, W.9. 208-98

**STANDARDS.** All under £100. See page 16. 208-67

**STANDARD** Ten. Newnham offer 1934 de luxe saloon, blue, one owner, splendid condition, free year's tax, £108; self-financed hire-purchase. Below.

1931 Standard Big Nine coachbuilt sun saloon, one owner, exceptional condition throughout, £48. 136 Streatham Hill. Tulse Hill 6225. 208-100

**STANDARD,** 1930 Big Nine sun saloon, one owner, run 19,000 only, marvellous condition, taxed, £35; terms. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4635. 208-88

**STANDARD,** 10 h.p. 1935 de luxe saloon, exceptional condition and appearance; choice of two, from £117 10s. H. C. Paul, Ltd., 90-2 Great Portland Street, W.1. Museum 8464-5. 208-155

**STANDARD** cars. Naylor and Root, Ltd.

£110. 1935 de luxe Ten saloon, black-green, as new.

£98. 1935 de luxe Nine saloon, condor grey, one owner.

£85. 1934 de luxe Nine sun saloon, hide, green, smart car.

£75. 1933 Little Nine de luxe four-door saloon, black-red.

Deferred terms over 24 months. Exchanges. Any model sent 100 miles without obligation; three months' guarantee.

Naylor and Root, 25 East Hill, C'apham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 208-159

**STANDARD.** G. J. Shaffer and Co. for service after purchase, Standard Nine 1935 sunshine saloon, small mileage, serviced by us since new, £95. Below.

Four-door sunshine saloon, 1935, very carefully used and looks as new, £65; exchanges, our own private terms arranged at small deposits. Always open. 82-106 Cricklewood Lane, N.W.2. Gladstone 3511. 208-1049

**STANDARD.** Londons promise a fair deal.

Unique confidential easy-purchase terms. 100 new and carefully selected used cars, including large and varied selection of Standards. Example: 1936 Standard Nine, immediate delivery, £135, deposit £10, 1934 Standard Ten special saloon, £90, deposit £10. Lendon Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). Write, phone or call for booklet and list. 208-353

**STANDARD** Little Nine, 70 guineas!!! 1935 de luxe sunshine saloon, blue, one very careful private owner since new, small mileage, bodywork not damaged anywhere, exceptionally good runner, much above average condition, any trial or inspection welcomed; terms, etc. Tankard and Smith, 97 Peckham Road, S.E.15. Rodney 4782. 208-363

**STANDARD** Little Nine 1933 de luxe sunshine saloon, excellent condition, £65. Below.

Standard Avon 10 h.p. 1932 sportsman's sunshine coupe, very attractive, an excellent car, £65. Fred Guy, 198 King Street, Hammersmith, Riverside 4652. 208-345

**STANDARD** Nine. No deposit terms. New 1936 series, in stock for immediate delivery, balance 15, 19, 25 months. Below.

84 guineas. 1934 9 h.p. saloon, sun roof, small mileage, one owner, deferred; third-party insurance only. Broadway Motors, 67 High Street, Hounslow. Phone 0175. 208-162

**STANDARD.** The Service Co. for new or used Standard cars. Examples below all in perfect condition, overhauled and guaranteed.

1935 10 h.p. de luxe saloon, £152 10s.

1934 10 special saloon, £105.

1932 Little Nine sunshine saloon, £62 10s.

1932 Little Nine sunshine saloon, £58.

1931 Big Nine sunshine saloon, £45.

1931 Big Nine sunshine saloon, £48.

Best possible deferred terms. The Service Co., 273 High Holborn, Holborn G666. 208-1020

**STANDARD** Nine, 1936 saloon, registered, otherwise as new, £115. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-246



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

**STANDARD.** £29. 9 h.p. four-door saloon, excellent throughout.  
£87 10s. 1934 (August) 9 h.p. sunshine saloon, small mileage, almost as new. Sharwood Motors, Ltd., 32 Uxbridge Road, W.5. Ealing 1484-5. Open Sunday mornings. 208-1028

