"The Light Car & Cyclecar"—Oct. 16, 1931.

ALL THE SMALL CAR EXHIBITS

The Light Car & Cyclecar

3D.

SECOND SHOW NUMBER



SINGER

The car that incorporates all that 1932 demands in Comfort, Appearance, Performance and Economy. See it at Olympia.

STAND No. 110
Immediately inside Addison Road Entrance.

1932 Arrow models at Olympia

STAND 97 AVENUE J & K

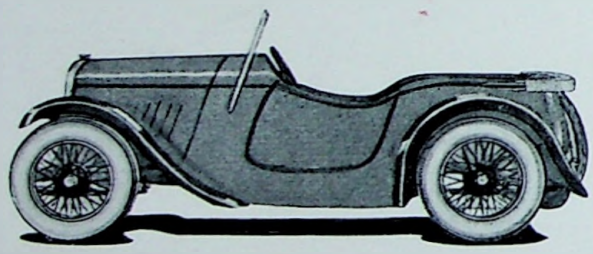
Oct. 15—24th
11, Hammersmith Road - - W.14
(Opposite Olympia)
'Phone: Fulham 3477/8

NORMAND GARAGE LTD.

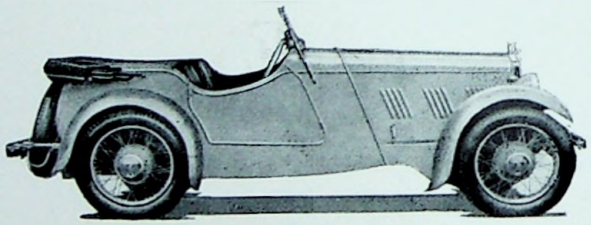
92, Gloucester Road, S.W.7
(Five doors from Gloucester Road Station)
'Phone: Frobisher 3037

489, Oxford Street, LONDON (BETWEEN SELFRIDGES AND MARBLE ARCH) W.1
'Phone: Mayfair 6801/2.

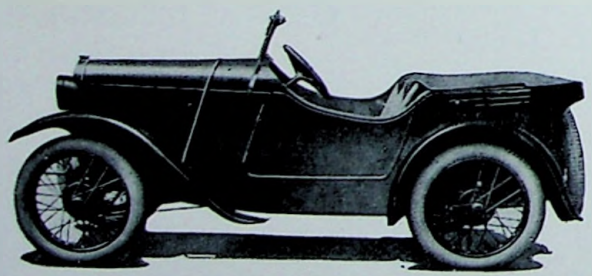
SOLE LONDON DISTRIBUTORS FOR ARROW COACHWORK



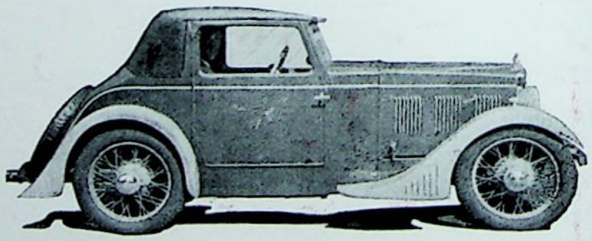
STANDARD LITTLE NINE ARROW FOURSOME £172 10 0



WOLSELEY HORNET ARROW 2 and 4-SEATER £232 10 0



AUSTIN SEVEN ARROW FOURSOME £155 0 0



WOLSELEY HORNET ARROW COUPE £242 10 0

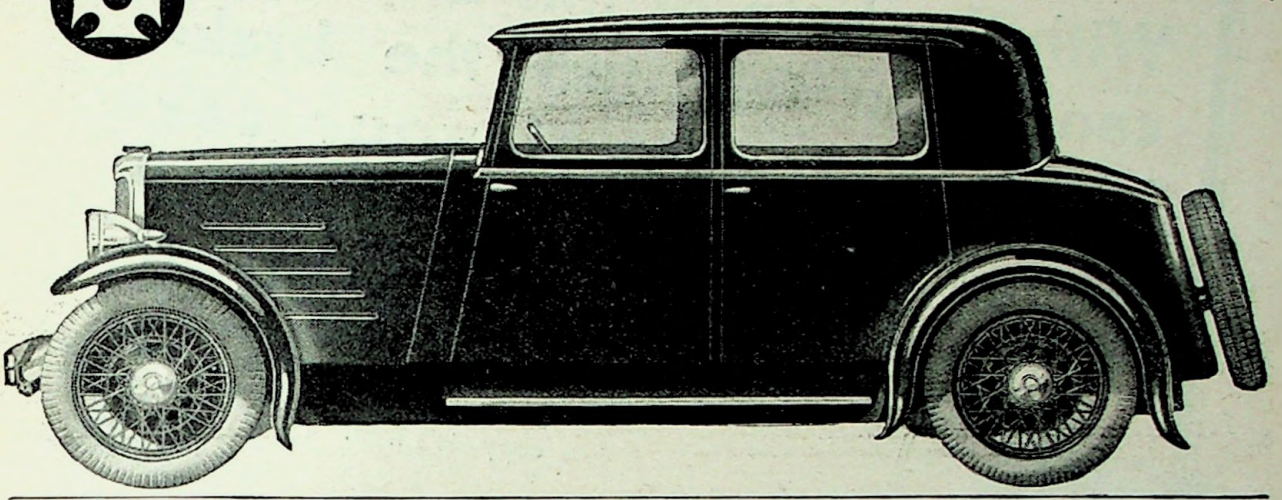
Two-Seater and Foursome Models on Austin and Morris Chassis, on view during Show at NORMAND GARAGE, Ltd., Avonmore Place, Opposite Olympia (Hammersmith Road Entrance).

ANY MAKE OF CAR SUPPLIED

The finest light car in the world is at

OLYMPIA

See it on Stand 83



THE NEW CROSSLEY *'TEN'*

The outstanding feature of the Motor Show this year is the Crossley 'Ten.' A quality light car built for the discriminating motorist with Crossley thoroughness and precision. A light car economical to run and remarkably untiring to drive, perfect in craftsmanship and with a performance far in excess of any car of its power. Four forward speeds (twin-top)—large variety of colour and design—safety glass—chromium plating—real furniture hide upholstery—ample room for four passengers and luggage. This is the ideal light car for the owner driver who desires economy, high average speeds and reliable service. This is the light car of quality for which you have been waiting. Inspect it thoroughly at Olympia, on Stand 83.

Family Saloon	£265
Semi-Sports Saloon	£275
Sports Tourer	£295
De Luxe Family Saloon	£288
De Luxe Semi-Sports Saloon	£288
Semi-Sports Coupe	£310

The prices quoted are ex-Works.

THE UNDERMENTIONED MODELS CAN ALSO BE SEEN AT THE MOTOR SHOW

The Silver Crossley (15.7 h.p.)
The Golden Crossley Saloon (20.9 h.p.)
Super Six Limousine or Landaulette (7 seater)
Dunlop Standard Tyres.

CROSSLEY

Thorough Cars

CROSSLEY MOTORS LTD., GORTON, MANCHESTER. *London Sales & Service Depot : 50, PAGE ST., S.W.1*
London Distributors : PASS & JOYCE LTD., 373-375, EUSTON ROAD, N.W.1 SHRIMPTONS MOTORS LTD. 38-39, BERKELEY ST., W.1

MENTION of "The Light Car and Cycle Car" when corresponding with advertisers assists the cause of economical motoring. A1

HOW QUICKLY CAN YOU PULL UP?

With the help of this Chart you can accurately test the braking efficiency of your car

A car going at 25 m.p.h. ought to stop in 34.8 feet if the brakes are 60% efficient. What is the percentage of efficiency of your car? Does it allow a sufficient margin of safety? This, and other interesting knowledge you will find in the Ferodo Chart of Braking Performances—which every good driver should possess. Send for a copy—it's free.



THE FERODO CHART OF BRAKING PERFORMANCES —issued in the interests of Safer Motoring—which is also the function of—

FERODO
REGISTERED
BRAKE LININGS

MOTOR SHOW, OLYMPIA. Oct. 15-24
STAND No. 446. GRAND HALL GALLERY

FERODO LIMITED • CHAPEL-EN-LE-FRITH

52/185

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

Do You Know?

Interesting Facts about the interior of Your Car's Engine.

DO you know that the lubrication of the most vital and delicate parts of your engine is still very primitive and inefficient; that these parts, the cylinders, valves, pistons and rings cannot be properly lubricated, partly because the oil from the sump cannot effectively reach them, and partly because this oil cannot resist the great heat in the combustion chamber? Do you know that the modern trend in design, for instance, more "minor" engines, higher revs. and compression, is making this question more and more important?

Do you know that the pistons alone account for approximately half the friction losses in the engine, and have to reciprocate at enormous speeds (anything up to 10,000 strokes per min.) in a sort of half-dry condition? Do you know that when the sump oil begins to pass up into the combustion chamber, as the clearance between the piston and cylinder increases, it burns to friction-aiding carbon residues which deposit themselves on the cylinder walls and around the piston rings, thus accelerating the wear?

Do you know that this unnecessary wear and tear shortens the life of your engine unduly; costs you more in wasted petrol and oil than you realise; takes away all the pleasure of an efficient and sweetly running engine, and makes you have to consider overhauls and reboring far too soon?

Do you know that by adding SPEEDOIL to your petrol these vital parts are lubricated and protected; the life of your engine and periods between decarbonising is enormously increased, you save money on both petrol and oil, and you always have the finest engine performance? Do you know that SPEEDOIL is totally different to all other oils; that it is the scientific chemical product which, when introduced into the combustion chamber with the petrol, is converted into a lubricating substance, which surrounds the valves, pistons and cylinders with a protective film, instead of merely burning to soot residues? Do you know that some of the most important Motor Manufacturers of several countries themselves use and officially recommend SPEEDOIL? Do you know that if you want to keep that new car you are getting NEW, or your old one in perfect condition, the finest thing you can do is to

ALWAYS USE

SPEEDOIL—
Now officially recommended by
'STANDARD'
'RENAULT'
'MERCEDES'
'GILFORD'
(COMMERCIAL VEHICLES)
AND MANY OTHER WORLD-FAMOUS MOTOR MANUFACTURERS

You—want to know more about this product—!

Interesting and informative literature will be forwarded to every enquiring motorist.

SPEEDOIL

Look for the Trade Mark on every tin, it is your Guarantee of getting Genuine SPEEDOIL

CAN NOW BE OBTAINED
LOOSE
from
SPEEDOIL SERVICE STANDS
1D per dose to treat one gallon of petrol
ALWAYS USE IT—!

IN YOUR PETROL

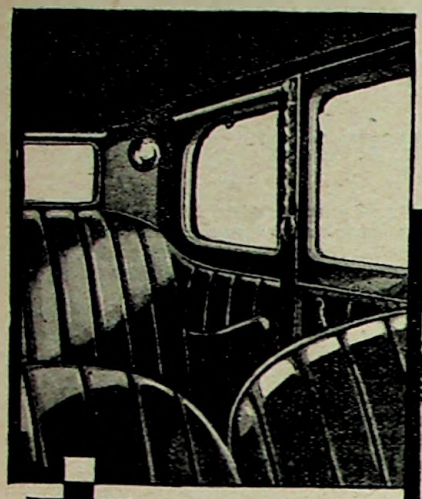
REFUSE ALL SUBSTITUTES
SPEEDOIL IS UNIQUE

TRADE MARK SPEEDOIL REGISTERED

PRICES IN TINS
19/6-10/6-4/6-2/9

SOLE CONCESSIONNAIRES:
THE SPEEDOIL CO., 28, BASINGHALL STREET, LONDON, E.C.2.
Phone: Metropolitan 5768
ASK YOUR LOCAL GARAGE TO SUPPLY

POINTS WHERE "REXINE" SAVES YOU TROUBLE AND EXPENSE

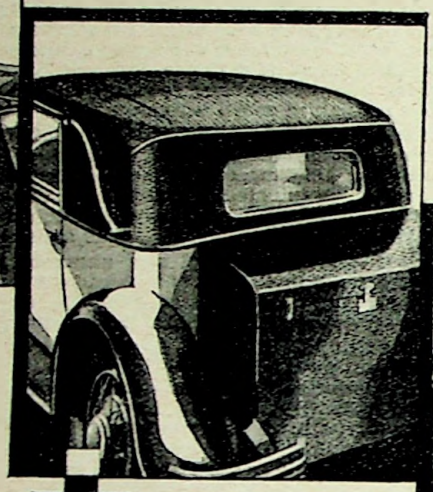


ROOF LINING PANELLING UPHOLSTERY

Proof against damp, dust and grease —scratchproof, too

The wide range of grains and colours in "Rexine" Leathercloths provides the greatest scope for a car interior of unusual distinction, which will always be fresh and clean without any trouble.

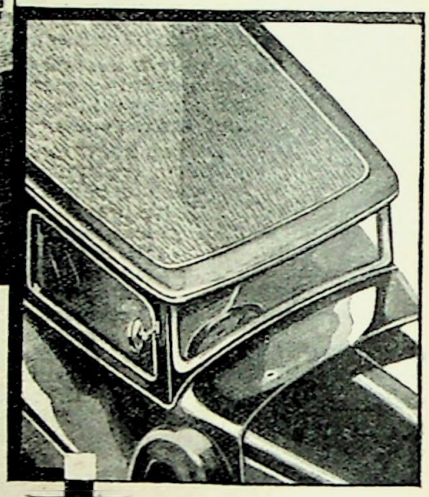
For panelling and upholstery, the "Hand-Effects" in "Rexine" are particularly attractive: ask to see them at the "Rexine" stand.



ABOVE THE "WAIST LINE"

Practical as well as distinctive

The fine quality of colour which always distinguishes "Rexine" gives bodywork in this material a very handsome appearance which storm or shine will never mar. There is an extensive range of grains particularly suitable for bodywork.



FOR ROOF TOPS

Experience advises "Rexine" for roof tops

"Rexine" is replacing other materials for roof tops, because of the greater permanence of its resisting properties. Nor does "Rexine" wear and sag at points of greatest strain, and it does not shrink or harden.

SPECIFY "Rexine" BRAND **LEATHERCLOTH**

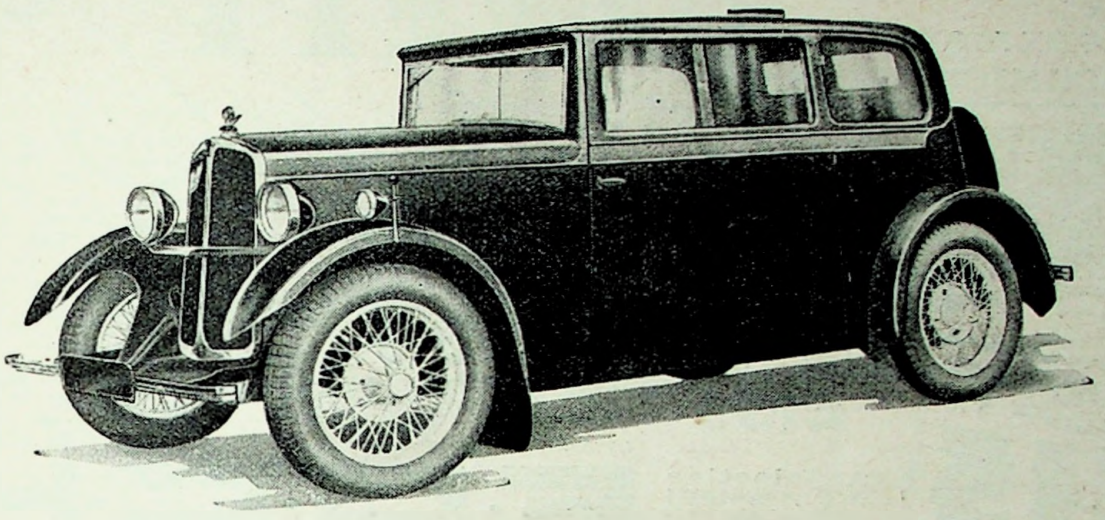
REXINE LIMITED (A SUBSIDIARY COMPANY OF IMPERIAL CHEMICAL INDUSTRIES LIMITED) 70 SPRING GARDENS, MANCHESTER

OLYMPIA STAND 60

R.A. 233

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

TROJAN



GRACEFUL IN APPEARANCE
ADVANCED IN DESIGN
SOUND IN CONSTRUCTION
RELIABLE & COMFORTABLE IN USE

A car which can be driven with or without the use of the clutch pedal. There is no need to touch either the clutch pedal or the change speed lever when driving in traffic.

FOR HANDLING AND CONTROLLING—SIMPLE IN THE EXTREME
A FULL 5-SEATER WELL WORTH YOUR ATTENTION.

"THE POWER BEHIND"
PUTS
THE TROJAN IN FRONT



BRITISH THROUGHOUT

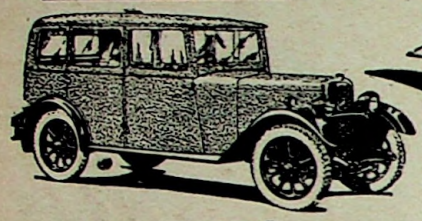
TROJAN LIMITED
CROYDON

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it. A5

Here's Tons of Room in a

JOWETT

SEATS 4 SIX-FOOTERS
IN COMFORT





Luxury motoring at amazingly low cost—that's the Jowett for 1932. Low in first cost, it is also the cheapest car to run, 45-50 M.P.G. FUEL, 1,500 M.P.G. Oil, and the tax is the lowest on any car, £7. The car you can afford to enjoy. As leading Jowett agents we offer Best Terms, Exchanges, and Service after Sales.

See our Representative on STAND No. 10 - - OLYMPIA
(Jowett Cars Ltd.)

JOWETT — *the roomiest car of its class ! !*

A DEPOSIT AS LOW AS **£15** & IMMEDIATE DELIVERY — !

MODELS FROM **£135**

A Selection of Guaranteed Used Cars Always in Stock.

AGENTS FOR ALL OTHER GOOD CARS.

Call and Inspect at
LONDON'S JOWETT DEPOT AND SERVICE STATION
TERMS and EXCHANGES.
LONDON DISTRIBUTORS—

F·O·C·H
LTD.,
5, HEATH STREET, **HAMPSTEAD, N.W.3**
Within 100 yards of Hampstead Tube Station.
Telegraphic Address: "AFFOCHIO, HAVER, LONDON." 'Phone: HAMPSTEAD 3752
OPEN ALL WEEK DAYS INCLUDING SATURDAYS 9 TO 8 - - - SUNDAYS 9 TO 1

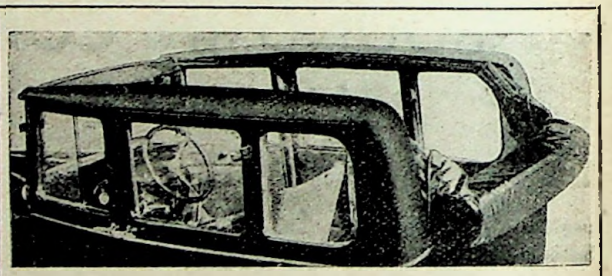
SALES
BSA
Spares 3 Repairs
WHEELER
HACKFORD
MOTORS LTD.

Call or Write! Demonstrations Daily!



ACRE LANE BRIXTON.

South London Agents-Brix.3062



WEATHERSHIELDS SALOON-HEAD

Patent applied for.

A Distinct Advance . . .

fulfilling a long-felt want, for it provides an entirely open car or the finest saloon at the will of the driver.

ABSOLUTELY WATERPROOF and SALOON EFFECT when closed.

Your existing Saloon or Coupe converted from £19 10s., as illustrated, in ten days at our Works.

Write for full particulars. State make o Car.

WEATHERSHIELDS LTD
MOTOR EQUIPMENT SPECIALISTS
48 MOOR ST. BIRMINGHAM

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

Birds!

Our Blue de-luxe Saloon we have christened—

"Kingfisher"

Our Black de-luxe Saloon is—

"Blackbird"

These cars have rear petrol tanks, petrol gauge, 8-day clock, oil gauge, silentbloc oilless bushes, automatic ignition, warning light, sliding roof, etc., etc.

The bodies are of entirely new design which, however, still incorporate that unique Jowett feature, the concealed luggage compartment.

One word describes them—lovely!

Our chassis is of world renown, and the car is known as the most reliable made and the cheapest to run.

The range is from £135 and the tax £7.

Do it now!

JOWETT CARS LTD IDLE, BRADFORD

ABBEY

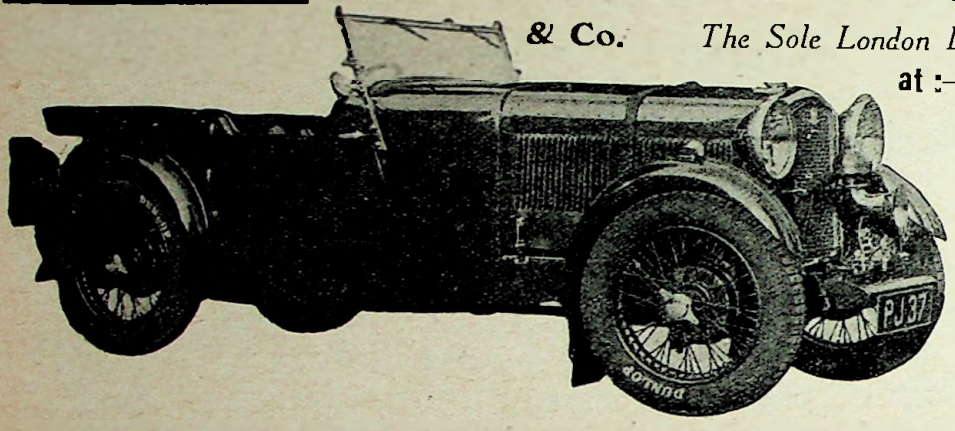
WILL NOT BE EXHIBITED AT OLYMPIA

But—A SPECIAL DISPLAY OF NEW MODELS HAS BEEN ARRANGED AT THE SHOWROOMS OF:

E. C. STEARNS & Co.

The Sole London Distributors, Ltd.

at :—



1, EASTBURY COURT, KENSINGTON ROAD
(Corner of HOLLAND ROAD)

— o —

WOLSELEY HORNET CHASSIS FITTED WITH :—
ABBEY SPECIAL
SPORTS 2/4 SEATER BODY
WHICH IS AN EXAMPLE OF ONE OF THE LATEST "ABBEY HORNETS."

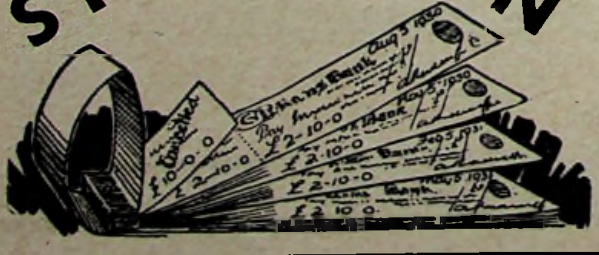
Head Office: 16 FULHAM ROAD, KENSINGTON, S.W.3. Tel. KEN. 0081
(Nr. Brompton Oratory)

Important Notice.

UNDER NEW MANAGEMENT

The GENERAL MANAGEMENT of Stuartson (Insurance) Ltd. is now entirely in the hands of Mr. C. G. Way (in succession to Mr. A. Stuart Morris), and the sole directors of the Company are Messrs. F. R. Lefebvre, M. King and H. G. Edwards. The closest and promptest attention will be given to all enquiries for Stuartson Policies, and present policy holders may be also assured that their requirements will be met as speedily as possible.

Write, Call, or 'Phone:
STUARTSON (INSURANCE) LTD.,
34, Leadenhall Street, London, E.C.3.
Telephone: MONUMENT 2151/2, 4270.



STUARTSON QUARTERLY PREMIUMS

WITHOUT EXTRA COST

Example: AUSTIN 7. Third Party Risks.
Annual Premium - - £4 0 0
Payable Quarterly - - £1 0 0

QUARTERLY INSURANCE for all CARS, LORRIES and MOTOR CYCLES COMPREHENSIVE or THIRD PARTY POLICIES.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

WHEN YOU WANT TO START START! . . . GET AN Exide BATTERY FOR YOUR CAR



STAND 456
Gallery
at the
MOTOR SHOW

48/6

BUYS THE EXIDE FOR THE AUSTIN '7'

That's for a battery that will get you off on a frosty morning and get you through on a murky night—value for your money—month after month after month. For other cars—other Exides.

From Exide Service Stations or your garage. Exide Service Stations give service on every make of battery

Exide Batteries, Clifton Junction, near Manchester. Branches at London, Manchester, Birmingham, Bristol, Glasgow, Dublin and Belfast

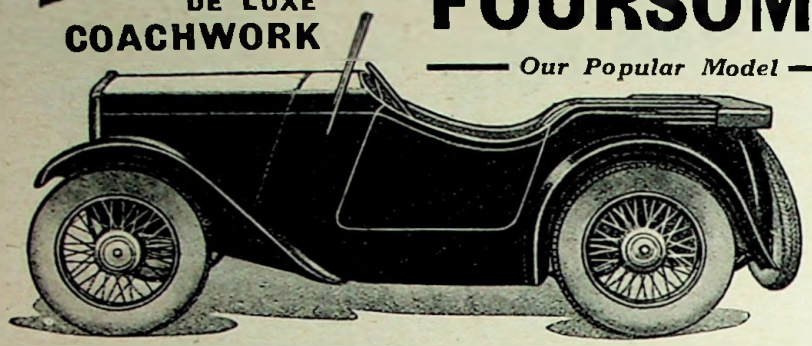
W. 42

Arrow

DE LUXE COACHWORK

AUSTIN ARROW FOURSOME

Our Popular Model



COACHBUILT & CELLULOSED

£155

DEMONSTRATION GIVEN ANYWHERE IN GREAT BRITAIN THROUGH YOUR LOCAL AGENT.

IN ADDITION TO THE ABOVE MODEL WE ARE ALSO EXHIBITING THE FOLLOWING RANGE AT

OLYMPIA STAND No. **97** AVENUES J & K

MORRIS MINOR Arrow 2-Str. **£148**

WOLSELEY HORNET Arrow Coupe **£242-10**

WOLSELEY HORNET Arrow 2-4-Str. Open Sports. **£232-10**

STANDARD LITTLE '9' FOURSOME **£172-10**

MORRIS MINOR FOURSOME **£155**

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE

Name.....

Address.....

I am interested in ARROW FOURSOME / ARROW 2-Seater (AUSTIN / MORRIS / HORNET / STANDARD CHASSIS)

(Please cross out Models not required.)

Any accredited motor agent will be pleased to have your enquiries.

A. P. COMPTON & Co., LTD.,

ARROW COACHWORKS,

BOSTON ROAD, HANWELL, W.7. Phone: EALING 2611—6570

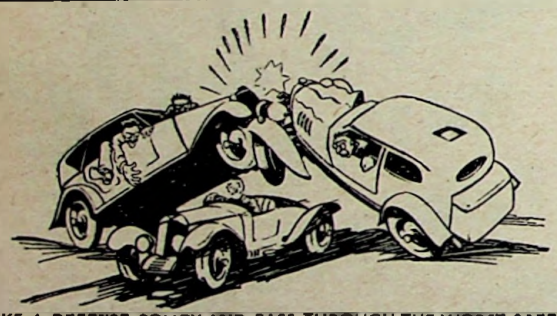
AGENTS:

LONDON: Normand Garage Ltd., 489, Oxford St., W.1.

BIRMINGHAM: Frank Hallam & Co., Bristol Street.

LIVERPOOL: Roscoe Motors, 62, Roscoe Street.

MANCHESTER: Kennings Ltd., 274, Deansgate.



TAKE A DEFENCE POLICY AND PASS THROUGH THE WORST SAFELY.

FULL THIRD PARTY POLICIES

WITH ROAD TRAFFIC CERTIFICATE AVAILABLE ON DEMAND AT COUNTER OR BY RETURN OF POST.

EXAMPLES.	ANNUALLY.	QUARTERLY.
8 h.p. - -	£3 10 0	18 6
Cowleys - -	£4 5 0	22 3
12 h.p. - -	£8 7 6	24 6

10 REDUCTIONS OWNER OR NAMED DRIVER. COVER RESTRICTED TO ACT REQUIREMENTS ONLY. BONUS ON TRANSFER.

FULL COMPREHENSIVE POLICIES DOUBLE ABOVE FIGURES.

APPLICATIONS FOR AGENCIES INVITED.

DEFENCE LTD.,

Insurance Brokers,

40, KING WILLIAM STREET, E.C.4.

TEL.: MANSION HOUSE 9022 (six lines).

We are between the Monument and London Bridge. Book to London Bridge or Cannon St. (S.R.), Bank or Mark Lane (3 mins.), Monument (1 min.)

And at 1, **Manchester Rd., Bradford.** Tel.: 5342.

"WELLINGTON" LIQUID METAL POLISH

A POLISH THAT, with a minimum of labour, GIVES A REAL BURNISH THAT LASTS.



CLEANS and POLISHES ALL METALS (including silver) and GLASS (Windows, Mirrors), Motor Screens (Glass or Celluloid).

TRY IT and PROVE IT.

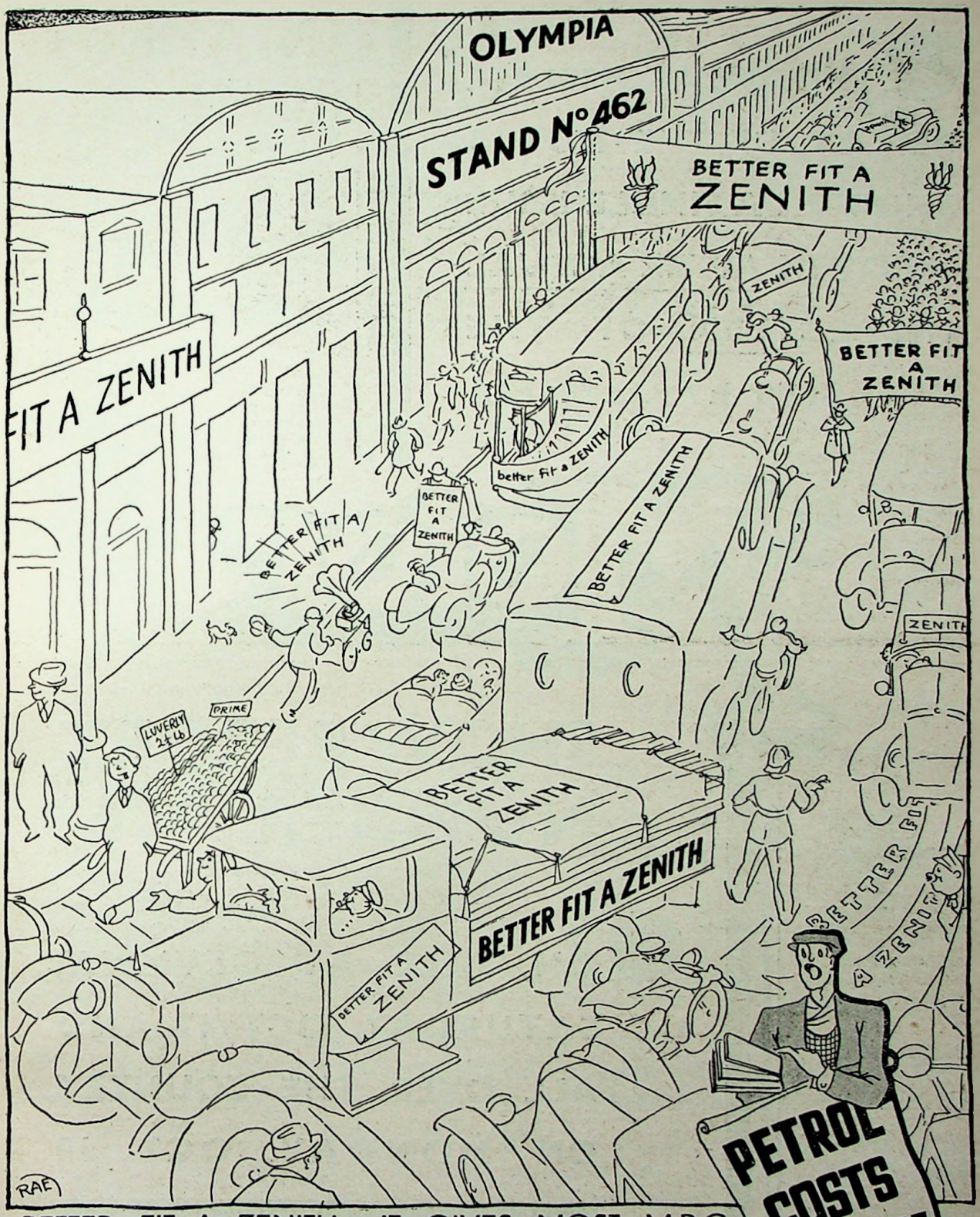
In TINS, 3d., 4½d., 7½d. & 1/3; also in ¼, ½ & 1 Gallon Cans.

Also makers of non-inflammable Liquid Metal Polish.

JOHN OAKEY & SONS, LTD.,

WELLINGTON MILLS, LONDON, S.E.1.

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



BETTER FIT A ZENITH: IT GIVES MOST M.P.G.

Send for particulars of our month's free trial offer, with your old carburetter taken in part exchange. Please state make, power and year of your car.

See us at OLYMPIA Stand 462

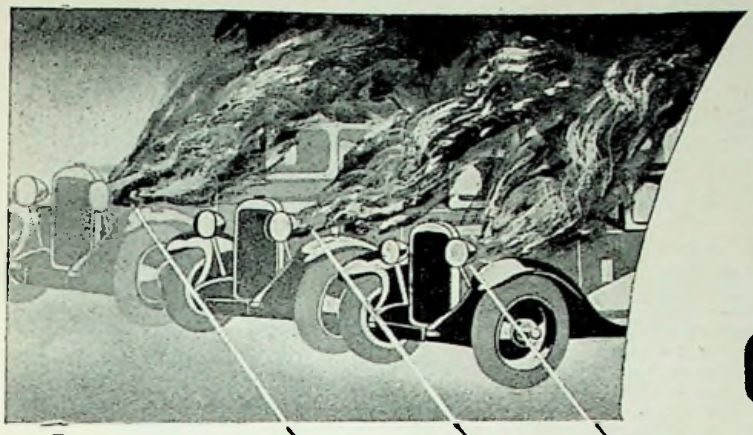
ZENITH CARBURETTER CO., LTD., 40/42 NEWMAN STREET, LONDON, W.1

THE ONLY COMPLETE REPORT OF THE MOTOR SHOW IN A SINGLE ISSUE WRITTEN AFTER ACTUAL INSPECTION OF THE EXHIBITS AT OLYMPIA

The Motor

SHOW REPORT NUMBER - - 6D.

ON SALE AT OLYMPIA, SATURDAY, OCT. 17 AND ALL OVER THE COUNTRY ON MONDAY, OCT. 19



Saving cars every day.....

always ready... easily refilled

Pyrene TRADE MARK

FIRE EXTINGUISHER

THE PYRENE COMPANY, LTD., GREAT WEST ROAD, BRENTFORD, MIDDX. (Ealing 6012.) Telegrams: "Pyrene, Brentford."

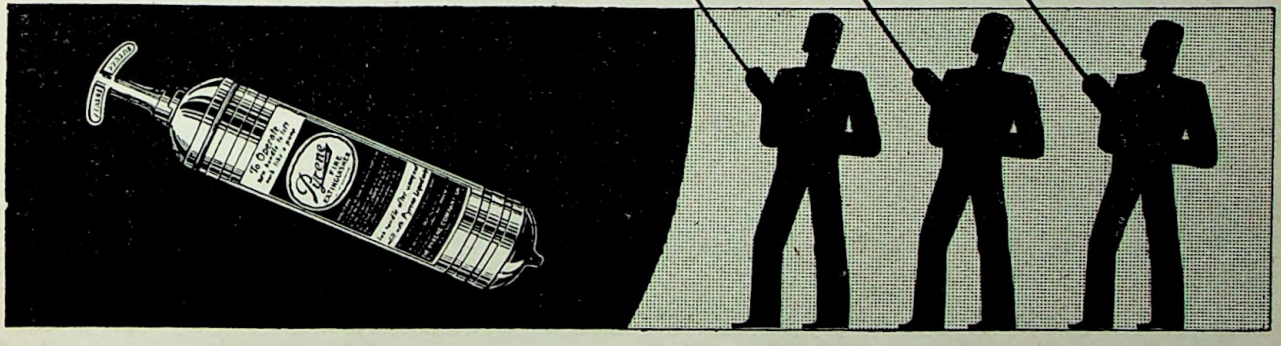
Instant in action . . . from any position, with any side up, the Pyrene Fire Extinguisher is the last word in efficiency and reliability.

24 years' experience is built into every Pyrene Extinguisher. No other extinguisher can offer all its advantages: with both upward and downward strokes of the pump, it projects a powerful flame-killing jet. It does not depend on maintained pressure. It is specially constructed to resist wear due to vibration on the car. The special liquid eliminates corrosion risks. And it is easily refilled after use.

For your own safety's sake order a Pyrene Fire Extinguisher to-day.

Write for folder L/1610.

OLYMPIA, STAND 301 (Gallery).



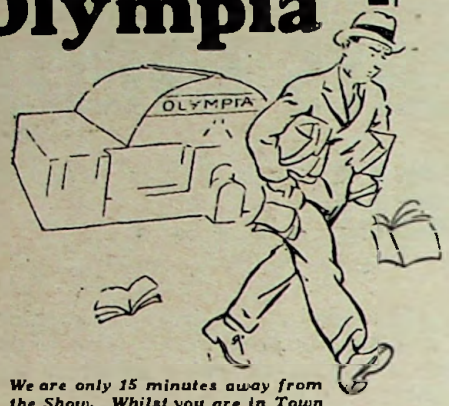
MAKE YOUR MOTORING STILL SAFER BY USING PYRENE BUMPERS AND PYRENE NON-SKID CHAINS

PARKER PROCESS

PARKERIZING is a process which changes the surface of iron and steel into insoluble phosphate that is quite impervious to rust under ordinary conditions.

BONDERIZING is a method of treating metal so as to form a cohesive base for paint, enamel or lacquer that ensures a life-time service. Paint, enamel or lacquer when applied to a Bonderized surface will not crack, flake or peel off.

After visiting Olympia



We are only 15 minutes away from the Show. Whilst you are in Town for Olympia, take the opportunity of seeing us. Bear in mind that although we specialise in the four makes mentioned in this advertisement, we can supply ANY make on the best of terms.

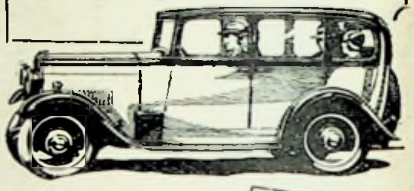
If you are interested in a good, Second-hand Car at genuine bargain price, don't miss our advertisement on page 52 of this issue.

1932 models now in Stock

Truly these are the pick of the light car range! As Distributors or Official Agents for large areas we are in the happy position of being able to give immediate or very quick delivery.

Deferred Terms can be spread over 12, 18 or 24 months, as you wish, and our ready market for used cars enables us to offer you a really good price for your present car in part exchange. If unable to visit Olympia, a visit to our Showrooms is the next best thing.

AUSTIN
SEVENS and TWELVE-SIX
SINGER
JUNIOR AND TEN
STANDARD
LITTLE and BIG NINE
TRIUMPH
SUPER SEVEN & SCORPION



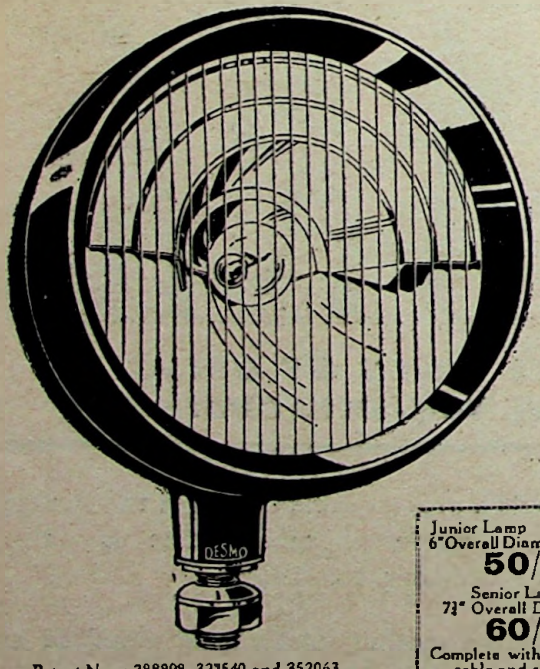
COME STRAIGHT TO

NAYLOR & ROOT LTD

25, EAST HILL, CLAPHAM JUNCTION, S.W.11

Open Weekdays 9 a.m. — 8 p.m.
Sun. Mornings: 10 a.m. — 1 p.m.
'Phone: BATtersea 6187-8-9.

When visiting Olympia, inspect



Patent Nos.: 288898, 327540 and 352063.
Regd. Design Nos.: 748202 and 749096.

The "**Safebeam**"
ANTI-DAZZLE
Roadlamp
PERMANENTLY DEFLECTED

It is **guaranteed** to comply with the Ministry of Transport's Draft Regulations. It entirely abolishes the necessity of Dipping or any other manipulation, YET gives a full driving light with a long range beam and broad floodlight from kerb to kerb. One or both of your existing Headlamps can be easily substituted by Desmo Safebeam Lamps, without any alteration to existing wiring.

We will gladly give you a demonstration in the specially erected dark room on Stand No. 286 Gallery.

STAND **286** GALLERY

Junior Lamp 6" Overall Diameter **50/-**
Senior Lamp 7¾" Overall Diameter **60/-**
Complete with bracket, cable and switch.

DESMO

"THE SAFEBEAM SATISFIES"

DESMO LTD., 31 Stafford St., BIRMINGHAM.

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

Fix up with the Service Co.

Light Car Specialists Since the Early Days

at High Holborn or Olympia

EXPERIENCE COUNTS

The Service Company have sold and serviced light cars since the days when a car was a luxurious object of derision. Experience counts, and it counts with us in this way:—
The buyer gets expert advice and helpful service in numerous convenient ways which only a long association with the needs of owner-drivers can promote. We *know* what you want to make your transaction a *good* one and we see that you get it!

OWN FINANCED DEFERRED TERMS

Meaning, of course that if you want terms, no outside financier is called in. It is a matter purely between ourselves, and if Mr. Buyer and Mr. Service cannot come to an arrangement, without fuss and bother whereby both parties are entirely satisfied, then who can? We give some examples on this page but, generally speaking terms are arranged to suit individual needs.

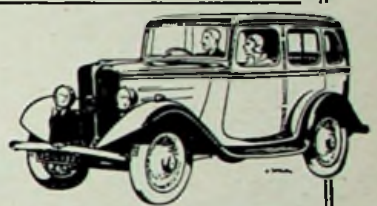
EXCHANGE ALLOWANCES

at the Service Company are always generous in comparison, because we have a ready market for the sale of good conditioned Used Cars. Our allowance can stand as deposit or part deposit against your new model; the balance being payable by cash or by monthly payments to suit.

POPULAR MODELS ON "SERVICE" TERMS



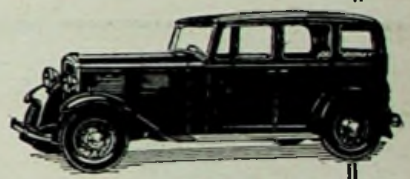
1932 JOWETT LONG COACH-BUILT SALOON, **£155.**
Deposit £31
and 12 monthly payments of £10 17 0
or 18 .. .. .. £7 8 1
or 24 .. .. .. £5 13 8
or otherwise as arranged between ourselves.



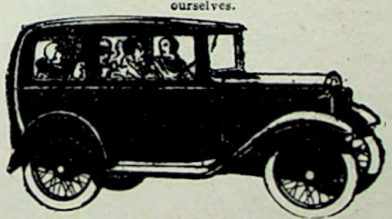
1932 SINGER "JUNIOR" SPECIAL SALOON **£185**
Deposit £37
and 12 monthly payments of £12 19 0
or 18 .. .. .. £8 16 9
or 24 .. .. .. £6 15 8
or otherwise as arranged between ourselves



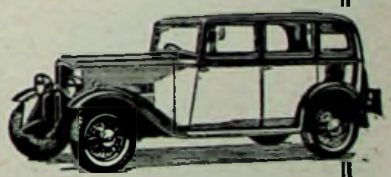
1932 MORRIS "EIGHT" FAMILY SALOON, **£152 10s.**
Deposit £30 10s.
and 12 monthly payments of £10 13 6
or 18 .. .. .. £7 5 8
or 24 .. .. .. £5 11 10
or otherwise as arranged between ourselves.



1932 STANDARD "BIG NINE" SALOON **£205** (Bumpers extra)
Deposit £41
and 12 monthly payments of £14 7 0
or 18 .. .. .. £9 16 0
or 24 .. .. .. £7 10 4
or otherwise as arranged between ourselves.



1932 AUSTIN "7" DE LUXE SALOON, **£128.**
Deposit £25 12s.
and 12 monthly payments of £8 10 2
or 18 .. .. .. £6 2 3
or 24 .. .. .. £4 13 10
or otherwise as arranged between ourselves.



1932 ROVER 10/25 COACH-BUILT SALOON **£179**
Deposit £35 16s.
and 12 monthly payments of £12 10 7
or 18 .. .. .. £8 11 0
or 24 .. .. .. £6 11 3
or otherwise as arranged between ourselves.

NOW FOR THE SHOW!

Our representatives are at Olympia to assist visitors seeking unprejudiced comments on the new cars and of the best methods of car buying.
There is no doubt that they can be of service to you and we would suggest ringing Holborn 0664 (or calling personally) to fix an appointment. *You will be sure then of getting Service that spells Ultimate Satisfaction.*

The Service Company Ltd LONDON

'Phone: Holborn 0664 (3 lines). *Established 1889*
Hours: Mon.—Fri. 9 a.m. to 6.30 p.m. Sats. 9 a.m. to 1 p.m.

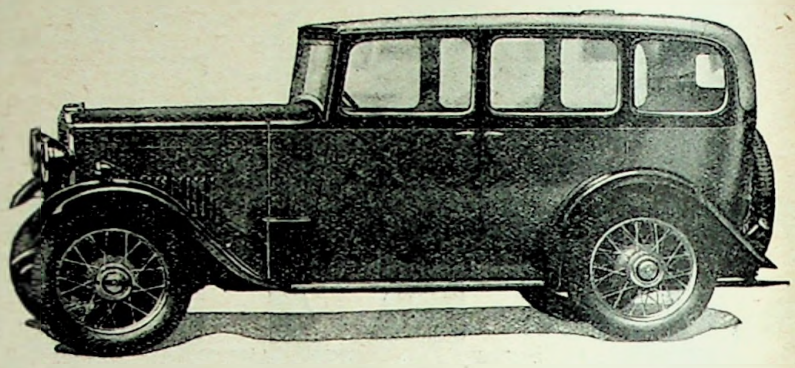
273-4 HIGH HOLBORN, W.C.1

Meet RATCLIFFE BROS. at the

TRIUMPH

Stand No.

7



Representatives of our staff are always present and at your service, eager to help and to advise on all points. On request they will conduct you to our showrooms, where you can look round at leisure and then have a trial run in the model you fancy; all of them are on view. We illustrate a particularly smart new-comer to the Triumph range—the "Super Nine." This "big" small car, designed specially for family comfort, is surprisingly low priced and economical to run. Please see us at Olympia or our showrooms and let us prove that our service is as outstanding and reliable as Triumph cars themselves.

'Phone: MUSEUM 8603/4

RATCLIFFE BROS

200, Gt. Portland Street LONDON. W.1

DISTRIBUTORS & SPECIALISTS

Head Office & Works: Frinton-on-Sea

SEE THEM AT THE MOTOR SHOW

STAND No. **281** GALLERY



THE VERY LATEST Improved "SMITH DE LUXE" Single Acting Adjustable Release **SHOCK ABSORBER**

OUR OFFER—

We will exchange your Smith ordinary type shock absorbers for the DE LUXE type at a reduction of 50% off list price, i.e., at £2 per pair, "S" size, and £3 per pair, "M" size. **Alternatively**, earlier lubricated type Smith shock absorbers can be reconditioned and fitted with the latest fabric non-lubricated lining at 14/6 per pair, "S" size, and 17/6 per pair, "M" size.

SMITH

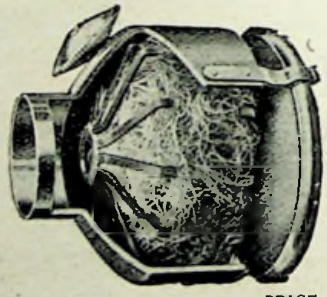
"SMITH"

(Patented)

AIR FILTER

"Smith" Air Filter is small, compact and efficient. Filtering Medium can be cleaned in petrol and re-used.

Fitted with WARNING WHISTLE which operates when filter requires cleaning. Effectively SILENCES the noise issuing from Carburetter.



PRICE

For Motor Cycles and Cars up to 10 h.p. **10/-**

Cars 10 h.p. to 18 h.p. 15/-, 20 h.p. to 30 h.p. 20/-. Where special adapters are required, 5/- extra.



"SMITH"

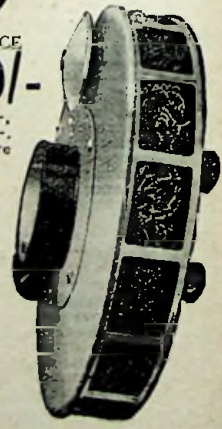
(Patented)

STEERING DAMPER

PRICE **37/6**

CORRECTS WHEEL WOBBLE or SHIMMY

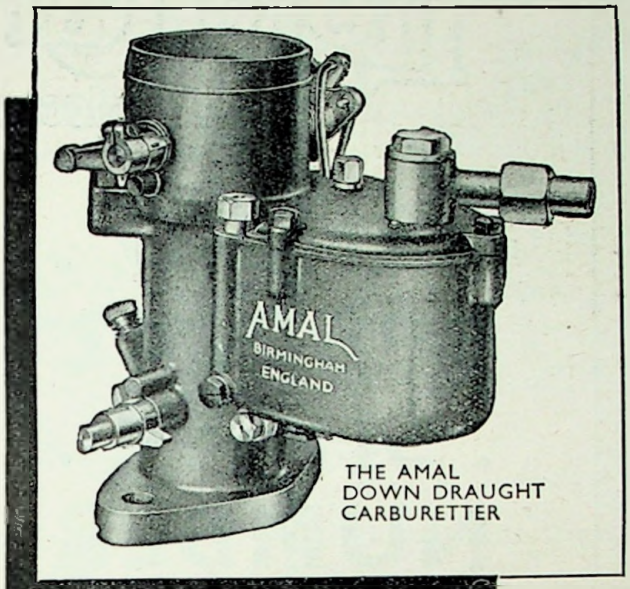
Easier Cornering, Reduced Wear and Tear, Economy in Tyres.



FRANK SMITH & Co. (ELLAND) LTD., HUDDERSFIELD ROAD, ELLAND.

'Phone: 182 Elland.

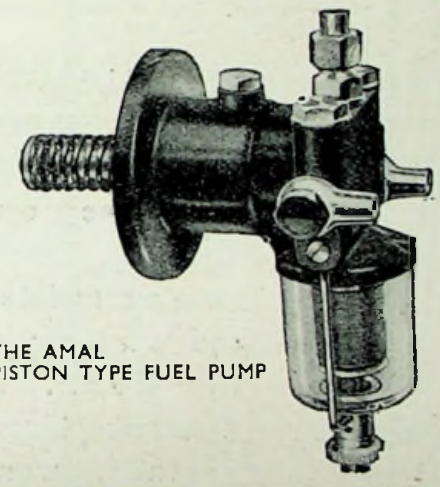
• WHAT TO SEE ON THE AMAL STAND



THE AMAL DOWN DRAUGHT CARBURETTER

THE AMAL RECORD-BREAKING CARBURETTER

The Amal Down Draught Pump Carburetter has already made its mark in the world of motoring achievement, exemplified by the recent record-breaking M.G. Midgets, Singer and Riley 9 cars. This carburetter provides better acceleration, more power and greater flexibility with the maximum economy.



THE AMAL PISTON TYPE FUEL PUMP

A BIG ADVANCE IN FUEL PUMP DESIGN

The Amal Piston Type Fuel Pump is a distinctly new departure in pump design. The main feature is the displacement of fabric diaphragms by a metal piston. Greater reliability and a much longer period of usefulness are claimed for this instrument. See the working model on the Stand and be convinced of its superior advantages.

In addition to the Amal Down Draught Carburetter and Piston Type Fuel Pump, a full range of Amal Accessories for better motoring will be shown, including :—

Amal Standard Carburetters, Silencers, Fuel Pumps, Air Filters, Controls, Inner and Outer Cables, Flowmeters and Jet Calibrating Machines,

all of which are presented in the confidence that they are at the top of their particular class in quality and efficiency.

AMAL STAND No. 460 Gallery MOTOR SHOW OLYMPIA

AMAL CARBURETTER "Makes a good engine better"

AMAL, LTD., HOLFORD WORKS, PERRY BARR, BIRMINGHAM.

C.F.H.

TAYLORS OF KINGSTON

There's a reason!

There is a decided advantage in allowing us to supply your new car. In addition to generous part-exchange allowances and deferred payments we place at your disposal Taylor's "Three Point" Car Service. This comprises a very thorough monthly Service Inspection ABSOLUTELY WITHOUT CHARGE during the first three months.

Thus the cost of expensive repairs is often saved by the location and rectification of faults at the very commencement.

Write or call for full details of this service and let us quote you for your new car.

THE NEW HILLMAN "MINX."



Family Saloon, £155. Saloon de Luxe, £175.
Sports Tourer, £170. Sports Saloon, £192 10s.

A roomy saloon with large car appearance and comfort, 9 8 h.p. cellulose finish, Triplex screen, 6½ gallon petrol tank at rear, 3 bearing crankshaft, chromium plate, is well equipped, reliable, comfortable, smartly upholstered, well finished and offered at a remarkably low price.

Call or write for a demonstration.



"Standard Little Nine" Coachbuilt Saloon, £155

An amazing car with a high performance, comfortable, low in price and running costs. The "Standard Little Nine" has a maximum speed of over 55 m.p.h. and will average 40 miles per gallon of petrol, is fitted with four wide doors, Stanlite sliding roof, Bendix Duo Servo Brakes on all four wheels, semi-elliptic springs and petrol tank at rear. Do not fail to call or write for a demonstration run in the "Standard Little Nine."

SPECIAL AGENTS FOR AUSTIN, HILLMAN AND MORRIS

EVERYTHING MOTORISH FOR THE MOTORIST

TAYLORS

Head Offices and Showrooms:
135, LONDON ROAD,
KINGSTON-ON-THAMES

Telephone:—Kingston 1263/4

DISTRIBUTING AGENTS FOR SINGER AND B.S.A. CARS

The Light Car & Cyclecar

. THIRD . SPECIAL . SHOW . NUMBER

ON SALE AT OLYMPIA ON WEDNESDAY, OCTOBER 21st, and all over the country on Thursday, October 22nd, with a complete review of the small-car tendencies for 1932, including numerous illustrations of engines, transmission systems, bodywork details, etc. Exhibits in the accessory galleries of particular interest to light-car owners will also be described.

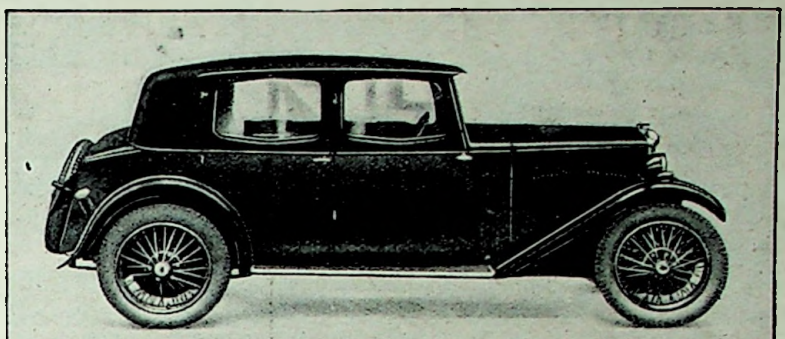
PRICE 3D. AS USUAL

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

SEE THE CAR OF ECONOMY

AT THE "BLUE SPOT" AT OLYMPIA

STAND 106



The "PLUS-ULTRA MONACO" **£298**
(Dunlop Tyres and Triplex Glass Standard)

AS OLD AS THE INDUSTRY — Riley — AS MODERN AS THE HOUR

Next year will be a year of Economy — **it's got to be!**

Not a year of "No spending" but a year of wise spending!

"No spending" would prove as fatal as unrestrained extravagance — wise spending, individually and Nationally, will prove to be our Country's and our own salvation.

"Wise spending" in Motoring means essentially the purchase of a car which in operating for your convenience and pleasure will perform its task on a minimum outlay —

SUCH IS THE RILEY!

Its Tax, Insurance, Petrol and oil consumption are low!

It gives a length of service unequalled in the Motor World to-day.

Its reliability ensures such freedom from trouble that the average cost of running it over an average mileage of 10,000 miles is a little under 2d. per mile!

By acquiring it you will ensure a standard of safety which no car lacking an experience of strenuous tests on road and track such as the Riley has, can possibly offer you — that means safety in emergency and an insurance against the costly trouble which so frequently follows inability in this direction.

And finally, its slow depreciation and the policy behind the car ensure for you a constantly recurring opportunity of commanding "top price" on a re-sale!

And with all this you will possess a car of unequalled individuality and performance—a car that will promote in fullest measure that pride of possession which is more than half the joy of Motoring — a car that it is "such fun to drive!"

That, in a word, is why you must not fail to call at "the Blue Spot at Olympia," or if not there to write us for literature or to arrange a demonstration.

RILEY (COVENTRY) LIMITED, COVENTRY
AND 42 NORTH AUDLEY STREET, LONDON, W.1

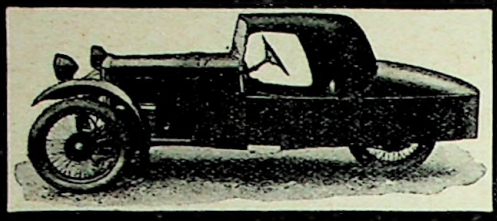
The Car YOU Can EASILY Afford

THE COVENTRY VICTOR MIDGET THREE WHEELER

PRICE: £75

Remarkable Speed Acceleration Brakes

Vide "The Motor Cycle" Road Test.



TAX £4

Petrol 70 M.P.G.

Catalogues of all Models free from the Sole Makers—

THE COVENTRY VICTOR MOTOR CO., LTD., COVENTRY.

LAYSTALL

HARDENED STEEL BRAKE DRUM LINERS

FITTED TO YOUR

AUSTIN 7

Will Outlast Your Car — Also Give You

Better Braking
Less Tendency to Skid
Fewer Adjustments
Less Wear of Fabric

Price per Brake Drum - £1-4-0

Prices for other makes on application.

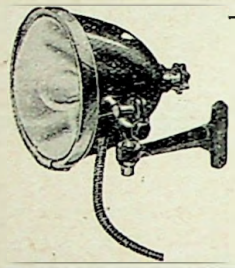
GUARANTEE—In addition to the usual Laystall 12 Months' Guarantee these Brake Drum Liners will be replaced at half-price, within 3 years, if wear warrants their renewal.

EWER STREET, SOUTHWARK, LONDON, S.E.1. (Tel.: Hop 6140)

LAYSTALL

55, FONTENOY STREET, LIVERPOOL. (Tel.: Central 5306)

LOOKING AHEAD—



The "BABY" SPOTLIGHT

Projects an immensely powerful beam to any desired angle. Instantly detachable from bracket for inspecting any part of car. An anti-fog cap is supplied with each lamp. Handsomely finished in black and nickel, with either windscreen clip or plate fitting for saloon cars.

Model 552 .. .. 21/-

Black and chromium finish 24/6

& LOOKING ALL ROUND



"VISTASCOPE" DRIVING MIRROR

Change the restricted view of your ordinary interior mirror for the wide reflection of the "VISTASCOPE." The optically correct lens gives an undistorted vision of equal clarity over the whole extent of its wide area. Rustless metal back plate and unique method of fitting protect the mirror against shocks and vibrations.

Model 604, 9½ in. x 2½ in. 8/6

Model 608, 12½ in. x 2½ in. 12/6

Stadium ACCESSORIES

OBTAINABLE WHEREVER ACCESSORIES ARE SOLD

STADIUM LTD., 75-7, PAUL STREET, LONDON E.C.2

STAND 274 NATIONAL HALL GALLERY

INVINCIBLE POLICIES LTD.

Pay your premiums QUARTERLY without extra cost

INSIST INVINCIBLE INSURANCE | COMPETITIVE RATES CERTIFICATES BY RETURN POLICIES ISSUED IMMEDIATELY | INSIST INVINCIBLE INSURANCE

PALMERSTON HOUSE, 51, BISHOPSGATE, E.C.2 Tel.: Monument 4481.

ON

STAND 99

SEE

THE AVON SWAN COUPÉS

on "STANDARD" Chassis

THIS original type of body architecture embracing long low lines, sloping front doors shutting on scuttle pillar, fixed cycle type wings, DESIGNED BY OUR BODY ENGINEERS WAS PRODUCED

FOURTEEN MONTHS AGO

IN ITS ORIGINAL FORM.

MANY IMPROVEMENTS HAVE RESULTED FROM OUR EXPERIENCE; RUDGE WHEELS, PYTCHLEY SLIDING ROOF AND OTHER INTERESTING FEATURES HAVE NOW BEEN INCLUDED. MOREOVER, THE PRICE HAS BEEN REDUCED.

SEE

The Rhapsodies in Blue & Cream

on Stand 99 by

The NEW AVON BODY Co., Ltd.

WARWICK

Distributors for London and Home Counties, CAR MART LIMITED, Park Lane, London.

REGISTERED TRADE MARK

FOR MOTOR CARS
Mixtrol
FOR MOTOR CYCLES

THE PERFECT UPPER CYLINDER LUBRICANT.

PUT IT IN YOUR FUEL OR MIXTROLLER.

★ *Write for Explanatory Book Free.*

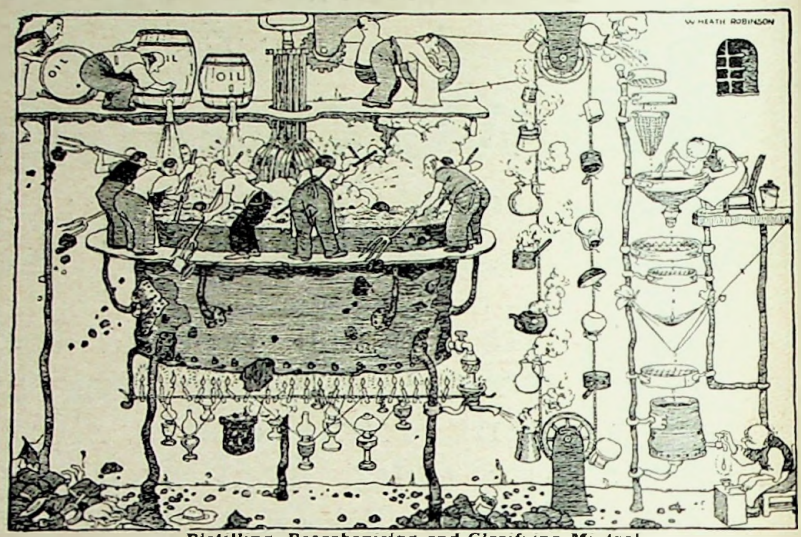
THE MIXTROL FREE GIFT

WE present at our **STAND 319, GALLERY,** One Superb Sepia Reproduction on Antique Paper of the original of this picture by Heath Robinson, size 14½ x 11½ inches, to each purchaser there of a 6/- 32-oz. Tin of Mixtrol.

SAVE THAT EXTRA 2d. ON PETROL BY USING MIXTROL.

WE ARE THE SOLE MAKERS OF THE ORIGINAL AND GENUINE UPPER CYLINDER LUBRICANT.

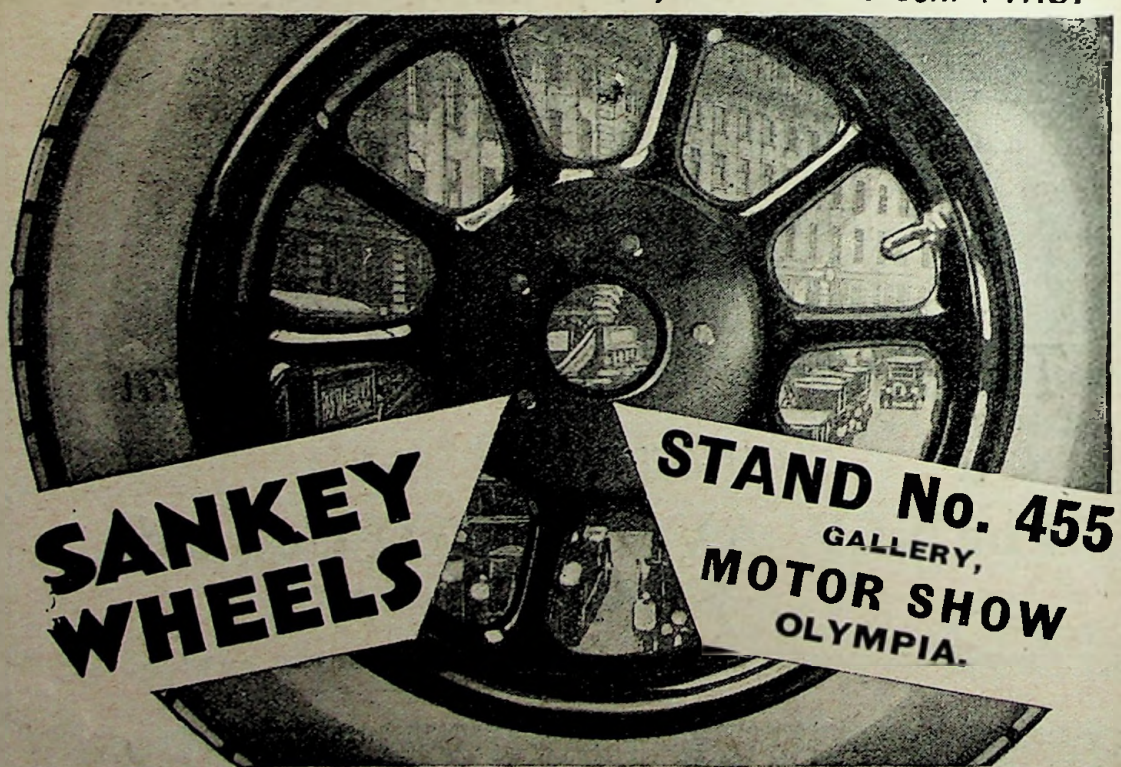
MIXTROL IS THE PIONEER.



Distilling, Decarbonising and Clarifying Mixtrol.

MIXTROL OIL CO., 74, NEWMAN STREET, LONDON, W.1
Telephone: Museum 2645/6. Telegrams: "Olmixtrol, Rath."

Sankey made the First Steel Wheels — *Sankey Wheels are still FIRST*



JOSEPH SANKEY & SONS LTD. HADLEY CASTLE WORKS . WELLINGTON . SHROPSHIRE

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

A22

Registered Trade Mark.

FOR MOTOR CARS Mixtrol FOR MOTOR CYCLES

THE
PERFECT UPPER CYLINDER LUBRICANT
Put it in your Fuel or in the Mixtroller.
SAVE THAT EXTRA 2d. ON PETROL BY USING MIXTROL



THE MIXTROLLER

Patent No. 323717.
Height, 5 in. Width, 3½ in.
Finished in
Brass and Blue **21/-**
Chromium-plated and Blue .. **28/6**
The Mixtroller holds 14 oz. of Mixtrol which atomises with the petrol with each combustion and will give perfect upper cylinder lubrication for 1,400 miles or more, according to Petrol Consumption of engine.

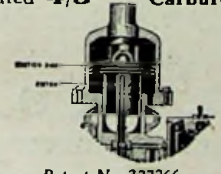
Can be fitted on the dash under the bonnet in a few minutes.

OUR PATENT OILER FOR S.U. CARBURETTERS

Nickel-plated finish **3/6** Chromium plated **4/3**



Screw on to the top of the S.U. Carburetter



Patent No. 327266.
This automatically keeps the bearing of the piston suction disc positively lubricated. Simply refill with Mixtrol approximately every 1,000 miles at a cost of less than one penny. A special adapter is necessary with the Morris Oxford 15 h.p. Six at an additional cost of **2/3**.

WE ARE THE SOLE MAKERS OF THE ORIGINAL AND GENUINE UPPER CYLINDER LUBRICANT

MIXTROL IS THE PIONEER

IMPORTANT NOTICE.

"MIXTROL BRAND"
SPRING AND ANTI-RUST OIL
MADE IN ENGLAND.
A guaranteed preparation produced by the Mixtrol Oil Company for curing and preventing Rust and Squeaks on the Body, Springs and Bolts.

It penetrates into all rusty crevices.
A few drops act like magic.
It efficiently lubricates the Springs.
Drives out Rust permanently. Kills it and Keeps it out.
Cures Body Rattle.
Increases the life of your Tyres by reducing shocks caused by harsh springs.
Stops wear on all movable parts.

Imperial Pint, **3/6** Imperial Quart **6/-**
Imperial Gallon, **18/-** Imperial 5 Gallons **70/-**

MOTOR EXHIBITION

PLEASE VISIT OUR STAND—

No. 319
(GALLERY.)

You can get it here by the half ounce for one penny, which treats Two Gallons.



THE MIXTROL SERVICE TANK.



The screw measureon each tin holds sufficient for twogallons of fuel.

PRICES:

4 oz. Tin	*(Postage 2d. extra)*	**1/-**
	Flat oval shape for tool bag.	
8 oz. Tin	*(Postage 3d. extra)*	**1/9**
32 oz. Tin	*(Postage Free)*	**6/-**
128 oz. Tin	*(Carriage paid)*	**19/-**

WE GUARANTEE

1. Absolute lubrication of the cylinder walls and all upper working parts.
2. Longer life of engine.
3. Cures knocking.
4. More power, speed, and pick-up.
5. Easy starting.
6. Increased mileage.
7. Carbon deposit reduced to a minimum.
8. No gumming up.
9. No seizing up.
10. Cures squeaky valves.

MIXTROL OIL CO., 74, NEWMAN ST., LONDON, W.1

Telephone: Museum 2645/6. **Telegrams: "Olmixtrol, Rath."**

AUSTIN—————! '7' OWNERS————!

THE

WHATMOUGH

CYLINDER HEAD

Gives—

WONDERFULLY INCREASED PERFORMANCE

DISCUSS THE MATTER WITH OUR **Mr. ASHBY** AT **OLYMPIA** STAND No.

341

Even the best of cars can be improved—and you'll marvel at the extra speed, power and acceleration which the WHATMOUGH Cylinder Head will give your AUSTIN "7." Smoothness and flexibility are other advantages which the WHATMOUGH Head bestows. Why not investigate? Our Mr. Ashby will be pleased to discuss the matter with you at Olympia, at our Showrooms, or by letter.

Experts in SUPER TUNING ALVIS & RILEY Cars

Something Revolutionary—!

THE

'BROOKLANDS'

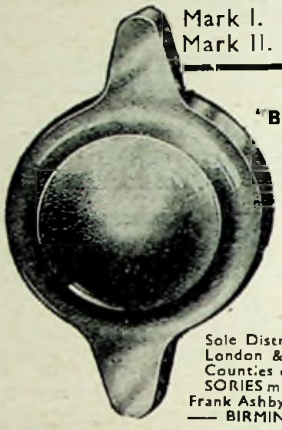
FULLY FLEXIBLE

STEERING WHEELS

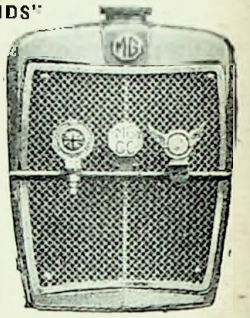
Here's a luxury refinement for your car — one, nevertheless, which you'll consider a necessity after a few hours' use. The comfort and ease of driving with the Brooklands Fully-Flexible Steering Wheel must be experienced to be realised. It takes all the bumps and jolts out of driving. One was used by our Mr. Ashby on a Riley car in the 500 miles Race at Brooklands.

Mark I. 16" **36/-**
Mark II. 18" **40/-**

OLYMPIA STAND NO. **321**



"BROOKLANDS" Hub Caps, Radiator Guards, etc., etc.



Sole Distributors in London & Southern Counties of ACCESSORIES markered by Frank Ashby & Sons, Ltd. — BIRMINGHAM. —

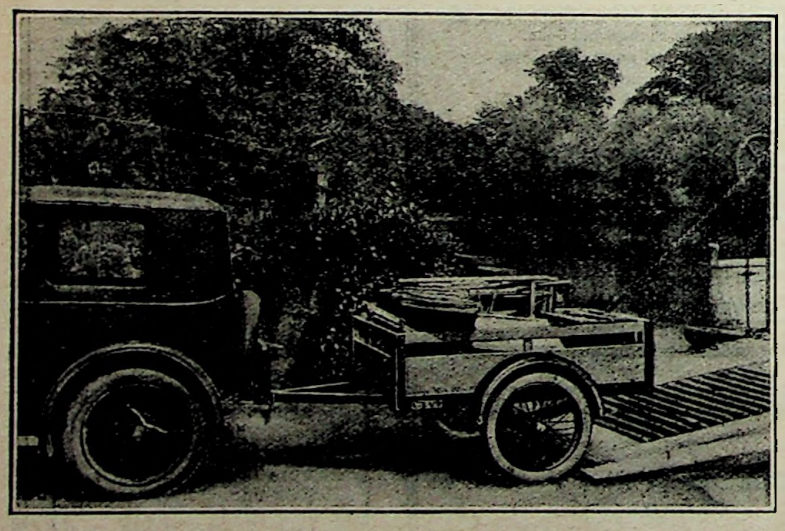
A. F. ASHBY & Co.

PHONE: HENDON 1168.

9-11, WATFORD WAY, HENDON CENTRAL

OPPOSITE HENDON CENTRAL UNDERGROUND STA.

THE NEW 4-CWT. MODELS



WILL BE EXHIBITED ON

STAND No. 74

OLYMPIA

. . . . where you are cordially invited to inspect them, together with other models from the "D-B" Super Trailer range in 6, 8, 12 and 18-cwt. carrying capacities. The new 4-cwt. models have been specially designed for use behind low-powered cars, and will appeal particularly to small car owners.

MODEL H.4C

£13. 10. 0

COMPLETE EX WORKS

NO EXTRA TAX WHEN TOWED BY PRIVATE CAR

"D-B" SUPER TRAILERS

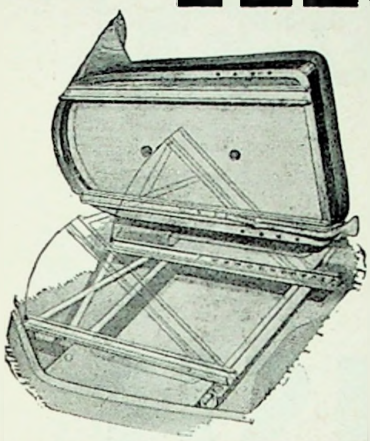
IMMEDIATE DELIVERY CAN BE GIVEN FROM STOCK OF ANY OF TWENTY-SIX STANDARD MODELS

MADE IN 4-CWT., 6-CWT., 8-CWT., 12-CWT. AND 18-CWT. CARRYING CAPACITIES

B. DIXON-BATE, BRIDGE WORKS, TARVIN ROAD, CHESTER

ON THE ADMIRALTY, WAR OFFICE AND INDIA OFFICE LISTS

THAT BIG CAR FEELING



Perfect driving control and ample room for ingress and egress of front and rear passengers is enjoyed by all light car owners who are the fortunate possessors of LEVEROLL fitted sliding seats. Operated by a finger touch, silken smooth in action, rigid and safe when locked, they give roominess to the smallest of cars. A jig is supplied free for easy and accurate fitting.

The illustration shows the seat lifted off the slides.

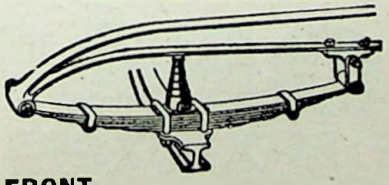
LEVEROLL SLIDING SEAT MECHANISMS

PRICES FROM **27/6**

Special sets for Morris, Austin, Hornet, Triumph, Standard 9

Type T.P. LEVEROLL Tipping Model **32/6**

TAKE THAT EXTRA PASSENGER IN SAFETY & COMFORT



FOR FRONT AND REAR SPRINGS

PRICES FROM

£1 - 1 - 0

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

"NEVAJAH" SHOCK ABSORBER

Inventors, Patentees and Manufacturers,

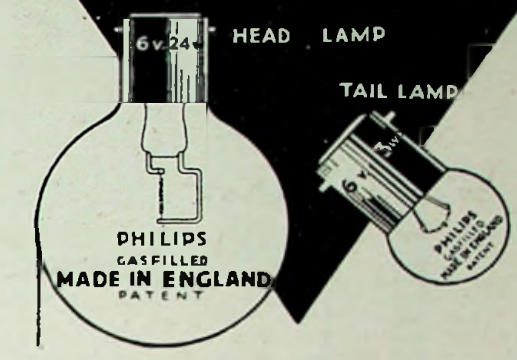
A. W. CHAPMAN, LTD.,

Ranelagh Gardens, Hurlingham, London, S.W.6.

Telephone: Putney 2372/3. Telegrams: "Nevajah, Phone, London."

Stand **366** NATIONAL HALL GALLERY at the MOTOR SHOW

MADE IN ENGLAND



See the Winter through with PHILIPS . . . . . .

For the safety of all road users nothing better has been offered to motorists than the Philips 'Duplo' headlamp. Its beam can be dipped at the flick of a switch. **Only the lamp is required, no costly dipping device.**

There is a Philips lamp for every socket in your car. Backed by 40 years' experience in lamp manufacture, they will give you unfailing service. Fit Philips bulbs now and see the winter through in safety.

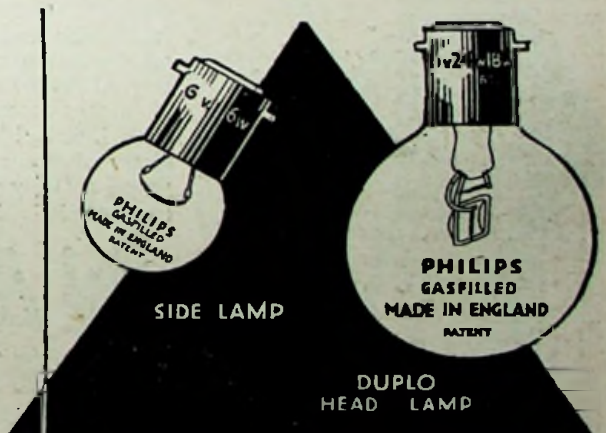
MADE IN ENGLAND

6 volt	24/18 watt	Duplo	4/3d
12 volt	24/24 watt	Duplo	4/3d
12 volt	36/24 watt	Duplo	4/3d
6 volt	24 watt (double contact)	Head	2/6d
12 volt	36 watt	Head	2/6d x
6 volt	6 watt	Side	1/3d x
12 volt	6 watt	Side	1/3d x
6 volt	3 watt	Tail	1/3d x
12 volt	4 watt	Tail	1/8d

x Plus 1d. for A.S.B.C. or A.S.C.C.

Ask your garage for full price list.

Use Philips Motor Bulbs—and See.



PHILIPS

HIGH EFFICIENCY GASFILLED MOTOR BULBS

PHILIPS LAMPS Ltd., Philips House, 145, Charing Cross Road, London, W.C.2.

ARKS.

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



BUY BRITISH MOTOR SPIRIT

British motorists should buy British motor spirit, and thus help to restore the balance of Trade.

National Benzole is British. It is obtained through the carbonisation of British coal, carried out in Britain by British labour and supported by British capital. It is 100% British.

National Benzole is composed entirely of power units (aromatic hydrocarbons).

Scientifically blended with a superior grade petroleum spirit in correctly balanced proportions to form National Benzole Mixture, a super-powerful and consequently economical motor spirit is produced. This fuel gives more miles per gallon and more power. It costs less to use because there is no waste.

Ask for National—Be British in spirit and money in pocket.

NATIONAL BENZOLE MIXTURE

MOTOR SHOW
Stand No. 33
National Hall

Same price as petrol but 'miles' better

NATIONAL BENZOLE CO. LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, S.W.1
(The distributing organization owned and entirely controlled by the producers of British Benzole

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

You Can Start Your Car INSTANTLY

under any weather conditions

WITHOUT the use of a Strangler

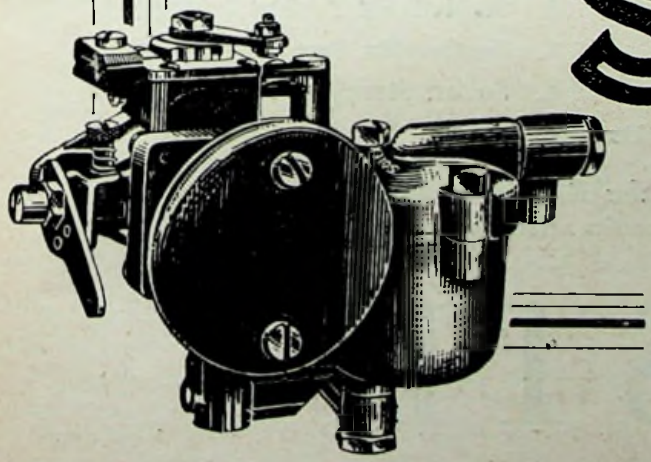
WITHOUT touching the Throttle

WITHOUT setting the Ignition

AND you will "get away" immediately from frost cold

provided your car is equipped with

The SELF STARTING SOLEX "F" TYPE CARBURETTOR



The Self Starting SOLEX is the most astounding advance in carburation ever made Be sure you obtain full details on —

STAND 464

GALLERY. MAIN HALL. OLYMPIA.

SOLEX LTD., SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1.

Telephones: Paddington 8621, 8622, 8623, 8624, 8625, 8626. Telegrams: "Solexcarb, Edge, London."

Distributors for the Irish Free State: Franco-Irish Enterprises, Ltd., Shamrock Terrace, North Strand, Dublin.

AS . DEPENDABLE . AS . AN . AUSTIN

1 in 4

Every FOURTH new car registered in Great Britain between August 1, 1930 and July 31, 1931 was an Austin.

You will find nine* convincing reasons for this public preference by examining the range of cars on . .

STAND No. 113 Olympia

*

1. **Twenty Ranelagh Limousine**
2. **Twenty Whitehall Saloon**
3. **Sixteen** *De Luxe* **Burnham Saloon**
4. **Sixteen Windsor Saloon**
5. **Twelve-Six Harley** *De Luxe* **Saloon**
6. **Twelve-Six Harley Saloon**
7. **Twelve-Six Two-Seater**
8. **Seven Standard Saloon**
9. **Seven** *De Luxe* **Saloon**

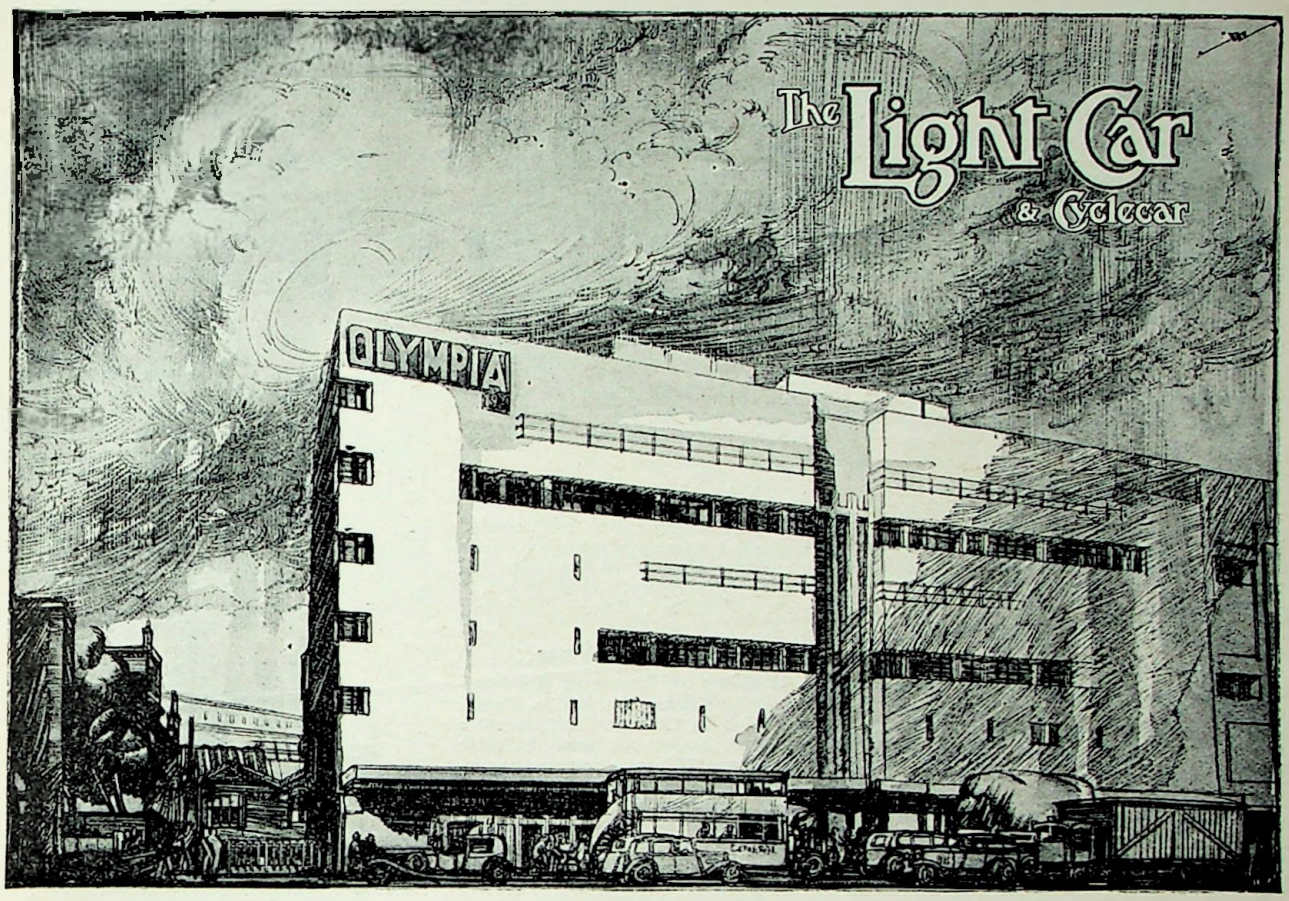
If you cannot visit Olympia, see the displays of these models at the Showrooms of all leading Austin Distributors and Dealers.

AUSTIN

The Austin Motor Co. Ltd., Longbridge, Birmingham. Showrooms, also Service Station for the Austin Seven: 479-483 Oxford Street, London, W.1. Showrooms and Service Station: Holland Park Hall, W.11.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

SECOND SPECIAL OLYMPIA SHOW NUMBER



THE HUB OF MOTORDOM. — *An artist's impression of the massive Empire Hall frontage of Olympia where the biggest international motor exhibition in the world is now being held.*

Guide to the Show.

In this issue we present the finest and most comprehensive guide available to the small car exhibits at Olympia.

A Wonderful Display.

Light cars are exhibited in every type in the Grand Hall, opposite Addison Road Station, and in the National Hall which adjoins it. In the annexe to the Grand Hall light cars fitted with special bodywork will be found.

To Suit Every Purse.

Never before has such wonderful value for money been offered. Light car prices range from £89 to £745, the first named, of course, being that of the Rover Scarab. At £100 there is the famous Morris Minor and between £100 and £200 there are a dozen or more makes from which to choose. The tax on the cheaper models is as low as £7, and even on the new six-cylinder models does not exceed £14. The average light car now offers seating capacity for four adults, and from 30 m.p.g. to 40 m.p.g. The accepted maximum engine capacity for a light car is 1,500 c.c., that is one-and-a-half litre.

NEWS of the WEEK

THE outstanding feature of this, our second special Olympia Show number, is the Stand to Stand description of all the small cars on view. Whether you go to Olympia or not, it will prove an invaluable guide to the new season's models. Bodywork is described in detail, prices are given, and interesting facts concerning each make of car are disclosed. Keep this, and last week's issue, for reference.

To assist visitors to the Show we include in our centre pages a floor plan of the Grand and National Halls showing exactly where each light car stand is to be found.

When in Doubt—

Ask at our Stand. No. 84 in the Grand Hall—just inside and to the left of Addison Road entrance.

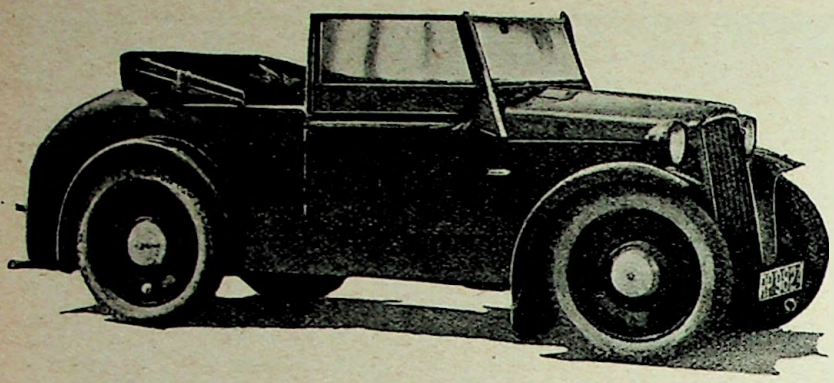
Next Week—

Another bumper issue like this. It will be the third and last of the 1931 special Olympia Show numbers. To make sure of your copy order it in advance, unless you have already placed a regular order with your newsagent. It should be remembered that where a regular order has been given, the journal will be delivered with other morning papers *every Friday.*

See How They Run!

Visitors examining the new light car models for the first time will, naturally, be curious to know how they behave on the road. We have already road-tested some of them and we are completing our plans for putting the others through their paces. We offer candid and fearless criticism and bestow unstinted praise where praise is certainly due. Be guided, then, by our test-run reports and take the journal regularly, so that you do not miss this special feature.

NEWS OF THE WEEK



THE CHEAPEST CAR AT OLYMPIA.

The £89 Rover Scarab. The engine is a V-twin of 839 c.c., taxed at £7. The body is an open four-seater.

London-Stamboul by Road.

The A.A. recently entertained 20 delegates of the International Touring Alliance, who visited London to discuss the proposed arterial road from London to Stamboul.

Keep on the Road!

A number of motorists have been prosecuted for driving their cars more than the stipulated 15 yards off the highway at Maidenhead Thicket. There have also been prosecutions for driving off the roads on the Sussex Downs.

Scottish Banquet Cancelled.

The Scottish Motor Exhibition Committee, in line with the S.M.M. and T. and other trade organizations, has decided to cancel their annual Scottish Motor Show banquet this year.

He Got Away With It!

When a motorist was summoned at Pontypool recently for a breach of the Traffic Act, a local solicitor pleaded that it is impossible to expect any man to know all the details of the new Act and the various pamphlets relating to it. The Bench was so impressed at this view that the defendant "got off" with costs!

111.26 Ton M.P.G.!

The Triumph Motor Co. informs us that a Triumph Super Seven won the recent petrol consumption test of the East Brisbane Automobile Club with the remarkable figure of 111.26 ton miles per gallon. Another Triumph was second with 109.32 ton m.p.g.

An Ultimatum.

The Motor and Cycle Trades Benevolent Fund reports that, while the Coventry membership continues to grow slowly, it is felt that if those engaged in the trade only realized the great advantage of joining the Fund the membership would soon be very much higher. In the past some limited assistance has been rendered to non-members, but the Fund has, in the opinion of the committee, now been thoroughly well advertised, and within a reasonable time no assistance will be given to people who have not joined.

A.A. Up in Arms.

The A.A. is taking action with regard to the present unsatisfactory conditions of car parking where fees are extracted without legal authority. It is hoped to arrive at a definite ruling.

Leeds Road Schemes.

The Ministry of Transport has sanctioned two ambitious schemes in Leeds, one of which is the construction of a ring road at a cost of over £18,000, employing over 100 men for two years. The other is an improvement of an existing important road at a cost of over £12,000.

OLYMPIA

NOW OPEN

THE 25th INTERNATIONAL MOTOR SHOW is open daily (except Sunday) from October 15th until October 24th from 10 a.m. until 10 p.m.

THE ADMISSION PRICES ARE—

Opening day **5/-**

Fridays and Saturdays .. **2/6**

Other days, **5/-** until 6 p.m.; thereafter, **2/6**.

A Show "Talkie."

Stewart and Ardern, the sole London distributors of Morris cars, are arranging a sound film exhibition at their Bond Street showrooms during the Olympia Show. Free tickets of admission will be available on the Morris stand at Olympia.

The talkies shown will include—in addition to some entertainment films—Morris cars undergoing test, and a film expounding selling points in the 1932 range. The show will be held daily at 3 p.m., 4.30, 6 and 7.30 p.m. The same films will be on view at the showrooms of Moore's Presto, Croydon.

More Outrages.

Kettering reports an outbreak of car-body slashing, and in London car parks irresponsibles have been loosening the wheel nuts of cars left standing.

Brooklands To-morrow.

At 2 p.m. to-morrow, Saturday, October 17th, the concluding B.A.R.C. meeting of the season will commence. There are 109 entries for the seven events on the card—67 individual cars, to be handled by the finest drivers in the country.

The outstanding event will undoubtedly be the 15-lap Mountain scratch race, in which only picked drivers will compete by invitation. This will be the first event of this type ever held at the track, a race in which the massed start and cornering by the field in a bunch should prove a spectacle to be long remembered.

Other events are a Mountain handicap, a Ladies' handicap and the usual Short and Long handicaps.

Admission to the public enclosure will be 2s. 6d.



For upper-cylinder lubrication. The latest Mixtroller—which is offered with a 6s. tin of Mixtrol at 15s. 6d. complete—feeds lubricant into the induction manifold.

A New Spring Oil.

Well known as the manufacturers of Mixtrol upper-cylinder lubricant, the Mixtrol Oil Co., 74, Newman Street, Oxford Street, London, W.1, has recently produced a spring oil, which is to be seen for the first time at Olympia. A test of the new spring lubricant upon a staff car showed that it bears out in practice the claims made for it, the road springs remaining well lubricated under strenuous conditions.

In addition to the spring oil, the Mixtrol stand at Olympia contains much of interest to the everyday motorist, including the Mixtroller, which feeds a regulated quantity of the upper-cylinder oil into the induction manifold under the influence of engine suction. Mixtrollers (valued 21s.) are being offered together with a 6s. 32-oz. tin of the oil at 15s. 6d. complete; purchasers of a 128-oz. tin of Mixtrol receive a Mixtroller free.

Another Mixtrol speciality on show is the S.U. oiler, a simple device for lubricating these well-known carburetters.

NEWS OF THE WEEK

Monte Carlo, 1932.

The date for the finish of the 1932 Monte Carlo Rally has now been fixed for Wednesday, January 20th.

The Ideal Garage, 1940.

The subject selected by the Council of the Institute of the Motor Trade for the paper to be written in this year's competition for the Lord Wakefield Gold Medal is "The Characteristics of a Successful Garage in 1940." The subject has infinite possibilities!

Tax £75 per Annum.

A contrast with the low taxes payable on light cars at Olympia is the £75 tax on the new 12-cylinder Hispano-Suiza. Other expensively taxed machines at the Show are the 16-cylinder Cadillac, £58, and the luxurious 16-cylinder Marmon, £62.

R.A.C. Fog Discs.

The paper fog discs for gumming to headlamp glasses issued last winter by the R.A.C. will again be available for the forthcoming season. Supplies are kept at all R.A.C. offices and roadside huts.



NEXT WEEK.

Look for this handsome coloured cover of our Third Show Number on the bookstalls on Thursday, October 22nd.

For Touching Up.

Motorists who like to keep their cars in a spick-and-span condition will be pleased to learn that Jenson and Nicholson, Ltd., are now marketing their well-known Robbialac enamel and Robbinloid Brushing Cellulose in small tins known as the Robbialac Minor and Robbialoid Midget at 9d. each. The full range of 24 colours of both types of finish is available in these small tins, several of the colours, incidentally, being those of popular cars, so that in many cases there is no need for mixing to obtain a match.

New Amal Fuel Pump

An ingenious form of engine-driven fuel pump, in which a piston instead of a diaphragm is used to move the liquid, has been introduced by Amalgamated Carburetters, Ltd.

A plunger, operated by an eccentric mounted on the camshaft, carries a piston on its inner end, the necessary reciprocating motion being provided by the eccentric in one direction and by two helical springs in the other. A kind of "delay action" is arranged between the plunger head and the piston.

Risk of leakage of fuel past the piston and so into the engine sump is avoided by cutting an annular groove in the wall of the piston cylinder and connecting the groove with the pump filter chamber. When the pump is working there is always a depression in the groove and its connecting channel; thus any fuel which may leak past the piston is drawn into the filter, which, incidentally, is provided with a readily detachable glass bowl.

As the demands made upon a fuel pump are by no means constant, provision must be made for governing the supply. In the diaphragm types of pump this is usually accomplished by varying, or stopping entirely, the movement of the diaphragm through the medium of simple toggle levers.

In the Amal pump, however, surplus fuel is returned to the petrol tank via an additional pipe. It is claimed for this arrangement that there is always a flow of petrol to and from the tank and that, therefore, the risk of vaporizing in a single pipe line which might run close to the exhaust system is avoided. The pump is arranged to deliver fuel at a constant pressure of about 2 lb. per sq. in.

Lighter and Stronger Springs.

Extensive research has shown that, although modern spring steels are of a very high mechanical standard, the necessary heat treatment sometimes causes defects. The National Physical Laboratory has now discovered methods of heat treatment by which all the original good properties of the steel are retained. In some cases, in fact, the finished springs are twice as strong as those subjected to existing methods of heat treatment.

'Ware Kingston By-pass!

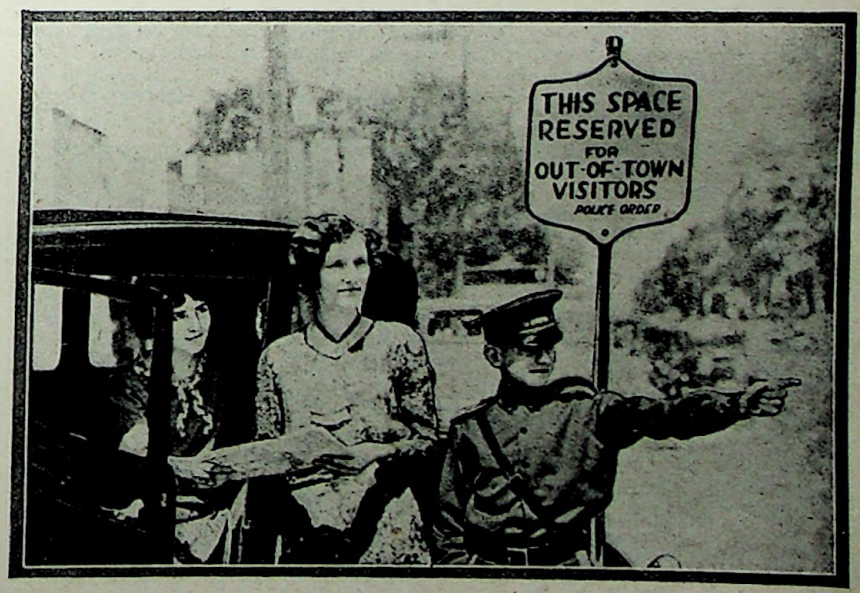
Motorists using the Kingston by-pass after dark are warned that there are several sections where the level of the road varies, leaving a bad bump from one level to the other. Several complaints have been made of saloon passengers seriously hurting themselves by hitting the roof. The ridges are difficult to see.

New Rudge-Whitworth Wheel.

For the 1932 season the well-known "racing"-type Rudge wheel, secured to the hub by a central eared locknut, will be available for ordinary sports and touring cars. The wheels themselves, the hubs and the locknuts have been lightened considerably and are to be offered as an alternative to the American type of wheel with large hub shell.

It is claimed that the new wheel gains by comparison in its appearance, weight saving, strength, ease of detachment and simplicity.

The wheel will probably prove extremely popular on small sports cars and is exhibited on the Rudge-Whitworth stand (No. 467) at Olympia.



WHY NOT HERE! — ***Freemont, Ohio, has adopted the principle that motoring visitors are to be welcomed. Messenger boys are appointed to give every help and special parking places are set aside.***

NEWS OF THE WEEK

Just a Word—

ABOUT PETROL AND OIL

The Exhibits at Olympia

NOT the least interesting exhibits at Olympia are the stands of the fuel and lubricant manufacturers — the people who "make the wheels go round" in truth.

Too many motorists consider that all petrol is petrol, and that oil is simply oil, so that with some of the former in the tank and a quantity of the latter in the sump, all is as it should be.

Those who take a delight in producing the last ounce of power from their cars and arriving at the ultimate silkiness in action know that the particular fuel and oil used in a car makes no inconsiderable difference to performance and longevity, and that individual cars re-act to individual treatment.

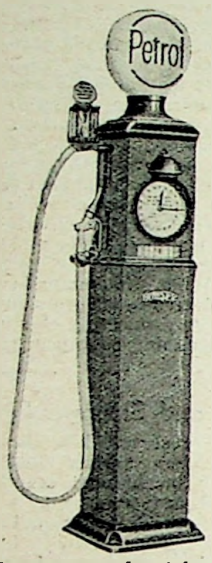
In these days of small high-efficiency engines, when compression ratios are high and bearing stresses heavy, a study of an engine's peculiarities in the matter of its fuel and its lubrication is well repaid.

Consult the Experts.

At Olympia it is possible to go more deeply into the matter than to ask the local garage hand which is a "good grade for winter." or which petrol is an "easy starter." At the Show the manufacturers are represented by experts who are only too glad to give information on these all-important subjects, and a chat with these men is time well spent.

The fuel companies are there in force, their stands tastefully arranged and stocked with interesting literature—the Anglo-American Oil Co. (Pratts). Stand No. 61; Shell-Mex, Ltd., Stand No. 40: National Benzole Co., Ltd., Stand No. 33; British Petroleum (B.P.) on Stand No. 170, and Redline, Stand No. 30.

Besides these there are, of course, the



The latest type of quick-service electric fuel pump.

stands of the premier oil producers, showing samples of their oils and greases for engines, gearboxes, back axles and chassis, as well as upper-cylinder lubricants, penetrating oils, and spring oils.

The products of C. C. Wakefield and Co., Ltd. (Castrol), are on Stand No. 447; the Vacuum Oil Co. (Mobiloil), on Stand No. 436; Duckham's (Adcol and Morrisol), Stand No. 49; Edward Joy (Filtrate), Stand No. 378; and Mixtrol, Stand No. 319, besides the lubricating oils shown by the fuel companies, such as Shell and Pratts.

No Mixing Hydrocarbons.

It is now illegal to mix kerosene, kerosene distillate, or any heavy hydrocarbon oil with petrol unless a licence has been obtained and duty paid on the heavy oil.

A.A. Patrol Stops Train.

An A.A. patrol recently temporarily deserted the highway for the iron road when he discovered a cow on the railway line near Adlington, Cheshire, just when an express was due. The patrol was able to stop the express and the animal was driven off the metals.

Regarding Chains.

As a result of the association between Hans Renold, Ltd., and the Coventry Chain Co., Ltd., all motor vehicle chains and accessories will in future be marketed under the Coventry trade mark, except that the Renold Mark 10 motor-cycle chain will be continued. The name of Renold will be used in connection with chains and accessories for industrial purposes.

With the exception of chains, the various components manufactured by Brampton Bros., Ltd., will continue to bear that name, but the sales organization will be in the hands of the Coventry Chain Co., Ltd.

New Type Robot.

A new type of automatic signal based on the principle of the well-known "flashing beacon" is being tested at Wythenshawe, Manchester, at the busy junction of the Northenden and the Altrincham-Stockport roads. The new robot takes the form of a four-faced light suspended above the centre of the crossing, where it automatically "blinks," thus calling the attention of oncoming traffic to the proximity of a danger zone. Should the new beacon prove successful it is expected that others will be installed at dangerous cross roads where the more usual type of automatic control cannot be used.

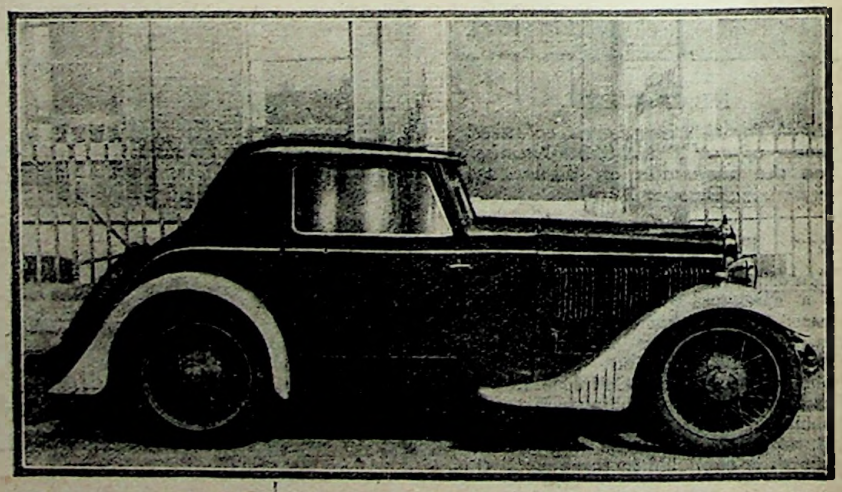
Arrow Coachwork for 1932.

The latest stream-line vogue is reflected in the striking Arrow coupé on the Wolseley Hornet chassis (illustrated on this page), by A. P. Compton and Co., Ltd., Arrow Coachworks, Boston Road, Hanwell, London, W., the well-known specialist coachbuilders.

The coupé shown is one of the exhibits on the Arrow stand at Olympia (Stand No. 97) and is listed at £242 10s.

The whole range of Arrow bodies for 1932 will be metal panelled and finished in cellulose. The models will include the Austin Seven open sports Foursome at £155, the Wolseley Hornet open sport two-four-seater at £232 10s., and the Standard Little Nine Foursome at £167 10s. Closed models available include the Austin fixed-head coupé at £163 5s.

During the period of the Show the Arrow two-seater and foursome bodies on Austin and Morris Minor chassis will be on view at Normand Garage, Ltd., Avonmore Place, opposite Olympia.



THE STREAMLINE VOGUE. *The Wolseley Hornet Arrow coupe exhibited at Olympia. It is listed at £242 10s.*

NEWS OF THE WEEK

THE B.R.D.C. CRITICIZED

Vigorous Reply from Race Organizer



Mr. H. N. Edwards, hon. secretary of the B.R.D.C. and organizer of the 500-Mile Race (on right), with the winners—J. Dunfee and Cyril Paul—at the finish. Mr. Edwards replies to his critic on this page.

WE last week published in our Correspondence columns a letter from Mr. R. Gaspar criticizing in no uncertain terms various aspects of the recent 500-Mile Race of the British Racing Drivers' Club.

His attack has created much discussion in sporting circles, and true to our policy of impartiality, we have asked Mr. H. N. Edwards, hon. secretary of the B.R.D.C., and the man responsible for the general organization of the race, to reply to Mr. Gaspar in these columns, putting forward the views of the club on the points raised.

The Criticism.

"*My chief moan,*" *said Mr. Gaspar in his letter last week,* "*is the starting time of the race—10.30 a.m.* I am not one of the lucky crowd who have the Saturday morning off, and when I arrived at Brooklands circa 2 p.m., fully 50 per cent. of the competitors were out of the race. *As a winning speed of 120 m.p.h. was expected, surely Mr. Edwards budgeted for a 5-hour race?*"

"The second moan," continued Mr. Gaspar, "is . . . the catering. I was unable, after 20 mins. waiting, to get a drink in the marquee in the Public Enclosure, and at 4 p.m. I went to the refreshment room on the hill and was unable to get anything at all to eat."

To these charges Mr. Edwards answers:—

"Although, from a question of principle, I refrain from replying to criticisms made in correspondence columns, I feel that an answer to Mr. Gaspar's complaints might be made with advantage. I would, however, point out to him that had he read his programme carefully he would have noted that such critics were invited to communicate direct with the organizers.

"Now, the B.R.D.C. is extremely anxious to stage the 500-Mile Race in such a manner that the largest possible number of spectators is enticed to view the event, and for this reason, after the first year, the race was started at 10.30 a.m. instead of at 10 a.m., but it was not considered practical to start this year's event later. According to the handicap figures—supplied by Mr. Ebblewhite the R.A.C. official handicapper—the winning car should have crossed the finishing line at 4.14 p.m., and, as the race continues for half-an-hour after the third car has finished (which might within reason have been expected to have been 4.45 p.m.) the "500" should not have actually ended until 5.15 p.m.

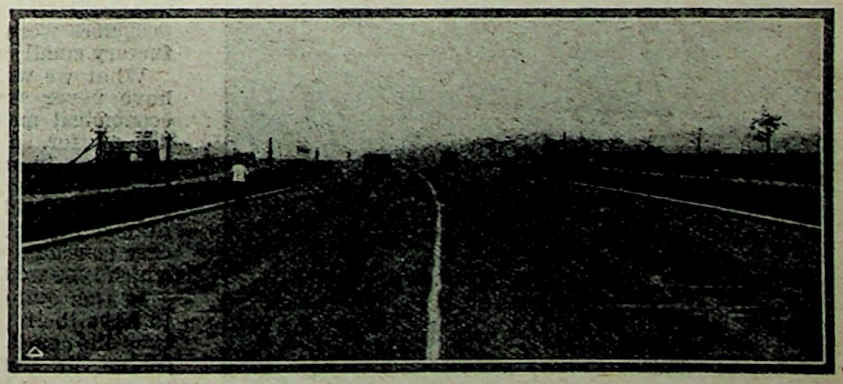
"Spectators must appreciate that when a race such as this is declared finished there is much to be done in the way of "clearing up," and which can be done only in daylight; competitors have pits to clear of tools and spares, derelict cars to remove, and the organizers have to assemble the finishing cars to seal the engines and place them under lock and key—preparatory to measuring the following day—and collect the many items used during the day together with the records of the race which are not all made in the control office.

The Handicapper Surprised.

"*This year the race was won at a higher speed than was anticipated by the handicapper, and consequently it was finished earlier than was expected* when preparations for the event were being made. The weather was kind, and it was quite light up to sunset—which is quite different from the conditions last year! Now, had the weather been bad and had the winner's speed been below that which was anticipated the position would have been different. *The organizers could not take the risk of finishing the race in bad light, and with insufficient light to put the "500" to bed, as it were.*

"With regard to Mr. Gaspar's second 'moan,' catering at Brooklands is not so easy as it may appear. The marquee in the Public Enclosure was erected this year for the first time, as a larger crowd was anticipated, but this anticipated number was exceeded. Who was to know that there would be a record number of spectators?

"However, Mr. Gaspar may rest assured that his remarks will not be ignored, particularly as the 500-Mile Race will most probably be held on September 24th next year, which will allow for a later start and, I hope, attract even a larger number of spectators."



THE YELLOW LINE.

An effort to prevent the continuation of the series of accidents on the Great West Road is the laying down of a yellow line for the whole length of the arterial road.

"The Light Car and Cyclecar" sees—

NINETEEN YEARS' PROGRESS

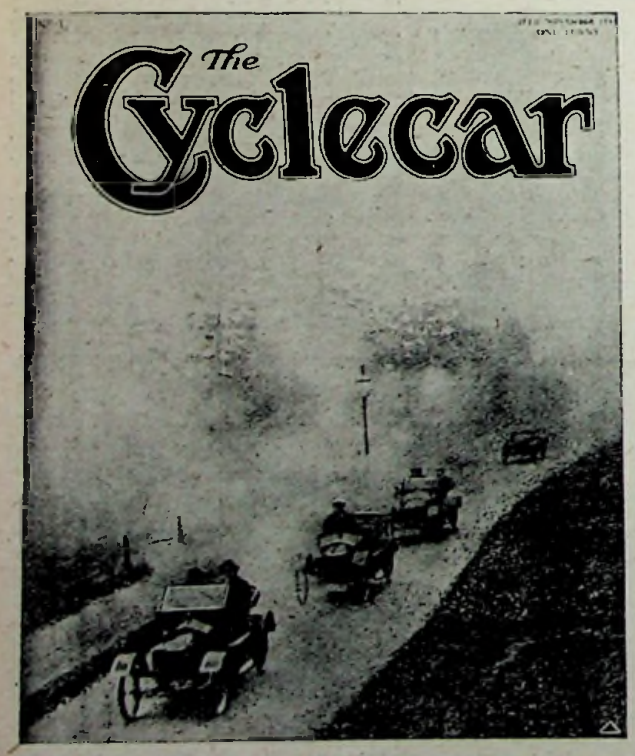
Some Amazing and Amusing Cars of Other Years Are Told of in this Brief History of the Light Car Movement from its Earliest Days

ALL modern cars are good. The only distinction is that some are better than others. The buyer of to-day, in fact, has merely to decide, first, what type of car will best meet his requirements and, secondly, what is the best example of that type. He can take the details for granted.

How different were the conditions 19 years ago when the first issue of this journal—then known as *The Cyclecar*—came from the presses. What strange freaks made their way into the Olympia Show! To-day they would be looked upon as a joke, yet in those days their various features were gravely discussed; sometimes criticized, very often praised.

At that time—some two years before the war—the cyclecar was just beginning to establish itself. The true light car as we know it to-day was represented by only a few types and the baby car did not exist, for there was practically nothing under 10 h.p. built on car lines. It is not surprising, then, that when the cyclecar appeared the public began to realize that here was something that would put motoring within the reach of the man of moderate means. All the same, many would-be motorists were sceptical and, with all due modesty, *The Light Car and Cyclecar* can take it to its credit that, by fostering the movement, it played a large part in introducing motoring to hundreds who would otherwise have never experienced its joys and thrills.

Looking back on it now, the impartial observer might be tempted to think that our efforts were misguided. He might well point to the fact that not a single example of the real four-wheeled cyclecar now exists and accuse us of "backing the wrong horse." But he would be wrong. In the first place, we did not confine ourselves entirely to cyclecars and, in the second, it was only by the start given by such machines that designers were spurred on to produce the highly satisfactory small cars that are admired so much to-day.



Our first issue—a facsimile of the front cover of No. 1 of this journal, then known as "The Cyclecar."

B2



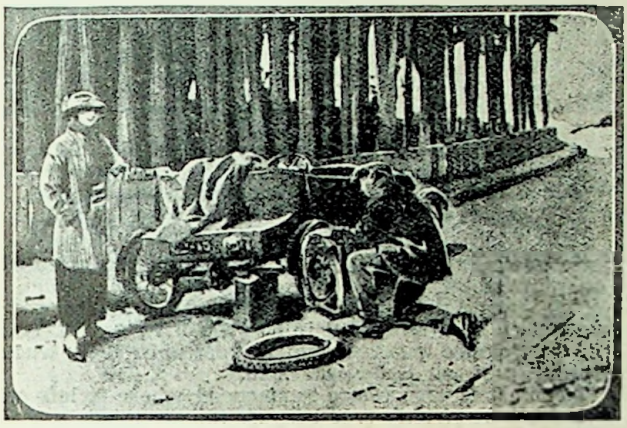
We talk to-day of low build, yet in this respect, at least, this quaint cyclecar of pre-war days was not behind current practice.

What we were out for in those early days—and we have never wavered from the same objective—was economical motoring. Exactly what form it took did not matter. It was impossible to foresee whether a large car in miniature, or a vehicle built on entirely different lines and borrowing largely from motorcycle practice, would ultimately prove the best means of obtaining this object. Both had their advantages, and only continual experiment and development could show which type would survive.

It was quite on the cards that both would continue to have their place in the scheme of things as, in fact, they did until well after the war, and had not that genius Sir Herbert Austin showed the world in 1922 that a diminutive vehicle could be built possessing all the refinement of a large car, but costing no more to run than a four-wheeled cyclecar, it is possible that the latter would still have been with us.

However, let us go back to the days before the war and see what our money would buy us. A Show number of *The Cyclecar* in 1912 gives us an excellent selection. Here we are if we have £110 to spend. The vehicle is a Surridge (a name long since forgotten), and this is what we got for our money:—

Engine: 8 h.p. air-cooled Fafnir. *Frame:* Ash armoured. *Transmission:* Friction and chain drive to one rear wheel. *Clutch:* By friction wheels. *Steering:* Direct by rods (it was thought necessary to mention this "refinement"), Chater Lea fittings. *Gear ratios:* 4-1, 5-1, 7½-1, 10-1, 16½-1. *Tyre sizes:* 700 mm. by 80 mm. *Body details:* Two-seater. *Suspension:* Quarter-elliptical throughout. *Lubrication:* By hand pump. *Brakes:* Internal expanding on back wheels.



"Where the four-wheeler scores. A tyre and tube can be replaced in 20 minutes if necessary," was the caption of this drawing in our issue of January 15th, 1913. To-day we change the wheel in five minutes.

In justice to this make, we must admit that in looks it was fairly rational, strange as its specification may read. Turning over the page, we come to something a little cheaper and a lot more amusing. This is the Bedelia, a French make which had quite a number of racing and competition successes to its credit. Here are the details of it:—

Engine: 8-10 h.p. twin-cylinder, air-cooled. *Frame:* Ash. *Transmission:* Chain to countershaft and belts to the back wheels. (Specially to be recommended in wet weather!) *Clutch:* By slipping belt (help!). *Steering:* By steel cable and pivoted front axle. *Suspension:* Cee springs at rear and spiral front. *Tyre sizes:* 650 mm. by 60 mm. *Body details:* Two-seated tandem torpedo. *Price:* 103 guineas. *Brakes:* Two separate, one acting on countershaft and the other on the back wheels. *Wheels:* Fixed wire. *Weight:* 425 lb.

Perhaps the full significance of this specification may not dawn on the minds of modern motorists, so it may be amplified a little.

Worked—After a Fashion!

The "clutch," for example, is certainly worthy of explanation. It worked on the "expanding pulley" principle and actually the two faces, or sides, of the pulleys on the countershaft were separate and one of them could be moved slightly along the shaft. When the driver wished to come to rest with the engine running, he merely drew one face of each pulley away from its mate, so allowing the belts to run in the centre of the pulleys and become so slack that they ceased to drive. To start away again, he merely reversed the process. The system worked—after a fashion.

Steering was even more crude to modern eyes. Instead of the wheels being mounted on stub axles pivoted to the main axle beam as on all present-day cars, the whole axle was pivoted about its centre; this arrangement had two serious drawbacks, the first being that lock was seriously restricted unless the axle was mounted well forward and the chassis kept narrow, whilst the second lay in the fact that the effective track of the front wheels was reduced on a corner, so making the vehicle very unstable.

Movement of the axle was brought about by means of cables which, starting life at one end of the axle, were brought back to the lower end of the steering column, where they were wound round a bobbin or reel and then taken to the other end of the axle; turning the steering wheel thus wound up the cable from one end of the axle and at the same time paid it out to the other, an arrangement which makes one shudder to think of, but which worked with a reasonable degree of satisfaction at low speeds if properly designed and made.