**STANDARD** 1933 Little Nine de luxe saloon, in very good condition. £65. E. L. Adams and Co., Romaines Garages, London Road, North Cheam. Sutton 2226. 208-1040

**STANDARD.** Putney Autos. 1932 Little Nine de luxe saloon, just had extensive overhaul, £65. 263 Putney Bridge Road, Putney. 208-287

**STANDARD** Nine, £3 deposit or 19 guineas cash. Late 1928 sports two-seater, silver and blue, chromium plating wire wheels, leather upholstery, very good condition. Exchanges. Rowland Smith, below.

£4 Deposit or 35 guineas cash. Standard Big Nine, 1931 four-door saloon, black, good tyres (two new), very good condition. Exchanges. Rowland Smith, below.

£3 Deposit or 19 guineas cash. Standard Nine, 1928 tourer, blue, three new tyres, carefully used, excellent condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-270

**STANDARD** Ten, 1934 de luxe saloon, taxed, overhauled, free wheel, sun roof, safety glass, bumpers, perfect condition throughout, £87 10s. Exchanges, terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. Kensington 8251. 208-410

**STANDARD** Little Nine, 1932 sun saloon, £47 10s., really fine condition throughout. Also

1930 Big Nine sun saloon, £25, one owner. Bell Bros., 1150 London Road, Norbury. Pollards 4823. Always open. 208-402

**STANDARD** 1933 Little Nine coachbuilt sun saloon, blue, really exceptional orler throughout, £72 10s. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 209-0291

**STANDARD** 1933 Little Nine de luxe saloon, leather upholstery, condition as new, £72. M. T. Lane, 65 Old Town, Clapham, S.W.4. Macaulay 2546. 208-395

**STANDARD** Nine, 1935 sunshine saloon, as new, mileage under 4,000, genuine bargain, £105; hire-purchase, exchanges. M. T. Lane, 65 Old Town Clapham, S.W.4. Macaulay 2546. 208-394

**STANDARD.** 1933 Big Nine de luxe sunshine saloon, exceptional condition, £68; deferred payments. Gwynne-Vaughan, 1 Princes Road, Holland Park. Park 4775. 208-376

**STANDARD** 1933 Little Nine coachbuilt sun saloon, blue, really exceptional order throughout, taxed, £72 10s. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 209-291

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**SWIFT** Ten, late 1929 four-seater tourer, exceptionally smart and sound condition. original paintwork perfect, all-weather equipment, good tyres, fully equipped, taxed, £17 10s.; exchanges, deferred terms. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 208-222

**SWIFT** Ten 1930 sportsman's coupe, £20. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-250

**SWIFT.** 25 guineas!!! 1929 Fleetwing saloon, in excellent condition. £8 deposit, balance 12 or 18 months. Raymond Way. Below.

Swift. 25 guineas!!! 1929 long-tailed sports two-seater, good hood, etc. £8 deposit, balance 12 or 18 months. Over 200 cars actually in stock. Raymond Way Motors, Canterbury Road, Kilburn, N.W.6. Maida Vale 0065. Open 9-9 seven days a week. 208-361

**SWIFT,** 10 h.p. coachbuilt saloon, 1930, taxed, £26. 21 Chilworth Mews, Paddington, W.2. Padd. 2786. 208-181

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**TALBOT** saloon de luxe, brand new, immediate delivery from stock ex works, £265. H. C. Paul Ltd., 90-2 Great Portland Street, W.1. Museum 8464-5. 208-154

**TALBOT,** really good Z10 saloon, 18 guineas; others. Positively every spare and service. Cars purchased immediately. Bragg, 2 Robsart Street. Phone, Brixton 6496. zzz-275

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**TRIUMPH,** 1935 Monte Carlo, just run in, only six months old, carefully used, 5,000 miles, original cost £335, many extras, including Scintilla £235. Sandfords. Leatherhead 78. 209-623

**TRIUMPH** Super Seven Tickford saloon, 1930 series, exceptionally good, £40. Taylors, London Road, Kingston. Phone 1263. zzz-286

**TRIUMPH.** Morgan Hastings, Ltd., The Specialists, offer the following—

£55!!! 1930 7 h.p. special sports two-seater, specially tuned engine, Ricardo head, Marshall headlamps, telescopic shock absorbers, concealed hood, radiator thermometer, many extras, engine completely overhauled.