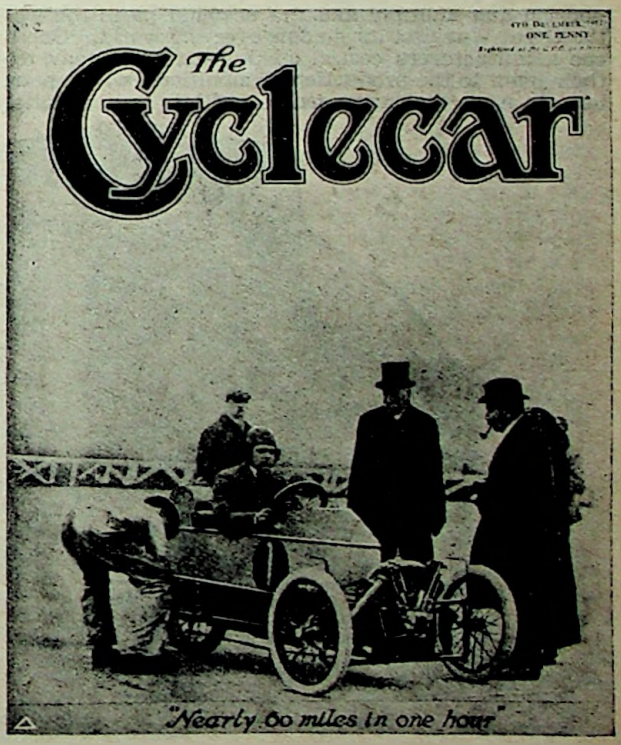
Yet another amazing feature of the Bedelia was the "two-seated tandem torpedo" body. The best way to explain this is to ask the reader to imagine a normal four-seater driven head on into a circular saw working at full speed; by adding a couple of wheels and an odd body side to each of the pieces which emerged one would have a tolerable imitation of two Bedelias. There would, however, be one important difference, because, in the Bedelia, the driver occupied the *rear* seat and the passenger sat in front!

Machines Sold "Stripped."

From these details the reader can gain some idea of the type of thing that was regarded as the last word by cyclecar enthusiasts of 1912, but to complete the picture we must add that such machines were supplied with an entire absence of equipment, if we may be permitted to be a little Irish.

Lamps—of the acetylene or oil variety—horn, tools, speedometer, hood and so on were all "extras," whilst such things as screen wipers, electric starters, side screens, spring gaiters and petrol gauges were in some cases not even thought of; even a spare wheel was often an impossibility as some of these machines were not fitted with detachable wheels.

However, the motorist who had a little more money

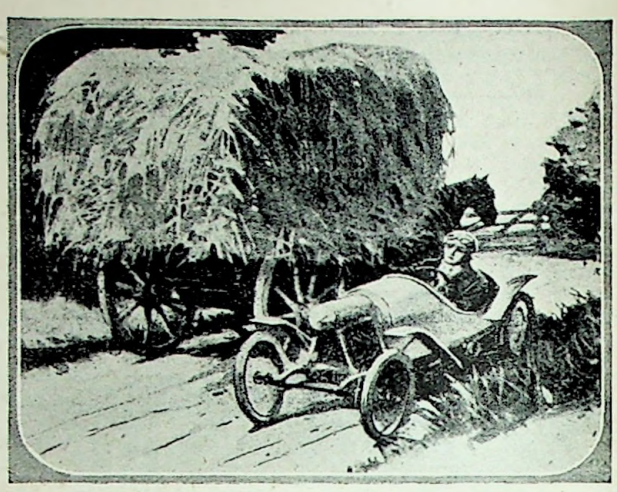


The cover of our second issue, which shows Mr. H. F. S. Morgan about to start for his record-breaking run in which he covered 59 miles 1,120 yards in an hour in 1912. Behind are Mr. H. George Morgan and Mr. A. V. Ebblewhite. Morgans have since covered over 100 miles in one hour.

and whose enthusiasm did not lead him to court all the various forms of annoyance and hardship that the 1912 cyclecar was capable of inflicting on its happy owner, could have a little more comfort and reliability if he purchased one of the light cars of the time.

The best example of the type was undoubtedly the 10 h.p. Singer, which was much more of a car than the majority of contemporary types; indeed, our readers owe a debt of gratitude to its makers for producing a machine that definitely pointed the way to better things, and so successful was it that it continued until well after the war without any fundamental changes in design. Naturally, it was considerably modified in detail as time went on, but its main characteristics were not altered, as the following details of the model shown at Olympia in 1912 reveal:—

Engine: 10 h.p. four-cylinder water-cooled, bore 63 mm., stroke 85 mm., 1,096 c.c. *Frame:* Channel steel. *Transmission:* Carden shaft to gearbox on axle. *Clutch:* Leather-faced cone, enclosed type. *Steering:* Worm and sector. *Gear ratios:* 4½-1, 6½-1, 10-1. *Tyre sizes:* 700 mm. by 80 mm. *Body details:* Two-seater. *Price:* £180, complete with hood, screen and lamps (unusually generous equipment for the time). *Weight:* Chassis 6 cwt. *Brakes:* Foot and hand working independently. *Wheels:* Sankey steel detachable with one spare.



A sketch from our issue of December 18th, 1912, showing the charms of the single-seater cyclecar. The machine depicted was typical in appearance of the cyclecars of those days.

Forerunners of Modern Light Cars.

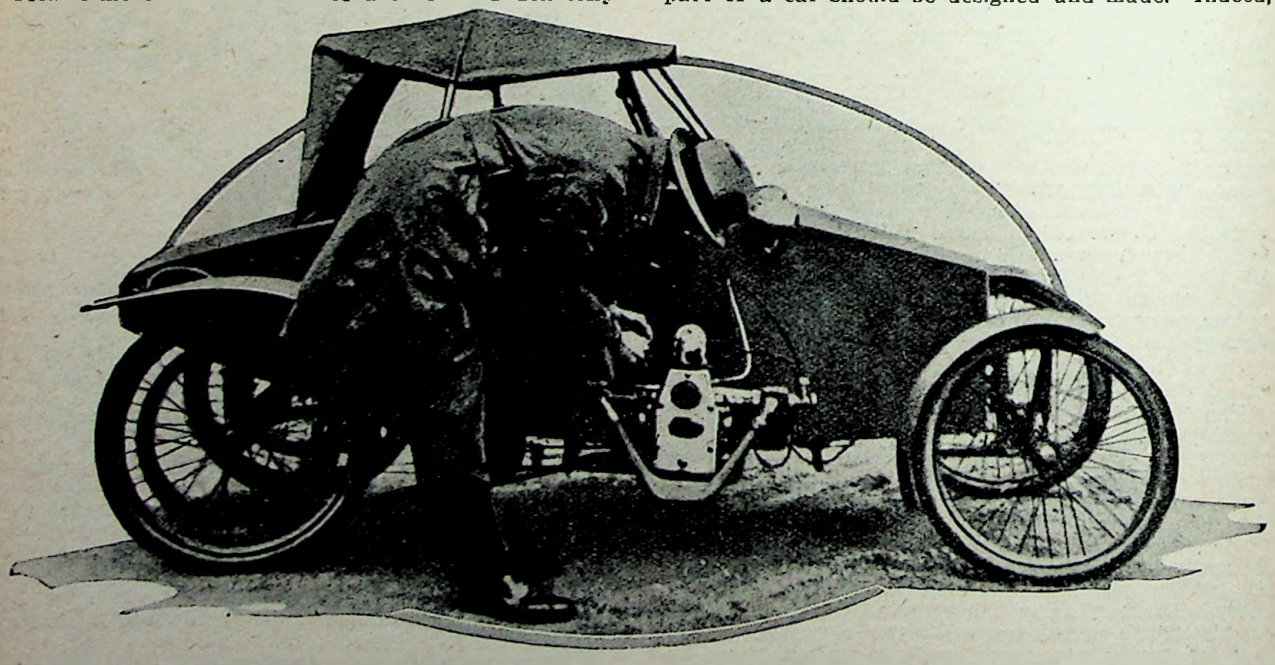
Other light cars of pre-war days that were well known and deservedly popular included the Morris-Oxford (then with a 1,018 c.c. engine), Standard, Hillman and Baby Peugeot, all of which had four-cylinder engines and conventional transmission systems. Naturally, they were far behind modern cars in speed, reliability, comfort and everything else, but they represented definite steps in the march of progress and the fact that their names live to-day is a worthy tribute to the pioneers who designed them.

Then, just as motorcar design was following the normal course of evolution in which the better types flourish and multiply and the unsound go to the wall, the Great War cast its shadow over the world. One by one manufacturers ceased making cars and converted their plant to the production of munitions, whilst petrol became more and more scarce until it was definitely rationed and was available only to those who motored on approved business.

This trying period can be skipped as things were practically at a standstill in the motoring world, and our next glance under Olympia's roof is in 1919, when the first post-war Show was held.

To say that progress re-commenced where it left off would not be strictly true because the strenuous use to which cars had been put in France made many of their faults painfully apparent, and most makers profited by the lessons and avoided making the same mistakes again. Even more important, however, were the advances in engine design brought about through the intensive experimenting that had been going on with aircraft engines.

Then, too, quite a number of new concerns had come into the field and all had their own ideas on how each part of a car should be designed and made. Indeed,

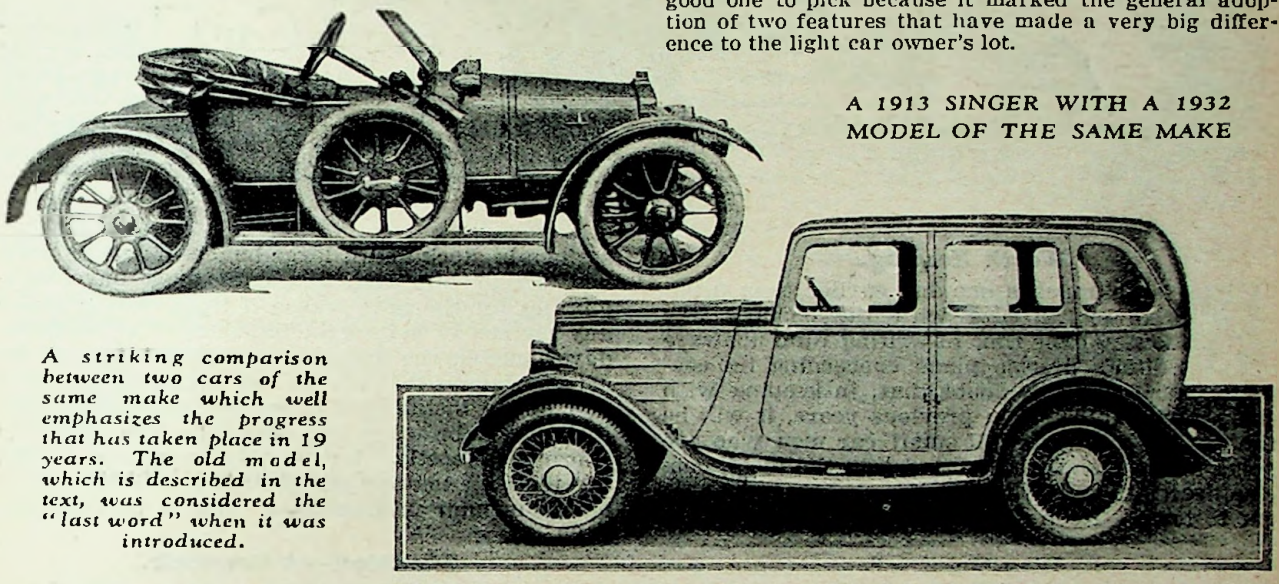


HOW MANY YEARS AGO? *What would you give as the date of this astounding vehicle with its engine at the side? If you suggested 1912 or 1913 you would be very wide of the mark for it was marketed as recently as 1922, when four-wheeled cyclecars were enjoying a post-war boom. It was known as the Gibbons.*

the variety to be found in every component was astounding and buyers found themselves hopelessly confused on the relative merits of the many designs, each of which, of course, had special advantages that placed it far ahead of its rivals—or so said the salesman!

It was possible, for example, to buy a light car or cyclecar with one, two, three, four, five, six or eight cylinders! The three and five-cylinder power units, it need hardly be mentioned, were of the radial type built on aircraft lines. Two and four-cylinder units predominated, the former being generally air-cooled and the latter, without exception, of the water-cooled type.

In the main, the cyclecars were more ambitious than before the war, whilst the cars were of sounder construction. The cyclecar based on the idea of a plank, some wheels at the corners, a motorcycle engine and a belt or two seemed definitely to have disappeared, although belt drive was to be seen here and there. Generally speaking, however, most makers had followed the lines typified by the G.N.



A 1913 SINGER WITH A 1932 MODEL OF THE SAME MAKE

A striking comparison between two cars of the same make which well emphasizes the progress that has taken place in 19 years. The old model, which is described in the text, was considered the "last word" when it was introduced.

This make, which was well to the fore in the early days with a very sketchy body and belt drive, appeared in 1919 with a final chain drive much on the lines used to this day on the Frazer-Nash, whilst its body was a more pretentious affair, although it fell far short of the standard expected to-day.

So far as light cars were concerned, the most common specification included a four-cylinder engine, three-speed and reverse gearbox, shaft and bevel final drive, quarter-elliptic springs and Ackerman steering, all of which sounds reasonably like the cars of 1932. Actually, however, the designs were mostly rather crude and very deficient in both reliability and refinement as compared with their more modern counterparts.

And They Called It "Coachwork."

Bodywork, of course, is always to some extent a matter of fashion, and one has to make allowance for the fact that even if the coachwork of 1919 had been superior to that of 1932, it would have looked strange to our eyes. Giving due weight to this fact, however, the bodies fitted to immediate post-war cars were entirely lacking in the very elements of comfort as we now visualize it.

Body sides were low in relation to the seats so that one sat on rather than in a car, controls were generally ill-placed, hoods were cumbersome affairs that did not make a proper joint with the screen, side curtains—if they were supplied at all—either let in as much rain and wind as they kept out or else hopelessly blocked the view and, in addition to all these points, the very small high-pressure tyres and inferior springing systems added to the shortcomings of the body by giving the occupants a good shaking up.

Manufacturers, too, still believed in supplying their products "naked" and leaving it to the purchaser to buy his own accessories.

Yet, despite this, prices were absurdly high and, in many cases, soared higher still during the following year when conditions became more stabilized. Here are a few of the figures quoted at the Show of 1920:—Rover Eight (then just introduced), £300; G.W.K., £425; 10 h.p. Citroën, £525; 11 h.p. Riley (coupé), £710. Most of these machines are familiar to our readers, who can judge for themselves how much better value for money is offered to-day.

Let us now skip another few years and take a glance at yet another Show—this time in 1925. The year is a good one to pick because it marked the general adoption of two features that have made a very big difference to the light car owner's lot.

First come front-wheel brakes. Probably no individual item in the make-up of a car has had such a pronounced effect on driving methods.

Secondly, balloon tyres, the benefit of which can be fully appreciated only by those who know what it is to drive over bumpy roads in a small car with the old high-pressure type. The first balloons, it is true, were rather given to bursting without good cause, but that was merely a stage in their development, and modern examples are free from these troubles.

Few Freaks Left.

These two features marked definite steps forward, but in all other matters the cars at the 1925 Show were markedly better than immediate post-war models we have just been considering. Practically all the freaks had died a natural death and left behind them a range of sound light cars that were better in looks, better in performance, better in reliability and—better in price.

Many improvements have been made since that time, but they have mostly been of a minor nature and have made their appearance gradually. Once again, however, we seem to be at the door of big changes; six-cylinders show signs of being the type of the future for all but the smallest of light cars, whilst there are abundant indications that the public wants something better than the "crash type" three-speed gearbox.

Be that as it may, no one who glances at the details of 1932 cars given elsewhere in this issue and compares them with the cars of the past dealt with in this article can say that the 19 years that have passed since the first issue of this journal appeared on the bookstalls have not borne fruit a hundredfold.

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Worth Keeping.

THIS issue appears one day earlier than usual so as to synchronize with the opening day of the Show. At the time of writing I am unaware of the Editor's precise plans concerning its contents, but I have no doubt that, in keeping with the practice followed in previous years, it will be the perfect guide for all small car men who are going to the Show, and will contain the ideal, concise descriptions of the cars for those who cannot get to town. Keep this copy for future reference.

Why October?

WHAT a pity it is that the Show falls at this time of year! The best time to hold it from many points of view would be at the beginning of March. For the trade, however, it would be impossible. The Show, for the industry, must be a guide to the season's trade. If it were not held until the spring, assessing the output which the market would be likely to absorb would be an almost impossible task, and thousands of folk who wanted their cars for Easter would have to be disappointed.

To Body Tools—£100,000.

VERY few people know how vitally important is the need for making an accurate guess at the number of cars likely to be sold in a year. Nowadays fashions change so quickly that this



season's model will be out of date by next year. In consequence, a manufacturer who ends the season with a large number of parts in stock may well be in a very difficult position.

An incident I remember very well occurred three years ago when an over-optimistic manufacturer ended a season with thousands of quarter-elliptic springs in stock and a large bunch of letters from agents told him that his cars must have half-elliptics for the next season if they were to stand any chance of selling in big numbers. In those days gauging the output was considered to be an art; nowadays it is a very fine art indeed, for the cost of the installation of special mass-production tools has to be taken into account. And these are enormously costly. I was told the other day that the tools for making the pressed-steel body panels of one popular medium-sized car cost no less than £100,000.

The Show—A Spectacle.

WHILST the Show still remains a useful barometer of the coming year's trade depressions and anti-cyclones, its function in this connection is



decreasing. I think that most people in the industry would agree nowadays that its main function is as a spectacle—a gesture to the world of the progress we are making and a demonstration to motorists at home of the advantages they will enjoy if they exchange their existing cars for new ones. Certainly the Show creates in all of us a powerful new-car urge.

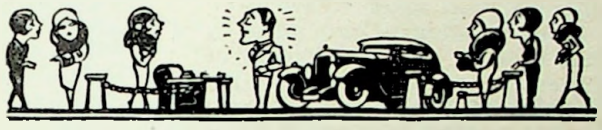
For Those with Leisure.

COMPLAINTS are sometimes heard concerning the charges for admission to the Show. This year 2s. 6d. is the figure on Fridays and Saturdays and every evening after 6 o'clock. To-day, and on the first four days of next week, it will cost you 5s. to get in. The reason why this comparatively high charge is made is to keep out an excessive number of non-motoring sightseers and thus to ensure that the stands are comparatively clear for more earnest visitors to examine the exhibits.

I fancy this year that the crowds will be less than usual owing to all the interesting new models, with the exception of the Rover Scarab, having been before the public for some weeks. Even so, all who can spare the time and who want to be able thoroughly to examine the cars at leisure should remember that the best time to get to the Show is at 10 a.m. when, for at least an hour, nearly all the stands are practically deserted. The most practical programme is to concentrate on the car exhibits before lunch and the galleries after lunch.

Pay Your Money and . . .

ONE of the best features of our Show at Olympia is that, having taken the public's money at the door, the organizers recognize that they owe it to them to put no difficulties in the way of their enjoying every attraction which the Show has to offer. At many exhibitions all the most interesting exhibits are roped off and visitors can admire them only from afar. At the car Show, however, one can sample the seats of the most costly and luxurious exhibits at Olympia,



kick the tyres, twiddle the controls and generally make oneself at home.

This is rather rough on the exhibitors, but in adopting this policy I think that the trade has been very wise. People who buy cars want them to use and not to keep as museum pieces.

Repairing Show Damage—£20.

ALL of us who go to the Show can repay the exhibitors for allowing us to maul their property about by treating the cars in a reasonable way. An exhibitor expects to spend a little money on touching up his Show models before they can be sold, but it is rather rough if, as was the case with several exhibitors last year, the cars need about £20 spending on them to restore them to a saleable condition.

Incidentally, the body-building departments at the factories must find the condition of the cars which come back from Olympia quite instructive, even allowing that the body of a car can have a much rougher time on the show stand than on the road.

The Absentees.

I ALWAYS find it hard at this time of the year not to mourn the passing of old friends. This year their number will be rather large. Swift, Lea-Francis and A.J.S., who were all very much in the limelight at last year's Show, are absentees, and many another make which used regularly to be at Olympia will be missed by all whose memory goes back a few years.

The little Humber Nine was a fine little fellow, which used always to be surrounded by admiring crowds. The Rhode had a great following, and West Countrymen will miss the Hampton. Some of us, too, will miss the jolly stands on which the cyclecars used to be shown, and the jokes which



were made at their expense. Many a model was shown in those days long before it was much more than an experiment. The classic Olympia story concerns a sports two-seater shown in very ramshackle form.

"Does this car interest you?" asked the salesman of a looker-on. "No," he replied," "it pains me!"

Glass which "Goes Crumbly."

NO doubt it was very ignorant of me, but I met Securit safety glass for the first time at the Paris Show and believed it to be something entirely new. Actually, I was told, it is not, and this is borne out by the fact that many Paris taxis are using it, whilst it is featured by several important French car makers.

This Securit glass is quite different from safety glasses I have met before. It is not made on the "sandwich" principle in which two sheets of glass have an adhesive celluloid layer between



them, but resembles plate glass in every respect except that when broken it smashes into small pieces resembling the baby lumps of sugar one gets in expensive tea shops. These little lumps of glass have no sharp edges or corners and one can even rub them between the palms of the hands without discomfort. The principle underlying the idea, I was told, is the tempering of a special kind of plate glass in such a way that when broken it disintegrates entirely and goes all crumbly as a digestive biscuit would if thrown down violently on a concrete floor.

A Stone Through the Window.

THE wholesale adoption of safety glass by our manufacturers is a notable feature of the Show at Olympia. One finds it in use on almost every stand—if not for the whole car then certainly for



the windscreen. The development is one of the most useful and sensible of recent years, as all who have been in a smash or have had a stone through the windscreen are very well aware.

I am reminded in this connection of a very lucky escape. Whilst driving a Jowett two-seater with sliding glass sidescreens through a gorge in the Dolomites a stone as large as a golf ball alighted in my lap with great force, having entered the car through the open window. Apparently it had become dislodged from high-up on the rocky wall which flanked the road and, striking a ledge

alongside the car in its fall, had been deflected through the window. Had the window been shut I should have had a shower of glass in my face!

Why Windscreens Break.

COINCIDENCES of this kind are far from being as rare as one would think. Many friends of mine have had their windscreens broken by the oddest of chances. In one case a pheasant flying suddenly across the road was to blame, in another a golf ball, which first bounced on the scuttle, was the culprit, and in a third case the glass was shattered by body distortion when the car bounced over a huge lump of concrete that had fallen from a lorry.

At a big provincial service garage I asked the repairs foreman a short time ago how often he had a car in to have glass replaced. "Not once a month," he replied. "I have many customers," he went on to say, "who have been driving for a dozen years and have never broken a single



pane—either screen or window. Car glass doesn't break except in a crash or a case of real carelessness."

There was a man who ought to know, but whose experience is very different from mine. I find myself that I can rarely run a closed car for a twelve-month without having at least one window replaced. Sometimes they are broken by somebody's clumsiness, and sometimes maliciously or for fun by boys.

A Door which Slides.

ARE the conventional types of hinge correct for small car doors? I rather doubt it after having seen a big car door which opened and closed on a principle that was entirely new to me. The car in question, of French make, was an occasional four-seater coupé with two very wide doors, apparently of the ordinary front-opening type. When seated in the car, however, instead of unlatching them and swinging them open on hinges fixed down the back edge one swung them open in the ordinary way for about six inches and then pushed them forward.

These novel doors were mounted on runners which permitted them to slide forward at a slight angle with the fore and aft line of the car, and they seemed to me to possess great advantages, permitting one door to be used where two would otherwise be called for, and allowing one to enter or leave the car with great ease when it is in

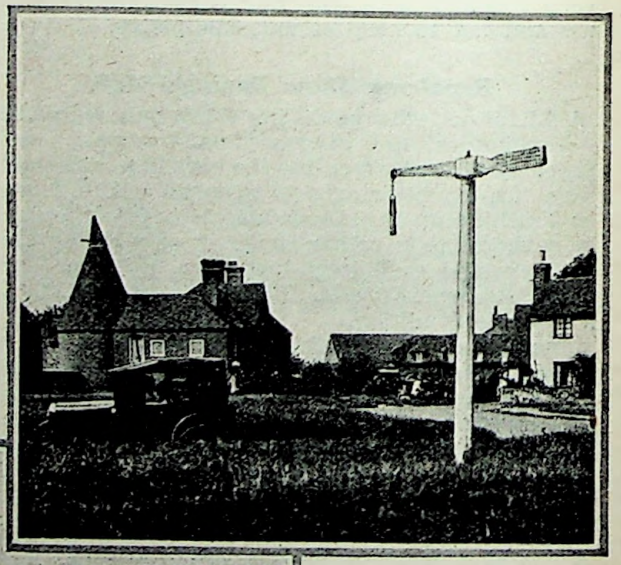


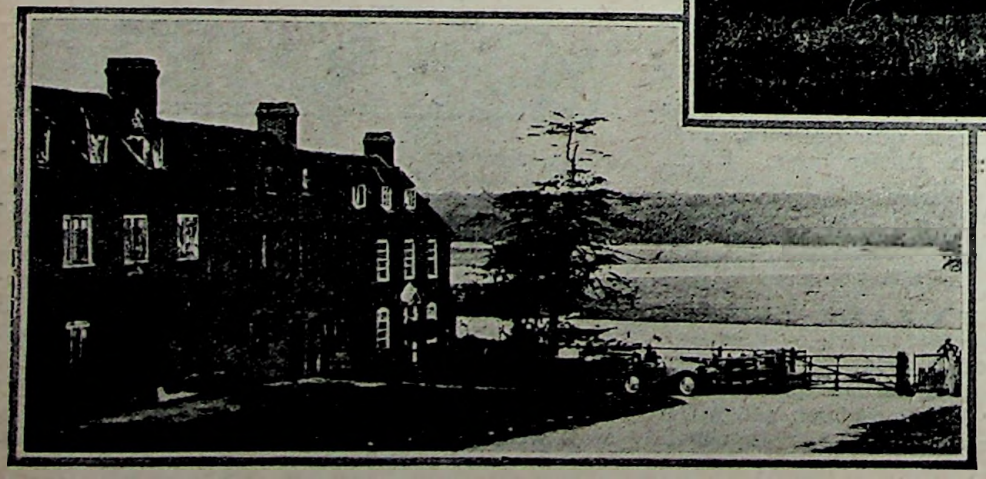
a confined space. I should like this idea to be explored more fully. It seemed to possess big possibilities.

Those Detachable Handles.

WHY, may I ask, has it become the practice to combine a front apron with a detachable starting handle? There is plenty of room under the apron to permit the handle to be permanently engaged and to lie horizontally in a clip, and it would save no end of bother when one wished to test the compression or "ease her" in the mornings.

The question is prompted by a colleague who has a Riley and who points out that at present either job necessitates (1) lifting the bonnet, (2) opening the tool locker, (3) extracting the handle and a spanner, and (4) lifting the apron and removing the cap over the starting handle hole. Having given the engine a couple of vigorous swings the whole absurd procedure has to be gone through in the reverse order.





(Above) At Offham, near Wrotham, Kent: a relic of an old game. The players had to strike the broad end of the pivoted cross piece and dodge out of the way before the suspended sand bag hit their heads. (Left) Buckler's Hard, near Beaulieu, building place of many of the "Wooden Walls of Old England."

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The Light Car & Cyclecar

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"THE LIGHT CAR & CYCLECAR" WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND CYCLECARS, AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR NEARLY NINETEEN YEARS.

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

Topics of the Day

A Good Show.

WE publish one day early this week to give our readers on the opening day a complete report of, and guide to, all the small cars at the most interesting Show from the small car man's point of view since those which immediately followed the war. There have been considerable advances during the past 12 months both in chassis and body design. The light cars which our manufacturers will offer to the public during 1932 in almost every case are a very substantial improvement on those which have been so popular in the 1931 season. As was the case last year, the Society of Motor Manufacturers and Traders, the organizers of the Show, are staging alongside the car exhibition a Motor Boat Show and a special section restricted to exhibits concerned with the car-servicing and garage trades.

An innovation is the introduction of a first-rate "draw" in the shape of exhibiting the machines which hold the land, air and water speed records. Everyone will agree that the exhibition of these wonderful machines is a wise move. We should like to see the idea developed in future years, and to have, in addition, at Olympia the world's fastest motorcycle and the 12 most distinguished cars of the year. Some of the dozen might have figured in spectacular record-breaking achievements—one would certainly be the winner of the Tourist Trophy, and there might be also, perhaps, the holder of the Alpine Hill-climb championship, the winner of the Indianapolis 500-mile Race, and the most successful performer in the Six Days' Alpine Trial.

In the Galleries.

MANY people come away from Olympia without having explored, or having paid but a desultory visit to, the accessory section, and in this they are the poorer, for accessory manufacturers have kept well abreast of the times, and the wares they offer are worthy of careful consideration. It is true that every want appears to have been met on the models just as they are offered for sale, yet convincing testimony of the fact that there are extras of inestimable value on the score of both safety and comfort, which can be bought at reasonable prices and fitted with little trouble, is provided by the stands of nearly all those who supply special equipment.

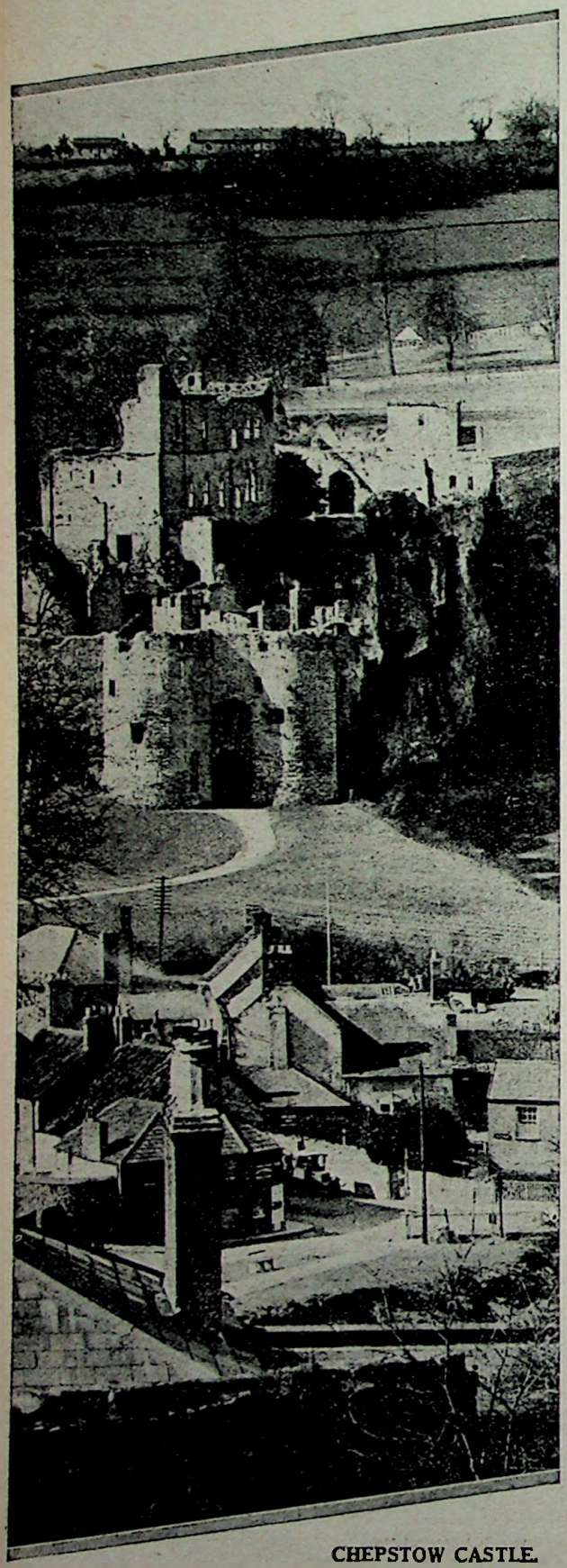
For example, only one manufacturer offers a fog light as a standard fitting, yet in winter it is often a driver's greatest need; again, the handy little thermostatic valve, which enables the engine to warm up in a few minutes to its correct — and, therefore, most efficient — temperature, does not form part of the standard specification of cars, either large or small, except in rare instances. These are but two examples which evidence our remarks; a careful examination of all that the accessory stands have to offer will reveal many more. Further, it will introduce the visitor to numerous special tools and home-garage conveniences that will save both his time and his temper.

Combat Fire Fatalities.

DURING this season there have been too many cases of cars catching on fire following accidents. The series of shocking fires which culminated in a particularly sad tragedy last week-end is capable of doing a great deal of harm to the popularity of small cars, and should be combated in every possible way. The trade certainly is alive to the position, and many sales managers at Olympia will point to rear petrol tanks as their contribution to public safety. No doubt the action which their companies have taken will be commended. We are reminded, however, of a comment which appeared in our pages at this time two years ago. We said:—

> A careful examination of all the small saloons at Olympia fails to reveal a single instance where the important question of fire-proofing has been studied. . . . Is there any reason why the dash-board should not be a fireproof bulkhead? . . . This is an age when safer motoring should be the slogan of all. . . . Surely means for isolating the occupants of a car from the effects of fire should commend themselves.

Our feelings now are the same as they were when that article was written two years ago. Petrol is an explosive and highly inflammable liquid. It should be carried in a tank planned to be as invulnerable as possible, and special thought should be given to making it almost impossible for petrol or flames to reach the inside of the body even in a serious collision which fractures the tank or the piping.



CHEPSTOW CASTLE.

B10

AUTUMN BY

"I cursed myself for a
says the writer—but that

THERE are certain districts in England which are infinitely lovelier in autumn and winter. Gone are the crowds, the chars-à-bancs and the tinned music, leaving only the beauty of the wild hills and the swirl of the stricken leaves. Some—alas!—are too far away for us to reach in the winter, but the Wye—the loveliest of all—and the edges of the almost unknown Forest of Dean can be visited by most of us in a week-end or even on a short winter's day.

* * *

London seemed pleasant as I left it, and in my heart I cursed myself for a fool in doing the journey.

On the Watford by-pass and along the valley to Berkhamsted the cold was almost polar in its intensity. This valley is a perfect beast in winter—fog lies in it from Bushey to Tring when humanly possible, and the experience in running down to it from the hills on each side can only be compared to taking a plunge from a warm Alpine rock into a glacier water lake.

Aylesbury and the winding road to Thame-Oxford-Gloucester and soon the old thrill was upon me.

I passed the bewitched May hill with its cap of 99 trees, and climbed steadily until I reached the little Ross, glittering like a diamond on its hill top.

Yes, it was market day in Ross! I daresay you know the wonderful old red sandstone market-place and town hall, with its portrait of the famous Man of Ross. At Mitcheldean, in the Forest, not far away, there is an ancient replica of this, which was sold for an incredible sum—something like £5, I believe—some years ago. The arches are now, unfortunately, boarded in there to make a wine and spirit shop.

Not "On Show."

So here were the miners' wives from the Forest of Dean selling their eggs or the hens which they had got up betimes to kill that morning; others were selling vegetables which they had brought in great wicker baskets by the cheap market trains; and all were happy and unconcerned—not now "on show" as in the summer.

How quickly the country lapses in winter, once again, into the life it has led for generations! All the produce was sold at prices that would make the London housewife go green with envy. Most of the pillar-box-red soil around is wonderfully rich, and you have only to scratch it to get a wonderful crop.

Loaded with unnecessary vegetables and eggs I made my way to the car and went up the rest of the street to the promenade overlooking the horseshoe bend of the Wye. The river sparkled and shone in the sunlight, and but for the leafless great oak in the centre of the meadow, made by the bend of the river, it might have been summer—much better weather, anyway.

Soon I was going again by the side of the Wye, through Goodrich to Kerne Bridge. The hills were gradually closing in and I stopped for a moment at the bridge to admire the view. Here, originally, was a ferry with rather a touching history.

Five hundred years ago. King Henry IV is going to fight the Welsh. He is in mid-stream with his courtiers—doubtless thinking of the wild land which lies before him and the wild campaign that he is to fight. Suddenly a great shout—there is a travel-

THE WYE

fool in doing the journey" was only at the start

worn messenger who leaps from an exhausted horse on the English bank. What has happened? New treason? New plots? Then the messenger calls: "Your Majesty—you have a son."

The great King laughs—his life is now complete, and turning to the ferryman he says: "This ferry is yours and your children's for ever." The son was Henry V.

At Symonds Yat I had tea in a really comfortable and attractive hotel, and at twilight walked up the hill and across the narrow isthmus of land which leads on to the rock. Far below crawled the Wye; an insect boat was shooting the rapids, otherwise I might have been in a dead world. What an impregnable camp this must have been for the British against the Saxon. This was the invader's last outpost.

Might Have Been in Switzerland.

Outside my bedroom that night the Wye babbled and I felt that I might have been in Switzerland. The bill after breakfast made me stare—then I remembered that theoretically it was winter. Still, it *was* cheap.

The morning was sunny, and, seeing a line stretched across the river, I went to investigate and found it was a little hand-worked ferry. Crossing by this I walked to the Seven Sisters rocks and King Arthur's Cave down the river.

Continuing through Welsh Monmouth, with its old bridge, and Redbrook, where a red stream runs down to the Wye, I took a road which hugs the river. A few yards away, through a wood on my left, was Offa's Dyke, built by the King of Mercia in 780 to keep the pillaging Welsh in their own territory. As a sort of supplement to the dyke, the King kindly proclaimed that any Welshman found on the wrong side of the dyke should have his right hand cut off.

There was a smell of wood smoke, and I heard the crash of a tree being cut down, otherwise real loneliness and peace. Then came Tintern and the Abbey, which only needs a roof in parts to make it perfect—you have seen it, I daresay.

England's Finest Prospect.

I was able to enjoy the Windcliffe view lower down the river in peace. Paying my toll at the Moss cottage, I toiled up the terrible precipice to see England's finest prospect; the Launcaut Crags, the low line of the Cotswolds, the sharp-peaked Malverns—ten counties and the mining metropolis of Roman England, riddled still with almost perfect Roman roads. It was so clear that I felt I was looking over the whole world.

After Chepstow and its craggy precipice castle by the Wye—home once of Strongbow, who held it against the Welsh—I took an unusual way home.

Instead of the customary run along the Severn, I went back on the other side of the river, through the Forest of Dean to St. Briavel's Castle, and then to Bream, Parkend and Blakeney. What a run! Time-defying Roman roads—the King's forest and then little clearings, tiny, almost hand-worked mines like rabbit burrows, and at last Gloucester again.

Some three hours later, after delightfully deserted roads, I reached home. Who dares to say that summer motoring is best? A.S.J.



THE WINDCLIFFE.

RADIATOR FOR

More Artistic Tendencies and Greater

NOWADAYS manufacturers are paying more attention to radiator designs than they have ever done before. They realize that the radiator is the first part of a car to be noticed, and that its shape can make an enormous difference to the appearance of the car to which it is fitted. For this reason alone its design is of primary importance if the critical tastes of buyers are to be satisfied—and buyers' tastes are nowadays more critical than ever in matters of appearance.

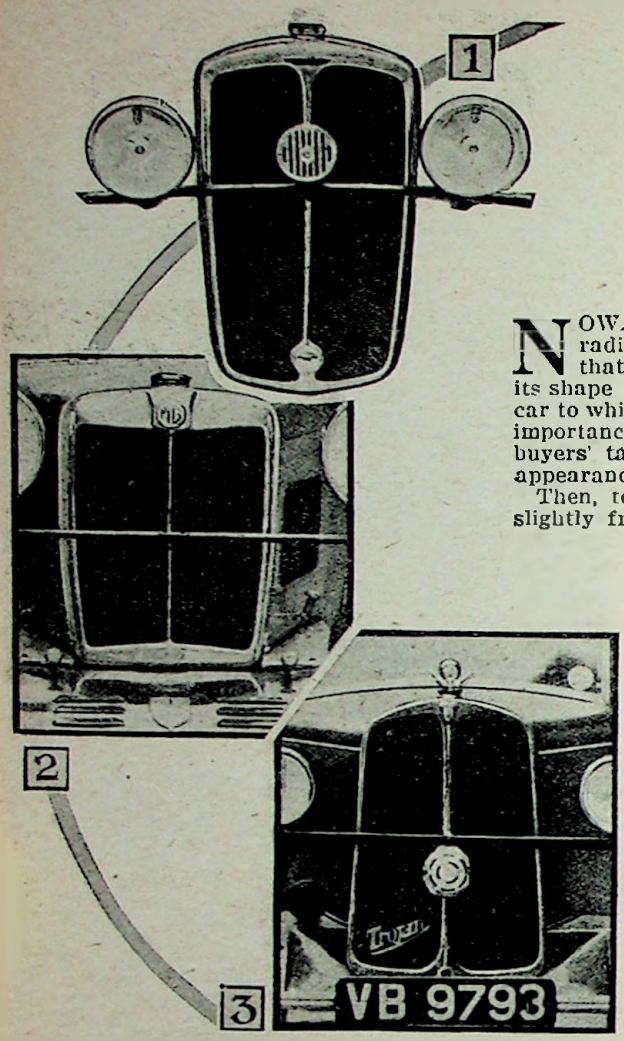
Then, too, there is the fact that body lines, although changing slightly from year to year, are tending to become more and more stereotyped, so that there is far less difference between one make and another than was once the case. The radiator, in fact, is the sole feature by which some cars can be distinguished at a distance from others in the same class by a motorist whose knowledge of cars is not great enough for him to appreciate subtle differences in lamp mountings, wing shapes, bonnet louvres and so on.

Small wonder, then, that makers are anxious to express their individuality in the one feature that occupies the most prominent position and can easily be altered without impairing its efficiency.

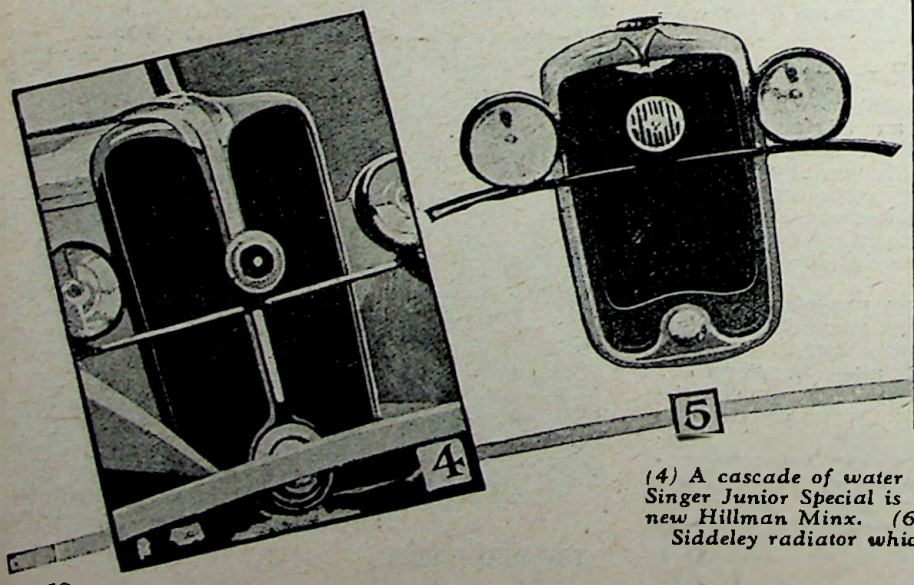
A New Era.

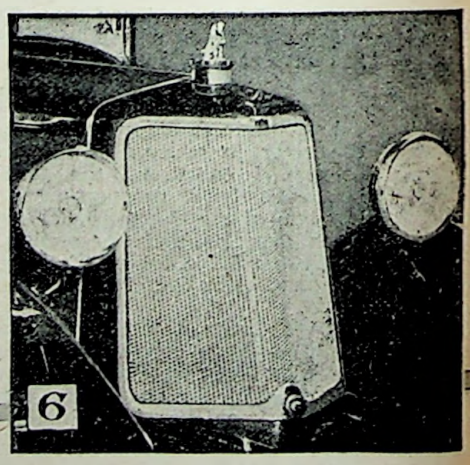
Last year, of course, marked the definite beginning of the movement for prettier designs, but, unfortunately, the one idea that occurred to many makers was that they had only to put a dividing line down the centre to make theirs entirely different from all the rest!

In consequence, the changes in some cases absolutely defeated their own object, and the rather amusing position arose of two well-known small-car manufacturers adopting such similar designs that the models in question, which closely resembled each other in general lines, were so nearly alike that even experts were for a time puzzled to distinguish one from the other at a glance.



(1) The Standard design which is similar to last year's except that it is given a slight taper from top to bottom. (2) The M.G. which set the fashion for a vertical dividing line. (3) Incorporating the "narrow ribbon" motif—the Trojan.





(4) A cascade of water is the theme on which this design on the Singer Junior Special is based. (5) The distinctive radiator of the new Hillman Minx. (6) The well-known Vee-fronted Armstrong Siddeley radiator which is now found on the 12 h.p. models.

Fashions 1932

Originality Evident in Most Designs

This year the central dividing line continues to be popular and has gained one or two more adherents, Morris, Singer (on the Special model), Wolseley Hornet and Jowett (on the de luxe models) being amongst the converts.

Generally speaking, fairly tall, narrow proportions are still favoured, although M.G. models—which, incidentally, were amongst the first in the light car field to embody the dividing line idea—are still of a somewhat squat, although extremely graceful type. The Morris Minor is also to be found with a radiator of more square proportions than is general, but it looks just right. The "Family Eight" has a radiator design which is very similar to the larger Morris cars.

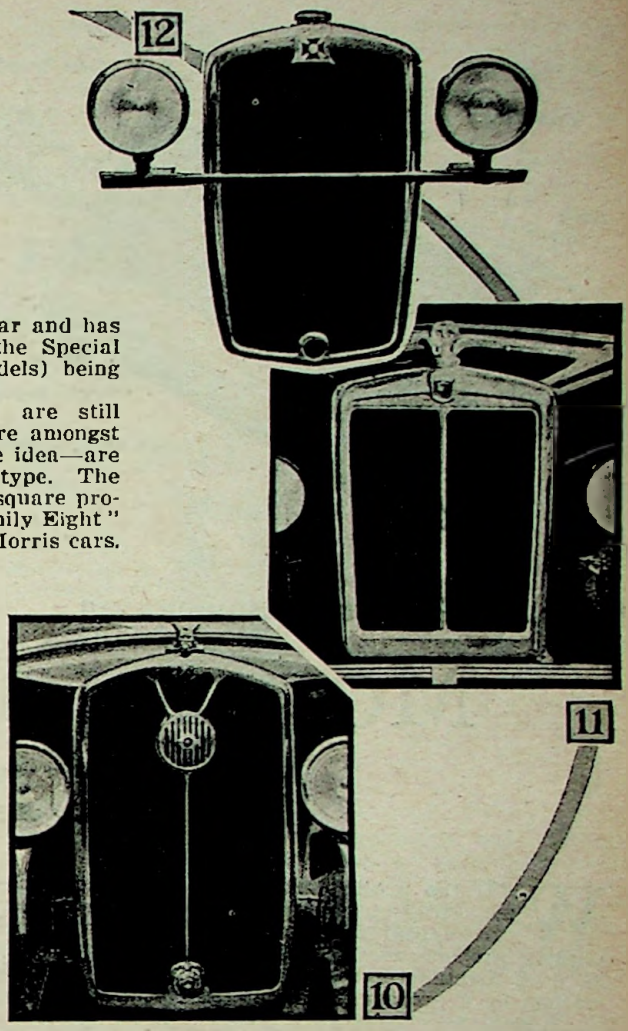
Two years ago it looked rather as though the fashion which was then developing in America for the narrow ribbon type of radiator, in which the head and flanges are kept fairly narrow, would be widely adopted on British light cars; the fashion, however, has not materialized, although its influence is to be traced in practically every case by the use of flanges that are distinctly narrower than was the case three or four years ago.

A V-front Type.

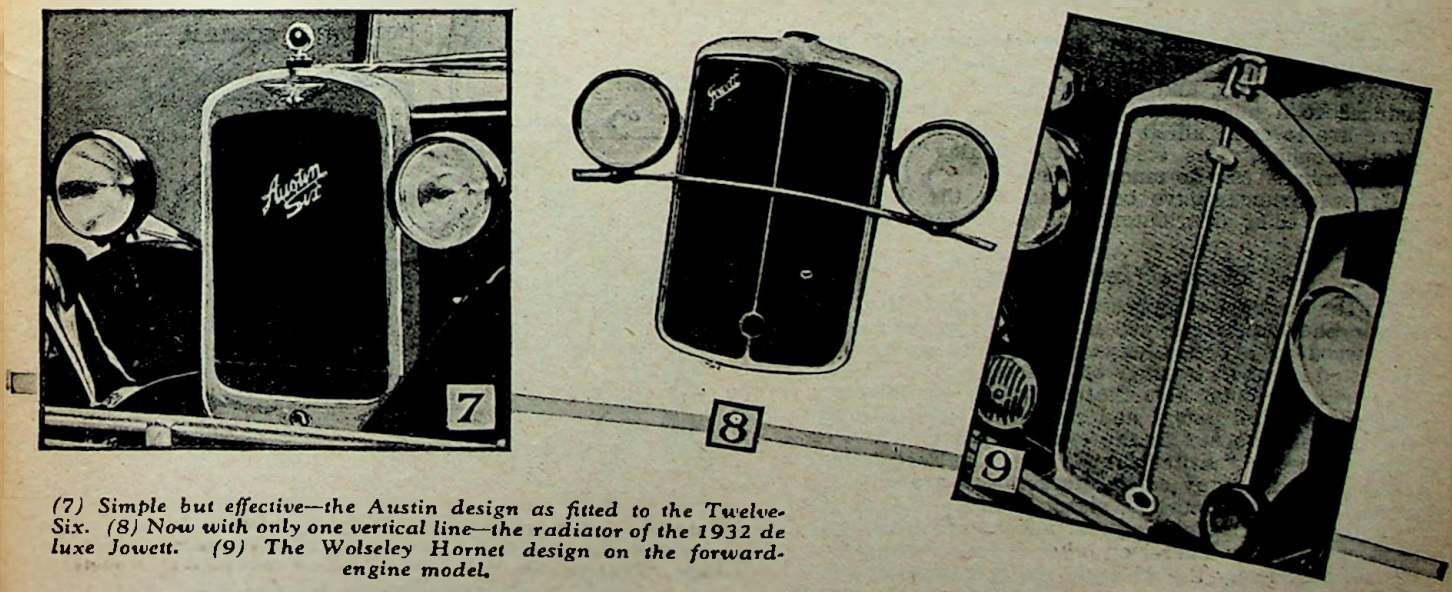
In general, makers continue to favour flat-fronted radiators, although a notable exception is the Armstrong Siddeley, in which the sharply pointed V front which for many years has been a well-known feature of the larger models, is now to be found on some of the "Twelves."

So far as individual types are concerned, the new Rover design is notable for the fact that a grille-type horn is built into the stone guard and mates up with the dividing lines; the Singer Junior Special model is distinctive by reason of a pattern which is based on a cascade of water, and the new Hillman Minx, in which part of the central portion is blanked off, by a black metal pressing on which the trade mark is mounted.

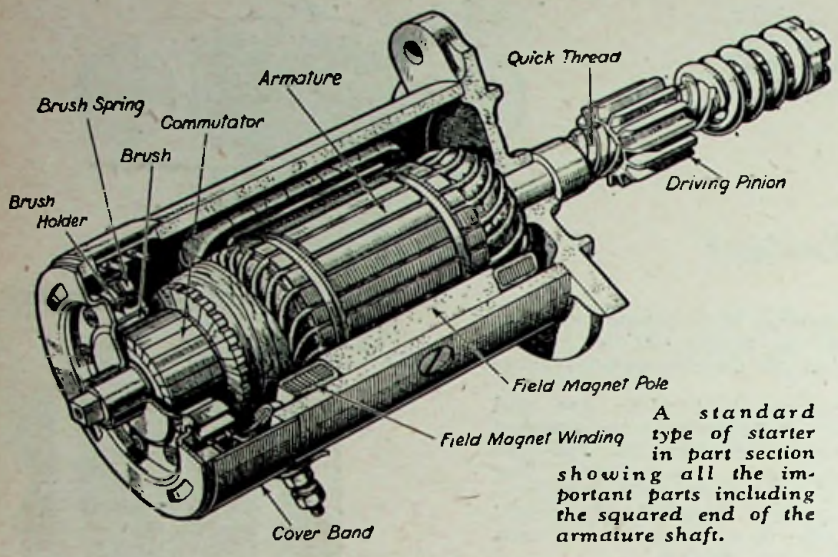
In all these cases a definite leaning towards the artistic and a welcome spice of variety is discernible.



(10) A built-in horn adds distinction to the radiator of the new Rover Pilot. (11) Although of the same general proportions, the Morris Minor design has been made considerably more ornamental for 1932. (12) Straightforward but attractive—the Crossley.



(7) Simple but effective—the Austin design as fitted to the Twelve-Six. (8) Now with only one vertical line—the radiator of the 1932 de luxe Jowett. (9) The Wolseley Hornet design on the forward-engine model.



A standard type of starter in part section showing all the important parts including the squared end of the armature shaft.

THE Improvements which are Constantly Being Made to the Electrical Equipment of a Car are More or Less Taken for Granted by the Average Owner. It is Nevertheless Interesting to Learn Just What is Happening—This Article Explains the Latest Developments

An Expert Comments on

MODERN ELECTRICAL EQUIPMENT

WITH the public demand for more accessories modern electrical equipment would on the surface appear to be assuming increasingly complicated proportions. Whilst this to some extent may be true, manufacturers, on the other hand, simplify matters by a process of elimination essential to rapid production.

In the earlier days switchboards, for instance, were complicated in many cases by bunches of wires crossing and recrossing in a confusion which defied the skill and patience of the unfortunate fault finder. Moreover, meters and so on were built-in and usually as one fault was rectified others were created simply because it was almost impossible to disturb one wire without upsetting another.

To-day we find that our internal connections are mostly neat metal stampings held in position by rivets or rivet terminals, and small component assembly is reduced to a minimum. Obviously, the fewer pieces there are to come adrift the fewer must be our electrical troubles. One small nut "floating" amongst live terminals can do much damage.

Great advances have been made in the design of magnetos, coils, distributors and other ignition components.

Matched Instruments.

On the question of appearance, switchboards at the Motor Show this year will undoubtedly represent the last word in artistic design, this point having been entrusted to the attention of artists.

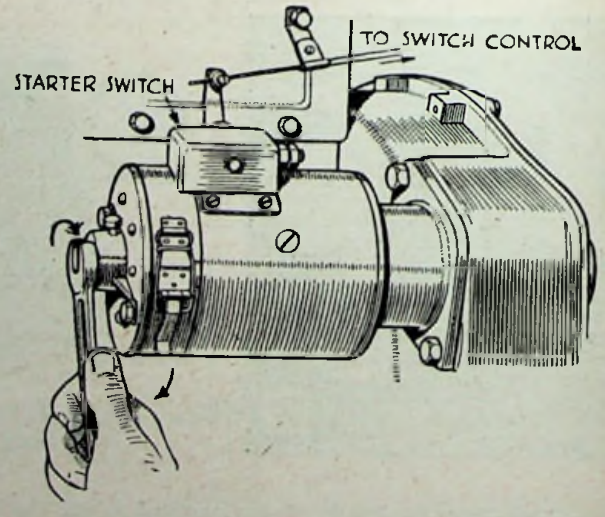
It will be found also that the clock, speedometer, oil gauge, petrol gauge, and so on, are now carefully matched and housed in the switchboard panel. Perhaps the word "switchboard" is gradually becoming a misnomer as many car manufacturers are adopting finger-tip control which is situated on the top of the steering column. This form of switching usually consists of a rotary barrel or other switch arranged to control practically the whole of the illumination.

Simplicity coupled with convenient and safe control

is the keynote of finger-tip switching. All operations may be carried out without either hand leaving the wheel.

Another useful accessory now introduced in a more general way is the solenoid type of switch for operating the starter motor. The arrangement consists of a small switch, situated on the facia board of the car, which, when depressed, energizes a coil fitted to the solenoid or heavy duty switch. The latter is fitted in close proximity to or, in some instances, actually on the starter motor.

The switch is constructed much on the same principle as the old pattern hand-operated heavy duty



On certain Continental cars the starter switch is mounted on the motor and operated by a Bowden wire. This sketch shows also how the armature is turned with a spanner when the pinion jams.

switch so far as the make-and-break contacts are concerned. The contacts consist of two slotted rose contacts, an inner and outer, which are riveted together and when operated take a lateral movement to meet two fixed contacts of suitable section.

For the rest, the switch consists of a coil of wire wound on a bobbin. The armature, or moving spindle, to which the rose contacts are fitted is free to move in and out of the bobbin. A return spring pushes the contacts apart when the energizing current is switched off.

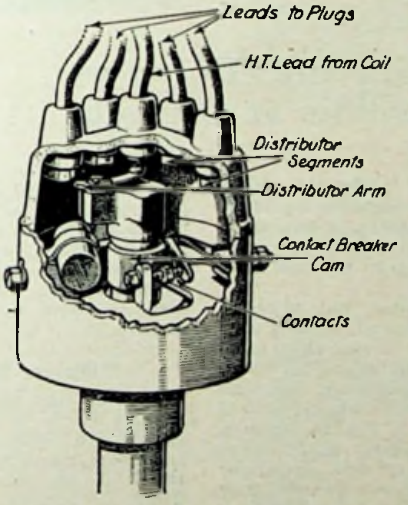
Usually the switch has three terminals, two of which are for carrying the heavy current and a smaller one to which the solenoid wire is connected.

Relay Switch Advantages.

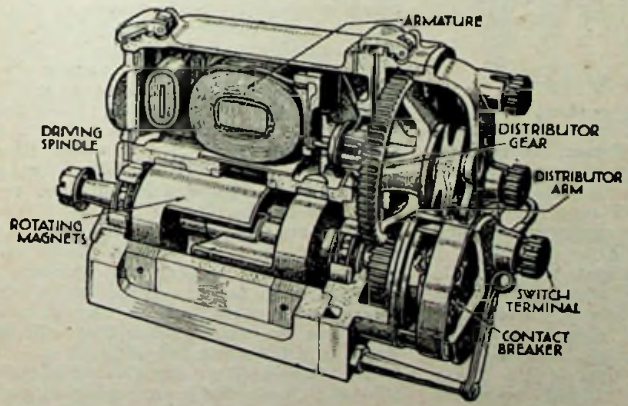
Two advantages with this type of switch are: (1) economy in heavy and expensive cable, which is, of course, cut down to a minimum, and (2) the starter motor receives the maximum energy from the battery and the low-voltage drop losses which occur when the heavy cables are taken up to the dashboard, as with the old pattern switch, are eliminated.

To make the second advantage clear it must be explained that a starter motor takes a very heavy current. At the instant of switching on a practically direct short circuit across the battery terminals occurs; the "short" is of only momentary duration, however, but the subsequent current flow, especially when the engine is stiff, is still of a high order.

If the cables are not of ample section they will not pass the requisite amount of current; therefore the motor will not exert its full power, and the longer the cable the greater will be the current loss.



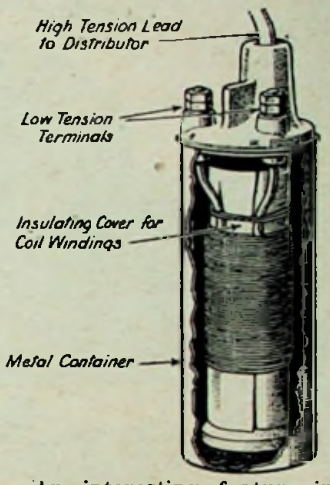
This cut-away view of a modern distributor for a six-cylinder engine shows how the distributor arm just clears the segments to provide a spark gap. The cylindrical object on the left is the condenser.



In several makes of magneto the armature is stationary and the magnets revolve. This arrangement avoids placing a mechanical strain on the armature windings.

Another important point is that small-section cables overheat when called upon to carry an excess of current; they will even burn out in certain circumstances. Unintentional resistance in any electrical circuit should always be avoided; that is why all terminals should be clean and tight.

It must be borne in mind that in many cases electrical components are subjected to very harsh treatment and the wiring is, naturally, affected. It is often exposed to mud, oil, petrol and so on, and to the large variations of climate or atmospheric conditions. Again, on a badly wired car the wiring comes into contact with moving parts on the vehicle. This may cause chafing of the insulation and has often resulted in actual fracture.



A high tension ignition coil with the case cut away to show how the windings are arranged. The primary and secondary are wound over an iron core and carefully insulated.

An interesting feature in connection with wiring is the adoption of "harness cables." Carefully built up to suit the layout of each make of chassis, this type of cable practically eliminates former weaknesses. All wires are brought together in one bundle with the various terminal points led out in their proper places. A machine weaves a strong cotton casing around them, making them snug and secure.

Various colours adorn the cable ends in order to identify, with the aid of a suitably marked diagram, the proper position of each individual wire. Finally the connections are made in neat junction or fuse boxes.

Anti-Dazzle Devices.

Turning now to lighting, one's mind almost immediately reverts to the vexed question of dazzle. First and foremost, all and sundry agree that a good driving light is essential, but how to enjoy it is still the great unanswered question.

Every effort is being made both by inventors and manufacturers to grapple with this gigantic problem, and it will be interesting to note what useful information on this subject accrues from the anti-dazzle demonstration recently organized at Cambridge under the auspices of the Royal Automobile Club.

Nature, as in most things, shows us the way. Many of us look forward to those delightful moonlight ambles under a harvest moon. Have we ever thought what a grand light we were getting from that moon which we can look in the face and remain absolutely undazzled? Let us hope inventors will soon be producing little harvest moons and putting them on cars.

However, to come down to earth, as it were, the most popular form of anti-dazzle device at the moment is the dipping reflector, arranged in the form of double dip and dip-and-switch. With the former arrangement both head lamp reflectors dip and swivel towards the near side of the road, while in the latter the near-side reflector is dipped and swivelled to the near side and the off-side lamp is automatically switched off.

(To be concluded.)

BETTER ACCESSORIES

BUT LITTLE ORIGINALITY



A typical corner of the accessory stands in the galleries.

What Gadget Makers are Doing as Revealed by the Exhibits at Olympia

A VERY fine display but little really new—that broadly sums up the accessory exhibits at Olympia this year.

The range of gadgets offered is undoubtedly finer than ever before and makers have spared no pains to bring their products up to date and introduce those little refinements and improvements that make such a difference in service.

Spotlights, mirrors, bumpers, fire extinguishers, clocks, ashtrays, luggage trunks, cigarette lighters, radiator thermometers, interior lights, anti-dazzle devices, screen wipers, stop lights, luggage grids—all are there in a dazzling array of makes and types; and practically all are slightly improved this year in little details or are offered in a new and better form.

What We Lack.

Of real originality, however, there is practically nothing. We still wait for an ideal anti-car thief notion—a device that will definitely prevent a car or its contents from being stolen, but will, at the same time, allow it to be moved by hand to comply with the parking regulations; we still lack a gadget that can be attached to the sump filler, and whilst retaining an efficient filter, will allow, say, a quart of oil to be poured straight in without waiting for it to trickle through the fine mesh of the filter; we have yet to see a neat combined water level indicator and thermometer for fitting on to the radiator cap; and no one has yet invented a greasing system that, in the absence of central or group lubrication systems, will eliminate the bugbear of having to crawl underneath the chassis by making it possible to force in the lubricant from a distance.

All these are wanted, but none of them has yet appeared. Accessory manufacturers might argue that some of them represent an impossible ideal, but years ago no one foresaw the coming of automatic screen wipers, and if someone had raised a cry for such a thing, accessory makers would have wagged their heads off and exclaimed "Impossible!" Yet wipers are now fitted as standard to practically every car, or, if they are not, they can be bought quite cheaply.

Notable Past Advances.

This year there is nothing to correspond with the first automatic screen wiper, the dipping reflector, the thermostat, the electric clock that requires no winding, or any of the other gadgets which are now widely used, but which at one time were regarded as beyond the bounds of possibility.

This is, perhaps, a rather pessimistic note to strike, but those who visit Olympia should not take it as meaning that the accessory stands are not worthy of an inspection. On the contrary, they form a part of the Show which no motorist should miss, as nearly everyone who goes from stand to stand will find at least some gadget that is new to him and "just what he has been wanting."

It is worth bearing in mind, too, that although it is not everyone that can afford a new car, no motorist is so poor that he cannot buy a gadget if he happens to come across something that overcomes one of those little faults or inconveniences that bother most car owners.

Miniature Sparking Plugs.

Perhaps the nearest approach to a novelty is to be found on the Lodge stand (No. 403), where examples of miniature sparking plugs (14 mm. instead of 18 mm.) are to be found. These are not, as many people suppose, being marketed merely because they can be more readily accommodated on small multi-cylinder engines. Their real purpose is to improve engine efficiency by presenting a smaller uncooled surface in the cylinder head; in other words, they not only make possible a slight enlargement of the water passages, but they also cut down to a minimum the undesirable hot spot represented by the plug.

Unfortunately, these small plugs do not, at the moment, concern most car owners directly, as they can, of course, be used only on an engine especially designed for them, but the day is, perhaps, not far distant when they will be fitted to a large number of engines.

An element of novelty also attaches to the new Andre Telecontrol shock absorbers which are designed so that they can be tightened or slacked off from the control on the facia board. Actually, these are not new, as they were

introduced a year or so ago, but they are to be found at Olympia on Stand 466 in an entirely new form, the control being hydraulic and the design of the shock absorber itself entirely different from the familiar normal type of Hartford.

An accessory which is of comparatively recent introduction and which is now to be found on several stands, is the semi-circular type of mirror for saloon cars, which gives the driver a view, not only through the rear window, but through the side windows of the car as well. An excellent example of this type of mirror is shown by Benton and Stone, Ltd., on Stand 388, and is known as the Enots Trioscope.

Renewed activity on the part of inventors of anti-dazzle devices is noticeable this year, doubtless due in some measure to the possibility of legislation being introduced on the subject in the comparatively near future. One of the best examples of anti-dazzle lamps of fairly recent introduction is the Desmo Safebeam, and so confident are the makers, Desmo, Ltd., of its appeal, that they are devoting the whole of their stand (No. 286), to displaying and demonstrating various examples of it.

Deflects the Upward Rays.

It is not possible to go into the whole theory of this lamp here, but it may be mentioned that it includes a specially shaped reflector which fits over the top half of a normal parabolic reflector and serves to cut off the upper half of the beam and, at the same time, to spread out the light sideways. It is important to note, however, that it gives a concentrated distant beam so that the effective range of the light closely approaches that of an ordinary headlamp.

Increased activity is noticeable also in connection with fire extinguishers. Probably the best known is the Pyrene, which, of course, has been marketed for many years and has an excellent reputation. Improved types are to be found this year on the Pyrene stand (No. 301). Special features are that, owing to the incorporation of a double-acting pump, the extinguisher sends a continuous stream on both the up-and-down strokes, and operates at any angle.

For those who require a very inexpensive extinguisher, there is the Gamage model which simply consists of a tin of extinguishing liquid with a screw top. It sells at 2s. 6d. and a carrying bracket is available for an extra 6d. This, incidentally, is only one of the many very attractive accessories shown on the Gamage stand (No. 381), all of them being offered at competitive prices.

Seating comfort has, perhaps, received rather more attention than usual this year, and examples of really comfortable seat cushions are to be found on several stands. There is, for example, the new Dunlop cellular cushion which is constructed of special rubber with rectangular cavities, which serve both to provide softer riding and also to reduce the weight.

Our old friends, David Moseley and Sons, Ltd., have also made their contribution in the shape of an improved Float-on-Air cushion, and examples may be examined on Stand 485.

Then, too, there is the sliding-seat mechanism, popularized by A. W. Chapman, Ltd., who, on Stand 366, are exhibiting a new model Leveroll sliding-seat mechanism, known as type DZ. This new model retains all the characteristic features of other types, including extreme ease of operation and a quick-release catch which permits the seat to be adjusted to any position without leaving the car.

Efforts to make car maintenance easier still continue, and the fruit that they have borne are to be found on several stands. Herbert Terry and Sons, Ltd., for example, are showing the Avecta cleaning tongs, which were recently described in this journal, on Stand 394. These tongs are suitable for gripping a rag or sponge and enable awkward places to be reached for cleaning without the risk of the user soiling his clothes.

New Tecalemit Grease-gun.

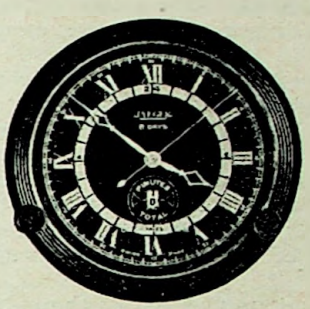
Tecalemit, Ltd., show an improved form of grease-gun known as the Brentford, on Stand 372, whilst amongst a large array of accessories of all types on the stand of Brown Bros, Ltd. (No. 402), is a special display of Bripal cellulose, this being available in the exact shades to suit quite a number of well-known makes of car so that owners who wish to touch up rust spots have no need to go to a lot of trouble in mixing colours to obtain an exact match.

In connection with more extensive maintenance work, Ferodo, Ltd., may be mentioned, as they are continuing their well-known die-pressed brake lining sets which are supplied ready drilled and complete with rivets in boxes to suit certain popular makes of car. The concern's stand is No. 466.

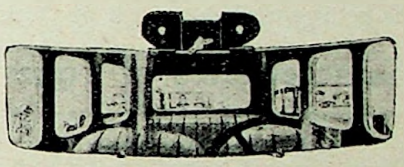
Longer Cylinder Life.

Visitors should also pay a visit to Stand 338, where the British Piston Ring Co., Ltd., are displaying centrifugally cast cylinder liners which are suitable for restoring badly worn cylinders and which are harder wearing than the original surface of the bores.

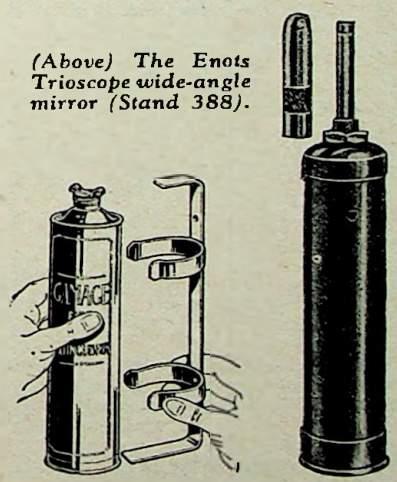
Other stands which should not be missed are No. 295, where Clayton Dewandre Co., Ltd., are displaying interesting working models of their Dewandre vacuum braking system, No. 349, where British Jaeger Instruments, Ltd., have an excellent selection of speedometers, revolution counters, oil gauges, thermometers and clocks, including a special chronograph designed to help a driver to maintain an average speed for a specified time, and No. 266, where an exceptionally fine range of spotlights, fog-lights, radiator thermometers and so on is displayed by The Benjamin Electric, Ltd.



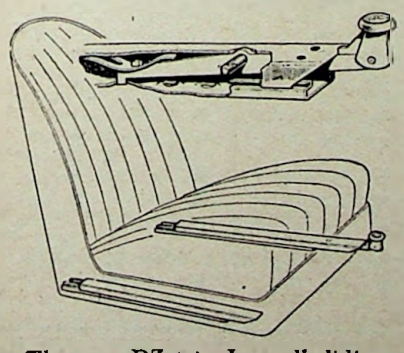
A new Jaeger chronograph for trials drivers (Stand 349).



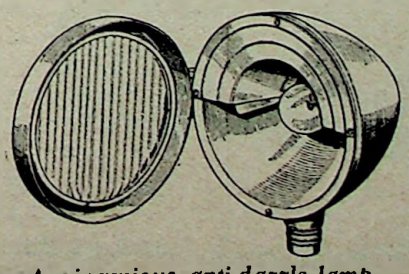
(Above) The Enots Trioscope wide-angle mirror (Stand 388).



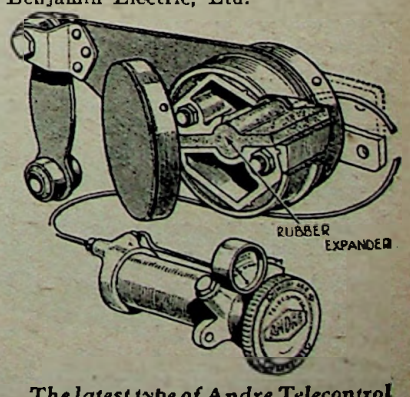
(Left) An inexpensive Gamage fire extinguisher (Stand 381), and (right) the new Tecalemit Brentford grease-gun (Stand 372).



The new DZ type Leveroll sliding seat mechanism (Stand 366).



An ingenious anti-dazzle lamp—the Desmo Safebeam (Stand 286).



The latest type of Andre Telecontrol shock absorber (Stand 466).

COMPLETE GUIDE TO THE LIGHT CARS AT OLYMPIA

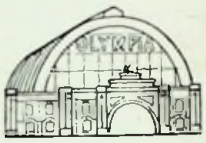
A Summing-up of the Trend of Design and a Detailed Stand-to-Stand Report



THERE are 21 separate makes of light car on view at Olympia and, in the following pages, we include a complete stand-to-stand report in which the various models are described and a general indication of the principal points of interest in the specification given. The guide is completed by the floor plan in our centre pages, which shows at a glance exactly where each light car stand is situated.

The general trend of design for 1932 is clearly indicated by the accompanying table; it includes details of five makes which are not represented inside Olympia, namely, Alta, B.S.A., Frazer-Nash, Lea-Francis and Mathis, and is therefore made considerably more comprehensive.

Of recent developments perhaps the most noteworthy are the widespread adoption of the silent third—pioneered by the Riley concern years ago—the increasing number of four-speed gearboxes and six-cylinder models and a pronounced indication in favour of rear tanks; magnetos are steadily going out of fashion and overhead valves are just in the majority.



The Jowett—which enjoyed a unique position as the only two-cylinder car at last year's Show—now enjoys the company of the B.S.A. and the Rover Scarab, and the last named, of course, represents a complete breakaway from modern practice as well as being the cheapest car at Olympia.

Showing Principal Characteristics of 1932 *(Four-wheeled)* Light Cars

Make	Cyls			Valves			Ignition		Tank		Gearbox			Propeller Shaft		Final Drive	
	2	4	6	S	o.h.	S-i	Mag.	Coil	F.	R	4	3	3rd	Open	Clsd.	Bevel	Worm
Alta		x			x		x	x	x	x	x				x	x	
Armstrong-Siddeley			x	x				x		x	x	x			x	x	
Aston Martin		x			x		x			x	x		3rd		x		x
Austin		x	x	x				x	x	x		x		x		x	
Bianchi		x			x			x	x		x			x		x	
B.S.A.	x				x			x	x			x		f.w.d.			x
Crossley		x				x		x		x	x		3rd	x		x	
Derby		x			x		x		x			x		f.w.d.		x	
Fiat		x		x				x	x		x			x		x	
Frazer-Nash		x		x			x		x	x	x	x	Dogs	x		Chain	
Hillman		x		x				x		x		x		x		x	
Invicta			x		x			x		x	x		3rd	x		x	
Jowett	x			x				x	x	x		x		x		x	
Lea Francis		x			x		x			x	x		3rd	x		x	
Mathis		x		x				x	x			x		x		x	
M.G.		x	x		x			x	x	x	x	x	3rd	x		x	
Morris		x		x	x			x		x		x		x		x	
Peugeot		x		x				x	x			x			x		x
Renault		x	x	x				x	x			x			x	x	
Riley		x			x		x		x	x	x		3rd		x	x	
Rover	x	x	x		x			x	x	x	x	x	3rd	x	x		x
Salmson		x			x		x		x			x			x	x	
Singer		x	x	x	x			x		x	x		3rd	x		x	
Standard		x		x				x		x	x	x	2nd 3rd	x		x	
Triumph		x	x	x		x		x	x	x	x	x		x			x
Trojan		x		Two stroke				x		x		x		None		Chain	
Wolseley			x		x			x	x	x	x	x	3rd	x		x	

The crosses indicate that one model or another of each make is equipped as indicated in the column headings. Under valves, S-i stands for super-imposed; under tank, F for front and R for rear; under gearbox, the number of speeds and the silent ratio where fitted.

STAND TO STAND REPORT OF THE SHOW

ARMSTRONG SIDDELEY — *Stand 130*

Six-cylinder, 56.5 mm. by 95.25 mm. 1,434 c.c. Tax £12.

TWO very striking examples of the 12 h.p. Armstrong Siddeley are on view. These are the 12 h.p. coachbuilt saloon finished in blue and costing, complete as shown, £295, and the Economy saloon, finished in black with green leather upholstery, at £260, the sunshine roof being £5 extra.

The Armstrong Siddeley is a car which bristles with points of interest, and perhaps the first things that will strike the visitor are the excellence of the coachwork and the roominess and airiness of the bodies.

The interior furnishing is carried out on an elaborate scale, the upholstery, for example, being in real leather and pleated in the latest style. Rope pulls, companions, an interior electric light, arm rests and so on all combine in making the car cosy and attractive.

The principal modification for 1932 is the inclusion of a four-speed self-changing gearbox on all models except the Economy saloon, which retains the three-speed self-changing gearbox as during 1931.

The ratios employed in the former are 5.55, 8.07, 12.01 and 20.83 to one—a combination which, with the powerful six-cylinder engine, gives the car an excellent performance. The new models also have the V-fronted radiator similar in type to the larger Armstrong Siddeleys, and in the opinion of most people this certainly gives a very dignified look to the front of the car.

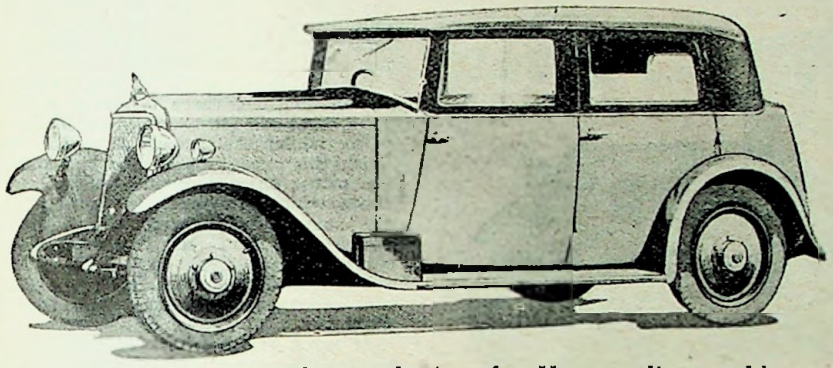
In addition to the models shown, the company is marketing a sportsman's coupé at £335, a sports saloon with sunshine roof at £300, and a two-three-seater open tourer at £285; the chassis price, by the way, is £200.

For the benefit of people who may be strange to the workings of the pre-selective or self-changing gear, the following explanation is given. The conventional gear lever is absent, and in its place there is a kind of finger-tip control mounted where the driver can reach it with his fingers when his hand is on the steering wheel. To start away from rest, this diminutive lever is moved to the position marked first gear, the clutch is fully depressed and released and the car glides away. The lever may then be moved to the second notch, and when the driver is ready to make the upward change the clutch pedal is once again depressed and released, the new gear automatically taking up the drive. The same procedure is followed when changing into third and into top, and the car can, of course, be driven making normal use of the clutch.

The beauty of the arrangement is that changing down is equally simple. Approaching a hill, for example, in top gear, but anticipating that a change down to third will be necessary, the driver can move the gear lever back to third and leave it there until the falling speed of the car indicates the need for a change of gear. All that has to be done then is fully to depress the clutch pedal and to release it when the lower gear is engaged silently and without any other effort on the part of the driver.

For the coming season Armstrong Siddeleys are one of the few concerns making an open car. On the score of comfort these can be specially recommended, for the high shoulder line of the radiator, which is carried right through to the back panel of the body, results in the passengers receiving a far better measure of protection than is usually the case in an open model. Full all-weather equipment is provided.

It should be noted, by the way, that the Economy saloon retains the old flat-type radiator as well as the three-speed self-changing gearbox.



AN IMPOSING SALOON. —— *The introduction of a V-type radiator and lower and more handsome body lines has improved the smallest Armstrong Siddeley Six enormously.*

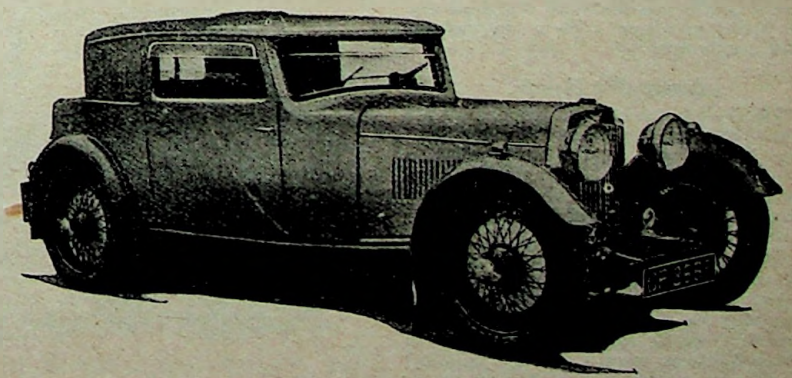
ASTON-MARTIN — *Stand 3*

Four-cylinder, 69 mm. by 99 mm. 1,496 c.c. Tax £12.

SPORTSMEN with fairly deep purses will be attracted to the Aston-Martin stand, where they will be able to revel in the possibilities of no fewer than five chassis. Even the so-called tourer has a maximum speed of about 72 m.p.h., whilst the International sports four-seater will cover the ground at 80 m.p.h. The cost of the former is £630, whilst that of the latter is £595. Also on view is the Le Mans sports two-seater at £650, the International sports coupé at £715 and the saloon at £745.

Speed with comfort is evidently the slogan of the company, judging by the general finish and equipment of the cars on view.

The specification of the various models is similar except in minor respects, thus the International sports carries only a 10-gallon tank against the 16 gallons of the speed model which, incidentally, has a maximum speed of 86 m.p.h., and the 12-gallon tank of the tourer. The gear ratios are, of course, also different, the International sports having a top gear of 4.75, the speed model of 4.2 and the tourer of 5.25. Altogether a very striking array of sports cars.



SPEED WITH LUXURY. —— *This sportsman's coupe on an Aston-Martin chassis is proof that a sporting car need not lack any of the comforts of a touring saloon.*

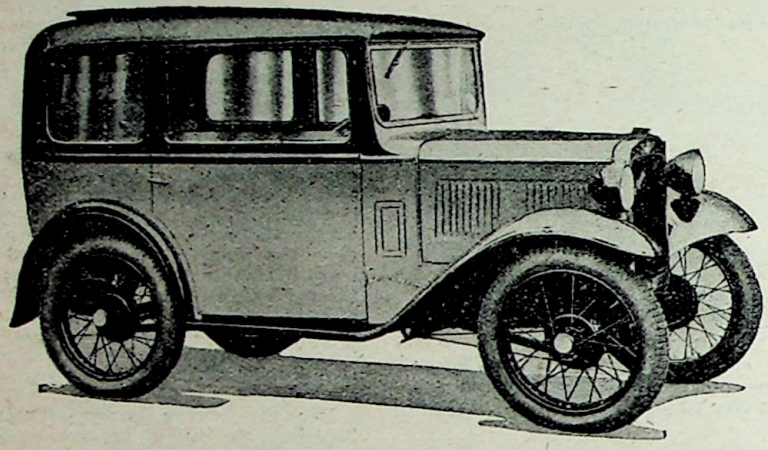
Stand to Stand Report of the Show

AUSTIN — *Stand 113*

Four-cylinder, 56 mm. by 76 mm. 747 c.c. Tax £8.

Six-cylinder, 61.25 mm. by 84.63 mm. 1,496 c.c. Tax £14.

FIVE very attractive models coming within the 1,500 c.c. category are being shown by the Austin Motor Co., Ltd. Three of them are on "Twelve-Six" chassis, namely, the Harley saloon at £198, the Harley saloon de luxe at £225 and the Eton two-seater at £198, whilst the remaining two are the famous "baby" in standard saloon form at £118 and in de luxe saloon form at £128.



SMALL CAR COMFORT. — *The 1932 de luxe Austin Seven saloon is a very refined little motorcar and has one or two minor improvements on last year's model.*

The Harley saloon de luxe has a sunshine roof and bumpers, and is upholstered in green leather. The exterior colours are cream and green, a bright, clear, pleasing combination. The Eton two-seater is attractively cellulosed in opal blue outside and finished in blue antique leather upholstery to match.

The de luxe 7 h.p. saloon will instantly attract attention with its sunshine roof, tastefully finished interior and its striking upholstery in real leather. The wheel-hub centres are chromium plated, and the increased passenger space will make a favourable impression. Incidentally, the saloons, both standard and de luxe, have new type wings, wheels and headlamps.

Twelve-Six Details.

The 14 h.p. model was responsible for the origin of the term "Twelve-Six," and it is, of course, the latest addition to the Austin range, having been introduced early this year. In a comparatively short time, therefore, it has made extraordinary headway.

It was specifically designed as a light six-cylinder model with ample accommodation for four persons, and is not in any way an adaptation or variation of previous Austin models. In its design three features were aimed at, namely, simplicity, economy and dependability, thus the greasing system is a distinct advance and almost entirely eliminates the necessity for using a grease-gun. Other features are the engine suspension, spring mounting, braking system and chassis frame construction.

An examination of the models shown on the stand will indicate the care which has been taken to produce a refined and pleasing motorcar; thus the upholstery is deep and in real hide, the sunshine roof of the de luxe model is easily operated, and bumpers are fitted.

The standard saloon, with its pressed-steel, four-door, four-passenger body, follows the same lines as the current model, but the Eton two-seater is an entirely new addition to the "Twelve-Six" range. It will prove popular with open-air enthusiasts who require a light speedy car, easy to handle and with a good top-gear performance. Both front seats are adjustable, whilst other features of the design are a generous dickey seat, a one-piece sloping windscreen and really efficient all-weather equipment.

The famous Austin Seven, which made its first appearance nearly ten years ago, and set an entirely new fashion in small cars, will share a large slice of the attention on the company's stand. Although no alterations have been made to the chassis, the de luxe saloon was an addition to the range this year, and will repay examination. The bodywork is the same as the standard model, but refinements have been added to the interior and exterior finish. The upholstery is in real leather and a sunshine roof is fitted.

The headlamps have a dipping-beam device controlled by a switch mounted on the steering column immediately below the steering wheel, and the device is not only easily operated, but projects the light just where it is wanted when meeting other vehicles at night.

In addition to the saloon and the saloon de luxe, there is the tourer at £118, and the two-seater at the same price, whilst the chassis costs £94 10s. With the exception of the last-named, the prices show a useful reduction on those which previously obtained, thus the saloon de luxe, including extras which now form part of the standard equipment, used to cost £140, whilst the standard saloon was priced at £130, and the tourer and the two-seater at £122 10s.

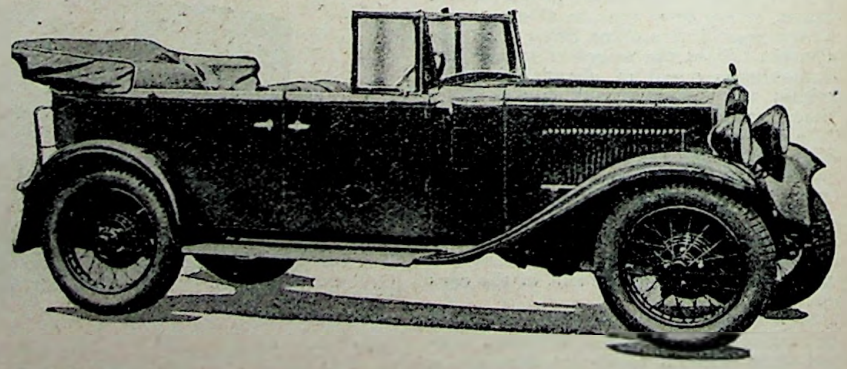
It must not be forgotten that there is also a sports model "Seven" costing £185 or, with a supercharger, £285.

Racing Successes.

In the hands of the Earl of March and S. C. H. Davis the "Seven" was victor of last year's 500-Mile Race, after an absolutely no-trouble run, in which the only stops were those made for refuelling and change of driver, whilst this year the famous single-seater has annexed numerous international Class H records, of which those put up by Mrs. Stewart at Montlhéry in September merit the highest praise. Five kilometres were covered at the amazingly high speed of 109.13 m.p.h., whilst 50 miles were reeled off at 98.43 m.p.h.

The record-breaking car has a side-by-side valve engine similar in design to that of the standard Austin Seven.

With its low tax, low petrol consumption, ease of manœuvrability, economy on tyres and so forth, the Austin Seven, in touring form, is not only an attractive, but a very practical, proposition. Its comfortable normal touring speed is about 40 m.p.h., and it boasts very good acceleration on the lower gears.



A NEW MODEL "TWELVE-SIX." — *When originally produced last year the Austin "Twelve-Six" could be had only in saloon form, but for 1932 this open four-seater is obtainable.*

Stand to Stand Report of the Show

CROSSLEY — *Stand 83*

Four-cylinder, 63 mm. by 90 mm., 1,120 c.c. Tax £10.

THE 9.8 h.p. Crossley is one of the most interesting newcomers of the year, emanating, as it does, from a factory which has been closely connected with the production of large cars for many years. In a way also it is unique in that it is produced in a centre far removed from that usually associated with the manufacture of motorcars, namely, Gorton, Manchester.

The light car exhibits are three in number, namely, the standard saloon, the saloon de luxe and the semi-sports saloon de luxe. The standard saloon is of the four-door, four-light order, having a half-panelled coachbuilt saloon body to seat four persons in comfort. The general finish is excellent and chromium plating is used throughout. The price, complete as shown, is £265.

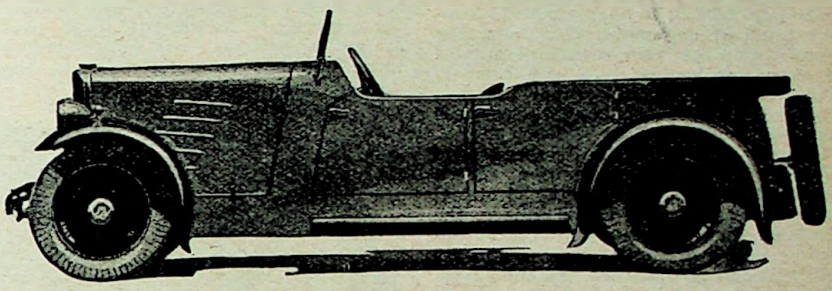
The saloon de luxe, as its name implies, boasts just that extra touch of luxury, the body being somewhat similar, but fully panelled. Safety glass is employed all round and, of course, chromium plating is used. This model costs £288.

A Sporting Saloon.

The semi-sports saloon de luxe will make a strong appeal, as it boasts lines dear to the heart of the sportsman. The four-door, four-light body is half-panelled and has a luggage boot at the rear. There is accommodation for four people, and safety glass and chromium plating figure in the specification. The wings are of the helmet type, and the price of the complete car is the same as that of the saloon de luxe, namely, £288.

The cheapest saloon of the range, namely, the standard or family saloon, indicates the care which has been taken to maintain the reputation enjoyed by the Crossley company for high quality and good performance. It has long been the aim of the company to produce a smaller car than their well-known Silver and Golden models, but on similar lines. The interior furnishing, for example, includes all up-to-date fittings such as mechanically operated windows, locking devices to the doors, front seats of semi-bucket type, both adjustable, and with deep and well-sprung squabs, and single-pane screen, which, by the way, is adjustable.

The body is trimmed in furniture hide with headcloth and carpets to harmonize with the colour scheme. There are pockets to all the doors, an interior roof light and armrests to the rear seats. The polished instrument board has two recesses, and the car exhibited has a dove-grey body with brown upholstery. The saloon de luxe and the semi-sports de luxe, which are on view, are finished in ivory white with green leather upholstery and cream wheels, a very striking combination.



A NEW SPORTS FOUR-SEATER. — *One model of the new Crossley Ten is fitted with an attractive sports four-seater body having pleasing lines.*

Incidentally, the new models have been on the road for the best part of a year, and have been tried in every well-known testing territory in the country with a view to making sure that they are suitable for all motoring conditions likely to be met with in these islands, and overseas. The tests actually extended to Scotland and Wales, severe hills being included in the itinerary.

A Roomy Car.

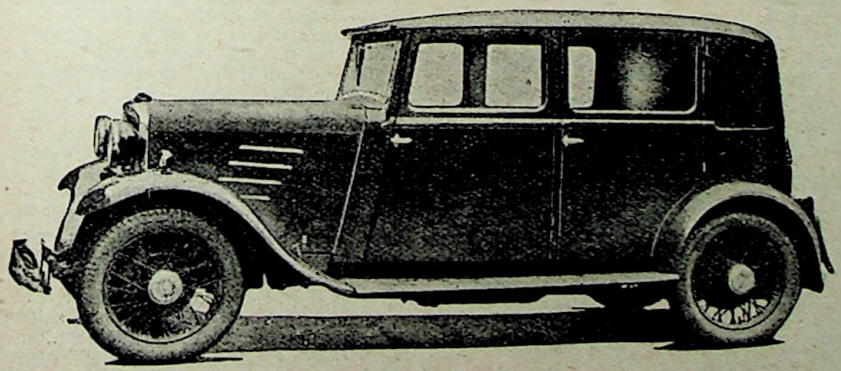
The company stress the fact that the Crossley is not a baby car in any sense of the word, its size, comfort and performance definitely placing it in the light car class. The four-cylinder engine, with its Whatmough-Hewitt head, is very smooth in operation, and has an excellent top-gear performance. With four passengers the car will, under favourable conditions, attain 60-65 m.p.h. Silence has been very carefully studied, and the suspension has received the consideration necessary for a vehicle destined for comparatively high-speed touring.

An excellent point in the design is the four-speed gearbox with its silent third, whilst another point which will instantly make an appeal is the four-wheel hydraulic braking system.

In company with another popular make of light car the Crossley has reverted to a system of valve operation which at one time was very popular and which has now been reintroduced in the light of modern advances in cylinder-head design; that is to say, the inlet valves are overhead and the exhausts are at the side. The arrangement provides for a combustion chamber of very unusual shape and with excellent anti-pinking and slow-pulling properties.

The crankshaft has three sturdy bearings, force-feed lubrication is employed throughout, and Lucas coil ignition and an S.U. carburetter are used. The tank is at the rear, fuel being conveyed to the carburetter by an Autolift electric pump. A single-plate clutch transmits the drive to the unit gearbox, the final stage in the transmission being by open propeller shaft and spiral bevel.

Like most modern cars, the gear lever is centrally placed; moreover, very useful gear ratios have been employed, namely, top, 5.33; third, 7.25 (silent); second, 12.5, and first, 20.15. Springing is semi-elliptic all round, shock absorbers are fitted as standard, and the Magna type wire wheels are shod with 27-in. by 4.40-in. tyres.



A ROOMY 10 H.P. SALOON. — *The standard Family saloon Crossley sells for £265, and gives comfortable accommodation for four people. A speed of 60 m.p.h. is claimed.*

General Dimensions.

The general dimensions of the car are as follow:—Overall length, 13 ft. 3 ins.; width, 5 ft. 2 ins.

The equipment is generous and includes the usual kit of tools with jack and pump, headlamps with electrically controlled dip and switch, tail lamp with spotlight operated by the brake pedal, illuminated instrument board carrying speedometer, oil gauge, clock, ammeter, petrol gauge and ashtray, an electric horn, interior driving mirror and, on the family saloon, a luggage carrier. The windscreen wiper is of the electric type and spring bumpers are employed both fore and aft.

Stand to Stand Report of the Show

DERBY — Stand 6

Four-cylinder, 60 mm. by 97 mm. 1,097 c.c. Tax £9.

THE Derby, which, so far as the English market is concerned, has shown a tendency to recede to the background during 1931, makes a forcible come-back for next year in the shape of a front-wheel-drive model with coachwork of a distinctly daring but attractive conception. The exhibits include a two-seater, a coupé, a saloon and, last but not by any means least, a stripped chassis which reveals the ingenious construction of the whole machine.

First of all it will be observed that the use of front-wheel drive enables the complete driving mechanism to be concentrated at one point, i.e., under the bonnet, and that this in turn permits of a very low loading line because it is not necessary, as in normal practice, for the floor of the car to clear the propeller shaft.

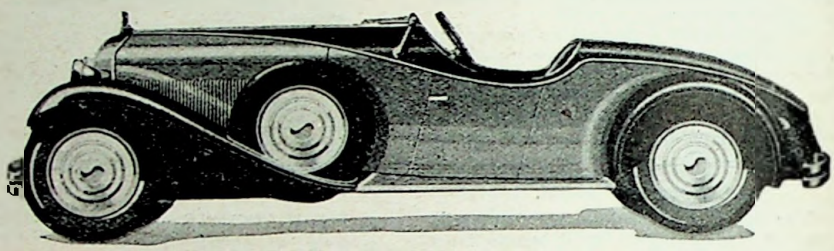
The engine is of the overhead-valve type with magneto ignition, Solex carburetter and Soubitez electrical equipment. The tank is under the dash, feeding by gravity to the carburetter, and a dry-plate clutch transmits the drive to the gearbox and final-drive unit, whence short universally jointed shafts are connected to the front wheels. The four-speed gearbox has ratios of 5.3, 8, 10.75 and 16 to 1.

Another outstanding feature of the new Derby is that all four wheels are independently sprung, the axles being rigidly fixed to the chassis. For this arrangement it is claimed that safety is increased, road-holding is better, cornering is faster and the tendency to skid is definitely reduced. The brakes are of the internal-expanding type operated by enclosed cables, and a knob on the facia board enables them to be adjusted from the driving seat.

The coachwork, which we have already summed up as being of a bold design, will strike the visitor first of all because of its low build. With ample headroom, the total height of the closed model is only 5 ft. Wide doors give easy access from either side, there being no gear or brake levers to hamper the passenger's movements. The two-seater is designed on very sporting lines, and has room for three in the front seat. The screen can be folded flat, there is a neat and efficient disappearing hood, and the upholstery is in best-quality leather.

The coupé is of pleasing and very distinctive design. Here, again, three people can be carried in comfort, and a useful feature is the very capacious luggage container at the rear, which is accessible both from within and without the car. This container is, of course, of full depth, its floor being a continuance of the floor of the car. Winding windows and a wide rear light are provided, and the upholstery is in best-quality cloth. The saloon is similar in most respects to the coupé.

The price of the cars, we understand, is £450, subject to exchange fluctuation.



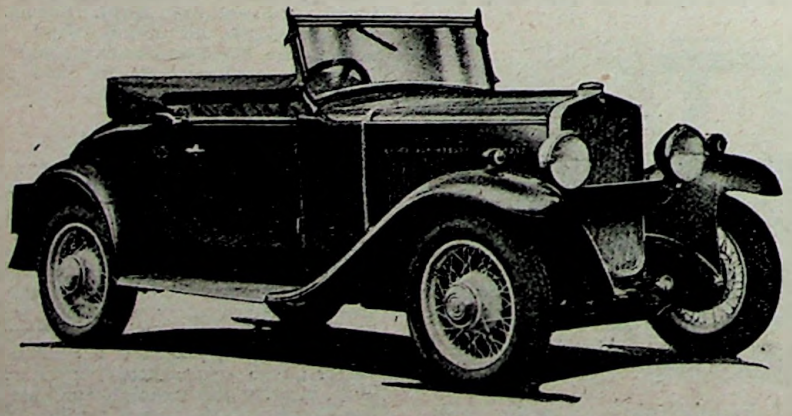
A FRENCH F.W.D. SPORTS CAR. — *Radical changes have been made in the Derby car for next season, the most important of which is the adoption of f.w.d.*

FIAT — Stand 67

Four-cylinder, 67 mm. by 102 mm., 1,438 c.c. Tax £12.

ONE of the oldest-established car-producing firms in Italy, and being represented, in addition, by a large factory in this country at Western Avenue, Acton, run by Fiat (England), Ltd., this famous Italian marque is being shown as a light car in two forms at Olympia. The first is a sunshine saloon finished in plum colour with brown leather upholstery and priced at £230, whilst the other is a two-seater finished in olive at £195, wire wheels £5 extra.

Special features of the saloon are the flush-fitting sliding sunshine roof, the real furniture hide used for the upholstery and the internally operated spare-wheel bracket, which, in effect, acts as a thief-proof device, as the spare wheel cannot be removed from its carrier until unlocked from within the car itself.



A POPULAR ITALIAN CAR. — *The smallest Fiat in the 1932 range has a four-cylinder engine of 1,438 c.c. This two-seater version sells for £195.*

The present 514 model was introduced last year, and made an excellent impression at the Olympia Motor Show. Since then it has been improved in many details, the specification now being as follows:—The engine is of the side-valve type, has a three-bearing crankshaft and both fan and pump-assisted water-cooling.

Lubrication is by force-feed, ignition by coil and the electrical equipment of Fiat manufacture. The petrol tank under the dash has a capacity of nearly 9 gallons, and feeds by gravity to a Solex carburetter. From a dry-plate clutch the drive is transmitted to a centrally controlled unit gearbox with the following gear ratios:—5.6, 8.29, 13.05 and 21.22 to 1.

Internal-expanding brakes are employed all round, as are semi-elliptic springs, whilst hydraulic shock absorbers are used both at the front and at the rear. The wheels are of the disc type, shod with 27-in. by 4.75-in. tyres, and the overall length of the car is 12 ft. 3 ins., the overall width 4 ft. 10½ ins. and the ground clearance 8 ins.

The weight of the four-door saloon, which sells for £225, is 20¾ cwt., and with four passengers the car will attain a maximum speed of about 55 m.p.h. Other models in the range are the four-door tourer at £199, the two-door saloon at £215 and the coupé at £225.

Stand to Stand Report of the Show

HILLMAN—Stand 109

Four-cylinder, 63 mm. by 95 mm., 1,181 c.c., tax £10.

OF the nine models which figure on the stand of the Hillman Motor Car Co., Ltd., Coventry, three belong to the new Minx family, these being the saloon in black at £155, the sports tourer in crimson at £170, and the saloon de luxe with sunshine roof in green and almond at £175.

The Minx has long been talked of, but made its appearance only a few weeks ago. Broadly speaking, it is a smaller edition of the famous Wizard, and one of the slogans which have been adopted in connection with it is "designed for use the world over."

The chassis has been planned on very sturdy lines; witness the depth of the chassis frame, the rigid cross bracing and the long, semi-elliptic road springs.

The power unit is an up-to-date four-cylinder monobloc engine with side valves, detachable head, fan-assisted cooling and lubrication by pump. The crankshaft has three stout bearings, and to these in large measure is attributed the sweet running of the unit. In addition, the engine is flexible and gives a good top-gear performance. The clutch and gearbox are in unit with the engine, the former being of the dry-plate type, smooth in action and requiring no attention.

The gearbox is of the three-speed order, with ratios of 5.5, 9.6 and 16.8 to 1.

So much for the specification in brief. There are, however, features of the Hillman Minx deserving of closer attention. The four-wheel brakes are of the Perrot Bendix self-energizing duo-servo pattern operated through cables housed in flexible armoured casings, whilst steering is of the Marles type, exceedingly light yet positive in action.

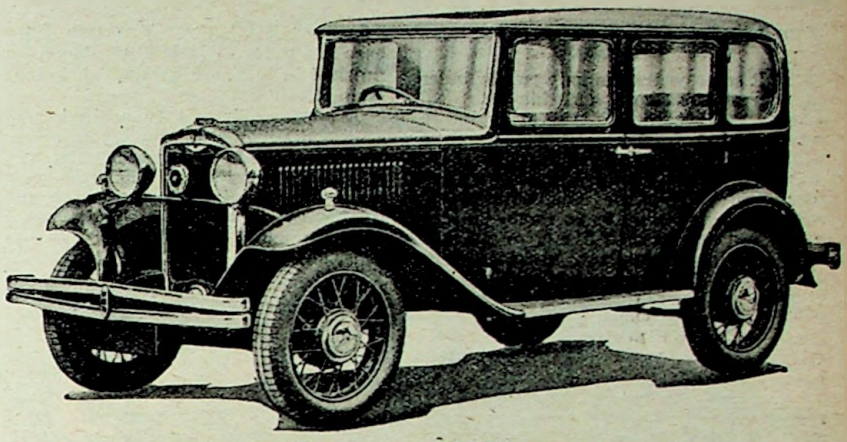
Following a trend which is becoming more popular, the 6½-gallon tank is at the rear, fuel being fed to the carburetter by a pump, and a fuel gauge forms part of the facia-board equipment. Ignition is by coil, but in contrast to present-day fashion the electrical equipment operates at six volts.

From the point of view of maintenance the Hillman Minx has a good deal in its favour. The engine, oil filler and the dip-stick are readily accessible, whilst the sump drain plug can be reached without the operator having to lie on his back under the car. The radiator drain tap, too, is conveniently placed, and the distributor and the dynamo are fitted high up out of the way of mud and water-splashings.

Prolonged and rigorous testing of the new model has been undertaken both in England and on the Continent; in fact, we were able a fortnight ago to publish several photographs showing the car being put through its paces abroad. The overall length of the Minx is 11 ft. 2 ins., the overall width 4 ft. 9 ins. and the unladen weight is under 15 cwt. A feature of the car is the ample accommodation provided for four full-sized adults, the legroom at the rear being made more generous by the inclusion of shallow wells.

A choice of three colour schemes is available, and the upholstery can be obtained in either leather-cloth or tapestry cloth. Finally, Triplex glass is fitted throughout and furniture hide upholstery is standardized.

Although the Minx is an entirely new light car the Hillman concern was, of course, at one time intimately connected with light cars, and so far back as 1920 the famous single-seater racer named Mercury lowered the Brooklands 1,500 c.c. hour record, thus entitling the Hillman to hold *The Light Car and Cyclecar* Challenge Cup. The actual distance covered in 60 mins. was 78 miles 1,280 yds., and the driver was George Bedford.



MAKING ITS DEBUT — *The Minx model Hillman which makes its bow in the light car ranks at Olympia. It is a full four-seater taxed at £10.*

INVICTA—Stand 23

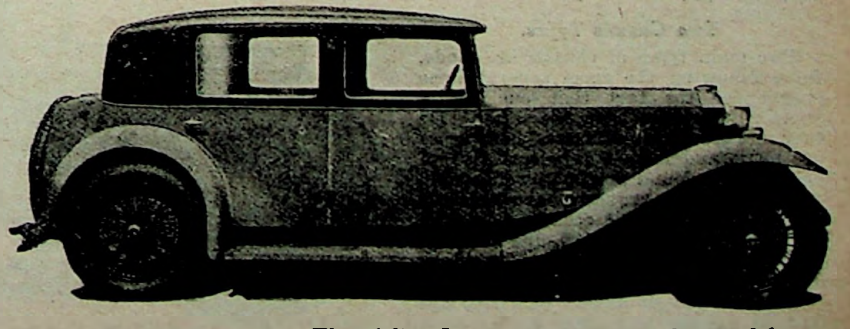
Six-cylinder, 57 mm. by 97.9 mm., 1,498 c.c. Tax £12.

AS a means for distinguishing it from its larger brothers, the new 12 h.p. model is to be known as the Small Invicta, and the stand of the concern reveals a very fine coachbuilt saloon priced at £399 and a stripped chassis.

The complete car is finished in blue, the lower half of the body being of the metal panelled type, the upper half of fabric construction. Leather upholstery is used, the front seats are separately adjustable, Triplex glass is employed throughout, and the large luggage space at the rear is integral with the body.

The Small Invicta has a maximum speed of about 70 m.p.h., and is, of course, modelled on the lines of the 4½-litre car which has already achieved success. Up to date in every respect, the Small Invicta has Rotax electrical equipment, a 13-gallon rear tank from which the fuel is fed by an electric pump to an S.U. carburetter, a four-speed gearbox with silent third, semi-elliptic springs all round, and so on.

The overall length of the car is 13 ft. 10 ins., width 5 ft. 6½ ins., ground clearance 7½ ins., and the weight 17 cwt. The Small Invicta chassis costs £335.



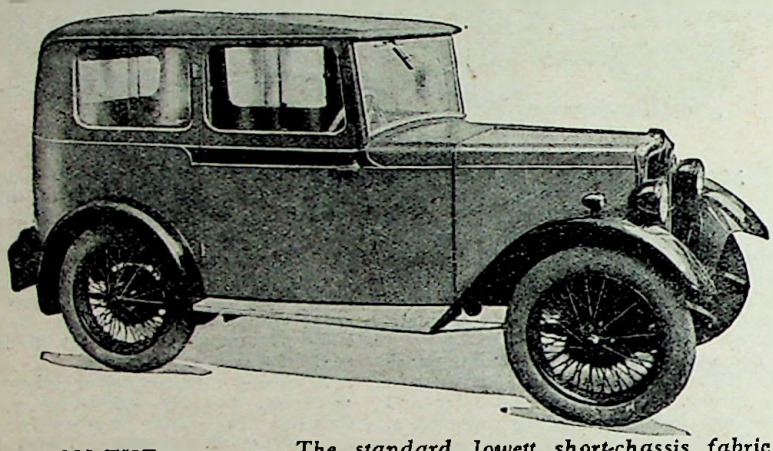
A HIGH CLASS PRODUCT. — *The 1½-litre Invicta, a newcomer designed for the discerning sportsman who requires high quality and snappy performance.*

Stand to Stand Report of the Show

JOWETT — Stand 10

Two-cylinder, 75.4 mm. by 101.6 mm., 907 c.c. Tax £7.

FOR some years the only two-cylinder car at the Show, and this year still the only car with this type of engine in water-cooled form, the Jowett is in a class by itself. Although calling for only a £7 tax—an advantage it shares with only one other make—its coachwork in every way is as roomy as one finds on the average 9 n.p. or 10 h.p. car and it consequently makes a very strong appeal to the buyer who wants generous passenger accommodation but has to keep economy well in view.



ON THE SHORT CHASSIS. — *The standard Jowett short-chassis fabric saloon which is shown finished in an attractive maroon. It is priced at £135.*

The chassis is on very well-tried lines, the makers having always followed a policy of leaving well alone and never introducing sweeping changes merely for the sake of novelty. Those who are familiar with Jowett history, in fact, will know that from the time the first model was produced in 1906, the makers have never departed from their original principles, but have merely introduced improvements as they have been found desirable.

This year the main alterations concern the de luxe range and include the fitting of a rear petrol tank and a radiator of improved design, together with slight modifications to the body lines which have made the models distinctly more graceful.

Two Chassis Types.

Two main types of chassis are made, these following the same general lines except for the fact that one has a shorter wheelbase than the other. De luxe and standard editions of both types are made and models representative of each will be found on the Jowett stand. Actually there are two short-chassis models, these being a standard maroon fabric saloon costing £135, and a coachbuilt saloon de luxe finished in black and priced at £150.

The long-chassis models exhibited are four in number and comprise an open two-seater and a tourer, both selling at £145, a de luxe fabric saloon at £157 10s. and a de luxe coachbuilt saloon at £162 10s. The two former cars and the coachbuilt saloon are finished in blue, whilst the fabric model is in black.

The prices, it will be noticed, represent a distinct reduction on last year's models, and in this connection it is worth pointing out that this year's standard range is in most respects identical with last year's de luxe types.

In the main, both the long and short chassis follow the lines of the 1931 types. The two-cylinder water-cooled engine has a bore and stroke of 75.4 mm. by 101.6 mm., giving a capacity of 907 c.c. Cooling is on the thermo-siphon principle in conjunction with a large radiator, and an interesting feature is the induction manifold, which is water heated throughout its entire length. The engine is the side-valve type and has a two-bearing crankshaft, whilst a full pressure lubrication system employing a drilled crankshaft is used. The ignition is by Lucas coil, whilst a Zenith carburetter is fitted.

Forming a unit with the engine is a single dry-plate clutch and three-speed gearbox with central control, the actual gear ratios being 5.375, 9.9 and 21.6 to 1. From the back of the gearbox an open propeller shaft, supported at each end by fabric universal joints, transmits the drive to the bevel rear axle, which, of course, incorporates a differential.

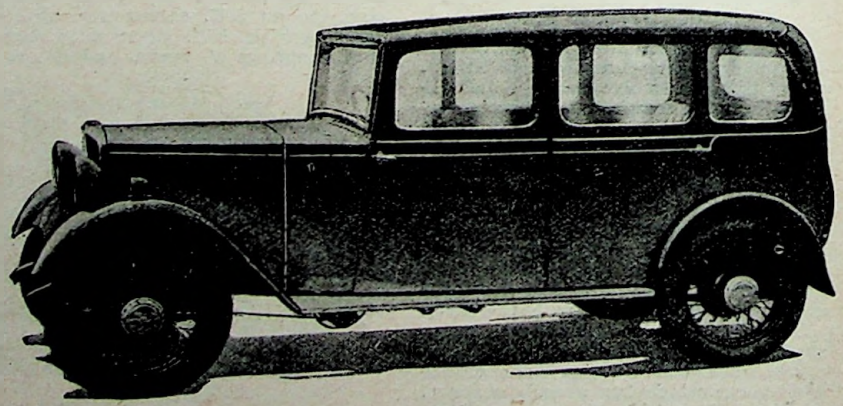
The braking system is characteristically sturdy and comprises an interconnected internal-expanding system. Both the brake lever—which is on the right, by the way—and the pedal take effect on all four wheels. The suspension is by means of semi-elliptic springs all round, and shock absorbers are fitted at both front and back. The tyres are of the 27-in. by 4.4-in. size.

De Luxe Features.

All these features apply to both the standard and the de luxe chassis, but the latter now has such refinements as automatic advance and retard for the ignition, and a cleverly arranged strangler control which also opens the throttle slightly, so giving an ideal setting for easy starting. In addition there is the rear petrol tank and a very convenient tool compartment under the bonnet which occupies the space previously taken up by the scuttle tank. Other chassis refinements consist of the use of Silentbloc bushes in the spring shackles, and the fitting of Magna wire wheels with large hub centres.

So far as the bodies of the de luxe range are concerned, the alteration has been more one of shape than anything else, but it should be noted that the front windows are arranged to wind up and down instead of slide, whilst a trap door is now fitted under the rear seat which makes it much easier to "top up" the axle, adjust the shock absorbers and so on. In addition, a sliding sunshine roof is fitted as standard.

In the past we have had considerable experience of various Jowett models, and for the benefit of those buyers who may find it difficult to believe that a 7 h.p. engine is capable of dealing effectively with the very roomy bodies fitted, we can say that we have always found them surprisingly lively and in every way suitable for use in the most hilly districts. Moreover, Jowett lasting qualities are almost proverbial.



ON THE LONG CHASSIS. — *This is the de luxe coachbuilt saloon, exhibited with blue cellulose finish and listed at £162 10s.*



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B25



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

B26

Stand to Stand Report of the Show

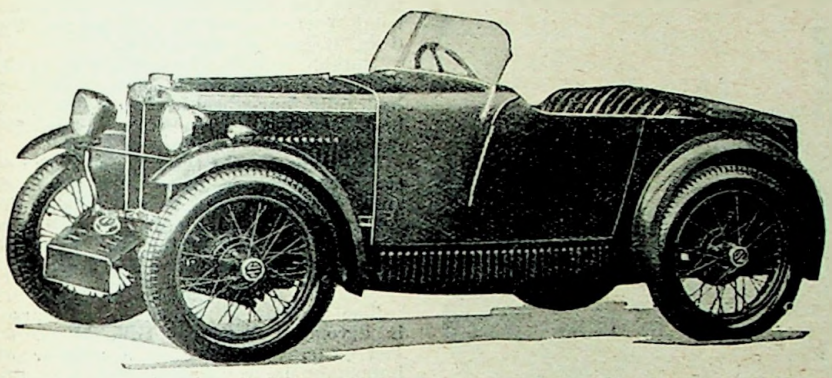
M.G. — Stand 64

Four-cylinder, 57 mm. by 73 mm., 746 c.c. Tax £8.

Four-cylinder, 57 mm. by 83 mm., 847 c.c. Tax £8.

Six-cylinder, 57 mm. by 83 mm., 1,271 c.c. Tax £12.

THE M.G. Car Co., Ltd., has always concentrated on the production of sports cars, and the degree of success that has attended its efforts cannot be better emphasized than by mentioning the remarkable series of racing triumphs that has fallen to this marque during the past season.



A POPULAR SPORTS MODEL. — *The M.G. Midget two-seater is available for 1932 with a new metal-panelled body at £185 and with fabric bodywork at £165.*

First came the Double-Twelve at Brooklands, in which five unsupercharged Montlhéry models walked away with the first five places. Then came the Dublin Grand Prix, in which similar models came home first, third and fourth, after which followed the Ulster T.T., in which the unsupercharged Midget was again first and third, whilst, finally, we have the recent B.R.D.C. 500-Mile Race at Brooklands, in which the marque—this time in supercharged form—won the team prize, one of the models being third in the race and the first under-1,500-c.c. car home.

A Proud Record.

In addition to all this, many records have fallen to the Midget, which has the honour of being the first 750 c.c. car in the world to exceed 100 miles an hour, and also the first to cover over 100 miles in one hour.

With all this fresh in the minds of visitors, it will be surprising indeed if the M.G. stand is not a focal point of sports car enthusiasts throughout the period of the Show, especially as the company is offering a wider and more attractive range of small cars than ever before, including the new six-cylinder Magna model, the first complete description of which, incidentally, was published in *The Light Car and Cyclecar*.

Actually, of the six cars exhibited five come within the light car range. Of major interest, of course, is the Magna, an example of which is shown in chassis form. This will repay very close examination and visitors will probably be most struck by the very low build of the chassis; the floorboard level is only 11 ins. from the ground as compared with 15½ ins. in the case of the normal Midgets.

This desirable feature has been obtained by following the general arrangements of the Montlhéry model, and forms a strong argument against those who say racing is a waste of time. Actually, the side members are steeply inclined over the front springs, after which they are perfectly flat to the rear and are actually taken *underneath* the rear axle.

The overhead-camshaft six-cylinder engine has a bore and stroke of 57 mm. and 83 mm. (1,271 c.c., tax of £12). In its main features it is practically a six-cylinder edition of the well-known Midget power unit, and has many of the familiar features of this engine.

The single-plate clutch, together with the gearbox, is in unit with the engine, but the latter is of the four-speed type and has a "remote control" central change—an arrangement which brings the gear lever nicely to hand, but, at the same time, enables the travel of the lever to be kept very small. Other special features of the chassis are the very businesslike and compact cable brake layout, with an arrangement by which the hand brake can, if necessary, be adjusted while driving, a group lubrication system and Rudge-Whitworth racing-type wire wheels.