£85!!! 1933 10 h.p. four-door de luxe coachbuilt sun saloon, excellent condition throughout.

£105!!! 1934 10 h.p. Southern Cross sports four-seater, carefully driven by one owner since new.

212 New King's Road, S.W.6. Putney 7611. zzz-290

**TRIUMPH.** The Car Mart, Ltd.

1934 Triumph Ten Gloria sports four-seater, excellent condition, new tyres, £150. 208-81

146-150 Park Lane, W.1. Grosvenor 3434.

**TRIUMPH** Eight. Newnhams offer 1933 pillarless saloon, exceptional condition. Free year's tax. Opportunity. £65. Self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 208-101

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

**TRIUMPH** Seven, 1930, de luxe tourer, practically new tyres, overhauled 1935, bargain £22. Apply evenings, Atkins, 9 Western Park, Crouch End, N.8. Mountview 3500. 208-307

**TRIUMPH** two-seater, 1932 (late), four speeds, four brand new tyre and new battery, whole car indistinguishable from a 1935, £45 or near offer. North 3663. 208-x49

**TRIUMPH.** 1933 (July) 8 h.p. four-door pillarless sunshine, black-green leather, Triplex throughout, mileage 20,000, one owner since new, £68. Smith and Hunter Ltd., 57 Park Road, N.W.1. (Baker Street Station). Ambassador 1011. 208-202

**TRIUMPH,** Eight, 1929 touring, exceptional order, £15. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-251

**TRIUMPH** Nine, £49. De luxe four-door saloon, 1932 (August), one careful owner. G. S. Shaffer, 82-106 Cricklewood Lane, N.W.2. Gladstone 3511. 208-1051

**TRIUMPHS.** All under £100. See page 16. 208-68

**TRIUMPH** 9 h.p. four-door sun saloon, four-speed gearbox, Magna wheels, full coachbuilt body, in fine condition, late 1932; unusually cheap at 52 guineas. Camden Motors, 136 Broadway, Cricklewood, N.W.2. Gm. 1652. 208-299

**TRIUMPH** Seven, 1929 de luxe tourer, very nice car, £20. Below.

1930-31 Triumph Seven de luxe saloon whole car in very nice condition, excellent appearance, guaranteed three months; third-party insurance for ten months; £37. Open Sunday. Car Sales, 2 Bedford Park Corner, W.4. (adjoining Turnham Green Station). Chiswick 4815. 208-1034

**TRIUMPH.** Newnhams for good Triumphs at right prices, few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self financed terms and generous exchange allowances.

1936 Gloria Twelve Vitesse sports saloon, almost as new, £268.

1936 Gloria Twelve sun saloon very small mileage, £245.

1935 Gloria Twelve Vitesse sports sun saloon, really beautiful car, £198.

1935 Gloria Twelve de luxe sun saloon, exceptional opportunity, £185.

1934 Gloria Ten sports saloon, most attractive throughout, £145.

1934 Southern Cross sports tourer, magnificent condition, £110.

1933 Ten de luxe sun saloon, genuine showroom example, £79.

Newnhams, Triumph Distributors and Specialists, 237 Hammersmith Road, London, W.6. Riverside 4646. 208-125

**TRIUMPH.** 1934 Southern Cross sports saloon, one owner only, exceptionally good condition, £105. Basil Roy, Ltd., 161 Great Portland Street, W.1. Welbeck 1138. 208-1075

**TRIUMPH.** 1930 Super Seven fitted with Salmons and Sons Tickford sunshine body, £29. Basil Roy, Ltd., 161 Great Portland Street, W.1. Welbeck 1138. 208-1076

**TRIUMPH,** £5 deposit or 49 guineas cash. Super Seven, 1931 Gnat sports two-seater, black and green, leather upholstery, excellent condition. Exchanges. Rowland Smith, below.

£4 Deposit or 39 guineas cash. Triumph Super Seven, late 1931 coachbuilt sunshine saloon, duo-grey, leather upholstery, very good condition. Exchanges. Rowland Smith, below.

£3 Deposit or 29 guineas cash. Triumph Super Seven, 1930 model saloon, blue, red wheels, good condition. Exchanges. Rowland Smith, below.

12 Guineas. Triumph Super Seven, 1929 tourer, blue, wire wheels. Terms, exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 208-269

**TRIUMPH** Super Seven saloon, 1930, taxed and insured, excellent condition, £27. Mathews, 15 Evelyn Close, Whitton. 208-x150

**TRIUMPH,** 1931, 7 h.p. Arrow two-seater, first-class order, recently rebored new hood, battery coachwork unscratched, Alta head, many extras, £45. K. Jeans, 24 Craven Avenue, Ealing. 208-a346

**TRIUMPH** Super Seven, 1930 saloon, £29 10s., very fine order. Below.

1930 Triumph Super Seven tourer, £18 10s., splendid condition throughout. Bell Bros., 1150 London Road, Norbury. Pollards 4823. Always open. 208-400

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**VALE** 1934 Special four-seater tonrette, small mileage, most carefully maintained, in excellent condition throughout, 99 guineas. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.6. (Hampstead 6053), and at 62 High Road, Chiswick, W.4 (Chiswick 4716). 208-330

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**WOLSELEY** 1935 Fourteen de luxe saloon, 10,000 miles only, genuine bargain at £149. Messrs Porden Motors, Ltd., 114-116 Streatham Hill (adjoining Theatre), S.W.2. Phone, Brix. 4044-5-6 and 5300. zzz-251

**WOLSELEY** Hornet sports four-seater, special chassis, 1933 outside tank, rev. counter, remote control, £80. Wad-Col Motors, Ltd., 47 West End Lane, London, N.W.6. Maida Vale 2245. 208-47

**WOLSELEY** Nine 1935 saloon de luxe, one owner, small mileage, six months' guarantee, £110; terms. Baxter, Wolseley Agent, Spenser Street, S.W.1. Victoria 7548. 208-49

**WOLSELEY** 1933 Hornet special sunshine foursome coupe, superb, taxed, guaranteed, £87 10s. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 208-90

**WOLSELEY** Hornets. Fine selection of 1931-1932 coupes, E.W. four-seaters, Daytonas, and Swallow two-seaters, from £39 to £65. 243 Maida Vale, Kilburn, W.9. 208-94

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**WOLSELEY** cars. Naylor and Root, Ltd.  
 £98. 1934 Hornet de luxe free-wheel saloon, black.  
 £89. 1933 Hornet special four-seater, black and red.  
 £89. 1934 de luxe nine sun saloon, hide, green, smart car.  
 £75. 1933 Hornet de luxe saloon, maroon, smart car.  
 £68. 1932 Hornet Swallow sports two-seater, extras.  
 £69. 1932 Hornet Tickford coupe, extras, smart car.  
 £65. 1932 Hornet E.W. sports four-seater, duo-blue.  
 £59. 1932 Hornet sun foursome coupe, four-speed, fast.  
 £59. 1932 Hornet de luxe coachbuilt saloon, sun roof.  
 £49. 1931 Hornet four-seater sports, black and green.  
 £135. 1936 series Wasp de luxe saloon, under 3,000 miles.

Deferred terms over 24 months. Exchanges. Any model sent 100 miles without obligation. Three months' guarantee.