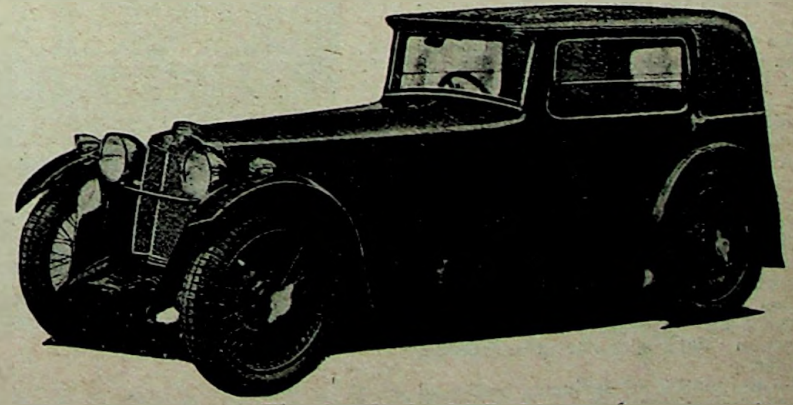
This chassis is also shown carrying a sliding roof foursome coupé body. Designed on extremely pleasing lines, which are well emphasized by the slightly sloping radiator, this body is of the occasional four-seater type, and is provided with two doors. Refinement is evident in all its details. Best quality leather upholstery, for example, is used, whilst buyers are given a choice of real mahogany or walnut for the interior woodwork. The price is £289.

A Midget Four-seater.

Another new model for 1932 which takes its place on the M.G. stand is the Midget sports four-seater. This is fitted with a normal 847 c.c. Midget engine, but has many chassis features in common with the Magna, these including the underslung frame and the remote-control gearbox, which is, however, of the three-speed type. The body itself is of the occasional four type, now so popular with many owners, and is fitted with a single-panel Triplex screen and neat hood. The model shown has a duotone green celluose finish, and the price as exhibited is £210.

The other 847 c.c. Midget exhibit is a sports two-seater which, so far as the chassis is concerned, is practically identical with last year's model, but is fitted with a new metal-panelled body and disappearing hood, and sells at £185.

Finally, there is an example of the famous 750 c.c. Mark II Montlhéry model, which is familiar to our readers. The car shown is supercharged and costs £575, but unsupercharged models can also be obtained. Fitted with red-panelled coachwork and upholstered in red leather, this car is definitely one of the things that should not be missed by visitors.



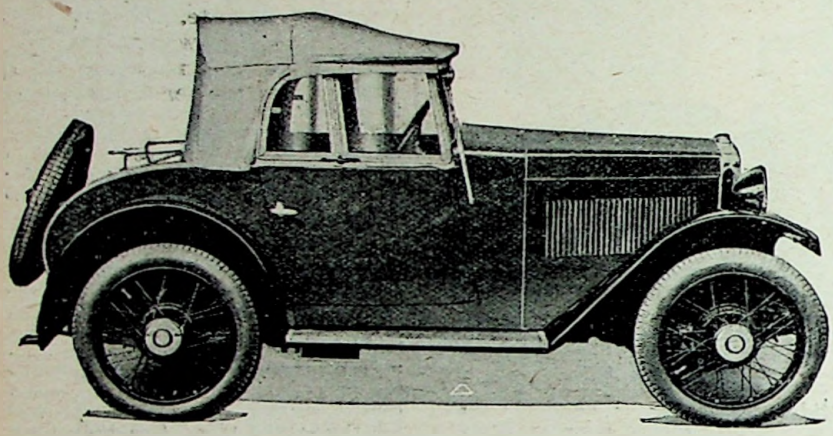
A HANDSOME NEWCOMER. — *The six-cylinder M.G. Magna foursome coupe—a sporting car embodying many features of racing practice.*

Stand to Stand Report of the Show

MORRIS—Stand 111

Four-cylinder, 57 mm. by 83 mm. 847 c.c. Tax £8. (Two Models.)

RIVALLING in interest the famous £100 Minor on the Morris stand is an example of one of the new Family Eight models which the company has introduced to meet the very definite demand for a car providing rather more room than was the case on the Minor models last year, without, at the same time, impairing the performance appreciably. The new car was fully described in our issue of September 4th, in which we also recorded our impressions of one of the new models on the road.



THE £100 MODEL. —— *Greatly improved in appearance is the Minor two-seater for 1932 with its new radiator, Magna-type wheels and outside spare-wheel mounting.*

Before going on to give further details of the car, therefore, it will probably prove very helpful to visitors if we include a brief résumé of our findings.

In the matter of acceleration, we found that the Family Eight was well up to the standard expected by the buyer of a car of this type, whilst, so far as a cruising speed was concerned, the car appeared to be perfectly happy at a consistent 40 m.p.h., the engine being quite sweet at this speed, and showing no signs of distress when kept at it indefinitely.

So far as the maximum speed is concerned, the model we tried clocked a mean speed of 48 m.p.h. over a measured mile in both directions despite the fact that the conditions of the test were not in every way ideal. Given good conditions, therefore, we should say that 50 m.p.h. could easily be obtained.

A point which struck us particularly was the extreme flexibility of the engine—a feature one does not always find in a small four-cylinder engine of the high-efficiency type. Actually, we found it possible to accelerate away from a walking pace in top gear without any suspicion of knocking or roughness, and without any evidence either of a carburation flat spot or transmission judder.

In the matter of springing and road holding we accorded the car full marks, and were particularly impressed by the way it cornered, there being hardly a suspicion of rolling in spite of the roomy saloon body. Finally, the hydraulic brakes called for favourable comment, as we found them not only powerful, but requiring only a light pedal pressure.

To get back to Olympia, the model on view is an example of the saloon, finished in black cellulose and selling at £152 10s. The body is of the four-door type, both the front and rear doors providing easy entry and exit, whilst all of them are provided with winding windows, which, like the front screen, are of Triplex safety glass.

Another attractive feature of this body—which really does provide adequate accommodation for four full-sized adults—is the Pytchley sliding roof, whilst the equipment is very generous.

It should be noted, incidentally, that the Morris Family Eight is to be found with a more pleasing radiator than was fitted when the first announcements of the new models were made, the radiator now used being similar to that fitted to the new Morris-Cowleys.

Mechanically, the chassis is a very sound job, embodying an 847 c.c. overhead camshaft engine very similar to that fitted to the o.h.v. Morris Minors last year. In unit with it is a single dry-plate clutch and three-speed centre-control gearbox, whilst the final drive is by means of an open propeller shaft to the spiral-bevel rear axle. Semi-elliptic springs and shock absorbers are fitted all round, whilst the wheels are of the popular Magna type with 4-in. tyres. The chassis, of course, is longer than that of the Minor model, the wheelbase being 7 ft. 7 ins., as opposed to the 6 ft. 6 ins. of the Minor.

Notable refinements are a rear tank, holding five gallons, and Lockheed hydraulic four-wheel brakes. The hand brake is coupled to a cable-operated system working on the rear wheels.

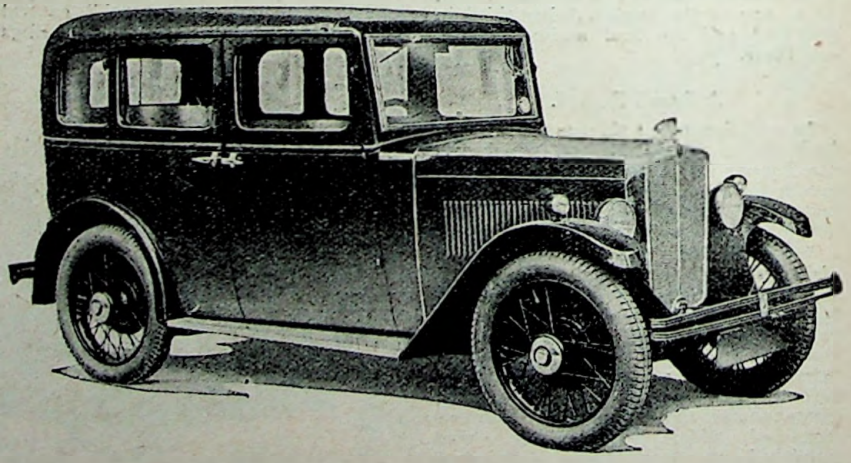
Two examples of the Minor range are on view, however, these being the £100 two-seater, which is shown finished in Atlantis blue, and a saloon model with a sliding roof at £125. The latter is finished in Willow green cellulose.

A New Radiator.

The present Minor range, of course, is developed from the S.V. Minor of last year, but includes a number of important improvements, including the fitting of a more pleasing radiator, which is chromium plated instead of being black, Magna type wire wheels and a five-gallon rear tank. In addition, the whole car has been improved in minor details, the body lines, for example, being now more attractive, and having, in common with the Family Eight models, Eddyfree fronts.

Briefly, the chassis specification is similar to that of the Family Eight except for the difference in wheelbase, the use of a side-valve engine and the fitting of cable-operated brakes.

It is a pity that only three models in the light car range figure on the Morris stand, but naturally a maker producing such a wide range of cars as Morris Motors, Ltd., has to show representative examples of the various types, and cannot find room for a full range of each.

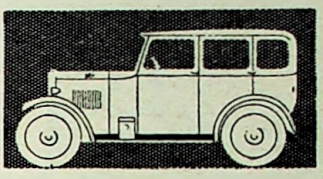


WITH EDDYFREE FRONT. —— *The Family Eight—a really roomy four-seater saloon—is designed on the most up-to-date lines. It is listed at £152 10s.*

THE evolution OF THE LOW-PRICED FAMILY CAR



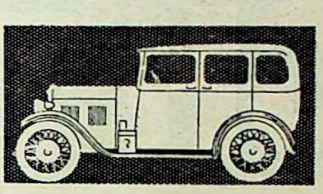
1928. SINGERS introduced a Junior Saloon—the first low-priced car to have four doors and four full-size seats. An immediate success, selling at **£165**



1929. SINGERS provided further mechanical improvements, and led with the only small family car with four doors and four seats selling at **£160**



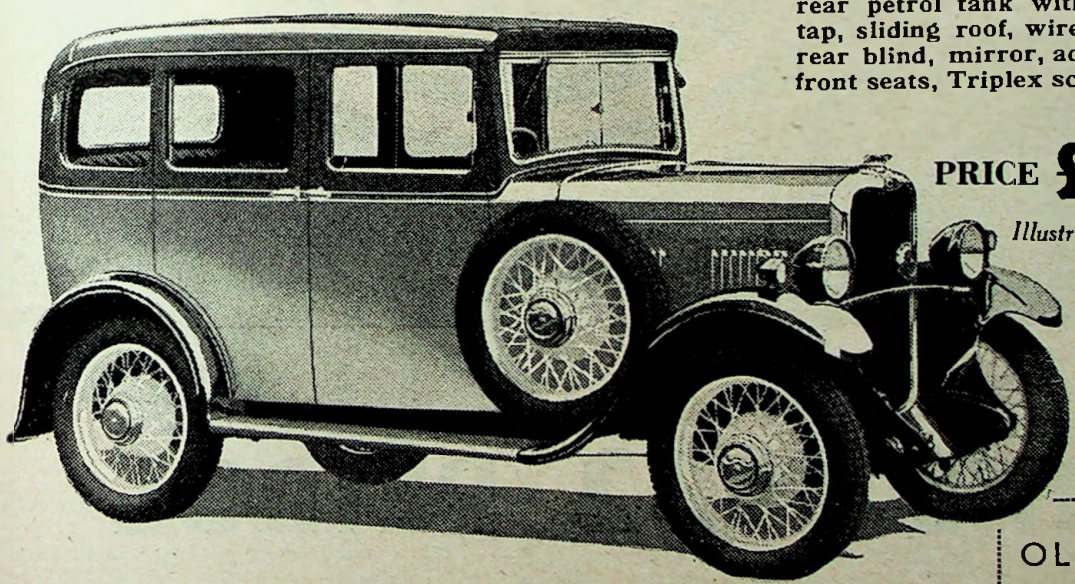
1930. SINGERS introduced better equipment — greater comfort. Public appreciation was shown in the increased sales of the *only small family saloon* with four doors and four seats, selling at **£160**



1931. The most popular small family car—added comfort features : 4-speed gearbox—safety rear petrol tank—Triplex screen — wire wheels — sliding roof . . . four doors, four seats. Price **£150**

Four years ago, at Olympia, Singers introduced a low-priced family Saloon with four doors and four seats. Public response to this outstanding value was immediate. To-day over 50,000 happy owners are enjoying inexpensive motoring, in their full-size Singer Junior Saloons.

1932. *EXPERIENCE* ... during the past four years enables us to offer a masterpiece . . . ultra-modern appearance, comfortable riding, economical running and reliability. *The 1932 Singer Junior* is a steadily improved model — complete equipment . . . four wide doors, four full-size seats, 4-speed gearbox, silent third, safety rear petrol tank with 2-way tap, sliding roof, wire wheels, rear blind, mirror, adjustable front seats, Triplex screen . . .



PRICE £150

Illustrated Catalogue sent by return.

The **1932** SINGER **JUNIOR SALOON**

OLYMPIA, STAND **110**

SINGER & CO., LTD., COVENTRY.

London Showrooms - - - STRATTON HOUSE, PICCADILLY, W.1, and 184-188, GREAT PORTLAND STREET, W.1.



Mc C. 269

THE 1932 PETROL

Exhibiting at Olympia, Stand No. 61 National Hall

ANGLO-AMERICAN OIL COMPANY LTD., WESTMINSTER, S.W.1

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

B30

Stand to Stand Report of the Show

PEUGEOT—Stand 153

Four-cylinder, 63 mm. by 90 mm., 1,122 c.c. Tax £10.

FOR the coming year Peugeot (England), Ltd., are producing two models in the light car class, both of which, however, have the same engine. One is the standard 10 h.p. 201 already familiar to our readers, which has a single-plate clutch, three-speed gearbox and final drive by worm, whilst the other is the new 201 C "Lion," which, although similar in specificaton to the 201 model in many essentials, has an ingenious system of independent front-wheel springing.

The Springing Arrangements.

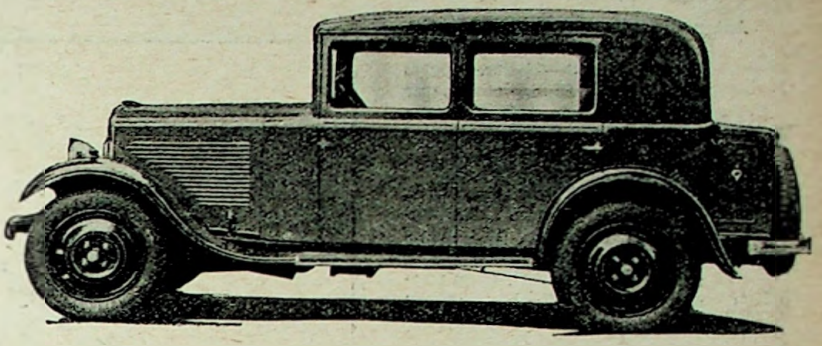
The front axle is replaced by transverse radius arms securely anchored at their inner ends to the frame and at their outer ends to the axle mounting. Above the radius rods there is a sturdy transverse spring. The essential difference between this arrangement and that used when a solid axle with transverse spring is employed is that each wheel can move independently of the other, and better suspension is said to result.

The chassis has a wheelbase 3 ins. longer and a slightly wider track than the 201 model, thus providing slightly more body accommodation. The bodies at present standardized are a de luxe four-five seater saloon and a four-five-seater cabriolet with collapsible head.

Generally speaking, the coachwork follows continental lines, the saloon, for example, boasting of a trunk at the rear, which, although built with the car, is detachable and does not form part of the coachwork.

The actual exhibits on the Peugeot stand are as follows:—Model 201 (10 h.p.) four-seater saloon in maroon, two-four-seater coupe de luxe in black relieved by cream, four-seater saloon de luxe in two-tone brown and two-four-seater sports roadster with white uppers and blue below. The 201 C. Lion appears as a four-five-seater saloon de luxe in blue relieved by white and as a cabriolet de luxe with red uppers and black below.

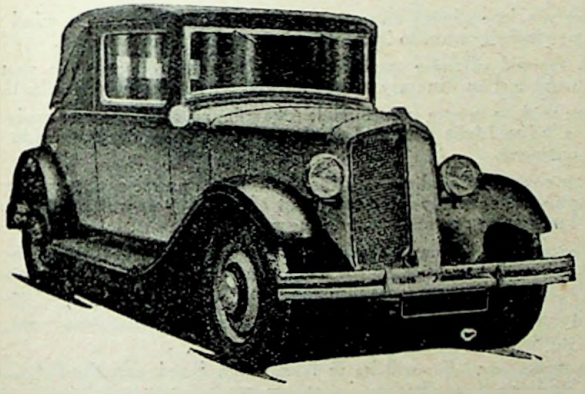
The prices of the Peugeot range are: 10 h.p. 201 standard saloon £195, coupé £189, coupé de luxe £199, saloon de luxe £209, tourer £250; 10 h.p. 201-C saloon de luxe £235, cabriolet £250.



TYPICALLY FRENCH IN APPEARANCE.

The four-five seater Peugeot de luxe saloon with rear trunk. The unusual springing arrangements in no way make the car look unorthodox.

RENAULT—Stand 69



THE LATEST RENAULT.

For the first time in the history of the company the Renaults on show have radiators of the normal pattern mounted in the usual position. The design, however, has been carefully chosen so that it resembles in some way the old Renault bonnet.

Four-cylinder, 66 m.m. by 95 mm., 1,300 c.c. Tax £11.

Six-cylinder, 58 mm. by 93 mm., 1,474 c.c. Tax £13.

A 10 h.p. five-seater de luxe saloon finished in blue and selling as shown for £189 and a five-seater de luxe saloon on the 12.5 h.p. six-cylinder chassis finished in beige at £229, are two of the outstanding exhibits on the Renault stand, and perhaps the first thing that will strike Renault enthusiasts is the handsome new type radiator and shell.

(Continued on page 628.)

In interior equipment the cars are distinctly attractive, the facia-board, for example, being equipped with speedometer, ammeter, petrol gauge, oil gauge, inspection lamp socket, and so on, whilst there is a roof light, and a stoplight operated by the brake pedal. A safety glass screen is used and the upholstery is in cloth. In the case of the Ten a two-colour scheme is available, whilst on the 12.5 h.p. six-cylinder car three colours are offered. Chromium plating is, of course, in evidence.

Generally speaking, the specifications of the two models agree except in engine size, this being in both cases of the side-valve type with forced-feed lubrication, coil ignition, Zenith U-type carburetter, gravity petrol feed, and so on.

Transmission is by a single dry-plate clutch to a unit gearbox, thence by closed propeller shaft to bevel and differential.

In overall length both cars are approximately 13 ft. 6 ins., and in width 5 ft. 1 in.

NEXT WEEK!

THIRD SPECIAL SHOW NUMBER—

Will contain critical articles on modern light car design written by members of our own staff after a careful and thorough examination of the actual exhibits. It will be very fully illustrated. You cannot afford to be without a copy.

OUT ON THURSDAY OCT. 22ND

WHERE TO FIND THE LIGHT CARS AT OLYMPIA

Armstrong Siddeley. — Armstrong Siddeley Motors, Ltd., Coventry. (Stand No. 130—Saloon £295, Economy saloon £260.)

Aston - Martin. — Aston - Martin, Ltd., Feltham, Middlesex. (Stand No. 3—1½-litre sports four-seater £595, two-seater £650. sports coupé £715, tourer £745.)

Austin.—Austin Motor Co., Ltd., Longbridge Works, Birmingham. (Stand No. 113—Harley Twelve-Six saloon £198, saloon de luxe £225, Eton two-seater £198, 7 h.p. saloon £118, saloon de luxe £128.)

Crossley.—Crossley Motors, Ltd., Gorton, Manchester. (Stand No. S3—Saloon £265, saloon de luxe £288, semi-sports saloon £288.)

Derby.—Morgan Hastings, Ltd., 17, Berkeley Street, London, W.1. (Stand No. 6—Two-seater £385, coupé £315, saloon £315.)

Fiat. — Fiat (England), Ltd., Western Avenue, Acton, London, W.3. (Stand No. 67—Two-seater £195, saloon £230.)

Hillman.—Hillman Motor Car Co., Ltd., Coventry. (Stand No. 109—Minx saloon £155, sports tourer £170, saloon de luxe £175.)

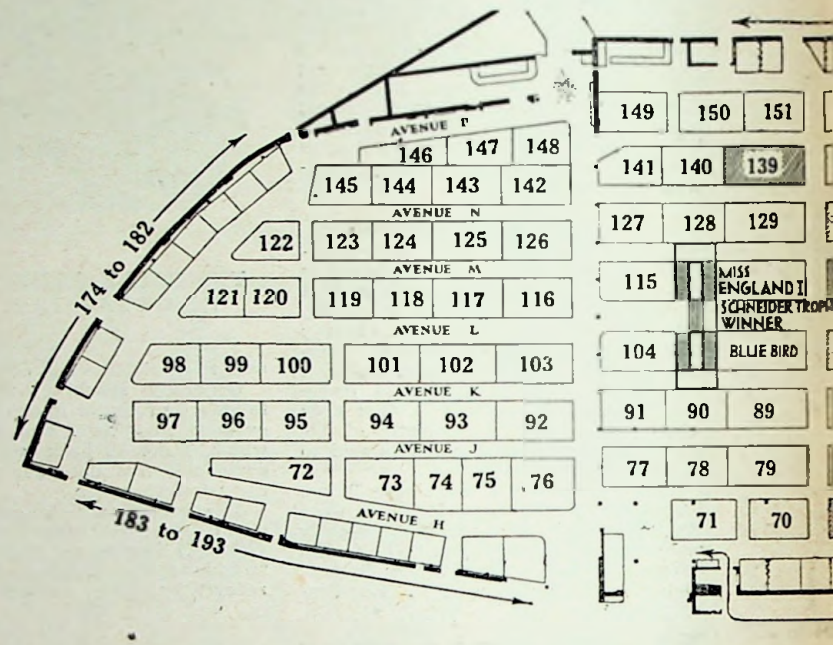
Invicta.—Invicta Cars, The Fairmile, Cobham. (Stand No. 23—Saloon £399.)

Jowett.—Jowett Cars, Ltd., Bradford Road, Idle, Bradford. (Stand No. 10—Long saloon de luxe £162 10s., long fabric saloon de luxe £157 10s., long tourer £145, long two-seater £145, short saloon de luxe £150, fabric saloon £135.)

M.G.—The M.G. Car Co., Ltd., Pavlova Works, Abingdon-on-Thames. (Stand No. 64—Magna chassis, Magna foursome saloon £289, Midget four-seater £210, two-seater £185, Midget Montlhéry Mark II £575.)

Morris.—Morris Motors, Ltd., Cowley, Oxford. (Stand No. 111—Minor two-seater £100, saloon £125, Family Eight saloon £152 10s.)

B32



Light cars are exhibited on all the stands shown shaded in.

HINTS TO VISITORS.

Before you leave home en route for Olympia, make up your mind which stands you particularly want to inspect and mark them on this plan.

With the aid of these pages you will be able to locate the stands easily, and to work out an itinerary to be followed when you arrive inside the hall.

If you wish to meet a friend inside Olympia, an excellent and easily found rendezvous is "**The Light Car and Cyclecar**" stand, No. 84, just inside the Addison Road entrance.

If you can spare a whole day for show-going, arrive early, see the exhibits in which you are specially interested, and after that you will be at liberty to pursue that fascinating pastime—wandering round.

To avoid that Olympia headache—take your lunch and tea early. Remember that although 1 o'clock and 4 o'clock are excellent hours for these repasts, several thousand other people think so, too. Be early and avoid the rush.

If you are going to Olympia by car remember that this year there will be no parking in the neighbouring streets.

The parks available will be in North End Road, and the R.A.C. members' park in Addison Road Station. If these are full you will have to garage your car or use one of the ordinary parks near Olympia.

If you are going to the Show by train, book to Addison Road Station.

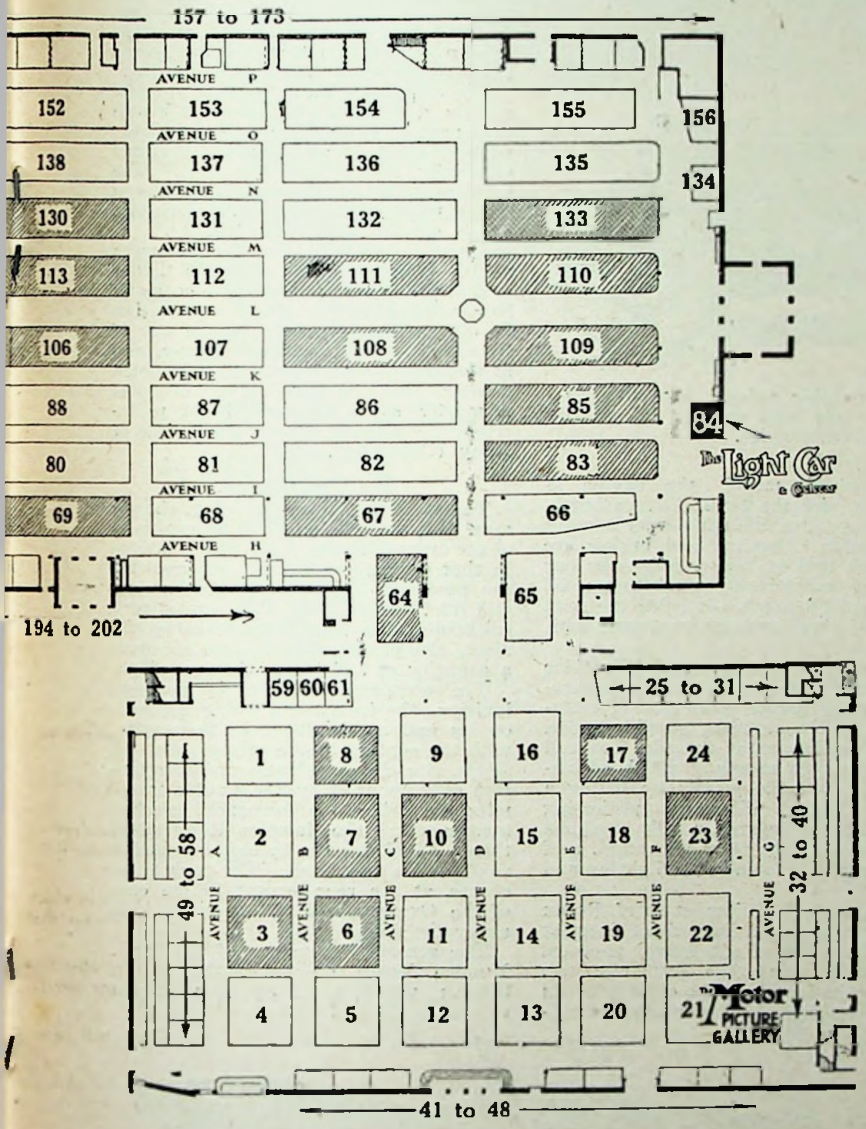
One of the most interesting stands will be the "**Motor**" Picture Gallery in the National Hall, where original work by famous motoring artists—many of whom have had work published in this journal—will be on view.

How many can resist the fascination of boats? Pay at least a flying visit to the Empire Hall, where the motor boats are on view.

If you miss the Galleries you miss half the Show. Take a leisurely stroll round before you leave; the Galleries are the happy hunting ground of the gadget fiend and who does not play that alluring game—"If I had £10 I would buy . . ."

The restaurant accommodation is excellent—not forgetting the modernistic one in the Empire Hall, which most people overlooked last year. There are restaurants in every hall and in the Galleries, and several buffets and bars.

Floor Plan, Showing Those Stands on which Light Cars are Being Exhibited—A List of the Light Car Exhibitors, with Their Stand Numbers and the Models They are Showing



THE TWENTY-FIFTH INTERNATIONAL MOTOR SHOW

The Twenty-fifth International Motor Show is now open at Olympia, London—from Thursday, October 15th, until Saturday, October 24th—from 10 a.m. to 10 p.m. daily except Sunday. The prices of admission are 5s. each day except Fridays and Saturdays, when it is 2s. 6d. On other days admission is 2s. 6d. after 6 p.m.

Peugeot.—Peugeot (England), Ltd., 75, Filmer Road, Fulham, London, S.W.6. (Stand No. 139—10 h.p. saloon £195, coupé de luxe £199, saloon de luxe £209, sports roadster £250, "Lion" saloon £235, cabriolet £250.)

Renault.—Renault, Ltd., Seagrave Road, West Brompton, London, S.W.6. (Stand No. 69—Five-seater saloon de luxe £189, six-cylinder saloon £229.)

Riley.—Riley (Coventry), Ltd., Coventry. (Stand No. 106—Monaco sunshine saloon £305 10s., Gamecock two-seater £298, Overseas tourer £310, drophead coupé £298, Monaco saloon £298, special series chassis £247.)

Rover.—The Rover Co., Ltd., Meteor Works, Coventry. (Stand No. 108—7 h.p. Scarab £89, 10-25 h.p. saloon £179, Weymann coupé £190, 12 h.p. Pilot saloon £225, Weymann Pilot saloon £230.)

Salmson.—S.M.S. Ltd., Church Wharf, Chiswick, London, W.4. (Stand No. 8—Saloon £395.)

Singer.—Singer and Co., Ltd., Coventry. (Stand No. 110—Junior saloon £150, special saloon £185, 10 h.p. saloon £199, 12 h.p. saloon £235.)

Standard.—Standard Motor Co., Ltd., Canley, Coventry. (Stand No. 85—Little Nine saloon £155, special saloon £169, coupé £175, Big Nine saloon £205, special saloon £225, close-coupled saloon £245, tourer £195, two-seater £195.)

Triumph.—Triumph Motor Co., Ltd., Priory Street, Coventry. (Stand No 7—Super Seven two-seater £140, pillarless saloon £169 10s., two-door saloon £150; 9 h.p. saloon de luxe £197 10s., Scorpion saloon de luxe £210, 12 h.p. saloon £198.)

Trojan.—Trojan, Ltd., Purley Road, Croydon, Surrey. (Stand No. 17—Saloon £220, tourer £198.)

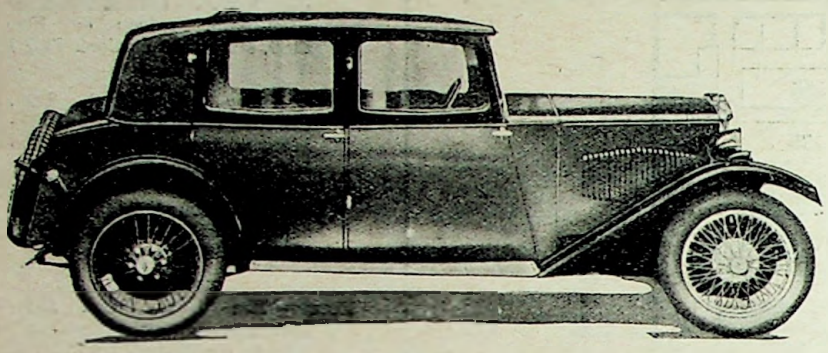
Wolseley.—Wolseley Motors (1927), Ltd., Drews Lane, Ward End, Birmingham. (Stand No. 133—Hornet four-door saloons £198 10s., coupé £245, two-door saloon £180.)

Stand to Stand Report of the Show—(Continued from page 625)

RILEY — *Stand 106*

Four-cylinder, 60.3 mm. by 95.2 mm., 1,089 c.c. Tax £9.

OF the 10 exhibits on the Riley stand, there are six in the 9 h.p. range. These are the Monaco sunshine saloon in black and blue at £305 10s., the Gamecock two-seater in ivory and red at £298, the Overseas tourer in dark green at £310, the two-seater drop-head coupé in black and red at £298, and the Monaco fabric saloon in black and maroon at £298. Finally, there is a special series chassis, price £247.



STILL FURTHER IMPROVED. — *The latest Monaco Riley saloon has slightly altered body lines but still retains its main characteristics.*

One of the most striking features in connection with the old-established concern of Riley (Coventry), Ltd., is that for several years the famous 9 h.p. series has been offered at exactly the same price, i.e., £298. The manufacturers believe in adding substantial improvements year by year, rather than make any reduction in the price, which would mean that they would find it difficult to keep abreast of the times.

The dropped chassis frame is a feature of the new season's models; the side members are lower by nearly 6 ins., the result being an even lower centre of gravity and, therefore, increased safety, more headroom and accommodation in the rear compartment, and a car which gives even greater scope for the art of the coachbuilder.

Bodywork Improvements.

From the point of view of appearance, the Plus Ultra series has been greatly improved. The Monaco saloon is offered with bodywork of the half-panelled type —aluminium being employed—or full fabric. All doors are now hinged at the rear instead of each pair of doors being hung from the centre pillar, this arrangement giving somewhat easier access to the rear compartment.

Actually, there are seven distinct 9 h.p. models, of which all except the standard two-seater, the open tourer and the Brooklands type are on view. Moreover, any of the "Nines" can be obtained in the "Special" types for an additional £27. The specification in this case includes a twin-carburetter engine, specially tuned and giving a far greater power output, Duplex Hartford shock absorbers and so on.

In the hands of a member of our staff one of these models has given absolute satisfaction, and at the end of some 6,000 miles' running calls for nothing more than the usual decarbonizing. The acceleration is, of course, better than the standard model, the engine is smoother, and the twin S.U. carburetters help to give the car a very snappy performance. Steering and brakes are very good, and at high speeds—the car will tour comfortably at between 55 m.p.h. and 60 m.p.h.—it holds the road remarkably well and can be steered with one hand.

The chassis incorporates Silentbloc bushes and a grouped system of lubrication, thereby reducing the task of maintenance to the simplest possible order. Interior refinements include Leveroll sliding seats, by means of which adjustment can be made merely by lifting a trigger, brake adjusters projecting through the floorboards, a fully equipped facia-board, safety glass all round, roof light, concealed facia-board lighting and so on.

The electrical equipment is of Rotax manufacture, and a feature of interest is the inclusion of a solenoid mounted immediately above the starter motor, whereby the length of the cable between the battery and the motor itself is considerably shortened. From the solenoid two small wires are taken to a diminutive switch on the facia-board.

All Rileys are, of course, equipped with finger-tip controls, the dip and switch lever operating the near-side lamp reflector and off-side lamp switch. Another novel feature is that for starting up from cold the switch disc above the steering wheel is pulled out bodily.

The coupé and the Gamecock are new models this year. The former has a very neat and attractive two-seater body with dickey seat, and has been designed especially for professional men. The Gamecock, by way of contrast, is a smart two-seater sports with, however, ample accommodation for luggage.

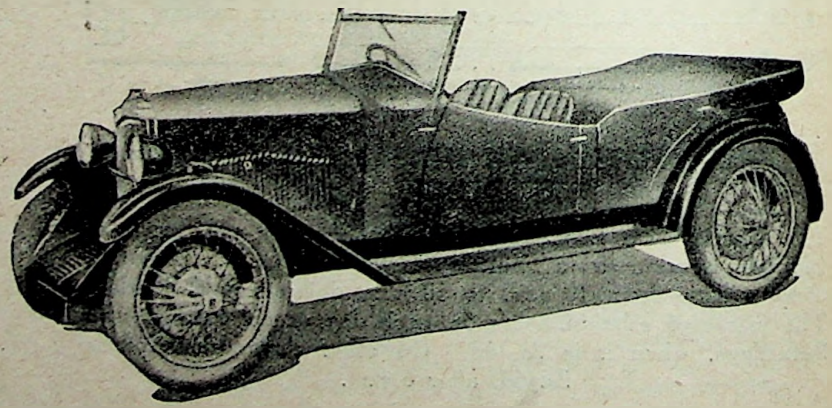
Interest attaches to the Overseas model—which sells for £310—in that it is similar to the cars which the company has supplied to the Army authorities. It differs from standard in the size of its wheels, which are much larger, and in the ground clearance, which is much greater, and it has been designed primarily as a determined bid to increase the already large export trade of Riley (Coventry), Ltd.

The Specification.

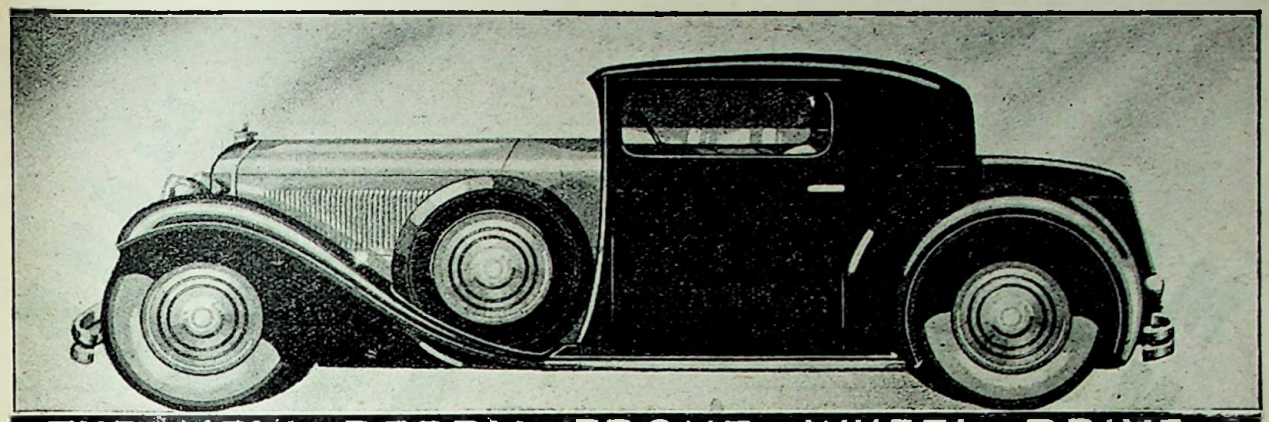
The specification of the 9 h.p. chassis may be quoted in brief. The engine is of the overhead-valve type, and is unique in that separate camshafts are used for the push-rod operation of the exhaust and inlet valves. The P.R. semi-spherical combustion head is remarkably efficient, the power output from so small a capacity as 1,089 c.c. being very high.

The company adheres to magneto ignition, the instrument being mounted on its end at the front of the engine, with the contact breaker uppermost. A single disc clutch, which calls for attention only about every 3,000 miles, transmits the drive to a four-speed gearbox incorporating the famous Riley silent third. Final drive is by closed propeller shaft and spiral bevel. The tank is, of course, at the rear, except in the case of the Overseas model, on which it is under the dash.

The general dimensions of the 9 h.p. Monaco series are:—Length, 12 ft. 9 ins.; width, 4 ft. 9¼ ins.; ground clearance, 7½ ins.



RILEY'S NEW FOUR SEATER. — *The sides of the new open four-seater fabric body are cut away and give the car a more sports appearance.*



THE NEW DERBY FRONT WHEEL DRIVE

OLYMPIA STAND 6.

AN ENTIRELY NEW CAR

which will interest you if you are interested in MODERN motor travel

To all those who have followed the progress in the design of the automobile, it is no secret that Front Wheel Drive is the ideal form of transmission. It has immense advantages in itself and numerous improvements become possible owing to its adoption. The virtues inherent in a front wheel drive car are chiefly; road holding, ease in cornering, the avoidance of any tendency to sideslip, the concentration of all mechanism under the bonnet, greater accessibility, more comfort.

Also from the point of view of coachwork, the ease with which ample body space can be secured without adding to the height; the suppression of noises and vibration emanating from the gearbox and driving axle, these being situated outside the body. These advantages are sufficient to attract attention to any Front Wheel Drive Car.

In addition, the Derby Car possesses advantages peculiar to itself which make it a wonderful achievement.

● By independently sprung wheels better suspension is obtained from the very fact that the axles are rigidly fixed to the chassis and the function of the springs becomes purely suspension.

● First class braking of the simplest possible form. One axis only is used for front and rear brakes and the control is by enclosed flexible cables of uniform length which cannot rattle and last indefinitely. Another great advantage of the Derby brakes is that on the dashboard there is a knurled knob which enables the driver to adjust the brakes while the car is travelling along the road.

● The steering is easy and simple and although it has plenty of "castor" action it is absolutely impervious to road shocks or vibration.

The straight, narrow and unusually rigid underslung frame, the absence of a propeller shaft and the consequent bulky back axle, gives the designer scope to provide a body with ample room for comfortable seating and more than sufficient headroom for the tallest motorist. At the same time, the total height from the ground is only 5 ft. Wide doors give easy access from either side in all models, there being no gear or brake levers to hamper passengers' movements. Thereby, one gains comfort, graceful line and, most important, a low centre of gravity. Smart, modern in design and perfectly executed by skilled craftsmen, we offer three types of coachwork in the Derby.

● A two seater designed on sporting lines without the sacrifice of space or comfort there being ample room for three on the front seat.

● A coupe chic and distinctive. A comfortable seat to accommodate three people. A large luggage container accessible from inside or out.

● A saloon of delightful line, providing four comfortable seats without prejudice to ease of entry and exit.

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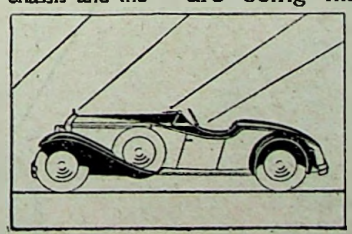

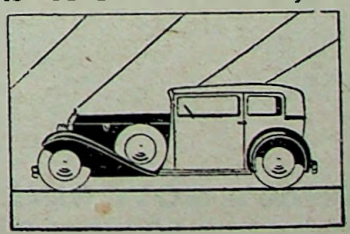

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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

Stand to Stand Report of the Show

ROVER — *Stand 108*

Two-cylinder, 75 mm. by 95 mm., 839 c.c. Tax £7.
Four-cylinder, 63 mm. by 95 mm., 1,185 c.c. Tax £10.
Six-cylinder, 59 mm. by 86 mm. 1,410 c.c. Tax £13.

THIS year Rover's are able to boast the cheapest car at the Show in the shape of the 7 h.p. Scarab, a full and exclusive description of which was first given in *The Light Car and Cyclecar* dated September 4th. The price of this model has now been fixed at £89, and it is anticipated that it will be in production soon after the Show.

At Olympia it appears as a four-seater tourer with hood and full all-weather equipment. The Treasury rating of the "Scarab" is 6.97 h.p., the engine is of the overhead valve, air-cooled V-twin type and, as was clearly revealed in the chassis drawing which accompanied our previous description, the engine, gearbox and final-drive unit are at the rear of the chassis to ensure adequate cooling. A fan running at engine speed directs a draught of air across the cylinders.

Lubrication is by pump, the oil being forced to all bearings, including not only those of the engine, but the gearbox and back axle as well. It is claimed, in fact, that the only part of the whole car which requires lubrication is the engine.

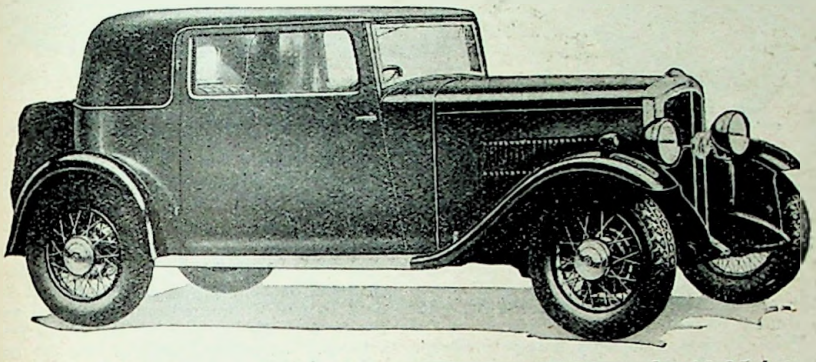
Ignition is by coil and battery with automatic advance, and other features of the car are the three-speed and reverse gearbox, four-wheel brakes, electric starter—a standard fitting—and safety glass. The car is stated to be capable of well over 50 m.p.h., with a petrol consumption at normal speeds of about 55 m.p.g.

The Rover Ten is exhibited as a coachbuilt saloon (£179) and as a Weymann sportsman's coupé (£185). This chassis shows detail improvements, such as the standardization of wire wheels with the now fashionably large hubs. The bodywork is improved both in finish and general appointments, and an attractive range of colour schemes is available.

The main interest in the stand will, we think, centre in the new six-cylinder Pilot, which is shown both as a coach-built and as a Weymann saloon.

Summed up briefly, this car—a newcomer which made its appearance only a few weeks ago—has an overhead-valve engine of 1,410 c.c., the Treasury rating being 12.95 h.p., and the annual tax £13. Lubrication is along ordinary pressure-fed lines, but the cooling system is assisted by pump, and the water temperature is thermostatically controlled. An automatic pump conveys fuel from the eight-gallon rear tank to the Solex carburetter. In the case of the 10 h.p. model, by the way, an Amal carburetter is used.

Suspension is by semi-elliptic springs in front and quarter-elliptic at the rear, and the specification includes hydraulic shock absorbers, finger-tip controls, safety glass screen, leather upholstery, bumpers front and rear, and both side and centre arm-rests in the rear compartment.



A WEYMANN COUPE — *is listed as standard at £185 on the 10-25 h.p. Rover chassis. A well-tried model with 1932 improvements.*

SALMSON — *Stand 8*

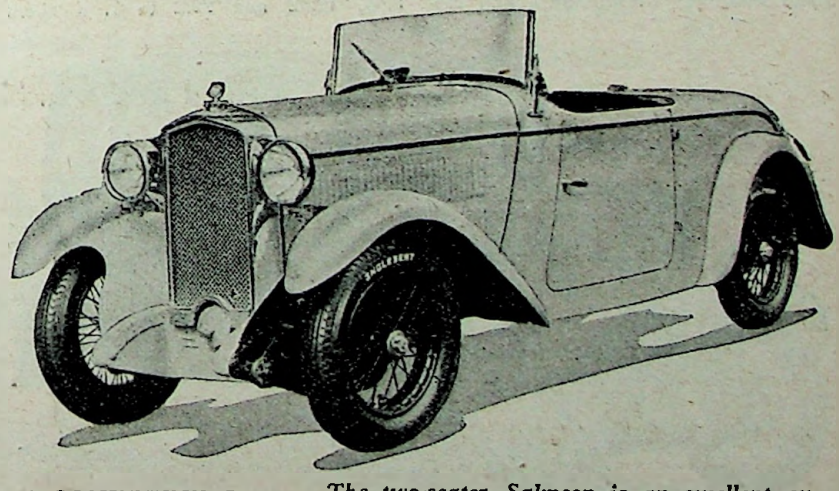
Four-cylinder, 65 mm by 98 mm., 1,300 c.c. Tax £11.

A FINE example of the S-4 Salmson figures on Stand No. 8, this being a four-door saloon finished in black and offered at £395. The Salmson belongs, of course, to the sports marque, and during the past 12 years has gained many successes on road and track.

The model shown has a maximum speed in the neighbourhood of the "seventies" and, with its highly efficient overhead valve, three-bearing engine, boasts of excellent acceleration as well. The body shown is well finished and, of course, is equipped with all modern luxuries. In keeping with the style of the car, the seating position is low, but there is ample headroom, leg-room and width.

Outstanding features of the chassis specification are ignition by magneto, a Solex carburetter, Paris-Rhone electric equipment, a seven-gallon dash tank feeding by gravity to the carburetter, a single-plate clutch, centrally controlled three-speed gearbox and final drive by closed propeller shaft to bevel and differential. Semi-elliptic springs are fitted all round, the pedal acts on all four brake drums, and the lever on the two rear drums only.

In overall length the saloon is 13 ft. 8 ins. and in width 5 ft. 1 in. Other models are the coupé with fixed head at £415, and the two-door coachbuilt saloon at £390.



A CONTINENTAL ROADSTER. — *The two-seater Salmson is an excellent example of French sports-car practice. This model was shown at the Paris salon.*

Stand to Stand Report of the Show

SINGER—Stand 110

Four-cylinder, 56 mm. by 86 mm., 848 c.c. Tax £8.

Four-cylinder, 60 mm. by 86 mm., 972 c.c. Tax £9.

Four-cylinder, 65 mm. by 95 mm. 1,260 c.c. Tax £11.

Six-cylinder, 59 mm. by 90 mm. 1,476 c.c. Tax £13.

ONE of the most striking indications of the progress which light cars are making nowadays is that a huge concern like Singer and Co., Ltd., is actually marketing no fewer than four engines of different sizes, all coming within the 1,500 c.c. category; moreover, on Stand 110 an example of each is on view. There are two examples of the "Junior," the actual exhibits being the saloon in black and grey, £150, and the saloon in blue, £150. The Junior Special saloon is shown in brown and heron, £185, the 10 h.p. saloon in maroon at £199, and the 12 h.p. six-cylinder saloon in black at £235.

Outstanding features, which apply not only to the 1,500 c.c. models, but to all Singer products are rear tanks, four-speed gearboxes with silent third speed or, as the manufacturers term it, the "Hi-Lo" gear.

A New "Six."

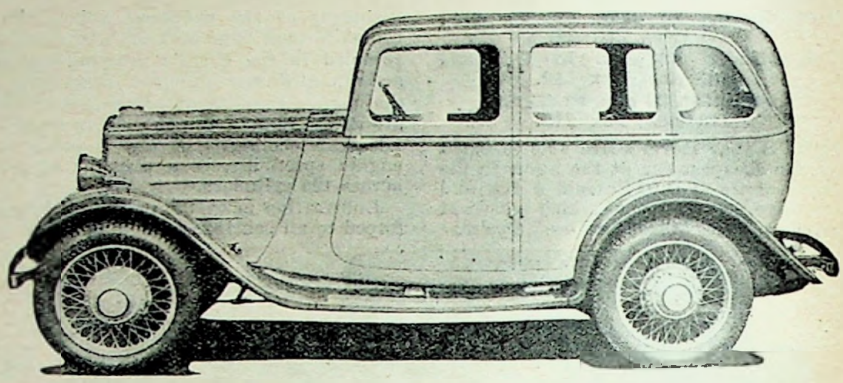
The most recent addition to the range, namely, the six-cylinder 12 h.p. model, merits attention. The side-valve engine has thermo-siphon cooling, forced-feed lubrication, Rotax electrical equipment, a rear tank from which fuel is supplied by pump, dry-plate clutch and central-control gearbox with ratios of 6.0, 9.54, 13.81 and 24.48 to 1.

The propeller shaft is of the open type, and final drive is by bevel. The brakes are of the internal-expanding type and both the pedal and the lever operate the shoes in all four drums. Suspension is by semi-elliptic springs all round, shock absorbers are standard and the 3½-in. by 19-in. wire wheels are shod with Dunlop tyres. The overall length of the 12 h.p. model is 11 ft. 10 ins., the width 5 ft. 6 ins. and the weight unladen 19 cwt. 3 qrs.

The 10 h.p. model is being retained and, with its maroon body and cream wheels, the exhibit on the stand is a very attractive proposition indeed. This model was, of course, introduced for the first time at Olympia last year, and it has been improved in many respects. With full equipment it sells at £180 as a four-seater and, as we have stated, £199 as a saloon. Four doors and a sliding roof are part of the standard equipment of the latter.

The 10 h.p. model has a side-valve engine, three-bearing crankshaft, forced-feed lubrication, Rotax electrical equipment including coil ignition, and a seven-gallon rear tank feeding a Solex carburetter via an Autovac. The clutch is of the dry-plate type, and the gearbox is centrally controlled with ratios of 5.44, 8.65, 12.52 and 22.2 to 1, a silent third, of course, being included. The propeller shaft is open and the final drive is by bevel; like all the rest of the cars in the Singer range, the pedal and the lever both operate brakes on all four wheels. In overall length the 10 h.p. saloon is 11 ft. 10 ins., in overall width 5 ft. 6 ins.; the weight is 19 cwt. 1 qr.

Fitted with a 972 c.c. engine, the Junior Special is really a rather more powerful edition of the Junior series, for apart from the engine its specification closely resembles that of the famous 848 c.c. model. Common to both are thermo-siphon cooling, overhead valves, forced-feed lubrication, coil ignition, 6½-gallon rear tank feeding by Autovac to a Solex carburetter, dry-plate clutch and central-control gearbox with ratios of 5.25, 8.35, 12.08 and 21.41 to 1—third speed being of the silent order.



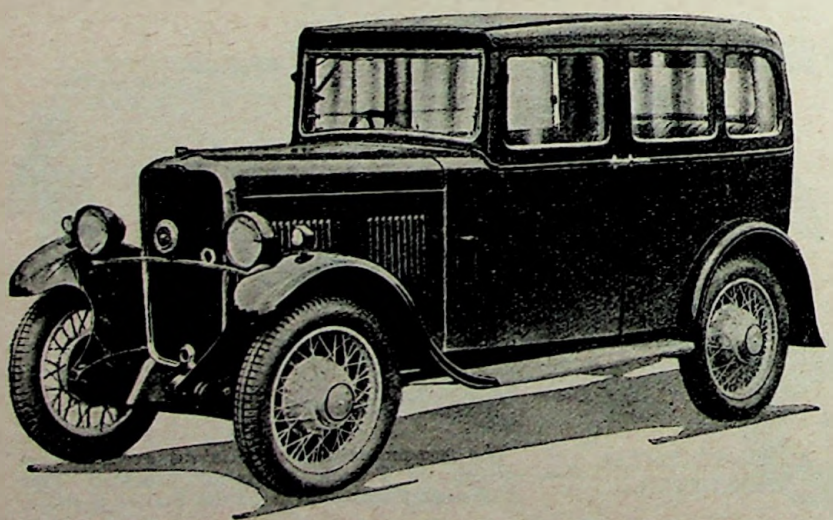
THE SINGER JUNIOR SPECIAL. —— *This Singer model is designed on ultra-modern lines in which there is a strong stream-line motif. It is listed at £185.*

New Features for 1932.

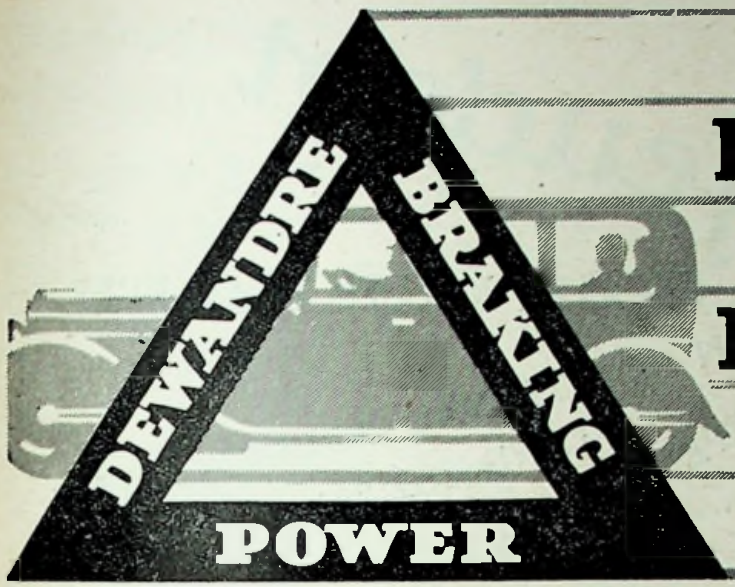
The propeller shaft is open, and the final drive is by bevel. Half-elliptic springs are used all round, shock absorbers are a standard part of the equipment, and the 3-in. by 18-in. wire wheels are shod with Dunlop tyres. The overall length of the Junior Special saloon is 11 ft. 8 ins., of the Junior two-seater sports 12 ft., but both models are 4 ft. 4 ins. in width. The Junior saloon is 10 ft. 8 ins. in length, the Junior two-seater and four-seater both being 11 ft. in length. These three models are 4 ft. 6 ins. in width.

Important alterations since last year on the various models are as follow:—10 h.p. model, improvements in brake layout, clutch, four-speed gearbox and final drive mounting; the Junior Special and Junior two-seater sports, increased engine bore, forced-feed lubrication, improved clutch, gearbox and brake layout, modifications to the frame and improved final-drive mounting. The Junior has forced-feed lubrication, an improved clutch, gearbox and brake layout, alterations to the frame and to the final-drive arrangements.

Features of general interest are the lower body mounting of the Junior models, and all have Triplex screens and the accessories associated with light cars of good quality.



THE SMALLEST SINGER SALOON. —— *The 8 h.p. Singer Junior saloon which has a six-light four-door all steel body, and sells for £150. It is a very roomy car.*



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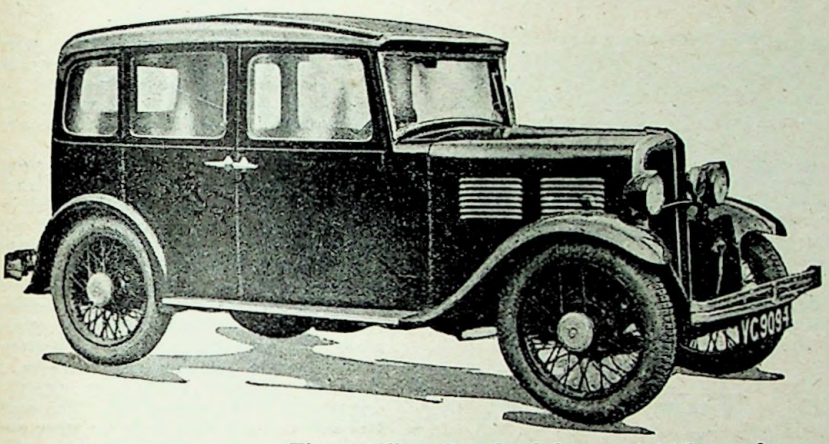
Stand to Stand Report of the Show

STANDARD—*Stand 85*

Four-cylinder, 60.25 mm. by 88 mm., 1,005 c.c. Tax £9.

Four-cylinder, 63.5 mm. by 101.6 mm., 1,287 c.c. Tax £10.

PROMINENT amongst the exhibits of the Standard Motor Co., Ltd., is the stripped chassis of the Little Nine, which lays bare the working parts of this very interesting newcomer. Worthy of note is the general simplicity of the design, the compactness of the engine unit, the rear petrol tank, transverse mounting of the shock absorbers, and last, but by no means least, the three-speed gearbox with its silent second gear—the only light car chassis at the Show to be so fitted. The chassis itself costs £116, and complete cars on view include the coachbuilt Little Nine saloon at £155, the special coachbuilt saloon at £169, and the coupé at £175.



THE "LITTLE NINE"— *The smallest Standard has a 1,005 c.c. four-cylinder engine and sells with this attractive body for only £155.*

Pressed-steel panelling is used for the coachbuilt saloon, the exterior finish being in cellulose with best-quality leather cloth upholstery to match. This model has the Stanlite sliding roof, four doors with wind-up windows and locking devices, adjustable single-pane screen fitted with safety glass, semi-bucket type front seats, independently and easily adjusted, an attractive facia-board with two pockets for parcels, gloves and so on, a rear window blind operated from the driving seat, and all bright parts in chromium plating.

Full Equipment.

The special coachbuilt saloon has a similar specification, but includes the following extra equipment:—Furniture hide upholstery, safety glass all round, ash tray, cigar lighter, hat cord, chromium-plated lamps, and bumpers front and rear.

The very attractive Little Nine coupé is carried out on the same lines, except, of course, that it has two doors and a folding hood made of the best-quality leather cloth.

Of the Big Nine models there is a coachbuilt saloon at £205, a special coachbuilt saloon costing £20 more, a Mulliner coupé, and a two and a four-seater tourer. Dealing first with the coachbuilt saloon, this is of the pressed-steel panelled type with body by the exhibitors, finished in cellulose and with best-quality leather cloth upholstery to match. It has a Stanlite sliding roof, four doors with wind-up windows and locking devices, single-pane screen with safety glass, front seats of the adjustable semi-bucket type, a facia-board somewhat similar to the Little Nine saloon, armrests fitted to the rear seats, rear window blind operated from the driving seat, finger-tip controls, and chromium plating for all bright parts. A refinement is the fitting of a rear spotlight.

The special coachbuilt saloon carries extras similar to those of the special on the Little Nine chassis, and has bumpers both at the front and at the back and chromium-plated lamps. The Mulliner model is close-coupled with four doors and a boot at the back for luggage, whilst the two-seater is a roomy little model with two wide doors. Incorporated in its construction is a cunningly concealed two-seater dickey.

Behind the two front seats, which are of the semi-bucket type, there is a space for storing suitcases or other luggage, which is not only easily accessible, but is adequately protected from the weather when the hood is up. The price is £195, and it can be supplied also on the Little Nine chassis for £145.