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 208-144

**WOLSELEY.** The Car Mark, Ltd.

1936 Wolseley Wasp saloon de luxe, mileage 1,300 only, as new, £165.

1935 Wolseley Nine saloon de luxe, in excellent condition, £115.

146-150 Park Lane, W.1. Grosvenor 3434. 208-82

**WOLSELEYS.** All under £100. See page 16. 208-69

**WOLSELEY.** 1934 Nine de luxe sun saloon, really beautiful condition, £89. Newnhams, 237 Hammersmith Road, London. Riverside 4646. 208-131

**WOLSELEY.** 1935-6 Wasp de luxe, sunshine saloon, blue, leather upholstery, mileage 2,500 only, as new throughout. £130. Harry Nash, 348 King Street, Hammersmith. Riverside 2837. 208-176

**WOLSELEYS.** 1936 Series Wasp de luxe sunshine saloon, new August, green-black, leather upholstery, 3,000 miles, owner exchanging for larger car, £140, below.

1933 (February) Hornet sunshine de luxe, black, blue hide upholstery, one change ownership, Triplex throughout, bumpers, grid, thoroughly sound, guarantee given, £75, below.

1931-2 Hornet E.W. sunshine sports coupe, four-speed, new late 1931, black-cream wheels, luggage grid, bumpers, good tyres, thoroughly sound, £52, below.

Smith and Hunter, Ltd., Rossmore Court, 57 Park Road, N.W.1. (Baker Street Station), Ambassador 1011. Daily 9-8, Sundays 10-1. 208-199

**WOLSELEY.** £57 10s. E.W. Special, twin carburettor, four speeds, sports coachbuilt four-seater, perfect condition throughout. Exchanges, deferred. C. L. Griffiths, 1a Saltram Crescent, Shirland Road, W.9. Willesden 5407. 208-234

**WOLSELEY** Hornet, £45, 1932 four-door coachbuilt sunshine saloon de luxe, four speeds, pneumatic upholstery, exceptional condition, below.

Wolseley, £6, 1925 11-22 h.p. four-seater, low pressure tyres, very sound and attractive condition. Exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 208-110

**WOLSELEY** Hornet. £47 10s., sports two-seater, exceptional condition, four speeds, etc. Sharwood Motors, Ltd., 32 Uxbridge Road, W.5. Ealing 1484-5. Open Sunday mornings. 208-1029

**WOLSELEY** Hornet Patrick Special open coachbuilt 1931 four-seater sports, new hood, fine performance, leather upholstery, taxed this quarter, bargain, 49 guineas. Camden Motors, 136 Broadway, Cripplewood, N.W.2. Gla. 1652. 208-298

**WOLSELEY** Hornet, £45. 1932 de luxe four-door sunshine saloon, four-speed silent gearbox, bodywork really immaculate (looks almost as new), black and blue, taxed quarter, good runner, unrepeatable price for a car in this condition. Tankard and Smith, 97 Peckham Road, S.E.15. Rodney 4782. 208-367

**WOLSELEY** Hornet, 1933 de luxe saloon, exceptionally nice condition throughout, small mileage, £65; small deposit, balance over 12, 18 or 24 months. Comerfords. Below.

Wolseley Hornet, 1932 de luxe saloon, very good condition throughout, just been rebored and completely overhauled, tax paid, sun roof, £49 10s. Comerfords. Below.

1931-32 Wolseley Hornet open sports four-seater, coachbuilt, cycle-type wings, colour international green, tax paid, bargain £39 10s. Comerfords. Below.

Wolseley Hornet, 1933. £89. Tickford coupe sports special convertible to open on Daytona chassis, down payment £25, balance over 12, 18 or 24 months. Comerfords, Portsmouth Road, Thames Ditton, Surrey. Emberbrook 2325-24. 208-1081

**WOLSELEY** Hornet, 90 guineas!!! 1933 (first registered March, 1934) foursome drop-head coupe, in really nice condition. Raymond Way. Below.