Visitors may care to make a note of the fact that, in addition to the above, examples of special bodywork on Standard chassis may be inspected in the coachwork section of the Show on the following stands:—The New Avon Body Co., Ltd., Warwick, the Swallow Coachbuilding Co., Coventry, A. P. Compton and Co., Ltd., London, and William Arnold, of Manchester.

Chassis Details.

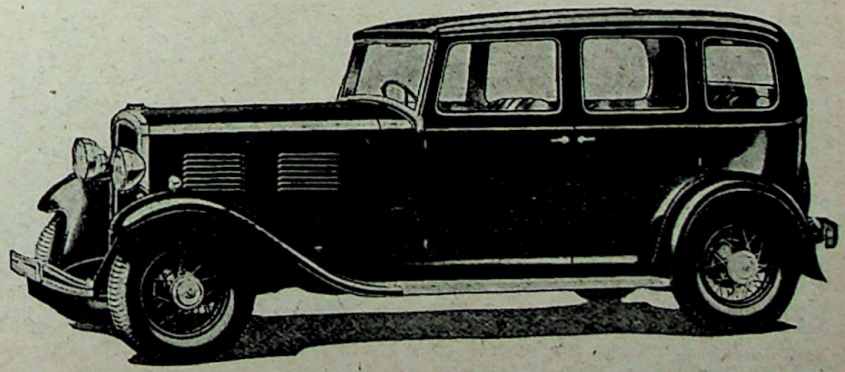
The Little Nine was, of course, introduced about the middle of this year, and the outstanding points in its specification may be quoted. The cooling system of the side-valve engine is assisted by fan, lubrication is, of course, by pump, ignition by coil, and the electrical equipment by Lucas. The 5-gallon rear tank supplies fuel via an Autovac to the Solex carburetter. The clutch is of the single-plate type and the gearbox, with ratios of 5.22, 9.61 and 19.05, has a silent second. Final drive is by open propeller shaft and bevel, semi-elliptic springs are fitted all round, shock absorbers are standard, and wire wheels of the Magna type are employed.

The overall length is 10 ft. 10¼ ins., width 4 ft. 5 ins., whilst the weight unladen is 14¼ cwt. The maximum speed of this model is given as 56 m.p.h.

The Big Nine also has a side-valve engine and fan-assisted cooling. The tank at the rear, however, holds 9 gallons, and a pump is used to transfer the fuel to the carburetter. The gearbox has four speeds with ratios of 5.33, 7.01, 11.03 and 18.87 to 1, the third speed being of the silent order.

The Perrott Bendix brakes work well and only a light pressure on the pedal is required to stop the car even in an emergency.

The overall length of the Big Nine is 12 ft., the width 5 ft., and the unladen weight 19¾ cwt.



—AND THE "BIG NINE." *The larger four-cylinder Standard which has always been noted for its exceptionally roomy bodywork remains much the same as in 1931.*

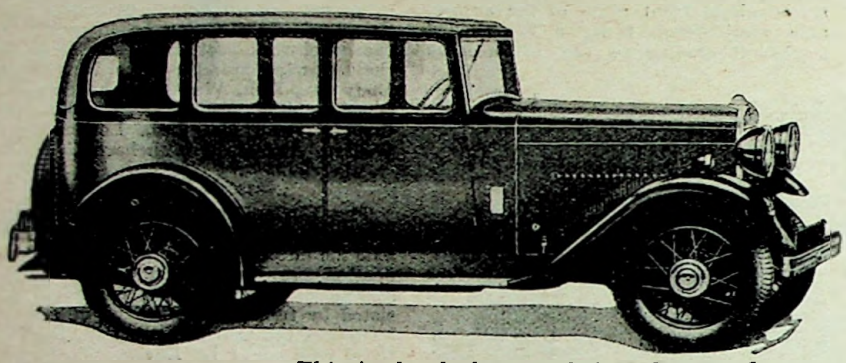
B41

Stand to Stand Report of the Show

TRIUMPH—Stand 7

Four-cylinder, 56.5 mm. by 83 mm., 832 c.c. Tax £8.
Four-cylinder, 60 mm. by 90 mm., 1,018 c.c. Tax £9.
Six-cylinder, 56.5 mm. by 80 mm., 1,203 c.c. Tax £12.

WITHOUT a shadow of doubt the display on the stand of the Triumph Motor Co., Ltd., is one of the finest at the Show, comprising, as it does, no fewer than six complete models, three stripped chassis and two sectioned engines, the one of the Triumph Super Nine and the other of the Triumph six-cylinder Scorpion. The complete cars on view are as follow:—The two-four-seater Super Seven, in blue and grey, at £140; the two-door coachbuilt saloon, in black and blue, at £150; the four-door saloon de luxe, with sliding roof, in duo-tone grey, at £169 10s. The Super Nine is represented in the form of a coachbuilt six-light saloon de luxe with sliding roof, in black and maroon, at £197 10s., whilst the six-cylinder model appears as a six-light coachbuilt saloon with sliding roof, in black and maroon, at £198, and as the famous Scorpion coachbuilt saloon de luxe with sliding roof, in black and blue, at £210.



THE NEW "SUPER NINE." — *This is the de luxe six-light saloon on the new 9 h.p. four-cylinder chassis. Completely equipped the price is £197 10s.*

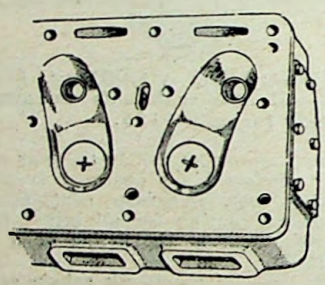
A Pillarless Body.

The four-door Super Seven saloon will instantly claim attention on account of its novel pillarless body. This derives its name from the fact that there is no centre column as in standard practice, and it has been produced with the idea of overcoming the difficulty of fitting on a small car four doors which will really provide easy ingress and egress.

Sometimes the central pillar makes access to the rear compartment difficult, but with the Triumph it is possible to step straight in without any difficulty or inconvenience. The design employed by the Triumph people has been registered, and doubtless it will set a new fashion in coachbuilding.

When the two doors are opened an entrance nearly 4 ft. wide is revealed. Needless to say, the greatest care has been taken to ensure that the doors shall not open accidentally. This arrangement is, of course, shown on the de luxe saloon, but it is available with a sliding roof on the standard saloon for £7 10s. extra.

The new Super Nine is made in three distinct types, but only one—the coachbuilt saloon—is on view. Many distinctive features are included in the specification, among them being the engine, with its overhead inlet valves and side exhaust valves, and also its three-bearing crankshaft.



The cylinder head of the Super Nine model inverted to show the o.h. inlet valves and the unusual combustion chamber shape.

Ignition is by coil, and fuel from a 5½-gallon rear tank is supplied to the carburetter via a vacuum tank. The single dry-plate clutch transmits the drive to a four-speed gearbox with ratios of 5.75, 9.32, 13.57 and 22.2 to 1. The propeller shaft is open, final drive is by worm, the brakes are of the hydraulic Lockheed type, and half-elliptic springing is employed all round. This car has a speed of approximately 60 m.p.h. One advantage, by the way, of the underslung worm drive is that it not only gives silent running, but allows of a lower floor level.

The Scorpion.

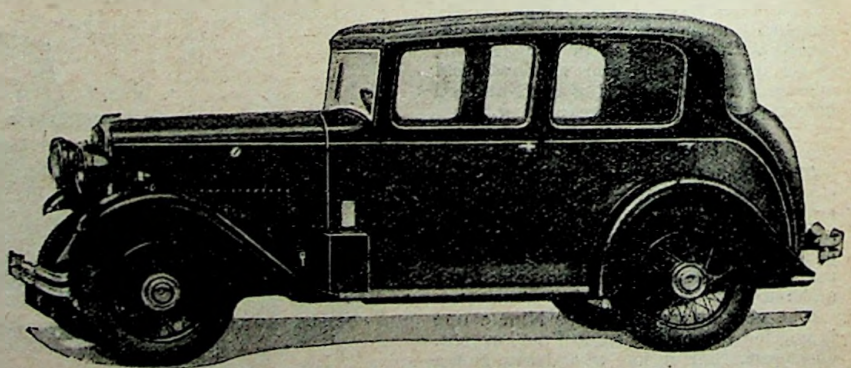
The six-cylinder Scorpion, which made its debut at last year's Show, has been improved in many respects. At the same time, prices have been reduced, the cheapest model in the range costing £185.

Improvements for the coming season include an increased track and wheelbase, of 3 ft. 7½ ins. and 7 ft. 8¾ ins. respectively, a 7½-gallon rear tank with reserve tap, semi-elliptic springs mounted on Silentbloc bushes, hydraulic shock absorbers, and so on. The de luxe saloon, by the way, has a sliding roof, spring gaiters, bumpers, safety glass all round and real hide upholstery.

Similar in mechanical make-up to the Scorpion, an alternative six-cylinder model is offered at £198. The essential difference is that it has a more commodious four-door six-light body. The equipment includes a sliding roof, safety glass screen, pneumatic upholstery and rear luggage grid.

The sectioned engines of the Super Nine and six-cylinder models will well repay careful examination, for not only do they show the very clever design of the Triumph engine to the best advantage, but they reveal to the tyro exactly how a modern engine is constructed and how it works. It would be safe to say that, after a comparatively short but careful examination, a visitor should be able to obtain a far better idea of engine construction than he is likely to get during thousands of miles' driving on the road.

In the same way, the chassis claims the attention of the visitor, and, having regarded it as a whole, it will be a good plan to study minor points.



AN ELEGANT SMALL SIX. — *The six-cylinder Scorpion model has most comfortable coachwork and ample luggage accommodation is provided at the rear.*

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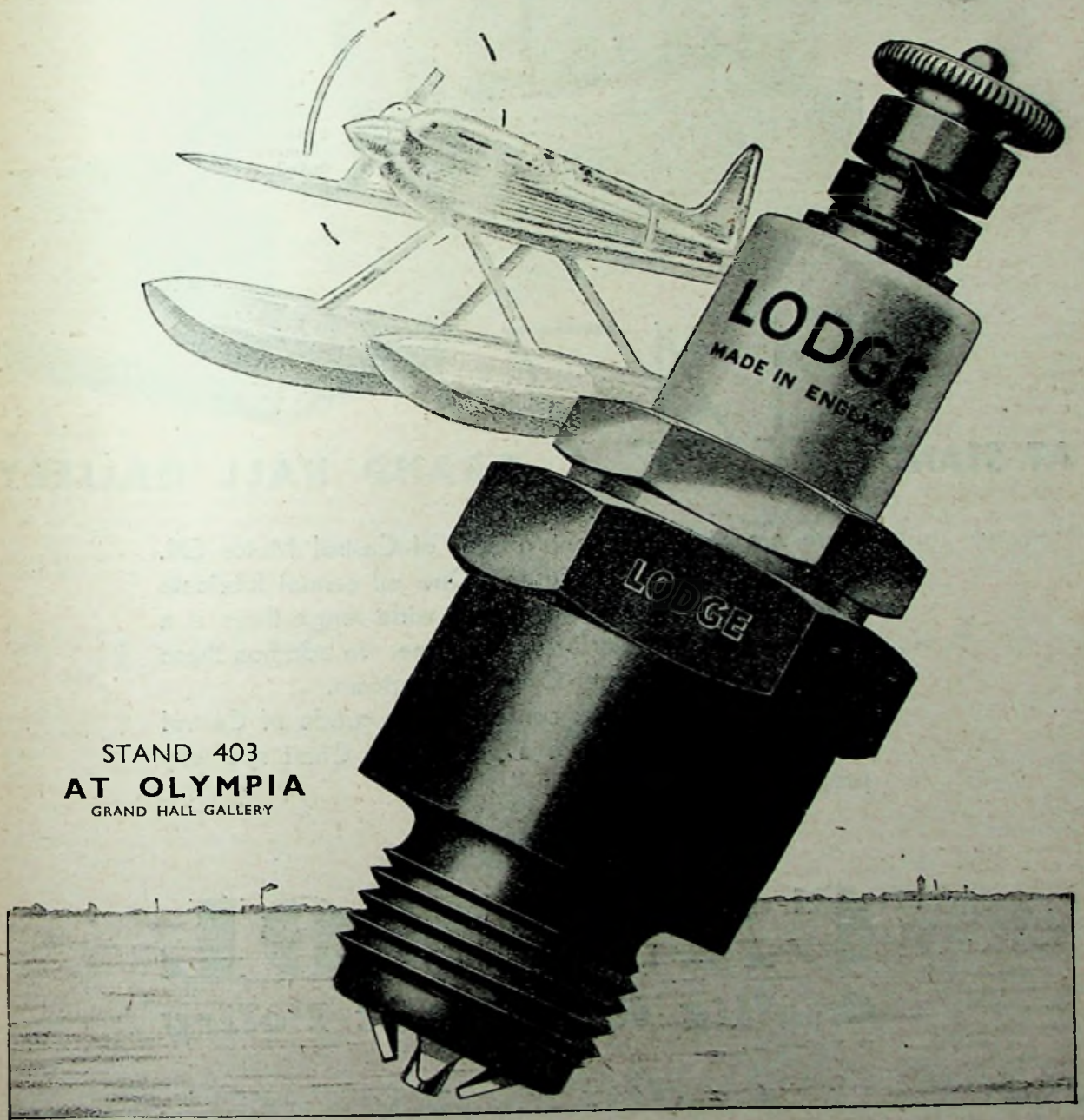
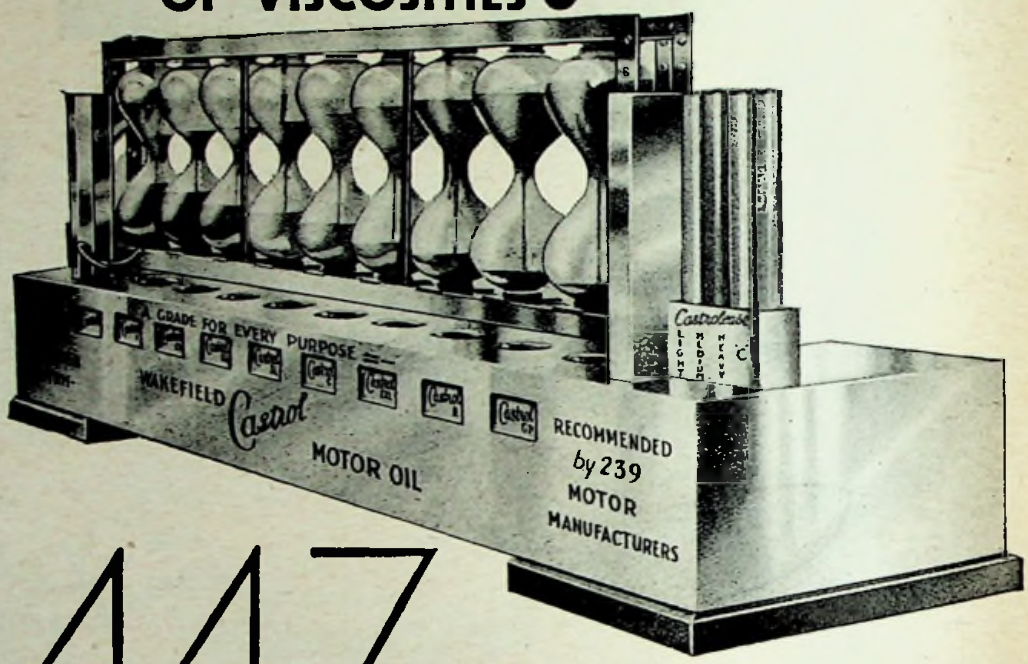


STAND 403
AT OLYMPIA
GRAND HALL GALLERY

D43

SEE THIS CONTINUOUS DEMONSTRATION OF VISCOSITIES



AT STAND 447 GRAND HALL GALLERY

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Quality is the Best Policy

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

Stand to Stand Report of the Show

TROJAN — Stand 17

Four-cylinder, 63.5 mm. by 117.5 mm. 1,488 c.c. Tax £10.

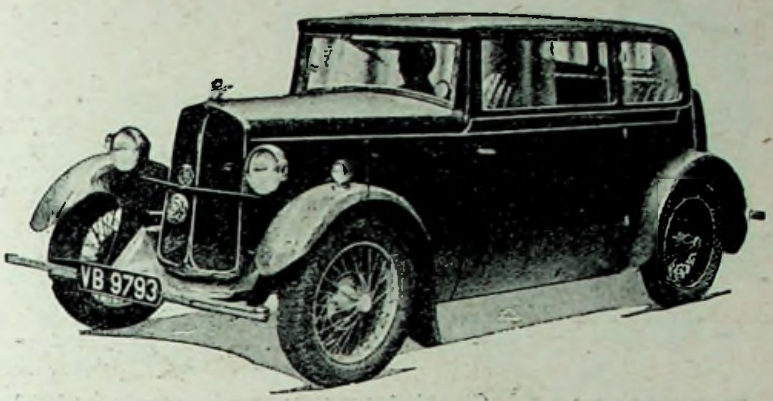
THE Trojan is notable in that it defies convention in practically all its essential features, and this year Trojan, Ltd., have carried matters a stage farther by including yet another unique feature in the form of a centrifugal clutch.

This is fitted between the engine and the epicyclic gearbox, and automatically disengages the drive the moment the engine speed falls below a certain predetermined figure. In consequence, it is quite possible, in reasonably level country, to drive the car without touching either the clutch pedal or the gear lever.

What happens is that so soon as the speed falls below about 4 m.p.h. in top gear—or lower in the intermediate gears—the centrifugal clutch begins to slip and, if one lets the car come to a standstill, disengages entirely, so that one comes to rest with the engine ticking over in the normal way in spite of the gear being engaged. To restart, one has only to depress the accelerator pedal when the clutch takes up the drive quite sweetly, and the car gets away in a normal manner.

The Centrifugal Clutch.

It will be seen from this that the centrifugal clutch offers very similar advantages to the fluid flywheel, although it is a purely mechanical device, and is essentially simple in construction. In the case of the Trojan, which has an epicyclic gearbox, it has a further advantage in that it entirely eliminates the slight tendency, which cars with this type of transmission sometimes have, to creep forward when the engine is ticking over owing to the slight binding of the gear bands.



ROOMY BUT HANDSOME. — *The latest Trojan has a very large saloon body but the proportions are so carefully chosen that the general appearance savours of the sporting.*

It should be emphasized, however, that the normal control of the car is not affected, and one can, if desired, drive the Trojan just as one would a conventional car with the usual type of transmission.

The exhibits on the Trojan stand are a Purley saloon, finished in blue, and priced at £220, together with a Blackdown tourer in brown at £198, both cars having bodies of the fabric type.

The Purley saloon is an extremely roomy and comfortable car, which boasts of a very good finish, and is made with an eye rather to solid quality than "pretty-pretty" effect. It has, however, distinctly modern and pleasing lines, and is of a fairly low build. The makers, moreover, have been able to obtain a low floor level without having to resort to wells for the feet, owing to the fact that the engine is at the rear, and there is no propeller shaft.

This brings us to the unconventional mechanical features of the car. The engine is of the four-cylinder two-stroke type, the capacity being 1,488 c.c., and the tax £10. It is water-cooled and, although at the rear, a radiator occupies the normal position in the front of the car, and a pump ensures proper circulation. From the engine the drive is taken through the centrifugal clutch to a three-speed-and-reverse epicyclic gearbox, whence the final drive is by chain. A differential is incorporated, but it is of a special friction type which can be put out of action if desired.

These, in brief, are the main details of the Trojan chassis, but it is impossible to do justice here to its many unique features, and visitors to the Show should take care to examine them.

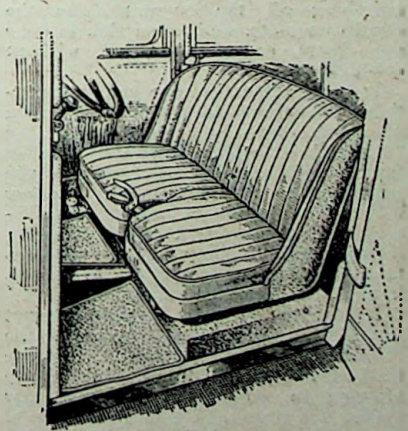
WOLSELEY — Stand 133

THERE are going to be big crowds swarming round the Wolseley Hornets throughout the period of the Show. The Wolseley Hornet, made by a pioneer light car firm, has been on the market for 18 months, and is already one of the most popular light cars, making a particular appeal to the most enthusiastic type of motorist. The reason for this is because, since its inception, the company has concentrated on offering a very inexpensive car with a particularly high power-weight ratio.

Inexpensive Performance.

The Hornet was first introduced at a time when it was very difficult for a man who wanted a really first-class performance to get it under an expenditure of about £500. The Wolseley Company gave him what he wanted—namely, 70 m.p.h. and over 30 m.p.g. at under £200.

For 1932 keen light car owners are being offered a fabric saloon capable of close on 70 m.p.h. for £160 or a well-finished and very attractive coach-built four-door saloon with sunshine roof for £198 10s. Two of these models are exhibited; also a glorified version of them with an occasional four-seater sunshine coupé body at £245. A further exhibit is a two-door saloon at £180.



A CONVENIENT HAND BRAKE. — *On the Wolseley Hornet Models the hand brake lever is almost horizontal and protrudes through a recess in the front seat squab.*

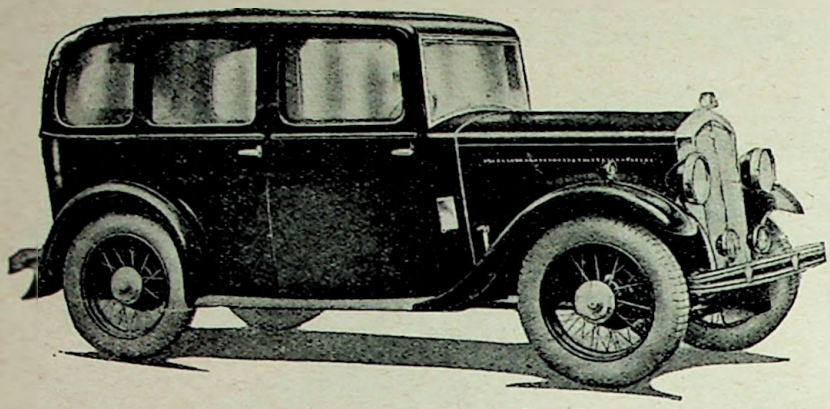
Large Body Space.

The outstanding characteristic of the new models is that exceptional body space has been provided on the chassis by mounting the radiator much farther forward than usual. They differ, in addition, from the 1931 Hornet in that the introduction of a four-speed gearbox makes them still more alluring to enthusiasts. The new gearbox provides ratios of 4.78, 6.48, 11.1 and 17.06 to 1, and the third speed, on which over 50 m.p.h. can be attained, is of the silent type.

Great interest will be taken throughout the Show in the latest Hornet engine, which is a considerable advance

Stand to Stand Report of the Show

WOLSELEY (Contd.)



THE HORNET IN ITS LATEST FORM. — *Great improvements have been made for 1932 in the Wolseley Hornet. The new model has larger and more luxurious coachwork and a more attractive chassis specification.*

on its forerunner by reason of the more convenient arrangement of its accessories. In place of the vertically mounted dynamo, which served also to drive the overhead camshaft, the dynamo is now mounted alongside the cylinder block and is driven by belt. The camshaft drive is by two chains, one of the duplex type, the distributor and the water pump being driven by skew gears direct from the crankshaft.

The new arrangement has allowed the overall length of the engine to be reduced and has made the dynamo very much more accessible.

A further very likeable improvement to the Wolseley Hornet for 1932 is an increase in the diameter of the propeller shaft and the provision of special means for centring it. Hitherto the shaft has been supported on fabric universal joints without the aid of any centring device. On the latest models the fabric disc joints are retained, but the shaft is centred at both ends.

Further mechanical changes which will be noted with approval are the adoption of a larger clutch, which should eliminate any chance of trouble in this direction, and the use of a combined air cleaner and crankcase fume-extracting device which silences "induction roar," prolongs the life of the pistons and prevents fumes from the crankcase reaching the occupants of the car.

Alongside mechanical changes of this kind the company has been able to introduce a number of other minor alterations which will be noticed with approval. An example of these is the new horn button and headlamp dipper control mounted on an arm, extending transversely to the right on the upper part of the steering column in such a way that the driver can reach them with his fingers without removing his hand from the wheel. The last-named, incidentally, is of the spring-spoke variety.

A representative of *The Light Car and Cyclecar* has tested the new four-door saloon as exhibited on the stand, and has reported that it is almost, if not quite, as lively as its predecessors considering its top-gear performance alone. When the driver avails himself of the silent-third ratio and of the extremely brisk acceleration and high speed obtainable with its aid, a distinct advance on the performance of previous Hornet models is noticeable.

Easy Gear Change.

The change from top to third, our representative reported, is one of the easiest that can be imagined, and the gearbox of the car he tried, although it had covered a big mileage, was still extremely silent on third; so much so, in fact, that at low speeds it was difficult to tell which ratio of the upper pair was engaged. He described the latest steering (modification has been necessary in this quarter owing to the engine being farther forward) as being better than that of the 1931 model, whilst the suspension also is improved in several particulars.

The eyes of all the light car makers will, no doubt, be on the Hornet stand during the Show, as great interest is being taken in the forward-radiator mounting and the big possibilities of increased body space on a short wheelbase which it introduces.

ACCESSORIES AT THE PARIS SALON

A Brief Review of the Most Interesting Gallery Exhibits

A TOUR of the galleries in the Salon did not reveal so many novelties in the accessory line as usual. Certain appliances present features of genuine interest, however, and merit description, as they have not yet appeared in England.

Amongst these the Cotal electro-magnetic reduction gear may be noted. This is a new development of the Cotal gearbox, which has been dealt with more than one in this journal. The gear, which is now a standard fitting on Voisin cars and an optional one on Citroëns, is an exceedingly simple and compact device, interposed between the gearbox and propeller shaft.

The arrangement comprises an epicyclic gear which is brought into action by an electro-magnetic clutch, the latter being controlled by a switch on the steering wheel. Employed in conjunction with a three-speed gearbox of normal design such as those of the cars mentioned, it gives the equivalent of six speeds and a free wheel.

The free-wheel effect is obtained by switching off the current from the electro magnets, and when this is done any gears can be engaged without declutching.

It is not often that one can spot anything really new in the sparking plug line, but there is a plug called the "Radia" of which it seems possible that something may be heard in the future. The idea of ionizing the air between the points by means of radio-active salts in order to make it easier for the spark to jump across, sounds so fantastic that one is inclined to dismiss it as an advertising stunt.

Although the trailer caravan has not yet made the slightest appeal to the French motoring public, luggage trailers for long-distance touring are growing in popularity. Several new makes are presented this year; one of them, known as "La Docile," being shown by Messrs. Paquette, the specialists in motor coach body building.

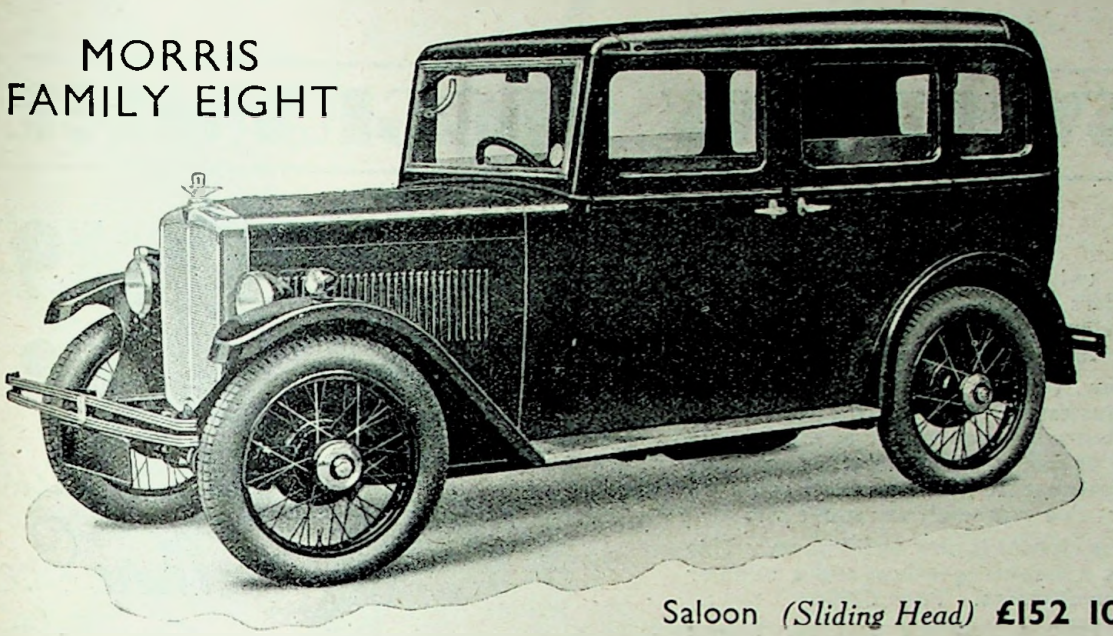
Permanently fitted jacks are numerous, but apart from certain well-turned-out hydraulic and pneumatic systems, they do not appear to be up to British constructional standards.

A really good and useful-looking novelty in the separate jack line, however, is the "Crabe." This jack is provided with four little castor wheels, which make it easy to push it under an axle; in addition, the jack has a self-centring head. Two little crescent-shaped steel dogs are articulated to the head, their inner points crossing at the centre and standing proud of the jack-head surface. So soon as the inner points come in contact with the axle the outer ends of the dogs tip up and close round it, centring the jack.

An attractive folding luggage grid and spare wheel carrier is made in duralumin. The grid accommodates various sizes of trunks and for town driving, when trunks are not required, it folds up close against the rear of the car. The wheel carrier is so well balanced that it can be raised or lowered, wheel and all, with one finger when trunks are to be lifted off or on to the grid.

ECONOMY PERSONIFIED!

MORRIS
FAMILY EIGHT



Saloon *(Sliding Head)* **£152 10s.**

Wise spending is the truest economy

The Morris Family Eight is a big car in conception and performance but provides small car economy. It offers, in short, family motoring at small car cost, and a perusal of its specification will prove that it is definitely one of the most highly developed examples of automobile engineering on the market to-day.

—*but it's the Service that counts!*

The fact that the "Morris" is of such supreme value renders it all the more necessary for the purchaser to make sure that the Service-after-Purchase he is to receive is of the highest possible standard. It is to this end, and for this purpose, that the Stewart & Ardern service policy has been evolved.

Write to Minor Dept. for 1932 Morris Catalogue, together with 80-page publication "Service Supreme."

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SWALLOW PROGRAMME

FOR 1932

NOW universally acknowledged World Leaders in Coachwork of beauty and individuality, Swallow take pride in presenting their programme for 1932.

Entirely new, there is the 4-seater Wolseley Hornet illustrated. Its striking beauty is indicated, but when you see it at Olympia in Swallow's unique range of artistic colours, you will realize that no illustration could do justice to such a supremely attractive car.

The 2-seater Hornet is now well known. This year it has a 4-speed gearbox, and a number of other new features. Price £225.

The now famous Standard Swallow Sports Saloon is priced at £240.

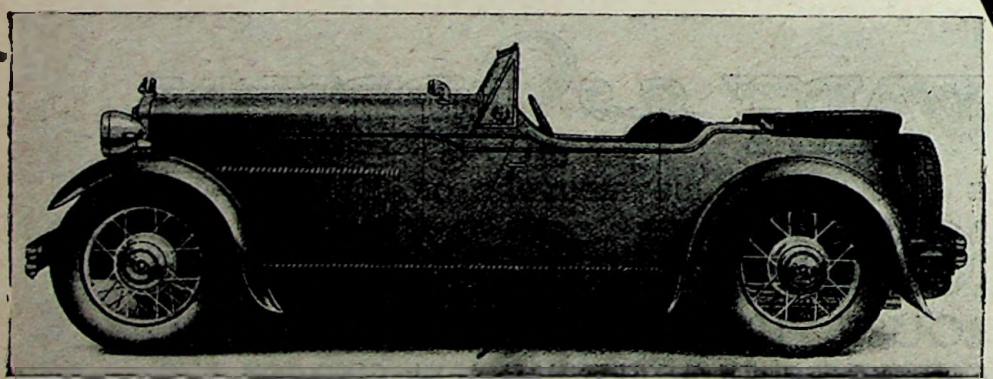
The Austin Swallow increases in popularity, and prices are even lower. The full 4-seater Saloon is now £165, the Sports Coupe £160, and the 2-seater Sports is £150.

There are seven models in all, and each is available in Swallow's exclusive range of colour schemes.

On no account fail to inspect this outstanding range of cars on Stand 72, or write for full particulars.

More Style
More Speed
More Dignity

OLYMPIA · STAND 72



The entirely new 4-seater Wolseley Hornet Swallow. 12h.p., 6-cyl., 4-speeds; maximum comfort for four adults; adjustable bucket seats; Protecto safety glass .. **£225**

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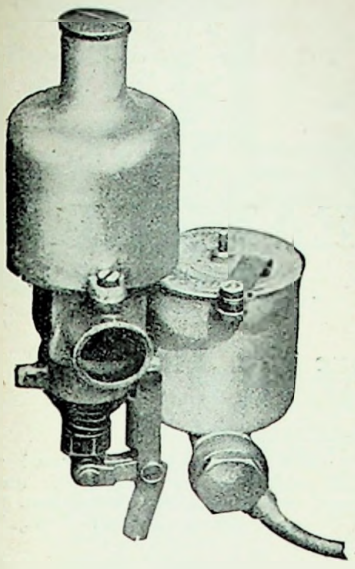
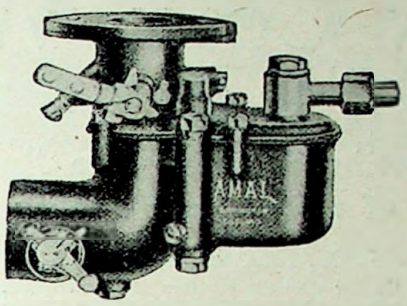
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

CARBURETTERS

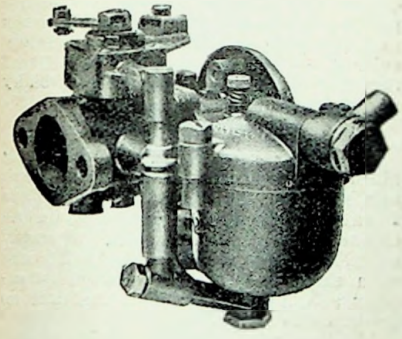
A Brief Description of the Working Principles of Four Modern and Popular Makes



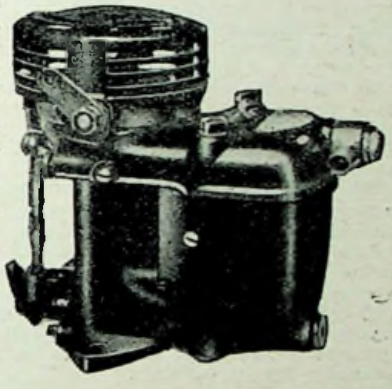
Mixture regulation is by means of a piston and a tapered needle in the S.U.



In the Amal the main jet delivers through four diffuser tubes.



The latest Solex is fitted with an easy starting device.



The latest down-draft Zenith is provided with dual accelerating pump.

DURING the past year there has been little tendency to break away from accepted practice in carburetter design. The down-draft principle is coming into more general use—at least, so far as high efficiency engines are concerned; but the pump-type instrument has not made very much headway on light cars.

It may be said, however, that carburetter makers are easily keeping pace with the demands made upon them, and they are doing so without in any way tending towards complication either in construction or operation.

Popular Makes.

In the Solex carburetter—a very popular make to be seen on Stand 464—there are two jets, but one of them is used only for slow running; it has, however, an effect upon the main jet in that it tends to enrich the output at small throttle openings.

The main jet is submerged and is carried in a sleeve over which screws a cap. There is an annular space between the stem of the jet and between the sleeve and the cap. Holes are drilled in the jet stem and in the cap, which has also a hole in the top.

Normally the petrol level is just below the top of the sleeve. When the engine is running air is drawn through the holes in the cap, over the top of the sleeve, down to the jet holes and through them into the moving petrol column with which it mixes, forming an emulsion. This passes out through the hole in the cap and is diluted with the air being drawn through the choke.

Mixture correction is obtained by proportioning the air holes in proper relation to the main jet and it will be clear that as the engine speed increases more air is drawn through the jet assembly, thus progressively weakening the mixture; furthermore the suction acting on the main jet orifice is thereby reduced.

When the throttle is partly closed the annular space between the jet stem and the sleeve fills with petrol which acts as a reserve supply for snap acceleration.

The latest Solex idea is a special easy starting carburetter in which the strangler is eliminated. The device was described in this journal last week.

Another very popular carburetter is the Zenith (Stand 462). In this design mixture regulation is by two jets, known as the main and the compensator; in addition there is a pilot jet for slow running.

The main jet is in direct communication with the float chamber and therefore delivers fuel in a proportion which increases relative to the air speed. The compensator, however, is not influenced by the suction in the same ratio; therefore it acts as a corrective to the main jet output.

Actually, the well into which the compensator delivers is in communication with the atmosphere. The fuel in the well acts as a reserve supply for snap acceleration and also, by allowing air to pass with the fuel, reduces the strength of the mixture entering the engine. By fitting the correct sizes of main and compensator jet, together with a suitable choke tube—all of these members being readily accessible for charging—a very close approximation to ideal conditions can be obtained.

The broad principle of the Zenith system as outlined above is incorporated in the U-type instrument and in the new down-draft design—an example of which is illustrated on this page.

Unusual Design.

The Amal carburetter (Stand 460) is also of the open or fixed choke type, but it differs from other designs in that the main jet is not situated in the waist of the choke but in the body of the instrument. It delivers an emulsified fuel through four tubes fitted in the choke at right angles to the air stream.

Regulation of the mixture strength is upon the accepted principle of progressive weakening by means of an air leak. This is carried out mainly in the jet itself, the upper end of which opens directly into the atmosphere; the actual metering orifice is submerged.

A feature of the Amal carburetter is that the jets can be changed without dismantling any part of the instrument and without loss of fuel. A special economy device is fitted to the carburetter; it works automatically and takes the form of an extra air valve. The carburetters are available in vertical, horizontal and down-draft types.

As distinct from the makes already described the S.U. carburetter—to be seen on Stand 451—is of the constant vacuum type. Mixture regulation is carried out by means of a tapered needle working in the jet. The needle is moved up and down by a piston to which it is connected; the piston forms a variable choke and is actuated by engine suction.

When the throttle is open the piston lifts, thereby increasing the choke area and, at the same time, drawing up the tapered needle, which allows more fuel to pass from the jet.

By this means a very accurately proportioned mixture is provided at all speeds and loads. A hand-operated control allows the overall mixture strength to be regulated as required.

Features of the S.U. carburetter are its extreme simplicity, very easy starting and an entire absence of flat spots.

TECHNICAL ASPECTS

Easy Starting in Cold Weather

By L. MANTELL

A Favourite Contributor's Hints to Ensure the Absence of a Winter Bugbear

THE winter is now close upon us, so let me offer a seasonable tip or two dealing mainly with starting. As the night temperature lowers and the time approaches when we find a semi-frozen car in a chilly garage in the morning a little more than ordinary care regarding the condition of the oil and petrol should be exercised.

Although petrols have greatly improved in anti-knock virtues of late years they have not all improved as cold-morning starters, especially if the car is put to bed the previous night after a fairly hard run. The anti-knock qualities of modern petrols are generally obtained by introducing certain fractions that have not sufficiently low boiling points to evaporate readily in a temperature below the freezing point of water.

In this connection one must not regard the internal temperature of the induction manifold when starting up as necessarily equal to, or perhaps greater than, the outside air temperatures. On the contrary, the effect of forceful spraying causes the temperature in the pipe to drop to a point considerably below that of the atmosphere.

* * *

As I explained in these columns some few weeks ago, modern petrols are frequently "adjusted," as it is termed, for cold starting by blending-in a certain quantity of a very volatile spirit called natural gas gasolene. This procedure is quite in order excepting in circumstances where the carburetter is exposed to an appreciable temperature for some little time after stopping, which tends to cause the fractional evaporation of a certain proportion of the adjusting spirit.

Certain modern induction layouts will often incorporate a manifolding system in which the exhaust and inlet pipes are metallically connected in the centre and the carburetter mounted close to the latter. Thus, after switching off, following a fast and prolonged run, the float chamber can warm up considerably by conducted heat creeping down thereto from the manifold and quickly make the petrol "stale" by causing partial evaporation of the extra-light contents.

When the supply is by pump, which precludes flooding, much electrical "juice" can be wasted before prolonged revving by the starter-motor plus strangling will induce sufficient fresh spirit into the float chamber to permit a start.

In any event, however, a very good tip for difficult starters is to strangle, rev. the engine a few times by the starter and—wait half a minute. Switch on then and a touch of the knob will generally be immediately effective.

What happens is that if the ordinary procedure is followed a spray of slightly stale petrol is induced into the manifold; the internal cold also produced by the latent heat action of local evaporation, however, lowers the temperature to a degree which automatically stops the production of a volatile vapour in sufficient quantities to reach the cylinders in combustible proportions.

If, however, a pause is made after a few preliminary revs. the temperature rises a little, and the sprayed petrol which has spread over the internal walls of the manifold is allowed to evaporate gradually and charge the tract with a rich mixture so that a resumption of starter operation will inspire a fully combustible gas and the engine will generally fire immediately.

Different engines have of course, different characteristics, but, broadly speaking, the higher the lift from the carburetter to the valves and the greater the gross internal area of the tract, the more successful will one find this procedure when cold-starting is obstinate.

* * *

And now another tip—I am a great advocate of every means of preventing top-cylinder and ring wear by preserving, so far as possible, the oil film. While it is difficult to do this if the accessory means are not at one's disposal, I can mention an unfailing method of *washing away* the film, which I often see unwittingly practised, and which I therefore warn readers against—namely, allowing the engine to stop too soon after a cold start; in fact, before the chill is off. Having got your engine going, *keep it going* until warm enough to start again, if stopped, without restrangling.

The first strangulation inevitably induces a slop of wet petrol into the head and inevitably dilutes considerably the top oil film on the upper walls and rings, left there after the last run, and as this remnant of oil must last until the "fling" begins there must be no more stranglings until then.

The oil is already greatly impaired as a lubricant, as witness the amount of top-cylinder wear that takes place, but it still preserves, even when badly diluted, sufficient of its original characteristics to prevent incipient seizure. If, however, the engine is stopped while still cold and restrangled for another start the oil film ceases to exist, for it will not stand another "slop" of petrol.

I saw three engines damaged in a few minutes as regards the rings and upper bores last winter by this double strangulation, and each time the same thing happened; after the second start a distinct squealing noise was heard. The engine was quickly stopped and gently pulled over by the starting handle when incipient ring seizure was immediately evident. On examination it was found that the rings had "picked-up" badly and re-honing was necessary.

* * *

The first case happened to be an almost new engine, and the seizure was attributed to this, but within a few days I saw an identical repetition on an engine that had done several thousand miles, and before many weeks I heard of a third case which occurred in exactly similar circumstances and left no doubt as to the cause.

Having once started your engine, therefore, keep it revving until warm, and if you have any regard for it never take it on the road on a cold morning for several minutes after starting up. Top lubrication, especially with pressure feed, is always bad until the oil thins out enough to fling, and although during the intervening period there may be enough oil at the top to allow of light running without doing any damage, there is not enough to stand a load.

* * *

Yet one more tip which I offer—rather in contradiction to the advice of oil specialists, but as the result of long and careful observation.

It is always recommended to keep your sump amply filled, and, in the summer, I agree; but if one uses a thick oil, which is the modern tendency, and if one's journeys are short, it is best to get it warmed up as soon as possible during cold weather, and half a sumpful will obviously warm up much quicker than a top-level supply.

From a pump circulation standpoint there is theoretically no difference in the oiling so long as there is sufficient level in the sump to keep the pump fully primed, but from a practical point of view there is a difference, in that a small quantity in cold weather means the quick development of a proper circulation, but a full sump, conversely, retards it greatly. Too thick an oil is just as bad as one which is too thin.

TRY THE 1932 MODELS WITHOUT OBLIGATION

AT—

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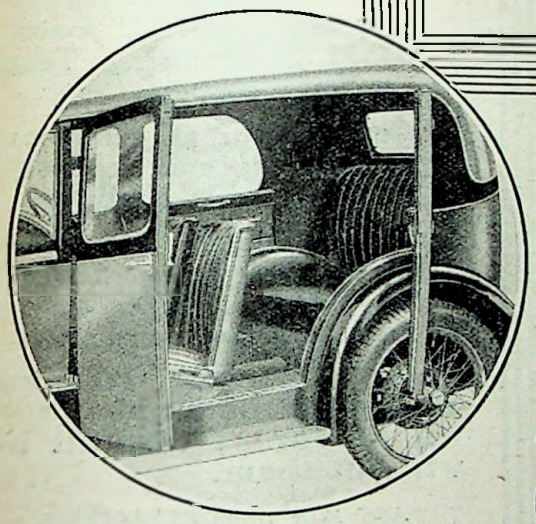
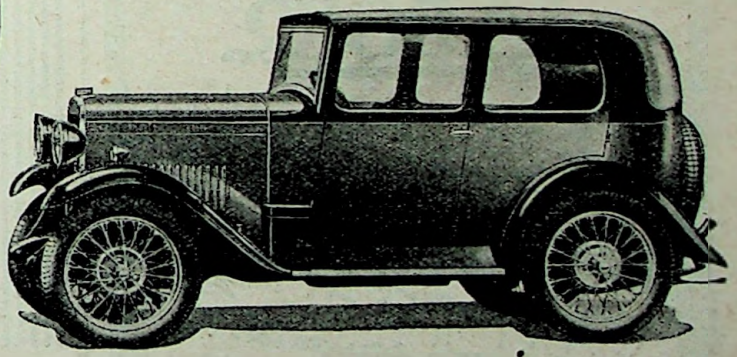
Have you inspected the 1932 range of Triumph Cars? If not, you must do so at the first opportunity—call at MORGAN HASTINGS AND SEE THEM FOR YOURSELF. Greater value for money has never been given in the whole history of the motor industry! The new Triumph models embody scores of outstanding features that make them a class apart. The new "pillarless" construction, which is attracting so much attention, is only one of these.

Remember, MORGAN HASTINGS, the Triumph Specialists, are waiting to give you all details and to demonstrate when you will.





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(AN ENTIRELY NEW MODEL)
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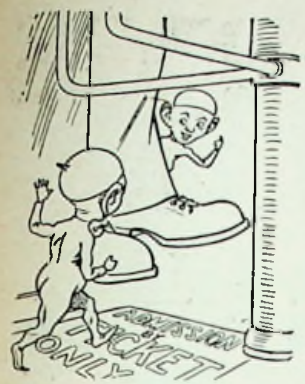


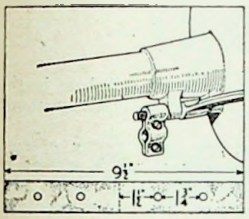
IDEAS



THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.

Austin Seven Shock Absorbers.

WORN rear shock absorber links of an Austin Seven can be replaced very easily and cheaply by leather strips. Two pieces of leather 9½ ins. long, 1¼ in. wide and $\frac{1}{16}$ in. thick are needed; also four ¼ in. round-head screws 1½ in. long, with nuts and eight flat steel washers. The two strips of leather are each drilled with four ¼-in. holes, spaced as shown in the sketch. When the old links have been removed the leather strips are passed over the shock absorber spindles and through the forks of the arms. In each strip one bolt is used to clamp the leather round the spindle, whilst the other bolt, in each assembly, passes through the two end holes of the strip below the fork. A washer must be provided under the heads and nuts of all bolts to prevent cutting the leather.

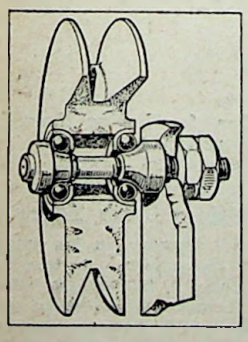


Emergency "Split" Pins.

ORDINARY safety pins can be used very successfully in place of split pins in an emergency. They are readily obtainable and quite secure; furthermore, they are quickly detachable and the same pin may be used repeatedly. Being pointed, safety pins can easily be fitted when the castellations of the nut do not quite coincide with the hole through the bolt. It is not advisable, of course, to use safety pins on highly stressed parts where the security of the nut is vital.

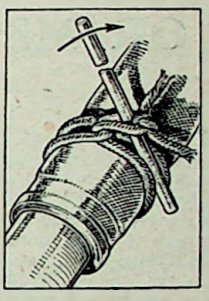
A Ball-bearing Fan.

TROUBLE is often experienced with the lubrication of a plain-bearing fan. It is difficult to keep the oil in the bearing, which thus soon runs dry and wears rapidly. Very little alteration is necessary, as a rule, to substitute ball bearings. The pulley body is bored out to take $1\frac{1}{16}$ in. diameter ball cups, for which two cones and a spindle, as used for the rear wheel of a cycle, can be obtained from any cycle shop. The spindle thread will require extending, and the projecting portion is used for clamping the spindle to the bracket. The general arrangement is shown clearly in the sketch; the cost of the material is about 2s. 6d., and any good garage would bore the pulley. A touch of grease or vaseline on the ball races from time to time will be the only lubrication necessary.



Freeing Stuck Water Joints.

THE rubber water joints of a car cooling system are apt to stick very tightly to the metal parts. When loosening a connection it is the usual practice to slip a thin knife blade between the rubber and the metal, but this sometimes proves harmful to the rubber. The joint can nearly always be "unstuck," however, by the use of a loop of rope and a lever. The rope should be about as thick as ordinary clothes line and long enough to tie in a loop as shown in the sketch. A tommy bar or anything similar will serve as a lever; it is passed through the loop as indicated, and the pull must be in the direction which tightens the loop, as shown by the arrow.



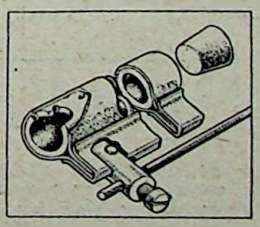
Needless to say the loop must be over the metallic part of the water connection, otherwise the rubber will collapse and there will be a risk of tearing it.

Useful Filing Hints.

WHEN a smooth file is not available an effective substitute is provided by rubbing chalk into the teeth of a "second cut" file. A round file can be used as a reamer by rotating it through the hole in an anti-clockwise direction; if turned clockwise it will tend to "feed in" and jam.

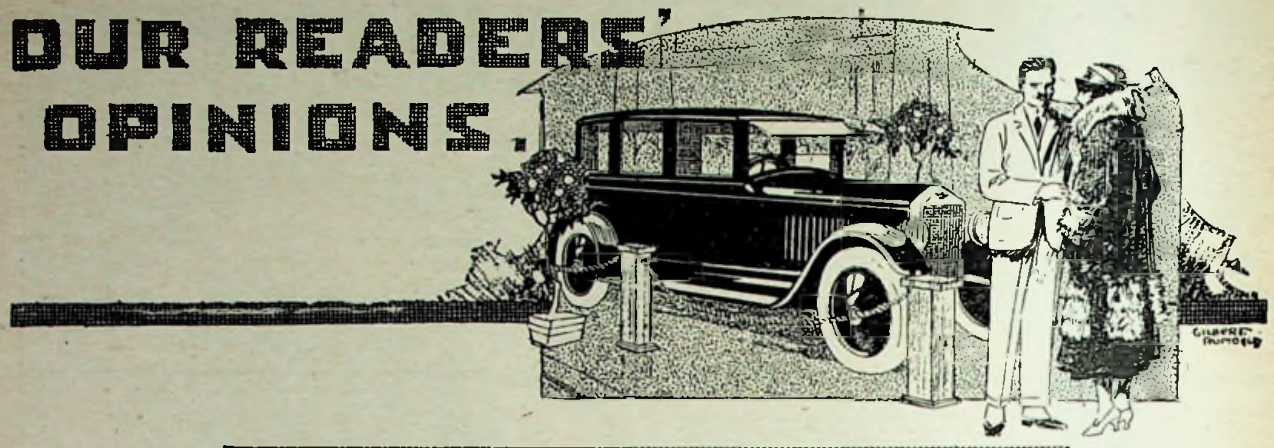
An Effective Screen-wiper Blade.

SQUEEGEES made from thin leather, such as chamois, are very effective, and it is by no means difficult to make one at home. The materials necessary are the metal channel of a discarded squeegee, a strip of suitable leather and a piece of small-bore rubber tubing the same length as the channel. Several small holes are made in the tube; the leather is then folded round it and the free ends laid parallel in the metal channel, the sides of which are hammered, or squeezed in a vice, to clamp the leather securely. Before mounting the squeegee on the screenwiper arm that end of the tube which will be at the bottom is plugged with rubber solution or a rubber "cork." When in position a few drops of glycerine are put in the tube and the upper hole plugged. The glycerine spreads slowly over the leather keeping it supple and aiding in maintaining a clear windscreen. From time to time the upper plug should be removed and a fresh supply of glycerine put in the tube.



B53

OUR READERS' OPINIONS.



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

FABRIC OR METAL BODYWORK?

In Favour of Fabric.

I am in complete agreement with "G.F.H.," who, in *The Light Car and Cyclecar* last week expressed the view that the fabric body is more silent than the coachbuilt type.

Extensive Experience of Both.

In the past few years I have owned or driven scores of saloons of each type, and it has been my impression that one commented in amazement if a metal body were really quiet and expressed surprise at a noisy fabric one!

I cannot think why the 1932 tendency seems to be towards cheap metal bodies on light cars, for there seems nothing against the fabric variety and a great deal indeed in favour of it. I suppose some prejudice was created against fabric bodies by several makers who put on the market cheap and nasty affairs which fell to bits in no time. But the genuine article seems to last indefinitely and keeps its appearance far longer than a metal body of similar cost.

W.L.R.

What of Durability?

Your correspondent "G.F.H." prefers fabric bodies because they are more silent than the metal-panelled type. Perhaps he is right. But silence is not the only thing that matters. What of durability? I

Where Metal Scores.

have had two cars with fabric bodies—one open and the other closed—and after a year's use both have shown signs of coming to pieces at little odd corners where the fabric is tucked under the beading or at the edges of the doors. No corresponding troubles afflict the owner of a metal body, unless it be a few odd rust spots; these, however, can easily be touched up by anyone who keeps a pot of cellulose in the garage and does not mind spending an occasional half-hour on the job.

There is another point. Suppose one is unlucky enough to back into a sharp object or to have a minor accident in which another car's wing or bumper happens to come into contact with the body. If the body is of the metal type, the only result is a slight dent which can easily be beaten out and touched up. With the rival type of body, on the other hand, the fabric will in all probability be torn, with the result that a coachbuilder has to be called in to do the job—and even then it is doubtful whether the new piece of fabric will match the old.

J. Jenson.

The Question of Maintenance.

The reader who wrote last week championing the cause of the fabric body has my hearty support. I think manufacturers are making a great mistake in dropping this type

The Economy Aspect.

of coachwork in favour of cheap pressed-steel bodies that are not only noisy but rapidly develop rust spots, and soon look very shabby unless looked after very carefully. The fabric body, on the other hand, can always be revived by a good wash and polish, and, if it *should* become really shabby, can easily be given a coat of cellulose.

Any amateur who has a hand spray plant can make a good job of cellulosing a fabric body, but the metal type is nothing like so easy, as hours and hours have to be spent in arm-aching rubbing down, and very great pains have to be taken to obtain an even finish. This is a very important point to the man who, like myself, does his own repairs.

J. Smith.

Free Wheel or Self-changing Gear?

"Focus" and Mr. Edge.

The many expressions of opinion concerning my recent comments on various aspects of freewheeling have been very interesting, particularly the letter from Mr. S. F.

Experiences Compared.

Edge which appeared last week. Like myself, he has gone from a free wheel to a self-changing gear. I think, however, that I can claim to have enjoyed the opportunity to compare the two even more intimately than Mr. Edge, for my 1930 car was a 12 h.p Armstrong Siddeley with a clash gearbox and free wheel, whilst my 1931 car is an identical model except that a self-changing gear and no free wheel is fitted. It would be difficult to imagine a fairer means of obtaining a comparison.

I must apologize to "E.E.D." for having made him an

enthusiast for free wheels and then for having changed my tune, but one has to move with the times. A few years ago I had no use for coil ignition; nowadays I swear by it.

"Focus."

Public Slow to Adopt New Things.

It is most astounding, as "Focus" suggests in his notes on the self-changing gear, how slow the public is to take to a new thing, however good. Before I bought my self-

Another Letter from Mr. Edge.

changing-gear Armstrong Siddeley no one in the trade would recommend it to me. Now I have done 18,000 miles on it, and should hate to go back to ordinary clash gears. The peace and quiet of the Armstrong Siddeley gears both in changing and running on intermediate ones is an absolute revelation.

S. F. Edge.

3rd in the 500!

A fitting finish to an M.G. Year!

Premier Honours in the "Double Twelve," the Irish Grand Prix, and the Ulster T.T.

And now

Third place at 92·17 m.p.h. and Team Prize in the fastest long-distance race in the world, the B.R.D.C. 500 mile race.

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In spite of the most crushing handicap a small car has ever had to face, the gallant little M.G. came through with flying colours. Every tribute is due to the entrant, Mr. E. R. Hall, who drove single handed throughout.

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OUR READERS' OPINIONS (contd.)

Hooting to Pass.

After reading a letter last week from Mr. J. Ingleby Jones entitled "Horns That Blow When Not Wanted," I would like to express a plea for horns to be blown when they *are* wanted. I think one of the most outstanding features of present-day motoring is the neglect of the audible warning device on the open road. Far too many drivers overtake without tooting the horn, and several times in the past few weeks have silently overtaken me just as I was about to swerve out to pass a cyclist who must have been unseen by my overtaker. Surely this is very dangerous.

A Precaution Often Neglected.

It costs no effort to touch a button just as you prepare to pass a car ahead, and would abolish the nervous start which I have seen so many drivers give when a car unexpectedly appears at their elbows. STENTOR.

A Taxation Department at Work.

We hear incredible stories concerning the manner in which various taxation departments function, but surely this is the limit. It happened to a certain gentleman I know of who applied for a licence at a well-known southern city which shall be nameless. Having filled in the necessary forms, he duly presented himself, carrying on his person (a) his insurance certificate, (b) coin of the realm, (c) his registration book, and (d) his insurance policy. He had recently changed his car and the insurance had been duly transferred in the usual manner and stamped by the insurance company.

Is This the Limit?

Entering the taxation department, he presented the items enumerated above and his application form, but, after a lengthy conference of officials, he was told that it was impossible to issue a renewal owing to the policy being originally made out to another person!

The motorist explained that the policy had always been and still remained in one person's name (also mentioning that transfer of vehicle only had been made), but the official hastened to confirm his own opinion that most certainly a change of person's name *had* been made, for, quoth he, look at this, and much to the motorist's astonishment pointed out that whereas on the original form the name shown was (shall we say) "TIMOTHY TUGWHISKERS ESQUIRE," the name on the small transfer chit showed "TIMOTHY TUGWHISKERS ESQ." Of course, MR. ESQUIRE could not possibly be the same as MR. ESQ.—now could it?

Isn't this the limit? G. PETTENGELL.

Signs that Mislead.

Driving along a quiet Essex road the other day I was suddenly confronted by a gigantic policeman. I had clapped on my brakes violently before I realized he was made of sheet metal and was merely a direction post to some bathing huts on the river. Surely it is time that misleading signs such as these should be forbidden by law.

GWYNETH PENNETHORNE.

* * They are.—ED.



(Left) The arresting sign in an Essex lane referred to above.

Undaunted By Alpine Passes

Abroad with a 1925 Jowett.