Wolseley Hornet, 60 guineas!!! 1933 de luxe coachbuilt saloon, choice of ten others. Exchanges; easy hire-purchase terms. Over 200 cars actually in stock. Raymond Way Motors, Canterbury Road, Kibbourn, N.W.6. Maida Vale 0063-4. Open 9-9, seven days a week. 208-560

**WOLSELEY** Hornet. 1933 saloon de luxe, perfect condition, any trial; terms, exchanges, £75. Birkbeck Garage, Birkbeck Road, Acton, W.3. Acton 1731. 208-349

**WOLSELEY** Hornet. £27!!! 1931-32 semi-sports coachbuilt coupe, sunshine roof, cream and black, good tyres, any trial. Kynance Garage, 12 Kynance Mews, Gloucester Road, S.W.17. Western 4078. 208-351

**WOLSELEY** Hornet, 1933 de luxe sunshine saloon, excellent car, £65. Fred Gay, 198 King Street, Hammersmith. Riverside 4652. 208-342

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**WOLSELEY** Hornet. £62!!! 1932 Abbey special sports, four-seater, very clean; exchanges, deferred. R. V. Packman, 112a Windmill Road, Great West Road, Brentford. Ealing 2281, or Chiswick 2215. 208-1065

**WOLSELEY** Hornet sports, various types in stock. All cars guaranteed. Prices from £55. Hire-purchase. Ruffells Motors, White Hart Lane, Barne, S.W.13. Prospect 5549 208-348

**WOLSELEY.** 1935 Nine saloon de luxe, faultless condition, one owner, £122 10s.; overhauled and guaranteed; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 208-1017

**WOLSELEY.** 1933 Daytona Tickford folding-head four-seater, first-class order, £95. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-243

**WOLSELEY.** 1933 Hornet saloon, £65; another, 1932 3, etc., £60. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 208-248