The recent references to Continental touring with Jowetts prompt me to give my own experience on the Continent in an old Jowett, a short chassis two-seater model born early in 1925. There were three of us—two well over six feet in height—and we all sat in front with the dickey piled high with our baggage. We had to take things rather easily and quietly as the car was definitely overloaded, the rear tyres at times scraping on the wings.

No Mechanical Trouble.

Our route included Calais, Freiburg, where we spent five days, Basle, Lucerne, Neuchâtel, Pontalier, Dijon, Paris (where we spent two days), Beauvais, Calais, Dover and home to Harpenden. The car, which was 6½ years old, with high-pressure tyres and no shock absorbers, covered nearly 1,400 miles altogether without any mechanical trouble whatsoever; apart from four punctures, we had to stop on the road only for petrol and oil. This rather demonstrates that a light car of sturdy structure can still be very reliable and trouble-free after 6½ years' service. DD627S.

Could not Emulate "Focus," But—

The peculiar pride with which we Jowett owners regard any remarkable performance by another man's Jowett must have been widely aroused by the wonderful Alpine exploits so admirably related by "Focus." To emulate such performances is, alas, quite impossible for such as I. Paterfamilias, with the many claims upon his time and pocket, must look in other directions for novel experiences, and as this class of driver probably constitutes a good proportion of your readers, I venture to think that a brief reference to a tour which I have just completed may be of interest. To me, at least, it held out the spice of adventure.

—Did the Next Best Thing.

Having had my interest aroused by your recent articles on caravanning, I attached to my 1929 Jowett saloon—in some trepidation, I confess—a caravan containing extension tents, beds and the necessary dining and sleeping gear for my family, and sallied forth on an ambitious tour, comprising visits to the Wye Valley and South Wales, thence across the Mendips, via Chepstow, Wells, Bath and so on, to North Devon, and eventually back through Kent and home.

Candidly, I should not have been surprised had I found the rather formidable—to an Essex man—series of hills in my schedule, and the load I took, to be too stiff a problem for my Jowett to manage. I was agreeably surprised to find that, on the flat, I often forgot that the caravan was there, whilst on the hills, some over two miles long, second gear was often sufficient. On bottom we sailed over the worst hills at an easy 10 m.p.h.

The hospitality which we met with wherever we roamed, the novel and care-free life, and the ease with which even my daughter drove the outfit, prompt me to recommend such a holiday as the ideal family vacation, especially where expense is an important factor. Our bill for the 15 days, covering over 1,200 miles, for petrol, oil, camping fees and hire of caravan, was just over £9, or about 3s. per head per day for fares and residence. How's that for economy?

ILFORDIAN.

Light Cars on the Stelvio.

I have read with much interest and pleasure "Focus's" accounts of his Alpine adventures, and I am filled with respectful admiration for the amount of ground he covered in his 14 days, but I think his article in your issue of September 25th conveys too much an impression that his Jowett (which I have no intention of disparaging) performed an exceptional feat for a small car in climbing the Stelvio.

The C.S.M.A. Run.

In the C.S.M.A. Continental Run last July we had on the top of the Stelvio, in addition to some larger cars, five Austin Sevens, two Singer Juniors, a Hornet, a Morris Minor and a Triumph 9. We climbed by the Umbrail Pass, which is in parts steeper than anything on the Stelvio. One of the Austins was a five-year-old and one of the Singers dated from 1928. Some radiators boiled, but none of the cars had any real difficulty.

I think that no owner of a British light car need fear that any of the Swiss or Italian passes will give his car any serious trouble.

T. LINDSAY.

B57

OUR READERS' OPINIONS (contd.)

Do You Pay Enough Attention—

In reply to Mr. G. R. Doyle regarding smoking at the wheel, I suggest that, as in most things, it is purely a matter for individuals. If you find smoking distracts you from driving—don't smoke. If you can drive and smoke and talk safely, smoke by all means. There are too many drivers, of course, who should neither smoke nor talk when at the wheel. Unfortunately, many of them drive with an easy nonchalance, in blissful ignorance that, if a crisis arises, they are not the men to act promptly and correctly, simply because they have been lucky enough never to be faced with such a situation. J. Blisworth.

—When at the Wheel?

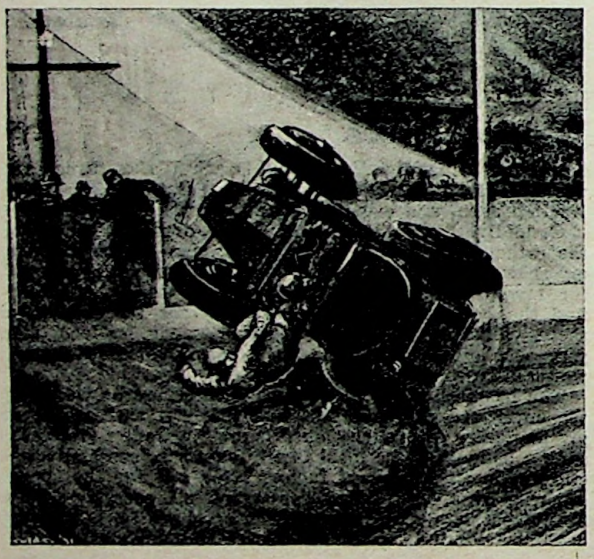
How Did Nash's Car Overturn?

Having been accustomed to the accurate portrayal of events in your pages, it comes as a surprise to turn to page 593 of your issue of October 9th, and note the grotesque effort of the artist to depict R. G. J. Nash's crash at the Wembley dirt track. From where I was sitting, the car appeared to turn over forwards and outwards, which is compatible with the fact that the piling up of the dirt to the outside of the track caused the car to overturn. Your artist has pictured the car apparently turning over backwards and sideways with the wheels skidding inwards, obvious impossibilities.

I should be interested to hear other views of this incident. Harold L. Briggs.

* * "The Blower," who witnessed Nash's crash in company with the artist referred to, assures us that the crash appeared exactly as illustrated. He agrees that the machine overturned in a most unusual manner. The car slid and tilted in a perfectly normal way for some distance, and then, instead of rolling over outwards, stood up on its rear wheels, which were spinning madly under a full throttle, and, charging the fence, reared up and fell over outwards, as shown in the drawing. This was probably due, says "The Blower," to the throttle remaining open, and the car pivoting on the spinning rear near-side wheel.—Ed.

The Wembley Dirt-track Crash.



The sketch of R. G. J. Nash's spectacular crash at Wembley, which is criticized in the accompanying letter.

The Value of Motor Racing.

During the past few months there have been keen discussions as to the value of racing to the motorcar industry. Now that the season is ended I offer my views. I believe that one big race teaches manufacturers more than they would otherwise learn in months or years of research. In my opinion, the manufacturer who races is able to offer the public a more nearly perfect car than his competitors who do not race.

Unless failure is due to carelessness, one often learns more by failure than success. In the case of the recent 500-Mile Race, for instance, our 9 h.p. cars were developing 70 h.p., and lapping at over 107 miles per hour—no mean speed for unsupercharged cars only just outside the "baby" category. The terrific speed and the roughness of Brooklands track revealed a minor clutch defect which otherwise might not have been discovered for years.

Every part of the engine and chassis of every racing car, no matter what the make, is similarly tested. The result is that when a car based on racing practice is offered to the public it is as good as it is possible to make it. Racing is responsible for many of the best features of the modern car, and I believe that to abandon it would be almost disastrous to the British motorcar industry. Victor Riley.

From Mr. Victor Riley.

Too Many Trials.

I feel that there are too many trials organized by the various motor clubs at the moment, and that the time has come for a certain amount of restriction. My suggestion is that the R.A.C. and the A.-C.U. should co-operate with regard to issuing permits, and that each club that wished should be allowed one trial in the year, confined to its own members only, and that, say, three trials should be jointly organized by the premier motor clubs and be open to all club members. The present "classic" trials might be excluded from this scheme, as they are reasonably supported on the whole.

At present, each club in self-defence has to run at least two trials a year, neither of which obtains adequate support and which unduly deplete the club funds.

Restriction has proved successful at Brooklands, so why not in the trials field? The opinion of your readers who are trials entrants would prove interesting if you would open your columns to them. Trials Secretary.

A Plea for Restriction.

CONDENSED CORRESPONDENCE.

Mr. J. P. Davis, "Porlock," Flower Lane, Mill Hill, N.W.7, advises us that he was a witness of an incident when a blue Bugatti was stopped by mobile police in Hyde Park on October 6th. Our correspondent says that if the driver of the Bugatti cares to get in touch with him, he would be glad to be of any assistance.

ASKED AND ANSWERED.

L.C.C. (Newark).—Rotary valves are by no means new and have been used in various engines in the past. They have never attained any very great degree of popularity, however.

H.A.N. (Newport).—As your wings have recently been stove enamelled, you should use enamel for touching up in preference to cellulose, as the latter is not always satisfactory when applied over new enamel.

H.J. (Newcastle).—Fractures caused by fatigue of the metal are by no means unknown in very highly stressed parts such as connecting rods, but we scarcely think that this was the cause of the breakage of one of the steering arms of your car. A flaw or forging crack in the metal is a more likely cause.

T.T. (Rye).—Any heat-resisting black paint can be used on the honeycomb of your radiator to remove the unsightly marks. Alternatively, you can make up a very effective paint yourself by mixing lamp black—which is obtainable from any oilship—with petrol to obtain a paint-like consistency, finally adding a few drops of goldsize, well stirred in.

R.S. (Hastings).—As you have covered only 200 miles since your engine was overhauled, we think you are a little premature in being disappointed because the new piston rings have not effected such a great improvement in oil consumption as you expected. New rings always take a little time to "bed down," and it is quite probable that after 700-1,000 miles a distinct improvement will become noticeable.

H.T. (Wellingborough).—Strictly speaking, the fact that the ratchet of your hand brake is defective represents a breach of the law, because, according to regulations issued by the Ministry of Transport, every motor vehicle has to be equipped with a braking system so designed and constructed that it can be set so as effectively to prevent at least two of the wheels from revolving when the vehicle is not being driven, or is left unattended; in the case of three-wheelers, it is sufficient if the parking brake takes effect on one wheel.

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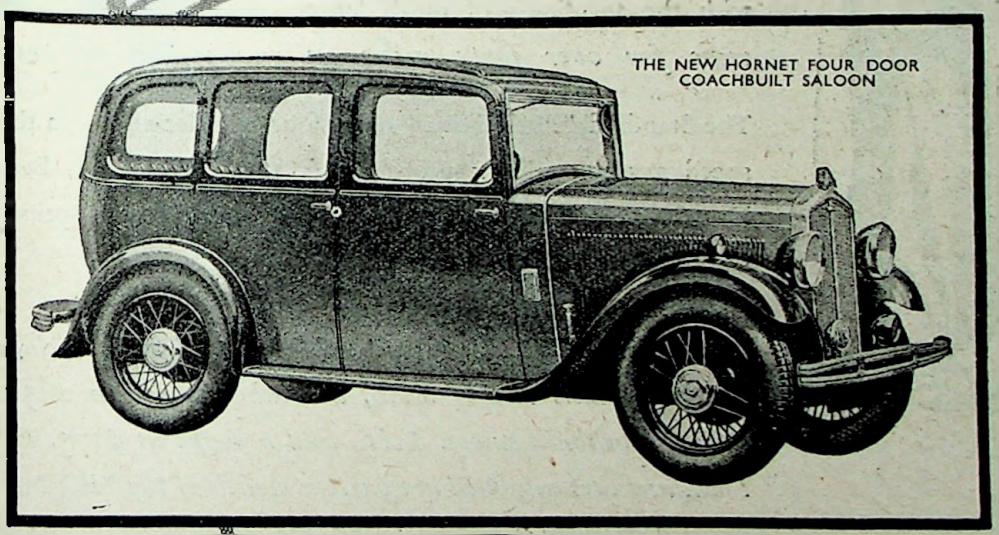
Also supplied as Occasional Four Sports Coupé, Price **£245.** *All prices ex Works.*



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"I'll meet you, then—at Stand 85 Olympia!"





Stand 85 Olympia! That is where everyone is meeting this year—to see the wonder of the Show . . . *the 1932 Standard "Little Nine."*

Here is a car with a wheelbase of only 7 ft. 6ins. and a track of 3 ft. 8ins., yet it provides roomy transportation for four grown-up people, gives a comfortable maximum speed of 56 miles an hour, holds the road with the steadiness of much larger cars, *runs for over forty miles on one gallon of petrol.*

The Standard "Little Nine" has a four-cylinder engine, a three-speed gearbox (silent second gear), rear petrol tank, Bendix Duo-Servo brakes, exceptionally light steering and springing that is a positive revelation!

The Standard "Little Nine" exhibits at Olympia include a stripped chassis costing £116, a coachbuilt saloon £155, a special coachbuilt saloon £169, and a coupé at £175. Other Standard cars exhibited are various models of the "Big Nine," the six-cylinder "Sixteen" and the six-cylinder "Twenty."

(All prices ex works)

STANDARD

Every Standard owner should read "The Standard Car Review" published monthly, price 2|6 per annum. From all dealers or direct from The Standard Motor Co. Ltd.

The Standard Motor Co. Ltd., Canley, Coventry. West End Showrooms: The Car Mart Ltd., 46-50 Park Lane, W.1. Gro. 3311

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

SPORTS JOTTINGS

Saturday at Brooklands — A Mountain Race from Scratch—The M.C.C. Sporting Trial — The Reliance Cup—B.R.D.C. Sweep Results—and Other Matters.

TO-MORROW will be the last B.A.R.C. meeting of the year, and track-racing will cease for 1931 in a blaze of glory—for the meeting should provide something in the way of Brooklands racing which will not be forgotten in a hurry.

The high-spot of the meeting will be the long-awaited 15-lap scratch race round the mountain—a race which should live in the memory.

The starters are competing by invitation and the cream of British motor racing has been skimmed for the occasion. The massed start, with all the cars screaming up to the Members' Hill, turn and fighting for position on the corner, will be a marvellous sight.

Sir Henry Birkin is to drive his 2½-litre Maserati, which holds the Mountain lap record at the moment. Brian Lewis will handle the 500-Mile Race Talbot, Raymond Mays will drive the Villiers—a welcome appearance at Brooklands. Sir Malcolm Campbell will be in his Mercedes, and Earl Howe will drive that lovely light car, the 1½-litre straight-eight Delage.

In addition, there will be sundry Bugattis and Austins, H. J. Aldington (Frazer-Nash), R. G. J. Nash ("Terror"), and others.

Besides this event, there will be a 10-lap Mountain handicap, two long and two short handicaps, and a ladies' race.

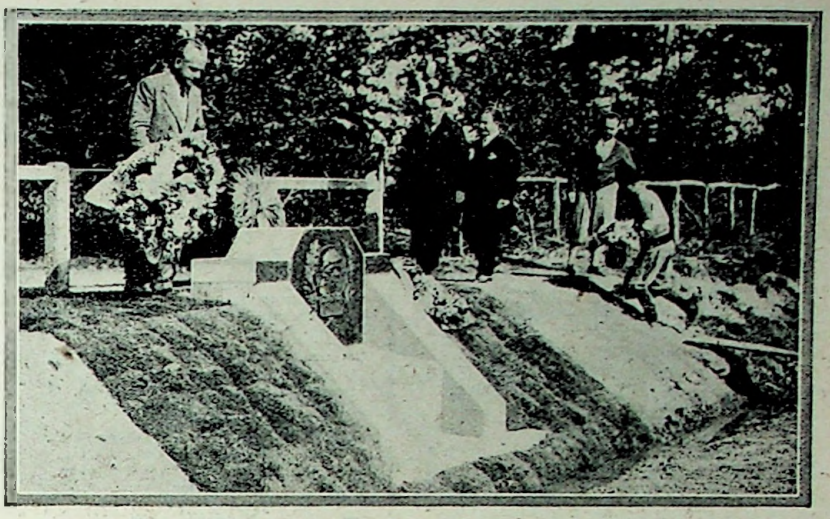
In the last-named event Mrs. Wisdom may handle the Leyland-Thomas, which has not been seen at the track for far too long; the Hon. Mrs. Victor Bruce will drive a T.T. Aston-Martin, and others will be Miss Fay-Taylour—the cinder-track star (Talbot), the Hon. Mrs. Chetwynd (M.G. Midget), Miss Victoria Worsley (Austin), and Miss P. Naismith (Salmson).

Racing will begin at 2 p.m.

* * *

ALSO to-morrow, by the way, is that extremely virile affair—the M.C.C. One-day Sporting Trial, which comes very near to providing the ideal day's sport for a man who really likes his trials to be trials.

Buxton is the theatre of operations, and 10 a.m. the starting time. There will be two laps of a 25-mile course, and if at the end of the first circuit a competitor is a little late he may dash ahead and make it up by the finish. On the last lap no one may be ahead of time (1 hr. 15 mins. per lap), but anyone may be up to 1 hr. late.



IN MEMORIAM. — *Before the M.C.F. Grand Prix at Montlhery last week a monument was unveiled to that gallant driver Ascari, who was killed in the 1925 Grand Prix. Among those about to lay wreaths are seen Campari and Robert Senechal.*

Cowdale, Putwell, Blacker Mill and our old friend Litton Slack (grave of golds) are in the course; a rather beastly bit of Colonial section used last year and known as Pilwill Lane, or words to that effect, has been cut out, and Blacker Mill inserted in the programme instead.

The Palace Hotel is the headquarters for the trial, and after it is over the M.C.C. will entertain to a dinner and dance every driver and one passenger apiece. That is, if you take three passengers the other two will have to be paid for at the rate of 7s. 6d. per head.

Last year the venture was a resounding success, and doubtless it will be again. But why does the M.C.C. put it on at Show time?

* * *

I HAVE only just discovered why R. T. Horton was absent at the recent Shelsley climb, the reason being that he got married that afternoon at St. Mary's, Moseley, Birmingham, to Miss Winifred Carrington.

Here are my belated congratulations.

* * *

I HAVE had a note from Miss Joan Weekes—who is well known in competitions. She was hurt when I described her Lewes speed trials car as an "aged Salmson" recently in these columns. She informs me that the car is only two years old. Miss Weekes won the 1,100 c.c. class, the 1,500 c.c. class, the Baker Trophy and replica, and took a second in the 2-litre class.

I was not present at the event in question, and I was not in a position to check my information. Sorry.

* * *

FURTHER to my comments last week on cars at Wembley Speedway, I now hear that T. N. Sulman—whose four-wheeler Morgan was described in this journal some months ago—appeared with his car on the cinders at Lea Bridge recently. His time, he tells me, was 107 secs. for the four laps. The track is 440 yards in length.

NEWS reaches me that Wizard Smith is taking his "Fred. H. Stewart Enterprise" (hereinafter known as "the car") to New Zealand on November 20th, en route for Ninety Mile Beach and his long-awaited attack on Sir Malcolm Campbell's Daytona record. If the weather remains favourable, we may expect his attempt some time early in December. Good luck to him.

* * *

FOR your 1932 diary: The Italian Grand Prix will be held on June 5th next year.

* * *

THE Liverpool M.C. has prepared a beautiful course for the Reliance Cup Trial this year (October 24th), and I gather from the prospectus that they have managed to include 20 excellent hills for people to motor up!

The trial is open to six clubs—the J.C.C., L.C.C., Lancashire A.C., Leeds M.C., Riley M.C. and Sunbac—being a closed competition for cars and an open event for motorcycles and three-wheelers.

The course will be about 110 miles long, starting at 8.30 a.m. from Mold and finishing there at 3.20 p.m.

For the benefit of those who would like to see something of the trial, the 20 observed hills are Hendre, Hell's Delight, Colomendy, Maes-y-Safn, Vron, Allt-y-Gwernant, Ddol'-hir, Allt-y-Ceriog, Dol-y-wern, Tynymynydd, Pentredwr, Conquering Hero, Bryneglwys, Old Bwylch, Boundary Stone, Bontnewydd, Bodfari, Afonwen, Grove Hill and Hendre Quarry—all of which sounds terrible, but if anyone wants to know (more or less) how to get to any of them, I shall be able (more or less) to tell them.

* * *

MORE dinner dates for your diaries: The Light Car Club, November 6th; C.S.M.A., November 9th; B.A.R.C., November 20th; Brighton and Hove M.C., December 4th; J.C.C., December 11th.

THE regulations for the 1932 Monte Carlo Rally have just reached me in their usual very attractive booklet form. Next year's event will be the 11th of the series, and the date of arrival at Monte Carlo is Wednesday, January 20th.

The programme of the week is: Wednesday, January 20th, finish of the Rally, Flexibility and Brake Test; Thursday, a day of rest—and *very* welcome, too! Friday, the Concours de Confort; Saturday, the Mont des Mules Hill-climb, and Sunday, January 24th, the parade of cars, distribution of prizes and (in the evening) the International Sporting Club banquet in honour of the Rally crews.

The Rally cars will run in two categories—over and under 1½ litres.

* * *

There are quite a number of people who do not know what the Rally is all about, and wonder at the glamour which has grown up around this motoring adventure.

Briefly, the idea is that crews may set out from one of many towns in Europe, journeying to Monte Carlo at a scheduled speed, to arrive on time on January 20th. The winner is he who maintains his schedule, checks in on time, and has covered the greatest mileage. Thus, it is bootless to start 4,000 miles away and arrive late, but, other things being equal, he who covers 2,000 miles to schedule does not score so many marks as the man who covers 3,000 on time.

* * *

You may choose your own starting point from among those nominated in the regs., but from each of these a set route must be followed. Along these routes there are controls which are open only for set periods. The idea is to leave your starting point so that, including all stops and mishaps (if any) you will pass through the controls during opening hours and arrive at Monte—having averaged up to 24.8 m.p.h. and not under 19.8 m.p.h.—between 10 a.m. and 2 p.m. on the day of the finish.

* * *

Thus there is the tremendous gamble that one may start from a point so far away as to give a good chance of scoring highest marks, only to run into terrible weather with so much resultant delay that it is impossible to maintain the required average.

If anyone wants a really adventurous journey let him start in the Rally from Umea or Athens.

* * *

THE following were the prizewinners in the 500-Mile Race Sweepstake organized by the British Racing Drivers' Club:—

First prize (£83 2s.): P. Fotheringham-Parker; **second** (£41 11s.): "Ogpu"; **third** £20 15s. 6d.): Dr. T. C. Larkworthy; **fourth** (£10 7s. 9d.): "Red Light."

Starters (£1 6s.): W. E. Humphreys, P. Turner, H. W. Cook, G. C. Dugate, M. M. Warwick, N. C. Barnes, J. Cattley, "St. Albans," "Cod 'Em," L. Esplen, D. Martin, "W.8," "Saye," "Tim," P. Turner, P. Turner, D. P. Peerless, A. Cohen, L. Brook, "W.8," G. Trevor, D. Hagen, Dr. J. D. Benjafield, G. W. Mayne, V. Saint, Dr. N. W. Benjafield, "Dunno," F. Martin, "Hotb," A. G. J. Hare, "Babsian," H. Heappey, W. Mackinnen, A. J. Bevan, "Thompson."

Successful ticket holders should apply for their prizes by forwarding their tickets, name and address to the club.

H. J. ALDINGTON, of Frazer-Nash fame, has a strenuous time before him on Saturday, if all goes according to plan. First of all he is driving in the M.C.C. sporting trial, carrying an early number, after which he proposes to return by aeroplane to Brooklands to drive in the Mountain Championship. His machine in this latter event, by the way, is one of the Ulster T.T. cars fitted with a blown engine.

FORTHCOMING EVENTS.

October 17th.
B.A.R.C. Brooklands Meeting.
M.C.C. Sporting Trial.

October 18th.
London M.C. Driving Competition.
Brighton and Hove M.C. Half-day Trial.
Mid-Bucks M.C.C. Chairman's Mystery Run.
Coventry Triangle M.C. Circular Run.

October 24th.
Liverpool M.C. Reliance Cup Trial.

October 25th.
C.S.M.A. Sporting Trial.
Bugatti Owners' Club. Treasure Hunt.

November 6th.
The Light Car Club. Annual Dinner.

November 9th.
C.S.M.A. Annual Dinner.

November 14th.
"Sunbac." Shell Cup Car Trial.

November 20th.
B.A.R.C. Annual Dinner.

December 4th.
Brighton and Hove M.C. Annual Dinner.

December 11th.
J.C.C. Annual Dinner.

December 12th.
N.W. London M.C. London-Gloucester Trial.

December 28th.
M.C.C. London-Exeter Trial.

THE Bugatti Owners' Club has a Treasure Hunt on October 25th, entries for which (5s.) close on October 19th and should reach Mr. V. L. Seyd, 24, Netherhall Gardens, London, N.W.3, before that date. The event is open by invitation to the Hornet Car Club. The start will be within 20 miles of London.

* * *

IF the plans of the A.I.A.C.R. bear fruit, the Grand Prix of the A.C.F. will once again be held over a real road circuit, in this case over a course near Rheims.

In addition there is talk about a Grand Prix in the Midi next year.

* * *

FURTHER to my note last week re T. N. Sulman's appearance with his four-wheeled Morgan at the Lea Bridge dirt track, I hear his time was beaten last Saturday by Hamilton and Kindell in a supercharged M.G. Midget.

When these words appear in print, it is probable that H. J. Aldington will have made an attempt on this last record with his "dirt-track" Frazer-Nash. More of which anon.

* * *

H. N. EDWARDS, the genial soul responsible for the smooth running of the 500-Mile Race, and secretary of the British Racing Drivers' Club, whose arrangements for the race were criticized by a correspondent in last week's issue, has come back at him in our News pages this week with a vigorous reply. Perhaps other people who went to the race may have sundry things to point out. If so, Mr. Edwards asks them to write direct to him, at the B.R.D.C., 51, Hartswood Road, London, W.12.

Edwards mentions that next year the race will probably be run in September.

THE BLOWER.

CLUB ITEMS AND SPORTING EVENTS

AUSTIN SEVEN C.C.

The club will open its winter season on Sunday, October 18th, with the first of a series of monthly socials. Tea will be taken at the Harvard Hard Courts, London Road, Isleworth, at 4.30 p.m.

The hon. secretary is Mr. E. W. Ball, 62, Lady Margaret Road, Southall, Middlesex.

UXBRIDGE M.C.

There will be a treasure hunt on October 25th. The first dance of the winter season will be held at the Grape Hotel, Hayes, on October 28th, for which tickets will be 2s. 6d. (Evening dress optional.)

The hon. secretary is Mr. S. C. Cutland, 50, King Street, Southall.

BUGATTI OWNERS' CLUB.

A treasure hunt will be held on October 25th, starting from a point within 20 miles of London. Entries at 5s. close on October 19th.

The event will count towards the Victor Ludorum Trophy.

The hon. secretary is Mr. V. L. Seyd, 24, Netherhall Gardens, London, N.W.3.

MANCHESTER UNIVERSITY M.C.

Forthcoming events include a run to watch the Reliance Cup Trial, on October 24th, a run to Swallow Falls on November 1st, to watch the Stockport Scramble on November 7th, and to Shrewsbury and Lilleshall on November 15th.

There will be a dance on November 27th, and the annual general meeting will take place on December 6th.

The hon. secretary is Mr. M. G. K. Lund, 9, Wolseley Place, Withington, Manchester.

SUNBEAM M.C.

The first tea party of the season will be held on Sunday, October 25th, at the Wagon Shed, Horley, from 3.30 to 6.30 p.m.

The venue is on the main Brighton road.

Members bringing gramophone records will be especially welcome. A radio-gramophone is available for use.

W. MIDDLESEX AMATEUR M.C.

The following are the results of the recent Parents' Cup Trial:

Parents' Cup and Replica: E. H. Thomson (Austin 12). Club ash-tray: E. J. Birkbeck (Grindlay-Peerless motorcycle). Bronze medal: G. Morrison (Morris Minor).

HORNET C.C.

The club has accepted the invitation of the Bugatti Owners' Club to participate in the Treasure Hunt of October 25th. All Hornet owners—not members of the club—who would like to compete should communicate with the hon. secretary, Mr. F. S. Hetchens, 12, Berkeley Street, London, W.1.

HARROW AND D. M.C.

A social evening will be held on October 20th at the Alma, Harrow Weald, tickets for which will be 2s. 6d.

The treasure hunt held on October 4th proved a great success and was won by G. F. Cooper.

The hon. secretary of the club is Mr. W. J. Lake, 192 Vaughan Road, Harrow.

C.S.M.A.

The annual dinner will be held at the Connaught Rooms, London, W.C.1, on Monday, November 9th, at 7 p.m., with Sir Henry H. Piggott, president, in the chair. (Reception 6.30 p.m.)

The guests of the evening will include Sir Harold Bowden, Bart., Sir Henry Birkin, Noel Curtis-Bennett, T. Norman Frizzell, and Mr. and Mrs. W. E. Rootes.

During the evening there will be a cabaret under the ægis of Melville Gideon, a film of the continental tour, and the presentation of awards.

Tickets are priced at 10s. each, and after October 24th special seating cannot be arranged.

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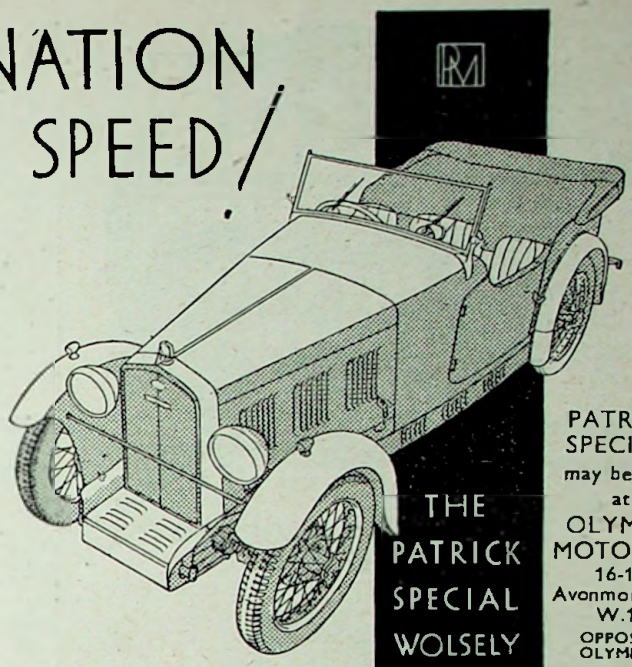
HERE is a transformation; a Car with all the power and spirit made famous in the Wolseley Hornet, and completed with coachwork of Patrick excellence and exclusive style.

To drive a "Patrick Special" is to realize a combination of two ideals. In construction—particularly sound. In appearance—stylish yet refined. In comfort and accessibility—beyond reproach! Permit us to send you full specification and illustrations, and arrange to bring one along for your inspection and trial.

"Patrick Specials" are available in four standard colour schemes or to your own choice. The price is **£225 : 0 : 0,** and this includes full equipment, tools, etc.



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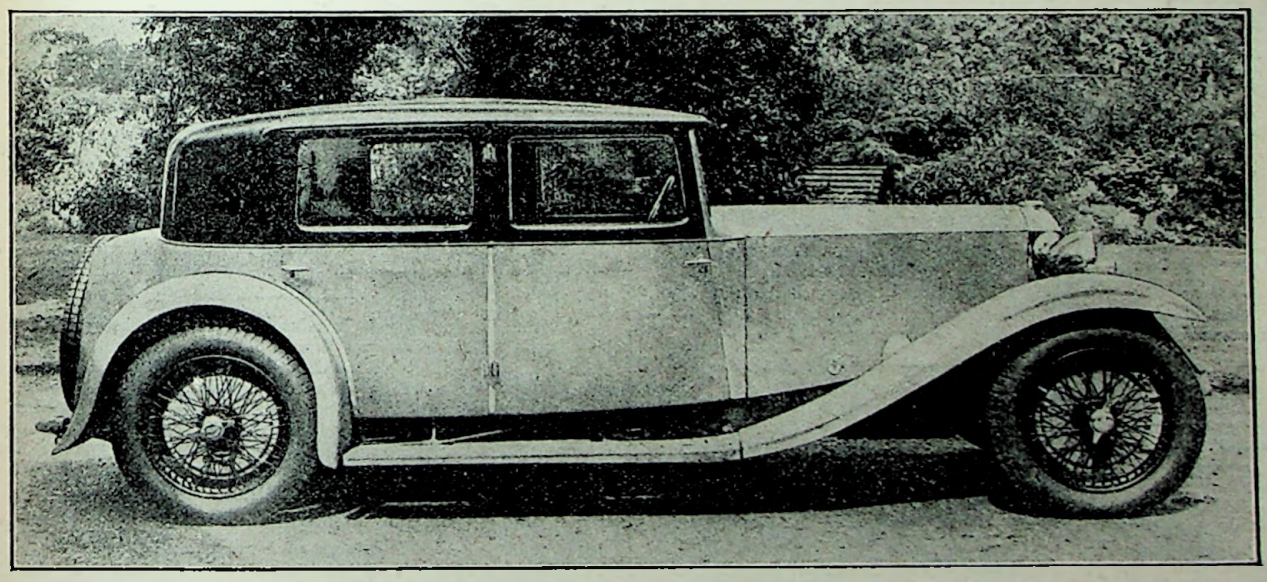

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Chassis only **£335**

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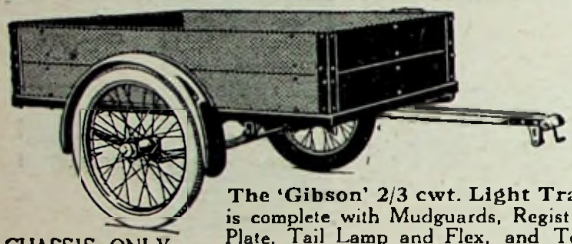
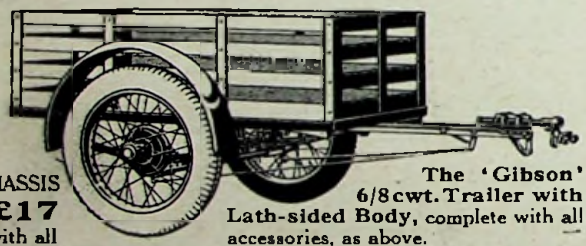


The 'Gibson' 2/3 cwt. Light Trailer, is complete with Mudguards, Registration Plate, Tail Lamp and Flex, and Towing Hitch ready to fit to car.

CHASSIS ONLY. 10 Gns. with all accessories.

(At Works) 13 GUINEAS.



CHASSIS £17 with all accessories.

The 'Gibson' 6/8cwt. Trailer with Lath-sided Body, complete with all accessories, as above. (At Works) £21-0-0



CHASSIS 20 Gns. with all accessories.

The 'Gibson' 10/12 cwt. Trailer with Utility Body and Detachable Slats, having a hinged tail board. This model is ideal for a variety of uses and is complete with Mudguards, Number Plate, Rear Lamp and Flex, and Patent Ball Towing Hitch, Detachable Wheels interchangeable with Morris. (At Works) £27-10-0 complete with all accessories.

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Holdens.

AROUND THE TRADE

"About George . . ." is the title of the latest booklet issued by The M.G. Car Co., Ltd., Abingdon-on-Thames. It is very amusing and ends up by convincing the reader of the many advantages of the M.G. Midget.

Edward Joy and Sons, Ltd., makers of Filtrate oils, inform us that from November 1st every drum of this oil will be fitted, without extra charge, with a Phillips telescopic tap. The increase in convenience resulting should be much appreciated by all Filtrate users.

Mr. M. A. McEvoy informs us that one of the latest "Le Mans"-type Wolseley Hornets marketed by Jensen Motors, together with several McEvoy special super-tuned models, will be available for demonstration at McEvoy (London), Ltd., 146, High Street, Notting Hill Gate, during the period of the Show.

At the recent annual meeting of the Triplex safety-glass concern Lieut.-Col. Clare, D.S.O., M.C., the chairman, said, "Our contribution towards a trade revival was a further reduction in prices to a level at which maintenance of profit depends on keeping costs at the lowest level, together with an increased demand for Triplex."

Readers wishing to inspect 1932 Austin, Hillman, Morris, M.G., Riley, Rover, Singer, Standard or Triumph models in comfort should note that the Newnham Motor Co. are staging a display of about 100 examples of these models at their Hammersmith Road premises, about 400 yards from Olympia, during the period of the Show.

Mr. Leslie S. Hill, youngest son of Mr. L. Cecil Hill, managing director of the County Chemical Co., Ltd., has recently left the Royal Air Force and is now representing the company in Oxfordshire, Buckinghamshire and Berkshire. He has been right through the Chemico works in all its branches, and is thus very well equipped for the position.

In pursuance of its policy of speeding up freight traffic by replacing horse vans by motor vehicles where practicable, the London and North Eastern Railway has recently placed contracts for 100 motor vans and 12 trailers for use in their southern district. Amongst the concerns with which orders for this fleet have been placed are Morris Garages, Ltd., and Stewart and Ardern, Ltd.

Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2, have just issued a revised edition of their handy little booklet, "First Aid for the Car." It is intended as a handy companion to owner-drivers, its main contents being in the form of a fault-finding chart which will aid motorists in trouble to find and cure the fault that is holding them up. In addition, it contains many useful hints and concise lubrication tables for certain popular makes

Mr. E. W. Martin, who has held the position of acting sales manager to The Standard Motor Co., Ltd., for the past few months, has now been appointed sales manager in charge of home sales. Other recent appointments in the company are those of Mr. B. F. Mason as export sales manager, Mr. B. A. Hill as publicity and advertising manager and Mr. B. B. Jones as assistant sales manager. The whole organization will operate under the direction of Capt. J. P. Black.

"Achievements of 1931" is the title of an interesting 44-page booklet which has just been issued by C. C. Wakefield and Co., Ltd., Wakefield House, Cheapside, London, E.C.2. It is profusely illustrated and tells of the various racing and record successes on land and water and in the air achieved by machines running on Castrol; the list is a formidable one, including Sir Malcolm Campbell's world record speed of 245.73 m.p.h. for the mile and a host of other records. Copies of the booklet are obtainable either from the Wakefield stand at Olympia (No. 447) or from the concern's London office.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



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To get the utmost performance out of your car insist upon BRICO Piston Rings being fitted when the engine is overhauled. All the best, and the majority of British cars fit BRICO Rings as standard equipment, and you cannot do better than take the car manufacturers' lead. They cannot take any chances—neither should you. Specify BRICO for maximum engine performance.

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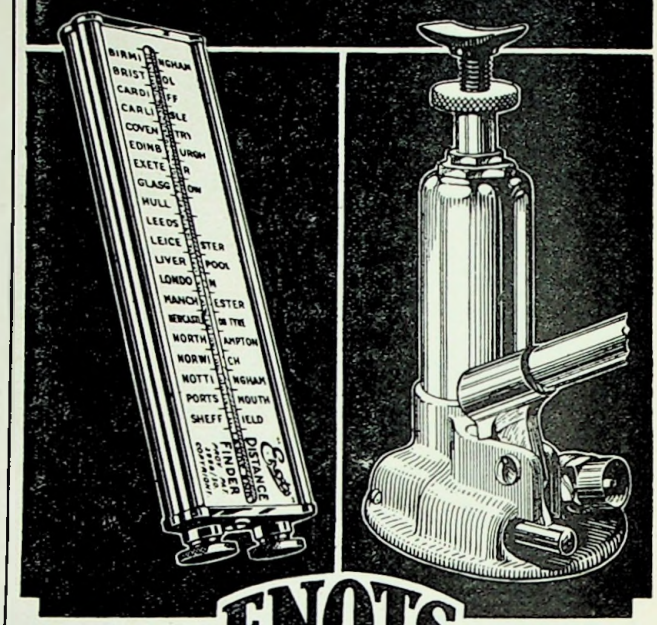

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JACKING up a baby car with an Enots Minor Hydraulic Jack is a matter of seconds only, and it's just as easy to let it down again.

It has amazing strength. No trouble to carry in a small car because it is very light and compact and stows away easily. It will last for years.

Minimum height 6½"
Hydraulic Lift 3½"
Hand Extension 2½"
Total Lift 5½"

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Austin 7's	1931	£100
	1930	85
	1929	65
Morris Minors	1931	100
	1930	85
	1929	65
Riley 9's	1931	200
	1930	165
	1929	135
Singers	1931	120
	1930	100
Singers	1929	£75
Rover 10's	1931	140
	1930	140
	1929	110
Standard 9's	1931	150
	1930	120
	1929	90
Triumphs	1931	140
	1930	110
	1929	85

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We are specially interested in acquiring the following models in good condition:—

ALVIS, 12/50 Sports and Saloons, 1927, 1928, 1929, 1930 and 1931.
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AUSTIN 7's. All Models.
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LEA-FRANCIS. All Models.
M.G. MIDGETS. All Models.
MORGAN. All Models.
RILEY 9's. All Models.
ROVER 10's, 1928, 1929, 1930 and 1931 Models.
STANDARD 9's, 1928, 1929, 1930 and 1931 Models.
SINGER JUNIORS, 1928, 1929, 1930 and 1931 Models.
SWIFT, 10 h.p., 1928, 1929, 1930 and 1931.
TRIUMPH JUNIORS, 1929, 1930 and 1931.
WOLSELEY HORNETS All Models.

F.G. SMITH-MOTORS LTD

GOODMAYES, ILFORD, LONDON

Telephone: Seven Kings 1000 (7 lines).

also 169, SHAFTESBURY AVENUE, W.C.2. 'Phone: Temple Bar 3876.

Fill in, and post in envelope—½d. stamp. Telephone: Seven Kings 1000 (7 lines).

To Messrs. F. G. SMITH (MOTORS) LTD., GOODMAYES, ILFORD.

I am interested in a New.....(INSERT AS REQUIRED). Please send me full details of this model and particulars of your Exchange and Deferred Terms, also state the actual allowance you are prepared to make on my present Car or Motorcycle. Particulars as herewith.

Make of Car or Motorcycle.	Date of Manufacture.	Type or Model.
Type of Body.	General Condition.	Owner's Estimate of Value. £ : :

NAME.....

ADDRESS.....

PLEASE WRITE IN PENCIL.

L.C. 16/10/31

OLYMPIAN BARGAINS!

1930 MORRIS Minor, tourer, dark blue, small mileage, perfect condition	£59
1931 AUSTIN 7, coachbuilt saloon, sun roof, mileage 3,000, as new	£98
1930 AUSTIN 7, Arrow sports 2-seater, black and cream, smart and fast	£85
1928 TRIUMPH Super 7, de luxe 2-seater, duo tone finish, extras, smart	£59
1930 M.G. Midget, sports 2-seater, red fabric, very good tyres, fast	£98
1930 AUSTIN 7, sports 2-seater, one owner since new, dark blue, as new	£69
1929 AUSTIN 7, Wembley sports saloon, duo tone fabric, new condition	£69
1931 MORRIS Minor, coachbuilt saloon, sunshine roof, as brand new	£98
1930 AUSTIN 7, Wydoor fabric saloon, black and red, new condition	£78
1928 STANDARD 9, fabric saloon, sliding roof, exceptional condition	£59
1930 TRIUMPH Super 7, de luxe saloon, blue and grey, exceptionally smart	£82
1931 AUSTIN 7, tourer, dark brown, one owner, very smart car and sound	£78
1929 STANDARD 9, Teignmouth fabric saloon, sliding roof, splendid condition	£89
1929 ROVER 10/25, fabric saloon, sunshine roof, many extras, very smart	£89
1929 SWIFT 10, de luxe, fabric saloon, duo tone, wire wheels, extras	£78
1927 SINGER Junior, tourer, very good condition and fully equipped	£29
1927 FIAT 8, de luxe, 2-seater and dickey, good tyres, t.w.b., leather, etc.	£29
1928 AUSTIN 7, tourers, choice of four cars, all in very good condition	£38
1928 AUSTIN 7, Cup model, sports 2-seater, choice of three, various colours	£49
1930 MORRIS Minor, coachbuilt saloon, dark blue, small mileage, as new	£69
1931 SINGER Junior, coachbuilt saloon, sunshine roof, as brand new	£115
1931 WOLSELEY, Hornet, coachbuilt saloon, sun roof, wide body, as brand new	£139
1930 ROVER 10/25, fabric saloon, sunshine roof, wire wheels, many extras	£110
1930 STANDARD 9, Teignmouth sunshine roof, saloon, many extras, as new	£110
1930 M.G. Midget, sports coupe, sunshine roof, big sump, etc., black and green	£129

AVAILABLE ON OUR NEW SYSTEM OF MONTHLY TERMS :—

£2	monthly terms for a bargain costing	£40
£3	monthly terms for a bargain costing	£60
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We are justified in calling these "Olympian" bargains because they do undoubtedly represent BIG value. Observe, too, the very simple terms upon which you can buy! So call if you can, but if unable to do so remember we will send any car up to 50 miles for non-obligatory inspection and trial.

SEND FOR LIST OF OVER 50 BARGAINS

★ If you are considering the purchase of a 1932 model turn to our advertisement on page 14 of this issue.

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25, EAST HILL, CLAPHAM JUNCTION, S.W.11

Open Weekdays 9 *a.m. to* 8 *p.m.* *(Close Wednesdays* 1 *p.m.)*
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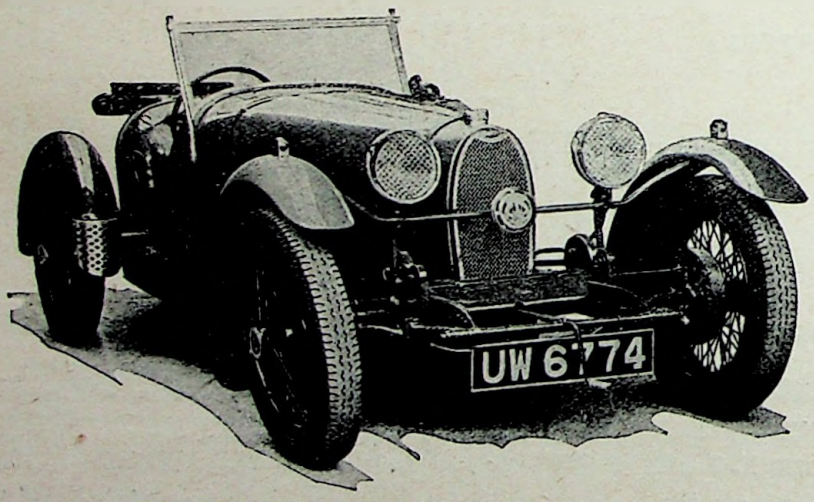
"BROOKLANDS" SPORT EQUIPMENT



Racing Hub Caps
Headlamp Guards
Ribbed Brake Drums
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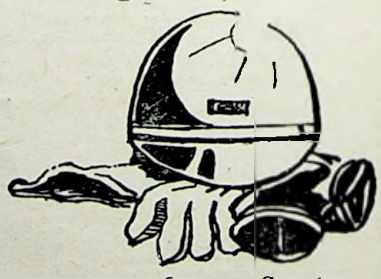
Steering Wheels
Stoneguards, etc.



"BROOKLANDS" Sport Equipment is here to improve the appearance of your Sports or Semi-Sports Car. Make 321 your first call—to see a wide range of wonderfully racy and smart sporting equipment. See the entirely new "Brooklands" Steering Wheel embodying the new and Patented "Fully Flexible" Principle—positively the most wonderful contribution to high speed and racing comfort and safety. You can test it on Stand 321 and inspect the complete range of equipment.

IF YOU CAN'T come to Olympia, send 4d. in Stamps for the new 16-page fully illustrated "Brooklands" Sport Equipment Brochure. Every type of Racing and Sporting Equipment illustrated and described. Send for your copy to-day.

STAND 321

FRANK ASHBY & SONS, LTD., STIRCHLEY, BIRMINGHAM.

We specialise in and hold a stock of new 1932 :—

Austins
B.S.A.'s
M.G.'s
Morrises.

Part exchange and H.P. terms.

Cars bought for cash.

Every Sunday open 9 a.m. to 1 p.m.

ROWLAND SMITH MOTORS LIMITED

Head Offices and Showrooms:
78, 79, 80, 81, HIGH ST., HAMPSTEAD
LONDON, N.W.3.
(One minute from Hampstead Tube Station.)
Telephone: HAMPSTEAD 6041 (6 lines).
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Hours of Business:
Open all Weekdays 9-8 (including Saturdays).
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THE LARGEST LIGHT CAR BUYERS.

A Selection of
USED CARS
to Suit All Pockets!
at Prices Ranging
from £5 to £150

DEFERRED TERMS FROM ONE-TWELFTH DOWN
INSURANCE EXTRA

The following are a few Selections from our Stock of over 100, all
Covered by a Written Guarantee for
THREE MONTHS

ROVER, 1930, 2-litre Light Six Sportsman's Coupe, Sunshine roof, wire wheels, cycle wings, "Servo" brakes, gorgeously equipped, practically equal to brand new in condition and appearance .. £155
STANDARD NINE, 1930, "Teignmouth" Sunshine Fabric Saloon, long chassis, full equipment, attractive two-colour finish, super bargain £110
WOLSELEY "HORNET," 1930, 12 h.p., 6-cylinder Coachbuilt Saloon, most magnificently fitted throughout, Triplex, f.w.b.'s, exceptionally low mileage, guaranteed absolutely equal to brand new in condition and appearance, genuine bargain £105
M.G. MIDGET, 1930 model, 8 h.p., Sports 2-seater, magnificently equipped, exceptionally fast and very smart £98
AUSTIN, 1931 series (registered approximately October 1930), 7 h.p., Coachbuilt Saloon, chromium plated, usual equipment, very good condition throughout £85
TRIUMPH, 1930 (registered September), Super Seven Sports, 2-seater, fully equipped, pneumatic seats, hydraulic f.w.b.'s, guaranteed equal to brand new, spare unused, one owner £85
M.G. MIDGET, 1929, 8 h.p. Sports, splendidly equipped, f.w.b.'s, special two-colour fabric finish, and attractive sports bus, year's tax £85
STANDARD NINE, 1929 "Teignmouth" long chassis, Fabric Saloon, exceptionally fine condition throughout, good tyres, economical car, smart black finish £82
MORRIS MINOR, 1930 8 h.p. Fabric Saloon, full dash, chromium fittings, good condition, brown finish £69
AUSTIN 1929, 7 h.p., black "Wydor" Fabric Saloon, fully equipped, moquette upholstery, good appearance, economical little car .. £59
MORRIS MINOR, 1929, 8 h.p., brown Fabric Saloon, very fine mechanical condition, bargain £55
Choice of six.
AUSTIN, 1928, "Gordon-England" Cup Sports 2-seater, full dash, pneumatic upholstery, f.w.b.'s, special cream and green finish, very good condition £49

Here are a few selected bargains in good condition, but not covered by our GUARANTEE, offered at KNOCKOUT PRICES:

SINGER TEN, 1925, 4-seater, full dash, etc., excellent car, beautifully finished blue £17
ROVER, 1925, 8·9 h.p., 4-seater, equipped, dynamo lighting, good tyres and appearance, serviceable all-weather car, finished maroon .. £15
A.C. ACEDES, 1924, 4-seater, full dash equipment, C.A.V. lighting, etc., good serviceable car £12
CLYNO, 1926, 2-seater, double sunken dickey, f.w.b.'s, good tyres, fine condition £10
SWIFT, 1923/4, 8·9 h.p., 2-seater, full dash, good mechanical condition, sound and reliable £8
CITROEN 11 h.p., 2-seater, fully equipped, hood, etc., good running condition, bargain £5

"Safety First" Buy at Kirk's

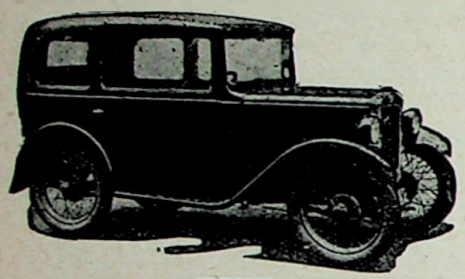
KIRK & Co
CARS & MOTOR CYCLES

22-49, PRAED ST., PADDINGTON, W.2.
'Phone: Paddington 6049 and 6892.
Close Weekdays 8 p.m. Sundays 10 a.m.—1 p.m.

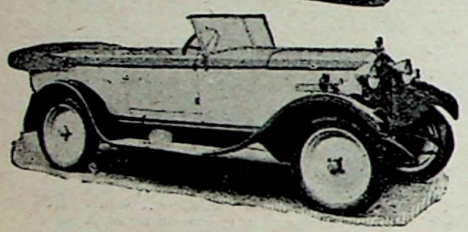
...AND THEN SEE THEM UNDER £100 AT

After you have been to Olympia—then come to Benmotors if you would really save money—you will find nearly 200 modern small cars *all under £100* (like the examples given below)—nearly all 1929-1930 and even 1931 models at almost half their original cost—and offered under our *7 days trial guarantee*—could we show more confidence in what we sell?

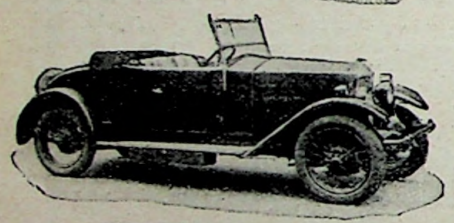
If you cannot call let us send full detailed lists and quote you a *definite* exchange for your present car or motorcycle through the post (just fill in below). Terms can be arranged as desired—and we will deliver to your door in England, Scotland or Wales for only £2-10-0 extra (including collecting your old one).



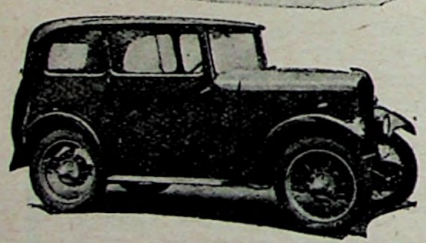
89 Pounds. **AUSTIN 7,** 1931, model Saloon, original condition throughout, interior and bodywork very well kept, excellent tyres original very little worn, one owner, full standard equipment and many extras, including mirror, shock absorbers, Tecalemit chassis lubrication, etc., very sound and economical. Choice 7 others.



49 Pounds. **ROVER 9·20,** 1927, Sports Tourer, dual cellulose finish bodywork with real morocco leather upholstery to match, excellent hood, full rigid equipment, V screen, excellent tyres—3 as new, exceptionally smart appearance, recently completely overhauled, full standard equipment, extras, including clock, mirror, luggage grid, shock absorbers, spring gaiters, etc., an ideal economical sports with really excellent weather protection. Choice 5 others.



85 Pounds. **RILEY 9,** 1928-9, de luxe, 2-seater, sunk dickey, 2-door body, very well kept, real morocco leather upholstery, excellent hood and equipment, £30 worth of extras including clock, luggage grid, spring gaiters, bumpers, step mats, etc., adjustable seats, engine recently completely overhauled, 4-speed close ratio gears with silent third, excellent mechanically throughout, small mileage, wire wheels, 2 new tyres—others excellent, very fast and economical. Choice 4 others.



99 Pounds. **TRIUMPH,** Super 7, 1930, fabric 2-door Saloon, latest ribbon radiator, Chromium plated fittings, real morocco leather interior, bodywork wonderfully well kept, very small mileage, hydraulic brakes, excellent tyres, wire wheels, tip-top mechanically throughout, extras including spotlight, shock absorbers and luggage grid, spring gaiters, interior lighting, etc., exceptionally fast, economical small family saloon. Choice 7 others.

Every car is clearly priced so that you may walk round without being worried to buy. All cars open to A.A. or R.A.C. examination willingly.

Benmotors

THE CLEARING HOUSE FOR SMALL CARS

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

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

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

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS.

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

NOTICES.

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

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

Insets, to conform with G.P.O. regulations, must be printed by Temple Press Ltd., the responsible printers of the journal.

Head Offices: 5-15, Rosebery Avenue, London, E.C.1.
Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).

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

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.C., 1924 super-sports 2-seater, aluminium body, disc wheels, well kept and exceptionally fast, £20. Smith, 407 Edgware Rd. 984-940

A.C.s. All under £100. See page 54. 984-729

A.C., 1923 2-seater, £10; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 964-5

A.J.S. 1931 coachbuilt 2-seater, most attractive model, coat £199, fully guaranteed, our price £159. Taylers, 135 London Rd., Kingston. Kingston 1264. zzz-697

A.J.S., 1931 2-seater, brand-new and unregistered, one only, £169. 19 Beynon Rd., Carshalton. Telephone, Wallington 1917. 984-863

AMILCAR, 1925 2-seater grand sports, English hood, good tyres, in nice condition, £18. Earl, 76 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 984-969

AMILCARS. All under £100. See page 54 984-730

AMILCAR, £39 exchanges!!! 1927 grand sports 3-seater, exceptional condition throughout. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 984-4

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

AUSTIN Swallow 7hp, 1931, saloon, brand new and unused, very slightly showroom soiled, £149. Henlys, Henly House, Euston Rd., N.W. Museum 7734. 985-674

AUSTIN 7 1931 coachbuilt sunshine saloon, 4,500 miles, as new, £87 10s. 20 Purcell's Avenue, Edgware, Middlesex. 984-k885

AUSTIN 7, 1931, coachbuilt sunshine roof, showroom-soiled and unregistered, £112 10s. Golly's Garage, Ltd., 111a Earl's Court Rd., S.W.5. 'Phone, Frobisher 0063. 985-458

AUSTIN 7, 1925 chummy, new tyres, etc., £22. 82 Cricklewood Lane, N.W.2. Gladstone 3311. zzz-670

AUSTIN Baby for sale, 1929 Mulliner saloon, perfect condition, £60, buying larger car. Mrs. Densham, 26 Cowper Rd., Worthing. 984-m308

AUSTIN 7, January, 1928, tourer, one owner, excellent condition, licensed to end 1931, £45 or near offer. 17 Esmond Gardens, Bedford Park. 'Phone, Chiswick 5921. 984-m313

AUSTIN 7 Cup sports, perfectly sound, remarkable engine, new rad., real job, £33. 35 Wandle Bank, Wimbledon. 984-m312

AUSTIN 7. Premier Motor Co., Birmingham, have some really good sound late model Austin 7 saloons at very competitive prices, each car overhauled and ready for immediate use; extended terms of payment to suit the convenience of each purchaser. Free delivery. Distance no object. Full details with pleasure. Here are a few examples: 1930 brown coachbuilt saloon, mileage only 7,000, one owner, showroom condition in every way, absolutely unscratched, taxed to December 31st, £86; 1931 Royal blue coachbuilt saloon, very small mileage, perfect throughout, £88; 1931 Royal blue coachbuilt saloon, sunshine roof, low mileage, really splendid condition, £90; 1929 dual brown coachbuilt saloon, leatherette upholstery, maintained in perfect condition, splendid model, £69; 1929 black fabric saloon, excellent tyres, very nice condition, complete equipment, £60. Premier Motor Co., Aston Rd., Birmingham. 984-801

AUSTIN 7s, £2 deposit only!!! See our large selection of genuine end-of season bargains; easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 984-761

AUSTIN 7, 1931 coachbuilt saloon, taxed, one owner, indistinguishable from new, £95. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 984-764

AUSTIN 7, 1926 chummy, repainted, good runner, £25; also several saloons. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 984-793

AUSTIN 7. 100 cars in stock. List free. Exchanges. Rowland Smith. Below.

£9 deposit. 89 guineas cash. 1931 model coachbuilt saloon, opal blue, small mileage, practically new. Free tax, free insurance to cash buyers. Below.

£7 deposit. 75 guineas cash. 1930 sports 2-seater, blue, one owner, very small mileage, practically brand new, free tax, free insurance to cash buyers. Below.