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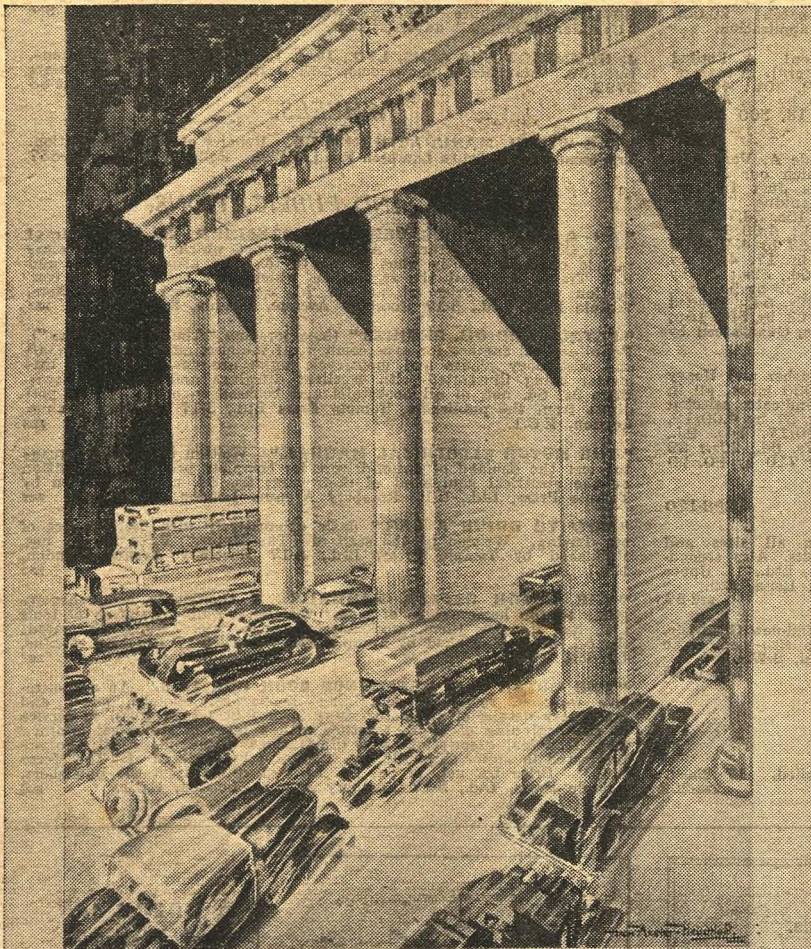
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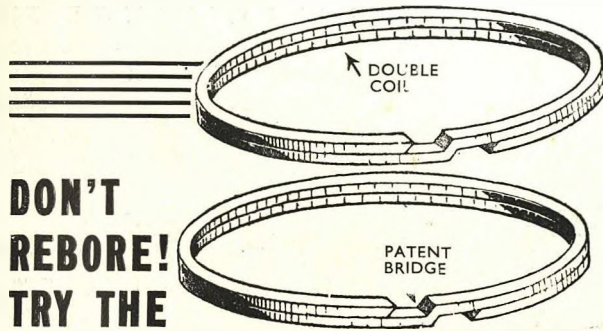
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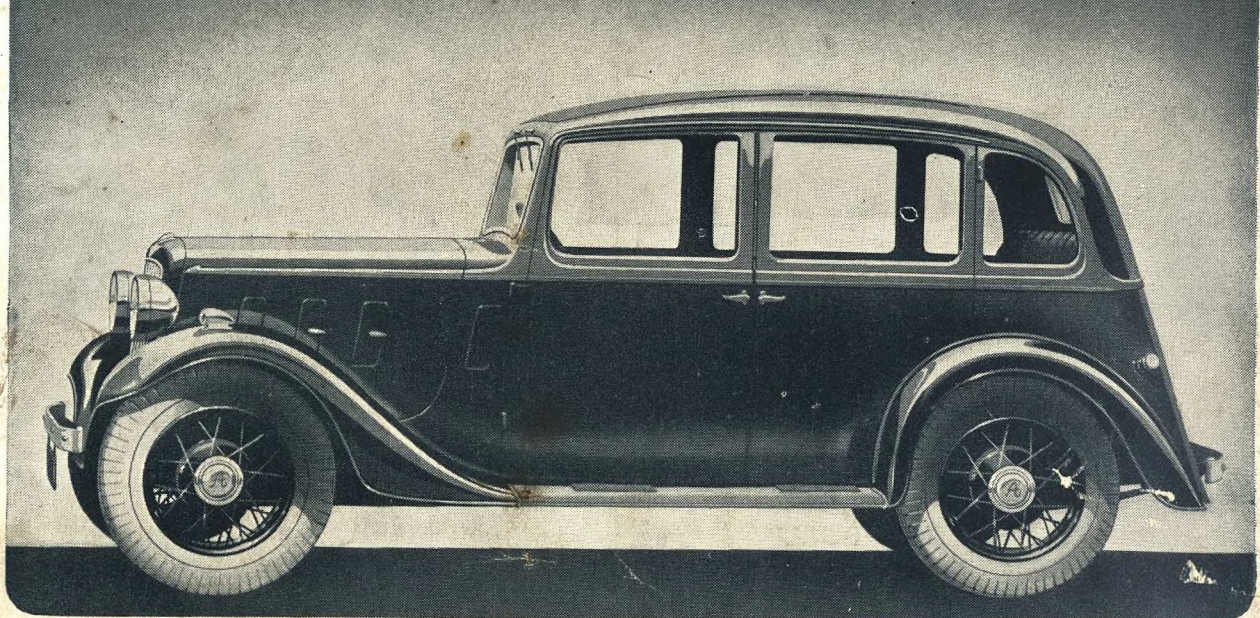
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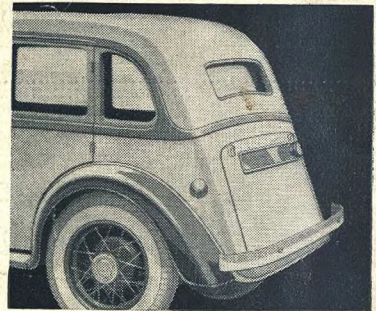
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