£7 deposit, 72 guineas cash. 1930 coachbuilt saloon, blue, exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit. 69 guineas cash. 1930 Wydor fabric saloon, very exceptional condition, free tax, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. 1927 Gordon England Cup, red, very good condition; free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-784

AUSTIN 7. Harry Nash. Brand-new 1931 saloon, metal, maroon, unregistered, £105; also new 1931 2-seater, blue, metal, £105, unregistered; exchanges, terms. 348 King St., Hammersmith. Riverside 2837. 984-781

AUSTIN, 1931 model coachbuilt saloon, excellent condition, any trial, tax paid, £75; 1930 saloons, coachbuilt, from £60; cars supplied on repurchase basis on low deferred terms, ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-691

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

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

AUSTIN 7hp, 1927 Cup model, 100% mechanical condition, taxed, £38. 6 Gratton Terrace, N.W.2. 984-m24

AUSTIN 7, August, 1928, Wydor fabric saloon, black and red, safety glass, taxed December, one owner, excellent condition, £49. Abney, West Lodge, Upminster, Essex. 984-m246

AUSTIN 7. H. Glover-Motors, Putney, the Austin Specialists.

1926 tourer, exceptional condition throughout, £28.

1929 coachbuilt Wydor saloon, superb condition, £68.

1930 fabric Wydor saloon, taxed, £70.

1930 coachbuilt 2-seater, taxed, £72.

AUSTIN 7. For above selection of guaranteed used cars, H. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. Open Sunday morning. 984-770

AUSTIN 7, 1924 2-seater sports, e.l., cylinders reground, good condition, taxed, £20. Marten Wilkinson, 60 Marygate, York. 984-m248

AUSTIN. The Light Car Co. offers special bargains in Austin 7s; all models supplied; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 984-814

AUSTIN 7 1930 4-seater, full equipment, taxed December, 100% condition, £73. Below.

AUSTIN 7 1929 Stadium sports 2-seater, finished blue and silver, Triplex screen, excellent tyres, exceptionally good order throughout, £68. Below.

AUSTIN 7 1929 coachbuilt Wydor saloon, almost new tyres, taxed December, beautiful condition, £62 10s.; exchanges, deferred. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 984-810

AUSTIN 7. Harry Nash. 1931 supercharged, as new, small mileage, £122 10s.; exchanges, terms. 348 King St., Hammersmith. Riverside 2837. 984-780

AUSTIN 7. Harry Nash. 1931 saloon, demonstrator, as new, sliding roof, mileage 7,000, guaranteed by Austin Co., taxed December, £89 10s.; deferred terms. 348 King St., Hammersmith. Riverside 2837. 984-779

AUSTIN 7, 1925½, taxed, new tyres, overhauled, excellent condition, bargain, £25. Hooper, 73 Highbury New Park, N.5. 984-m124

AUSTIN 7, 1930 saloon, one owner, nice condition throughout, written guarantee, unique deferred terms, £69. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-747

AUSTIN 7, 1929 Stadium 2-seater, taxed, small mileage, new condition, £69. Below.

1930 Austin 7 Stadium 2-seater, taxed, specially tuned, £75. Below.

1930 Austin 7 Ulster supercharged 2-seater, exceptionally fast, £125. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 984-840

AUSTIN 7, 1931 supercharged sports 2-seater, practically brand new, mileage 2,000, bargain, £149, cost £225; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 984-830

AUSTIN, 1928 chummy, like new, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-867

AUSTIN 7, 30 guineas, exceptional bargain, 1928 fabric saloon, 2 new tyres, splendid running order, Triplex glass. Maynards, 241a High Rd., Wood Green. 984-865

AUSTIN 7 special sports 2-seater, in excellent condition throughout, £29. Below.

1923 chummy Austin 7, in perfect order, £17; terms and exchanges. Cross, 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 984-m389

AUSTIN 7, 1927 G.E. Cup model, red fabric, in perfect condition, £34. Below.

AUSTIN 7, 1927 chummy, original finish, good hood and side screens, in fine condition throughout, £27. Below.

AUSTIN 7, 1927 chummy, original finish, blue, in very good condition throughout, taxed December, £31. Earl, 76 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 984-970

AUSTIN 7, 1930 Swallow 2-seater, coupe head and 2-seater hood, taxed, exceptional condition, £87 10s. Below.

AUSTIN 7, 1929 Wydor saloon, taxed, excellent condition, £47 10s. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 984-964

AUSTIN 7, 1929 tourer, excellent condition, £45. Below.

AUSTIN 7 saloon, 1927, coachbuilt, excellent condition throughout, £30; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Flaxman 4633. 984-960

AUSTIN 7 Cup model, 1929, 42 guineas, splendid condition throughout, fitted many extras, good tyres, leather upholstery; exchanges, terms. Comerford's, Portsmouth Rd., Thames Ditton. 'Phone, Emberbrook 2323 (2 lines). 984-941

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

AUSTIN 7, 1931 coachbuilt saloon, dark blue, leather upholstery, shop soiled only, to clear £108. Below.

1931 (June) sunshine coachbuilt saloon, dark blue, mileage 2,000, indistinguishable from new, many extras, £103. Below.

1931 Saloon, brown, cream line, mileage 4,000, grid, spotlight, spotless order, £90. Below.

1930 Swallow saloon, 2-tone grey, mileage 7,000, Alta head, special pistons, one owner, full guarantee, taxed, £105. Below.

1929 (February) wide-door saloon, black-red, leather upholstery, one owner throughout, £55. Below.

1929 (February) Mulliner coupe, black, Triplex glass, good tyres, one owner, taxed, £58. Below.

1928 (March) saloon, blue, new tyres just fitted, grid, 2 horns, loose covers, taxed, £48. Below.

1928 (August) coachbuilt saloon, 4 new tyres, maroon-black, exceptionally clean, £48. Below.

1928 4-seater, dark blue, good tyres, step mats, grid, spotlight, beautifully clean, taxed, £43. Below

1927 (March) 4-seater, blue-green, oversize balloons, 2 horns, other extras, £33. Below.

1926 Model 4-seater, maroon-black, step mats, mirror, one change only, splendidly kept, £23. Below.

1925 4-seater, blue, 5-lamp set, good tyres, complete and ready for the road, £21. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-941

AUSTIN 7 saloon, 1928 model, excellent condition, new batteries, 2 new tyres, recently overhauled, £45. Handcross, South Heath, Missenden, Bucks. 984-m351

AUSTIN 7, 1930 Wydor fabric saloon, one owner, very special condition, £72. 19 Beynon Rd., Carshalton. Telephone, Wallington 1917. 984-862

AUSTIN 7. £49 10s. 1929 chummy, new tyres, carefully maintained. Below.

£59 10. 1929 Austin 7 Wydor saloon, as new throughout. Below.

£29 10s. 1927 Austin 7 chummy, excellent order, bargain. Below.

£47 10s. 1928 Austin 7 Cup model, cycle wings, very fast, excellent order, one owner. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 984-858

AUSTIN 7, 1926 chummy 4-seater, many extras, good tyres, licensed, £24. Below.

AUSTIN 7, 1927 tourer, excellent condition, £35; another, £30. Below.

AUSTIN 7, 1928 model Gordon Cup 2-seater sports, exceptionally good condition, licensed, £44. Below.

AUSTIN 7, 1928 tourer, finished blue, £40; also 1929, £48. Below.

AUSTIN 7, 1929 Wydor fabric saloon, well kept, £49; also 1930, new condition, £62; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 984-847

AUSTIN. See the Naylor and Root bargains on page 52. 984-895

AUSTIN 7, 1930 model Wydor saloon, exceptional condition, extras, taxed, £65. Eyre, Kinlough, Purley Downs Rd., Purley. 984-m343

AUSTIN 7 sports, 1925, excellent condition, engine just overhauled, rebored, Laystalls, clutch relined, mag. overhauled, taxed December, £24. Clayton. Western 6182. 984-m340

AUSTIN 7 tourer, perfect throughout, 25 guineas, appointment. Stephens, Meadow View, Cheam Common, Worcester Park. 984-m354

AUSTIN 7, 1930 tourer, perfect condition and complete, mileage 4,000, £72 10s., taxed and insured. Roberts, 64 Granville Rd., North Finchley, N.12. 984-m352

AUSTIN 7 tourer, 1928, all-weather equipment, extra accessories, tools, taxed, insured, very small mileage, absolutely as new throughout, £48, call any time, private owner. 1a Nicholson Rd., Addiscombe, Croydon. 984-m349

AUSTIN 7, 1929 Swallow saloon, perfect, taxed, extras, £67. Holden, West Dene, Slyne Rd., Bolton-le-Sands, Carnforth. 984-m371

AUSTINS. All under £100. See page 54. 984-731

AUSTIN 7, 1927 Family 4-seater, f.w.b., dynamo lighting, starting, rigid side curtains, spare wheel, excellent condition, 39 guineas, or £10 down, balance 12-18 months; another, 33 guineas, or exchange motorcycle. Renno's, 232-3-4 Upper St., Islington, N.1. (Near Tubes.) 'Phone, North 4467. Open Sunday mornings 10.30 to 1.30. 984-132

AUSTIN 7, 1929 saloon, taxed to 1932, £58. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-868

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

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

AUSTIN 7 late 1928 Mulliner fabric saloon, fully equipped, faultless condition, £37 10s., or exchange. 339a Goldhawk Rd., W.6. 984-806

AUSTIN 7 late 1928 Gordon England Cup model, condition and appearance as new throughout, specially tuned engine, many extras, nearly new tyres, one of the smartest and best-kept Austins on the road, £45, or exchange. 339a Goldhawk Rd., W.6. Riverside 6113. 984-807

AUSTIN 7s. "There's no place like Holmes." Special offer during Show of overhauled cars. Guaranteed to give satisfaction. Easy terms, including insurance, to suit your convenience. 1926 chummy, rigid screens, £28 10s.; another, £32; 1928 tourer, £38; 1929 tourer, £50; 1928 (October) Cup, 1929 model, perfect engine, £60; 1928 Mulliner saloon, blue, a real snip, £58; 1929 (August) Wydor saloon, black and red, one engineer owner, £75; 1929 Wydor saloon, one owner, £72; Stadium 1929 sports, £62; 1931 coachbuilt saloon, £85. Exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St. Museum 1414. 984-803

AUSTIN 7 Cup model, £39!!! 1928 (March) G.E. sports, fitted disc wheels, new tyres, grey and black, perfect condition, any trial. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 984-x965

AUSTIN 7 1931 sunshine saloon, maroon, as brand new, fitted with disc wheels, loose covers, many extras, taxed December, 90 guineas. 'Phone, Langham 4256-7. 984-x963

AUSTIN 7s. Taylers, of Kingston, offer the following:—

1930 Wydor saloon, £75.

1929 Wydor saloon, taxed year, £57 10s.

1928 chummy, taxed year, £40, and selection of several others. Taylers, 135 London Rd., Kingston. Kingston 1264. zzz-698

AUSTIN 7 1931 (May) coachbuilt saloon, mileage 3,000, good as new, taxed January, insured May, bargain, £89. Boyce, 18 Bishop's Mansions, S.W.6. Putney 7282. 984-m327

AUSTIN 7 Gordon England Cup model, specially tuned, overhauled and fitted with special induction and exhaust systems, perfect condition throughout, £55; exchanges or deferred payments. O. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 984-930

AUSTIN 7 1927 tourer, overhauled and absolutely perfect condition throughout, £27 10s.; exchange or deferred payments. O. and K. Motors, 5 Putney Bridge Rd., S.W.18. 'Phone 2728 Putney. 984-934

AUSTINS. Newnhams always have an excellent selection of Austins available. Few examples below, but full list on request.

1931 7hp coachbuilt sliding-roof saloon, blue, perfect little car, £88.

1931 7hp chummy model, maroon, carefully used for small mileage, £75.

1930 7hp coachbuilt sliding-roof saloon, brown, very attractive throughout, £72.

1929 7hp Wydor saloon, black and red, small mileage only, £52.

1929 7hp chummy model, brown, fitted several extras, £45.

1927 7hp coachbuilt saloon, blue, smart and excellent runner, £32.

1926 7hp chummy model, maroon, first-rate little car, £22.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 984-917

AUSTIN 7 1927 chummy 4-seater, full equipment, good tyres, £23. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 984-m382

AUSTIN 7hp tourer, 1926, electric and bulb horns, automatic windscreen cleaner, good tyres, one owner, £28 10s. 14 Linley Rd., Tottenham, N.17. 984-m374

AUSTIN chummy, 1926, thoroughly overhauled and repainted, fine condition, £33 10s. Apply, 92 Reighton Rd., Upper Clapton. 984-m375

AUSTIN 7 1930 Arrow sports 2-seater, a fast and smart car, £85.

AUSTIN 7 1929 Wembley sports saloon, duo-tone, as new, £69.

AUSTIN 7 1929 Stadium sports 2-seater, black and cream, £69.

AUSTIN 7 1928 Cup model sports 2-seater, black and red, £48.

AUSTIN 7. Bargains as above and in displayed advertisement in this issue. Exchanges and deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Batt. 6187-9. 984-910

AUSTIN 7 saloon, 1931, unscratched, low mileage, £95. Thrower, Broad St., Ely, Cambs. 984-m376

AUSTIN 7 Mulliner saloon, 1928, engine completely overhauled, £42 10s. Below.

AUSTIN 7, Burleigh 2-seater, fitted with Alta head, special Zenith carburetter, many extras, a delightful car, £52 10s. Below.

AUSTIN 7 1925 tourer, excellent mechanical condition, 20 guineas. Below.

AUSTIN 7 tourer, 1927, excellent condition throughout, £37 10s.; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 984-68

AUSTIN 7, 1929 black fabric Wydor saloon, red upholstery, good tyres, very nice condition throughout, taxed, £50; exchanges or deferred. Haskins, 158 Ladbroke Grove, W.10. Park 5541. 984-86

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

AUSTIN 7 saloon, 1929, taxed, perfect condition, bargain, £60; 1928 saloon, as new, £45; 1925 chummy, perfect, £25. A.Z. Motors, 180 West End Lane. Hampstead 0523. 984-82

AUSTIN 7 1927 cream and black saloon, with approximately 9 months' unexpired comprehensive insurance, good tyres, taxed to December 31st, £45; another 1927 coachbuilt saloon, £39. London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 984-73

AUSTIN 7 tourers and saloons, ready for the road, insured year, taxed, guaranteed 3 months, £30 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-15

AUSTIN 7. E. A. Cullum, A.M.Inst.B.E. 1928-29 Mulliner saloon, £45; examination invited. 36 High St., Eton. 'Phone, Windsor 308. 984-14

AUSTIN!!! Austin!!! Austin!!!

Six Austin 7s from £15 to £80; exchanges and terms. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 984-1

AUSTIN 7, 1928 coachbuilt saloon, £50. Below.

AUSTIN 7, 1928 Cup, silver, £50. Below.

AUSTIN 7, 1923 chummy, £15; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 984-6

AUSTIN 7, 1931, coachbuilt saloon, bumpers, bargain, £79. Lionel H. Pugh. 56 South Molton St., W.1. Mayfair 4433. 984-29

AUSTIN 7, 1928, Cup model, excellent order, tyres good, £47 10s. Exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 984-33

AUSTIN, Double-Twelve, 1931 2-seater, total mileage 5,000, new tyres, taxed December, mechanically perfect, £135. Leeds and Oxley, Paddington. 'Phone 3843. 984-32

AUSTIN. Demonstration cars!! Steele Griffiths, offer 8 1931 and 1930 7hp saloons from £69, showing a saving of that first year's depreciation; full guarantees and after-sales-service. Open till 8 p.m. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 984-36

AUSTIN, 1931, 2-seater sports, only slightly shop-soiled, special clearance, £98; exchanges, deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 984-71

AUSTIN 7, 1928 Cup model, red, very fast, £42 10s. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstoqne 3122. Open Sundays 11-1 p.m. 984-63

AUSTIN 7, 1927 chummy, good order, £25. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 984-58

AUSTIN 7, 1929, chummy 4-seater, in beautiful condiiton and complete, bargain, £55; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 984-47

AUSTIN. Cooke's Motors offer several 7hp bargains, including 1929 Swallow 2-seater, £75; 1930 Wydor saloon, £72; 1930 G.E. Wembley saloon, pneumatic upholstery, £75; all guaranteed. High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 7 p.m.; Sundays, 1 p.m. 984-53

AUSTIN 7, 1927 Gordon England sports, recellulosed, 39 guineas. 1930 Austin 7 4-seater, guaranteed, 65 guineas; exchanges, deferred. Elite Motors, 959 Garratt Lane, Tooting Broadway. Wimbledon 2925. 984-126

AUSTIN 7, late 1929 Wydor saloon, spotless condition throughout, £57 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 984-73

AUSTIN 7, 1927 chummy, very smart, £25; also 1929 Wydor saloon, ball change, exceptional performance, many extras, £55. 221 Maida Vale, W.9. 984-x967

AUSTIN 7, 1928 Gordon England Cup model, sports 2-seater, one owner, new condition throughout, small mileage, very sound chassis, £45.

1925-6 tourers, overhauled and ready for the road, £20 to £25. Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 984-989

AUSTIN 7, 1929 chummy, maroon, smart and attractive, £49. Below.

AUSTIN 7, 1928 saloon, maroon, good condition, bargain, £38. Newnhams, Ltd., 164-6 Fulham Palace Rd. Fulham 0071. 984-982

AUSTIN 7, 1928 chummy, taxed, in perfect condition, £54. R. N. Judd, Motor Exchange, High St., Edgware. 'Phone, 0862. 984-979

AUSTIN, smashing bargains, real economy prices.

AUSTIN 7 Wydor saloon, perfect throughout, taxed, fully insured, £43.

AUSTIN 7 Cup 2-seater, black, cycle wings, very good order, £26.

AUSTIN 7, G.E. Cup, blue fabric, very good order, £35.

AUSTIN 7, sports 2-seater 1928-9, black red cycle wings, £40.

AUSTIN 7, 1927 chummy, splendid running order, £29. Prim's Motors. Park 0210. 2 Codrington Mews, Blenheim Crescent, London, W.11. 984-983

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

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

AUSTIN 7, £59!!! 1929 Wydor saloon, colour brown, cord upholstery, spotless condition, bargain. Morgan Hastings, Ltd., 17 Berkeley St., W.1. Telephone, Mayfair 5325. 212 New King's Rd., S.W.6. Telephone, Putney 7611. zzz-709

AUSTIN 7. Brooklands Motor Co. offers 1931 fabric saloon, upholstered in leather, taxed, mileage small, £90: exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3145-4. 984-117

AUSTIN 7, 1929, fabric saloon, in very clean condition, £60 cash, or £5 down and 12 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 984-113

AUSTIN 7, 1931, coachbuilt sunshine saloon, in very clean condition, one owner. £85 cash, or £25 down and 12 monthly payments of £5 7s. 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 984-114

AUSTIN 7, 1929 Wydor saloon, small mileage, new condition, taxed, £62. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 984-106

AUSTIN 7hp, 1928 Mulliner saloon, beautiful condition, fully insured, £49; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-97

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

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

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

B.S.A. £8 deposit. 85 guineas cash. Late 1931 9hp super-sports three-wheeler, black and red, specially tuned engine, very small mileage, practically brand new. Free tax, free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-790

B.S.A. 3-wheeler, sports model, first registered 1931, privately owned, 4,000 miles, 75 guineas, licensed. 2 Antrim Grove, N.W.3. Primrose 4453. 984-m325

B.S.A., slightly soiled 1931 3-wheeler, special sports Blue Star engine, delivered from makers June, 1931, black with red wheels, 76 guineas; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 984-69

B.S.A. Harry Nash. New shop-soiled unregistered 1931 family three-wheeler, £91 17s. 6d.; also new shop-soiled 1931 de luxe model, £89 10s., unregistered; exchanges, terms. 348 King St., Hammersmith. Riverside 2837. 984-782

BUGATTI 1927 1½-litre super-sports 4-seater, in exceptionally sound and smart condition, fully equipped, any trial, £45, or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 984-805

BUGATTI 1½-litre, special sports 2-seater by Wilton Carriage Co., just repainted, overhauled, exchanges, £30. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 984-931

BUGATTI, 16-valve sports 4-seater, overhauled, very fast, cellulosed black and cream, £40. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 984-109

CITROEN, 1925 7 2-seater, 13 guineas: easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 984-762

CITROEN, £15, 1927 tourer, new hood, new tyres, excellent condition, insured. Martin, 21 Freshwater Rd., Tooting, S.W.17. 984-m330

CITROEN, 1926 (July) saloon, 4-door, in sound running order, complete equipment, £18; another, £16. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-942

CITROENS. All under £100. See page 54. 984-732

CITROEN, £25, 1927, 12-24hp, 4-door saloon, f.w.b., new tyres, excellent condition; terms. 86 Acre Lane, Brixton. 'Phone 3401. 984-m362

CITROEN 7, cloverleaf, 1925, perfect condition, taxed, £12 10s. A.Z. Motors, 180 West End Lane. Hampstead 0523. 984-83

CITROEN 12, 1927, 2-seater, excellent condition, small mileage, £22 10s.

CITROEN 7, small 4-seater, overhauled, fitted new balloons, excellent condition, £15. Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 984-991

CLYNO, 1928 9hp 4-seater, blue fabric, good f.w.b., well equipped and excellent condition, splendid engine, fast, reliable and economical, £21 10s. 26 Woodvale, S.E.25. 984-m326

CLYNO, 11hp 2-seater, 1926, f.w.b., excellent condition throughout, £12; terms and exchanges. Cross, 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 984-m370

CLYNO, 1927 12hp coachbuilt saloon, excellent condition throughout, taxed, £26: deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633 984-958

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

CLYNO, 1927 (April) 4-seater, f.w.b., blue, good all-weather equipment, excellent runner, £20. Below.

1927 2-seater dickey, complete, good roadworthy order, £18. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-943

CLYNOS. All under £100. See page 54. 984-733

CLYNO coupe, £25, 1926-27, 12-24hp, f.w.b., Mulliner body, low mileage, exceptional condition; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 984-m364

CLYNO 10hp 1926 Royal 4-seater, sound condition, good appearance, £18: exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 984-848

CLYNO saloon, 1926½, 11hp, f.w.b., 4-door, good condition, insured, £15. 5 Victoria Avenue, Surbiton. 984-m356

CLYNO saloons and tourers, ready for the road, insured year, taxed, guaranteed 3 months, £15 to £40; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-16

CLYNO 11, 1926 2-seater, £10; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 984-7

CLYNO, 1929 9hp 4-seater, small mileage, very nice condition, £30. Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 984-987

FIATS. All under £100. See page 54. 984-734

FIAT 9, 1928 coachbuilt saloon, exceptionally well kept, small mileage, licensed, £45; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 984-849

FIAT, £20, 1927, 9hp, 2-seater, complete equipment, bumpers, etc., exceptional condition; terms. 86 Acre Lane, Brixton. 'Phone 3401. 984-m363

FIAT. See the Naylor and Root bargains on page 52. 984-899

FIAT, 19 guineas. 1927 8hp 2-seater, leather upholstery, perfect; also a 4-seater at 29 guineas; exchanges. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9 till 6. Museum 8175-7. 984-968

FIAT 1927 9hp drop-head coupe and dickey, little and carefully used, its appearance and mechanical condition are excellent, 39 guineas!! London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 984-77

FIAT 8hp 2-seater, 1926, new battery, excellent order, smart, £20, or exchange. 181 The Grove, Goldhawk Rd., W.6. 984-985

FIAT. 100 guineas!!! Smith-conditioned, same-as-maker's guarantee. Swallow saloon 1929-30. This smart car has colour scheme of biege and green, is absolutely like new with good tyres all round, remarkable performance.

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. 'Phone, Temple Bar 3876-7. 984-120

FRAZER NASH Cars offer for sale the following used cars. Please apply for full specification. Standard Sports, 4 speeds, 4-seater touring body, reconditioned Standard Sports 2-seater, 1927 Boulogne 3-seater, standard body, Boulogne model 3-seater, reconditioned to 1929 specification.

1931 (delivered August) Boulogne o.h.v. twin carburetter model 3-4-seater fabric-covered body, colour beige, chassis and wings blue, de luxe equipment, chromium plating throughout, cared-type hub caps, spotlight, tonneau, hood and spare wheel covers in blue fabric, mileage under 1,000. Falcon Works, London Rd., Isleworth. Hounslow 3171-2. zzz-681

G.N., £8 near offer, 2-seater, mechanically perfect. Hillcrest, Berry Lane, Langdon Hills. 984-m344

GWYNNE, 1928 de luxe 2-seater, Perrot f.w.b., real leather, high speed car, £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-869

GWYNNE 8 semi-sports 2-seater, very good one, £16, rear hood, repainted. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 984-108

HUMBER, 1925 8hp 2-seater and dickey, balloon tyres, leather upholstery, splendid running order, £22; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 984-776

"MOTOR REPAIR MANUAL." A complete guide to the repair of motor vehicles for the owner-driver and amateur mechanic. 2/6 net. 2/9 post free.

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

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

HUMBER 9 1929 fabric saloon, mileage 10,000, excellent condition, £145, taxed, any trial. 127 Lower Thames Street, Monument, City. Royal 2615. 984-m369

HUMBER 9 (October, 1926) 2-seater and dickey, one previous owner, engine recently tuned and new piston rings fitted by Humbers, faultless condition. £50, no offers; exchange for 4-seater considered. Smith, 9 The Close, Reigate. 984-m372

HUMBER 1926 9hp de luxe tourer, perfect condition throughout, taxed, £45; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 984-909

HUMBER 9-20hp de luxe tourer, absolutely unscratched, brown leather, rear tank, balloons, taxed year, £9, equipped, perfect, cost £300, sacrifice 39 guineas. 213 Magdalen Rd., Wandsworth. 984-m400

JOWETTS. Manchester. 1927, 1928, 1929 and 1930 saloons, tourers and 2-seaters, always in stock. Main distributors, Saxon Jefferis, Ltd., Deansgate. 'Phone, 1010 Central. zzz-63

JOWETT for 1931 shop-soiled long saloons, no reasonable offer refused. Apply the Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665. zzz-637

JOWETT, 1925, 2-seater, just overhauled, useful car, 12 guineas. Martin's Garage, Highgate Village. 'Phone, Mountview 1228. 984-679

JOWETT, £35, saloon, 7hp, 4-seater, good condition, i.e. 1926 model, taxed; seen by appointment. Mr. Stokes, 101 Richmond Rd., Leytonstone, E.11. 984-m234

JOWETT. F.O.C.H. (Distributors and Specialists). Fourteen Jowetts in stock, including 1932 models. Below.

F.O.C.H. 1931 shop-soiled Black Prince saloon, one only left, £32 under list. Below.

F.O.C.H. Special second-hand bargains:—

F.O.C.H. 1930 7hp long de luxe 2-seater, f.w.b., small mileage, practically new, 72 guineas. Below.

F.O.C.H. 1928 7hp long saloon, starter, leather upholstery, exceptional condition, 39 guineas. Below.

F.O.C.H. 1927 7hp long 4-seater, starter, almost unworn tyres, superb condition, 34 guineas. Below.

F.O.C.H. 1927 7hp long 2-seater, maroon, starter, perfect order, 29 guineas. Below.

F.O.C.H. 1925 7hp short 4-seater, black and white, excellent runner, 15 guineas. Below.

F.O.C.H. 1924 7hp short 2-seater, maroon, double dickey, exceptional bargain, 12 guineas.

Send for free descriptive list. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 984-773

JOWETTS, 1928 long 4-seaters and 2-seaters, 1929 short fabric saloon, 1929 long fabric saloon, 1929 4-seater, as new, and several other Jowetts. No reasonable offers refused. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-650

JOWETT, 1928 2-seater, long wheelbase, exceptionally good condition, sacrifice £52. S. Grubb, Fingringhoe, Colchester. 984-k999

JOWETT 1931 Black Prince fabric saloon, black and green, £129. Below.

JOWETT 1930 Black Prince fabric saloon, similar to above, beautiful condition, £105; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 984-908

JOWETTS for 1932. Chingford Automobiles, opposite Chingford station.

JOWETT car specialists and general engineers, speedy and efficient service guaranteed, prices from £135, tax £7, good second-hand models at lowest prices always available; exchanges; any make of car bought or sold. Tel., Silverthorne 1032. 984-m387

JOWETT. See the Naylor and Root bargains on page 52. 984-904

JOWETTS. All under £100. See page 54. 984-735

JOWETT, 30 guineas, exchanges, deferred, 1928 long 4-seater, new tyres, new hood, small mileage, fine running order. Maynards, 241a High Rd., Wood Green. 984-866

JOWETT, July, 1926, long 4-seater, one owner, completely overhauled, also new hood, tyres and battery recently, taxed, excellent order, £25, close offer. Bethel, Frimley Rd., Frimley. 986-m357

JOWETT, 1930 Silverdale long chassis saloon, blue, leather upholstery, step mats, Klaxon, small mileage, guaranteed, £90. Below.

1925 (March) 2-seater, blue, double dickey, 2 horns, numerous extras, £20. Below.

1925 4-seater, grey-green, good tyres, satisfactory mechanical order, £23.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-944

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

JOWETT, 1927 4-seater, perfect condition, £30. A.Z. Motors, 180 West End Lane, Hampstead 0523. 984-81

JOWETT, June, 1930, Black Prince long chassis, 4-door saloon, taxed, almost new condition, £92 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 984-72

JOWETT, 1928 model long chassis 4-seater, blue, £35. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 984-60

JOWETT 7 tourers, ready for the road, insured year, taxed, guaranteed 3 months, £20 to £50; hire-purchase, exchanges. Andrews Automobiles, 47 Sheen Lane, Mortlake (Station). 984-17

JOWETT, new 1932 saloon, £155; 1929 short ditto, £55; 1928 long four, £36, long 2-seater, £35, and others. Buntings Exchange. Wealdstone. 984-44

JOWETT. Buntings for best bargains. 1930 Black Prince long saloon, taxed to December and unblemished, 100 guineas. Bunting's Exchange, Wealdstone. 984-43

JOWETT, £35!!! 1928 4-seater short chassis, exceptionally nice little car; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 984-105

JOWETT 1929 short 4-seater, finished maroon, excellent condition throughout, £49; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-100

LAGONDA 12, 1926 4-seater, excellent condition, £30 or nearest offer. Targett, 60 Park St., Greenwich, S.E.10. 984-m360

LEA-FRANCIS, 1927 12-22 2-seater, f.w.b., leather upholstery, has had one owner since, and is in very sound order throughout, taxed December, 35 guineas. Lees and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paddington 9560. 984-778

LEA-FRANCIS, 1927 2-seater, £40, repainted; also 1926 4-seater, taxed, £30. Denmans, 132-3 Long Acre, W.C. Open week-ends Temple Bar 8135-6-7. 984-870

LEA-FRANCIS, 1928 12-40 touring car, fast and comfortable, £70. Denmans, 132-3 Long Acre, W.C. Open week-ends, Temple Bar 8135-6-7. 984-871

LEA-FRANCIS, 1929 supercharged 2-seater, Hyper sports, small mileage, unsoiled, extremely fast, £125. Denmans, 132-3 Long Acre, W.C. 984-872

LEA-FRANCIS, 1929, 12-40 11.9hp o.h.v. engine, 4 speeds, f.w.b., wire wheels, fitted semi-sports 4-seater body finished in blue cellulose, the whole car is in really unscratched condition, 60 m.p.h., 30 m.p.g., cost £325, my price £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 984-913

LEA-FRANCISES. All under £100. See page 54. 984-736 hours.

LEA-FRANCIS 12hp 1926-7 tourer, f.w. brakes, leather upholstery, well equipped, only £25; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 984-850

LEA-FRANCIS 1927 saloon, 12hp, 4-door, just overhauled and repainted black-cream line, 3 new tyres, very attractive, £50. Smith and Hunter, Ltd., 407 Edgware Rd. 984-945

M.G. Midget, 110 guineas!!! 1930, large sump model, close-up wings and chromium fittings, the engine specially tuned and exceptionally fast, 65 m.p.h., usual equipment, including disappearing hood, taxed.

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. 'Phone, Temple Bar 3876-7. 984-121

M.G. Midget, 1930, big sump, absolutely perfect, small mileage, £95. 370 Brigstock Rd., Thornton Heath. 'Phone 3136. 984-m350

M.G. The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by expert. A selection of cars always in stock. 'Phone, Primrose 1161 and Hitchin 494. zzz-375

M.G. Jarvis, of Wimbledon, M.G. Distributors, always have a good selection of second-hand M.G. cars, as per following examples:—

1931 Jarvis Midget 2-seater, black-red, in new condition throughout, £145.

1931 standard Midget 2-seater, many extras, as new throughout, taxed year, £120. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 984-834

M.G. Midget. 1931 2-seater, small mileage, splendid condition, £125. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 984-838

M.G. sports coupe, shop-soiled only, unregistered, black and red, list price £245, clearance £209. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 984-843

M.G. Midget. £10 deposit. 99 guineas cash. 1930 super-sports 2-seater, blue, one owner, very exceptional condition; free tax, free insurance to cash buyers. 100 cars in stock. List free; exchanges. Open all week-days, including Saturdays, 5-8 Sundays 9-1. Rowland Smith, 78-81 High Street, Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-791

"THE MOTOR MANUAL." 28th Edition. 800th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. by post. A43

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

M.G. Midget. F.C.C.H. Special bargain. 1930 2-seater, red, specially tuned engine, very fast, fair appearance, 88 guineas. Free list. F.C.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 984-772

M.G., 1929 Midget 2-seater, blue, mudflaps, special exhaust and other extras, very fast, genuine bargain, £75. Exchanges, deferred. Smith Auto Co., 145 London Rd., Croydon. Croydon 2182-1688. 954-774

M.G. Midget. 1930 2-seater, finished red and black, full equipment, first-class condition throughout, £90; another, £95; exchanges, deferred. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 984-811

M.G. Midget. 1930, big sump model, unsoiled, £105; 1929 late M.G. Midget, like new, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-873

M.G. Midget. See the Naylor and Root bargains on page 52. 984-902

M.G., 1931 Midget, specially tuned engine, blue fabric body, chromium plating, pneumatic upholstery, Triplex glass, one owner, mileage 4,000, as new, £115; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 984-914

M.G. Midget, 1930, taxed December, spare wheel on top, excellent condition, £90; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Flaxman 4633. 984-962

M.G. Special, a very exceptional opportunity to acquire one of the fastest unsupercharged M.G.s in existence, late property C. J. Linzell, first registered February, 1931, condition entirely as new, £115. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 984-59

M.G., 1930 Midget coupe, big sump, ribbed drums, black and blue, one owner, £125. Leeds and Oxley, Paddington. 'Phone 3843. 984-31

M.G. Midget. Brooklands Motor Co. offers coupe, 1931, black and green, mileage under 2,000, £165.

M.G. Midget, 1930 coupe, blue and black, exceptional condition throughout, £135; choice of 3 from £110; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 984-116

M.G. Midget, 1930 sports 2-seater, red and cream, excellent condition, £94. Newnhams, Ltd., 164-6 Fulham Palace Rd. Fulham 0071. 984-983

MORGAN. Bearts of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. 'Phone 5148. zzz-49

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-9617. zzz-955

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGAN. £55!!! 1928 Aero o.h.v. J.A.P., colour red, cycle type wings, bumper, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. (Tele., Mayfair 5323). 212 New King's Rd., S.W.6. (Tele., Putney 7611.) zzz-666

MORGAN. 100 cars in stock, list free. Exchanges. Rowland Smith. Below.

£9 deposit, 89 guineas cash. 1931 super-sports specially tuned o.h.v. J.A.P., cycle-type wings, hood, straight-through exhausts, reduced steering, one owner, very exceptional condition; free tax, free insurance to cash buyers. Below.

£6 deposit, 59 guineas cash. 1930 model Aero, racing o.h.v. J.A.P., blue, f.w.b., reduced steering, straight-through exhausts, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. 1929 Family, 8hp J.A.P., black and red f.w.b., dynamo lighting, reduced steering, electric starter, exceptional condition; free tax, free insurance to cash buyers. Below.

£3 deposit, 32 guineas cash. Late 1928 Family, 8hp J.A.P., dynamo lighting, f.w.b., reduced steering, very exceptional condition; free tax, free insurance to cash buyers. Below.

£2 deposit,, 25 guineas cash. 1925 model Aero, 10hp, racing o.h.v. Blackburne, black and red, f.w.b., dynamo lighting, speedometer, electric horn, very good condition, free tax, free insurance to cash buyers. Below.

23 guineas. 1924 Aero, 8hp Blackburne, black and red, dynamo lighting, straight-through exhausts, cycle-type wings, very good condition. Below.

14 guineas. 1925 de luxe 8hp w.-c. J.A.P., dynamo lighting, hood, speedometer, very good condition. Below.

7 guineas. 1921 de luxe, 8hp w.c. J.A.P., foot accelerator, very good condition. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-785

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

MORGAN, 1928 Aero, o.h.v., 1,096 c.c. J.A.P., w.c., f.w.b., e.l., exchange tourer or sell £60. A. Glass, Mikado, Alexandra Rd., Well End., Barnet. 984-m311

MORGANS, £2 deposit only!!! See our large selection of genuine end-of-season bargains. Easy terms and exchanges. Call and see us. Carlton Garage, 79 Carlton Vale, Edgware Rd. 984-760

MORGAN, 1927-8 o.h.v. Aero, f.w.b., geared steering, many extras, perfect condition, £42 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 984-796

MORGAN "Snips." Colmore offer several used Morgans, also few shop-soiled 1931 models at huge reductions. Write for Morgan clearance list. Colmore Depot, 77 Station St., Birmingham. (Largest Morgan distributors). 984-728

MORGAN, brand-new, unregistered, family de luxe, water-cooled, maker's guarantee, starter, many extras, bargain, £65. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele., Streat. 9520-1. 984-823

MORGAN, Aero, brand-new, unregistered 1931, maker's guarantee, listed £124, bargain £84. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele., Streat. 9520-1. 984-824

MORGAN, 1928-9 Aero 10-40 o.h.v. J.A.P., geared steering, special windscreen, outside exhausts, in perfect condition, £35, or exchange. 339a Goldhawk Rd., W.6. Riverside 5115. 984-809

MORGAN, 1927½ Aero, J.A.P., o.h.v., red, very attractive, new dynamo, accumulator, tyres good, bumper, full dash, snip £45, no dealers, evenings. 2 Duckett Rd., Harringay, N.4. 984-m331

MORGAN.

Naylor and Root.

MORGAN Specialists. Deferred terms over 18 months, with only 25% deposit, including insurance. Your present car, motorcycle or Morgan taken in exchange.

£98. 1931 super-sports, "M" chassis, o.h.v. J.A.P., extras.

£82 1930 super-sports, o.h.v. J.A.P., "M" chassis, smart.

£65. 1930 Aero, o.h.v. J.A.P., starter, speedo, hood, etc.

£62. 1930 Aero, s.-v. J.A.P., starter, many extras.

£45. 1928 Aero, o.h.v Anzani, f.w.b., hood, speedo, electric horn.

£39. 1927 Aero, o.h.v. Anzani, several extras, very smart.

£32. 1927 Aero, o.h.v. M.A.G., f.w.b., speedo., many extras.

£19. 1925 Aero, o.h.v. M.A.G., good tyres, hood, etc., black.

£52. 1928 Aero, o.h.v. racing J.A.P., speedo., hood, bumpers.

£45. 1929 Family, s.-c. J.A.P., f.w.b., usual equipment, red.

£42. 1928 Family, s.-c. J.A.P., f.w.b., side screens, speedo., etc.

£35 1927 Family, w.-c. J.A.P., f.w.b., dynamo, speedo., side screens.

£25. 1925 Family, w.-c. J.A.P., dynamo, speedo, good tyres.

£25. 1927 de luxe, w.-c. J.A.P., f.w.b., dynamo, speedo., side screens.

£19 1926 de luxe, w.-c. J.A.P., dynamo, speedo., side screens, good tyres.

If you cannot call, send for our list and lowest deferred terms. Delivery in England £2 10s. extra. Satisfaction guaranteed by post.

Naylor and Root, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open 9 to 8. Sundays 10 a.m. to 1 p.m. 984-911

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

MORGAN Aero, 1925, electric, good condition, just overhauled, several new parts fitted, £35. Molsom, New Rd., Boston. 984-m373

MORGAN, 1928 Aero racing J.A.P., overhauled, repainted and chromiumed, guaranteed, one of the prettiest cars on the road, £52 10s.; exchange or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 984-933

MORGAN, £16 for quick sale, 1926 de luxe 2-seater, w.c. J.A.P., dynamo lighting, good appearance and running. 19 Holmdene Avenue, Herne Hill. Brixton 0384. 984-m379

MORGAN Aero, 1926½, o.h.v., geared steering, f.w.b., dynamo, taxed, insured, perfect, nearest £35. 138 Hempshaw Lane, Stockport. 984-m377

MORGAN, 1930 Aero 8hp o.h.v. J.A.P. engine, practically new condition, insured, £65. Below.

MORGAN, 1930 Family 4-seater, J.A.P., water-cooled, carefully used by one owner, small mileage, £52. Below.

MORGAN, 1928 Aero 8-10hp J.A.P., o.h.v., exceptionally well maintained, £45. Also 1926 Aero, £25. Below.

MORGAN, 1926 special de luxe, extra wide, excellent appearance and condition, £24; exchanges, terms. Norrington's 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 984-851

MORGAN, 1930 (May) Family model, J.A.P., starter, rigid side screens, mirror, mileage 5,000, as new throughout, tax and insurance included, £63. Below.

1927 Aero, o.h.v. J.A.P., geared steering, shock absorbers, rigid side screens, various special features, very fast, £38. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-946

MORGAN, 1930 Family, 8hp J.A.P., dynamo, f.w.b., front bumper, geared steering, perfect, £49 10s. Below.

1928 De Luxe, 8hp J.A.P., dynamo, geared steering, side screens, splendid order, £39 10s. Below.

1926 Family, 8hp J.A.P., w.-c., dynamo, starter, f.w.b., side screens, discs, £35. Below.

1926 De Luxe, 8hp J.A.P., magnificent machine, insured, trial with pleasure, £32 10s. Below.

1926 Family, 8hp J.A.P., w.-c., dynamo, splendid order, taxed year, perfect, £29 10s. Below.

1925 Grand Prix, 10hp w.-c. Blackburne engine, dynamo, front bumper, many extras, £25. Below.

MORGAN chassis, 8hp J.A.P., n.-c., wheels, tyres, complete, less body, seen running, £7 10s. Also several second-hand parts, 1926 w.-c. J.A.P. engine, complete carburetter, M.L. magneto, flywheel, clutch, exhaust pipes, silencers, etc., perfect, £11 10s.

Homac's, Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-9617. 984-939

MORGAN Sports, ready for the road, insured year, taxed, guaranteed 3 months, £24; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-18

MORGANS. No deposit. Below.

Super-sports 1928 Brooklands, 10-40 o.h.v. racing J.A.P., wide-track cycle wings, special hinged tail, f.w.b., recellulosed cream, taxed, £62 10s.

Super-sports 1928 Morgan, 10-40 o.h.v. racing J.A.P., wide-track cycle wings, geared steering, f.w.b., hinged tail, £62 10s.

Grand Prix, 1924 J.A.P., w.-c., dynamo, geared steering, foot accelerator, special body, £20.

Grand Prix, 1924 w.c. o.h.v. Anzani, geared steering dynamo, foot accelerator, chromium plated, £23.

Grand Prix, 1924 w.c. o.h.v. Anzani, very clean, dynamo, taxed year, £20. Page, 199b Upper Richmond Rd., High St. Putney 7671. 984-12

MORGAN, modernized Grand Prix 8hp w.c., J.A.P., new semi-sports body, hinged tail, f.w.b., new tyres and tubes all wheels, taxed and insured, numerous spares, £27 10s. Apply, Twiggs and Sons, Broughton Astley, Leicestershire. 984-m402

MORGAN Aero, 1927 J.A.P. 10-40, f.w.b., transmission, recently overhauled, electric starter, horn, safety screen, repainted, new hood, rear tyre and chains, geared steering, full dash, taxed, £48 cash, or near offer. 68 Kingley Avenue, Hounslow. 984-m403

MORGAN Aero 1931 M-type chassis, brand-new and unregistered, cream and green, latest type brakes centre bearing, very smart, £108; cash exchange or deferred. F. H. Douglass, The Morgan Specialist, St. Mary's Square, Ealing 6470. 984-972

MORGAN De Luxe 8hp J.A.P. engine, side screens, Lucas lighting, discs, taxed and ready for the road, £24. F. H. Douglass, Morgan Specialist, St. Mary Square. Ealing 6479. 984-974

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

MORGAN, 1928, Aero, 10-40 o.h.v. J.A.P., colour blue, flared wings, dynamo lighting, electric horn, Boyce motometer and wings, hood, Aero screens, extremely smart, 55 guineas; exchanges, terms; 12 or 18 months. Renno's, 232-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 984-131

MORGANS! Best and Largest, dealers and specialists. See "Tuning" column. 984-m428

MORGAN, 75 guineas!!! Smith-conditioned. Same-as-maker's guarantee. Aero Special, 1929-30 super sports, J.A.P. engine, twin float carburetters, Aero windscreens, exceptionally fast, taxed, opportunity.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford, London. 'Phone, Seven Kings 1000 (7 lines). 984-123

MORRIS Minor. £7 deposit. 69 guineas cash. 1930 fabric saloon, blue, carefully used, very exceptional condition; free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

MORRIS Minor. £5 deposit, 49 guineas cash. Late 1929 fabric saloon, blue, very good condition; free tax, free insurance to cash buyers. 100 cars in stock. List free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-786

MORRIS Minor saloon, 1929 model, original tyres, small mileage, perfect condition, owner deceased. Apply, Glover and Co., Estate Agents, 167 high St., Scunthorpe, Lincs. 984-m249

MORRIS Minor, 1929 fabric saloon, £55. Apply evenings. 17 Guildersfield Rd., Streatham. 984-m265

MORRIS Minor, o.h.v. coachbuilt saloon (special Show Week offer), in new condition throughout, £62. H. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. 984-769

MORRIS Minor, 1929, one change of ownership, reliable condition throughout, any trial, unique deferred terms, £49. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-743

MORRIS Minor, 1931 2-seater sports, small mileage, new condition, £85. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 984-839

MORRIS Minor, smart 1929-30 fabric saloon, year's tax paid, recently overhauled, £59. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-874

MORRIS. See the Naylor and Root bargains on page 52. 984-897

MORRIS Minor, 1930, fabric safety saloon, almost new condition, licensed. £72. Also 1929, £58; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 984-852

MORRIS Minor saloon, 1930, excellent condition and appearance, licensed, insured. 48 Sutton Court Rd., W.4. Chiswick 5153. 984-m358

MORRIS Minor fabric saloon, 1930, blue, chromium plated, Triplex, one owner, luggage grid, carefully used, £65. Gray and Levin, 6 The Boulevard, High Rd., Balham. 984-m368

MORRIS, £82 10s., 1930 Minor coachbuilt, sun roof, small mileage, as new. Below.

£82 10s., brand-new unregistered, unused 1931 Minor s.v. 2-seater, fully guaranteed; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 984-860

MORRIS Minors. 1931 sunshine saloon, dark maroon, listed £135, shop-soiled only, to clear £108. Below.

1931 sunshine saloon, dark maroon, mileage 6,700, one owner, grid, complete and guaranteed, £93. Below.

1931 2-seater, side valve, grey-black, extremely small mileage, quite as new, complete, £78. Below.

1930 (April) sunshine saloon, maroon, superb order, tyres still almost as new, various extras, taxed December, £80. Below.

1929 (April) saloon, brown, very clean, sound, taxed, privately owned, £57. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-947

MORRIS demonstration cars!! Steele Griffiths offer eight 1931 and 1930 Minor saloons, tourer and 2-seaters, from £79, showing a saving of that first year's depreciation. Full guarantees and After-Sales-Service. Open till 8 p.m. Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 984-40

MORRIS Minor, 1929 saloon, brown, very low mileage, spotless condition, £49. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. 'Phone, Burnham 149. 984-27

MORRIS Minor saloons, ready for the road, insured year, taxed, guaranteed 3 months, £55 to £85; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-25

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

MORRIS Minor, 1931 model saloon, finished blue, excellent condition, one owner, supplied by us originally, £89; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-101

MORRIS Minor, 1930 saloon, excellent condition, one owner, supplied by us originally, £72 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-98

MORRIS Minor, 1930 saloon, blue, really excellent condition, small mileage, £74. Newnhams, Ltd., 164-6 Fulham Palace Rd. Fulham 0071. 984-984

MORRIS Minor, 1929 fabric saloon, blue, very attractive car, in exceptional condition, £49. Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 984-990

O.M., 1927 1½-litre sports 4-seater, all-weather equipment, cycle-type wings, exceptionally sound condition, very fast, open to any trial, £45; or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 984-808

OMEGA 1929 sports 3-wheeler, 8hp J.A.P., aluminium body, dynamo lighting, only £4 tax, £39; exchanges and deferred. Naylor and Root, 248-250 Lavender Hill, S.W.11. 'Phone, Battersea 6187-9. 984-907

PEUGEOT 1926 7hp 4-seater, starter, clock, speedometer, electric horn, very good condition, £19; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 984-905

PEUGEOT, 1928, ready for the road, insured year, taxed, guaranteed 3 months, £28 to £35; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-24

PEUGEOT 7, 1927 all-weather 4-seater, starter and full equipment, small mileage, exceptional condition, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 984-m385

PEUGEOT 7, 1930 model coupe, magnificent condition, £58, no deposit; exchanges. Page 199b Upper Richmond Rd., High St. Putney 7671. 984-8

PEUGEOT. 1926-27, splendid small 4-seater, 7hp, 4-cylinder, dynamo, starter, fully equipped, guaranteed, 18 guineas; wanted, motorcycle or combination. 1 Ebner St., Wandsworth. 984-981

RENAULT 8, 1927 4-seater, just overhauled, 17 guineas; easy terms and exchanges. Call and see us. Carlton Garage 79 Carlton Vale, Edgware Rd. 984-765

RENAULT. F.O.C.H. 1927 9hp 4-door tourer, f.w.b., carefully used, faultless condition, year's tax, 19 guineas. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 984-771

RENAULTS. All under £100. See page 54. 984-737

RENAULT 9, 1928 de luxe 4-door 4-seater, f.w.b., balloon tyres, truly excellent mechanical condition, £25. London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 984-75

RENAULTS. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges arranged. Call and inspect. Welham Renault Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1931 12.5 Monosix saloon, bumpers, shop-soiled, unregistered, list £219, accept £169; save £50.

1929 12.5 Monosix saloon, bumpers, servo brakes, Triplex, carrier, completely overhauled, £80.

1929 9-15 saloon de luxe, coachbuilt, choice of 2, £75 and £80.

1928 9-15 saloon, Weymann, bumpers, sun visor, spotlight, overhauled, as new, £45.

1927 9-15 saloon de luxe, coachbuilt, 4 doors, £35.

1927 9-15 tourer de luxe, 4 doors, rigid screen, £25.

1926 8.3hp 4-seater saloon, leather and cloth upholstery, overhauled throughout, choice of 3 at £25 each; also coupe, repainted, £25. 984-986

RHODE 11, 1927-8 tourer, like new, £25; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 984-10

RHODE Hawk saloon, 1929, ready for the road, insured year, taxed, guaranteed 3 months, £65; hire-purchase; exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-19

RILEY 9, 1931 Monaco (Plus series) saloon, one owner, small pleasure use mileage only, showroom condition throughout, written guarantee, unique deferred terms, £219. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-753

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY 9. £40 saved!!! 1931 Plus Monaco saloon, blue, sunshine roof, brand new and unused, slightly soiled, full guarantee, list £305, accept £265. K.J. Motors, Bromley. Ravensbourne 3456-7. 985-687

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

RILEY 9, 1928 Monaco saloon, twin carburetters, especially tuned, nice condition throughout, fully equipped, guaranteed, unique deferred terms, £80. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-752

RILEY 9, 1929 Monaco saloon, excellent condition throughout, £105; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 984-795

RILEY 9, late 1929 Mark IV Monaco saloon, taxed and in superb condition, £125. H. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. 984-768

RILEYS. 400 car list post free. 1927 to 1932, new and used cars in stock; saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends included. Exchanges and terms. Distance no object. ("The Northern Motor Olympia.") Bambers, near Birkdale Station, Southport. 'Phone, Birkdale 66161. (Branch Showrooms, 117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 984-758

RILEY 9, 1930 Biarritz saloon, very smart, all new tyres, bargain, £155; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 984-831

RILEY 9, 1930 model sports low 4-seater, has been carefully used, open to any examination, £145. Rose and Young, Ltd., 97 Streatham Hill. Facing "Locarno." 'Tele., Streatham 9520-1. 984-822

RILEY, 1929 Monaco 4-door saloon, nice condition throughout, well kept, bargain for quick sale, £89. Rose and Young, Ltd., 97 Streatham Hill. Facing "Locarno." Tele., Streat. 9520-1. 984-825

RILEY, 1931 Monaco sunshine saloon, black and green, as brand new, guaranteed, £220. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 984-832

RILEY 9, 1928 2-seater coachbuilt, very smart, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-875

RILEY 9, 1931 Monaco saloon, black and red, very small mileage, as new, owner buying larger car, taxed, £195. L. Ottley Bros., 1 to 6 Crescent Mews, N.22. 984-937

RILEY, 1930 9hp Monaco saloon, brown with cream w.w., exceptional condition, £155.

RILEY, 1929 9hp Monaco Mark IV, s.r. saloon, maroon, small mileage and perfect, £125. Newnhams, 237 Hammersmith Rd., London, W.6. Riv. 4646 984-918

RILEY, 1929 Mark IV, 9hp, twin carburetter, 2-seater and dickey, full all-weather equipment, 65 m.p.h., £95; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 984-915

RILEY 9, 1929 Monaco saloon, in excellent condition, £110, owner going abroad, taxed. Apply before 11.30 or appointment. "Sunya," Lloyd Rd., Hove, Sussex. 984-m353

RILEY 9. Cooke's Motors offer:—1929 Monaco saloon, Mark IV, good condition, £119. Brighton Rd., Sutton, Surrey. 'Phone 3800-1. Open week-days until 9 p.m., Sundays 1 p.m. 984-53

RILEY 9 1929 special saloon, 2-carburetter model, in magnificent order and condition, complete and taxed, bargain, £125; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 984-51

RILEY 9 saloon, 1928, 2 carburetters, excellent condition, £95; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 984-66

RILEY. E. A. Cullum, A.M.Inst.B.E. 1929 Mark IV saloon, very nice condition, Triplex, taxed year, £127 10s., examination invited. 36 High St., Eton. 'Phone, Windsor 308. 984-13

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RILEY demonstration cars!! Steele Griffiths offer two 1931 and 1930 9hp saloons, from £135, showing a saving of that first year's depreciation. Full guarantees and After-Sales-Service. Open till 8 p.m. Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 984-37

RILEY 9 super-sports Brooklands 2-seater, Ulster T.T. winner, in beautiful condition throughout, £130. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. 'Phone, Burnham 149. 984-28

RILEY 9, 1931 Monaco saloon, sunshine roof, colour black and green, positively brand-new, unregistered; this car has not been used for demonstration purposes; list price £305 10s., an absolute sacrifice at £249. Welford's Motors, Brighton. 984-128

RILEY, 1929, Monaco saloon, bumpers, Triplex, taxed and insured, splendid condition, £130; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 984-124

RILEY 9, Smith-conditioned, same as makers' guarantee. Mark IV 1930 Monaco, 4-cylinder o.h.v. engine, 4-speed gearbox, fitted with standard 4-door fabric body, Triplex safety glass, colour scheme red, with grey wings, and red upholstery to match, an exceedingly attractive car, has only done 12,000 miles, with performance still equal to new, exceptional opportunity, 167 guineas.

RILEY 9, 1929 Mark IV Monaco saloon, Triplex safety glass; this car has only done 16,000 miles and the engine was rebored at 14,000; it is exceptionally fast, being fitted with the latest Zenith type carburettor, colour scheme brown 132 guineas.

RILEY 9 sports, 4-seater model, special series, with twin carburetters, capable of 75 m.p.h., handsome black 4-seater touring body, covered in black fabric, red wheels, chromium-plated windscreen, 105 guineas. F. G Smith (Motors), Ltd., Goodmayes, Ilford, London. 'Phone, Seven Kings 1000 (7 lines). 984-122

ROVER 10, 1930 sunshine 4-door saloon, one owner, exceedingly nice condition throughout, written guarantee; unique deferred terms, £102. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-755

ROVER. £3 deposit. 35 guineas cash. Late 1928 10-25hp sports 2-seater, black and cream, f.w.b., wire wheels, very good condition; free tax, free insurance to cash buyers. 100 cars in stock. List free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-787

ROVER, 1929 10-25 sportsman's coupe, sunshine roof, condition as new, £90; also late 1927 9hp 4-seater, excellent condition, new tyres, £27 10s.; exchanges, terms. Yarwoods, Stoneley South, High St., Tottenham. 'Phone 3122. 984-797

ROVER 10, 1928 4-door tourer, one owner, remarkably excellent condition throughout, full written guarantee; unique deferred terms, £49. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-757

ROVER 10, 1931 coachbuilt sunshine 5-seater saloon, ex-works May, as new throughout, comprehensive written guarantee; unique deferred terms, £123. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-756

ROVER, 1926 9hp 2-seater and dickey, splendid condition, licensed, insured, £24 or nearest offer. 43 Mona Rd., Burton-on-Trent. 984-m233

ROVER 10, 1932 coachbuilt sunshine saloon, wire wheels, slight demonstration mileage, otherwise as new, maker's guarantee; unique deferred terms, £165. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-754

ROVER. £8 10s. 1925 9-20hp 4-seater, 3 doors, balloon tyres, lighting and starter, luggage carrier, side curtains and usual equipment, cut your expenses, 40 m.p.g., £9 tax, any trial. Barnes, 25 Leighan Court Rd., Streatham. 'Phone 9221. 984-829

ROVER, 1931 10hp coachbuilt sunshine saloon, wire wheels, taxed, small mileage, as new, £125. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 984-842

ROVER 10, 1932 model, 4-door special saloon, wire wheels, sunshine roof, used a few times only, too small for owner, £165. Rose and Young, Ltd., 97 Streatham Hill. Facing "Locarno." Tele., Streat. 9520-1. 984-818

ROVER 10 1931 4-door sunshine saloon, wire wheels, mileage 5,000, as brand new, £128. Rose and Young, Ltd., 97 Streatham Hill. Facing "Locarno." Tele., Streat. 9520-1. 984-819

ROVER 10, 1929 Riviera sunshine saloon, one owner, small mileage, taxed year, in wonderful condition throughout, 7 days' trial, £90. Taylors, 135 London Rd., Kingston. Kingston 1264. zzz-699

ROVER 9, £12, 1926 2-seater, splendid runner. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-876

ROVER 10hp sportsman's coupe, 1930, like new, sunroof, tuned for speed, taxed, 95 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 984-877

ROVER 10, 1930 sunshine saloon, chromium plate, Triplex glass, Weymann body, cost £280, engine guaranteed like new, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-878

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

ROVER. See the Naylor and Root bargains on page 52. 984-903

ROVERS. All under £100. See page 54. 984-738

ROVER, 8hp, late 1925 2-seater, double dickey, electric starter, dynamo, screens, balloon tyres, 1930 condition, 9 guineas. 187 Elm Rd., New Malden. 984-m366

ROVER 10 1928 4-door fabric saloon, black, green wheels, excellent appearance and condition, licensed, £65; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 984-853

ROVERS. Newnhams always have an excellent selection of Rovers available. Few examples below, but full list on request.

1931 10-25 sliding-roof saloon, maroon, exceptional order, £122.

1930 10-25 opening-roof sportsman's coupe, black and cream, faultless condition, £105.

1928 10-25 opening-roof saloon blue, wonderful value, £55.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 984-919

ROVER 9, 1927 4-door 4-seater, f.w.b.s and full equipment, good order, taxed, £28. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 984-m383

ROVER, 1927 9-20 semi-sports 4-seater, f.w.b., wire wheels, bucket seats upholstered leather, clock, speedometer, electric horn, good tyres, recoachpainted red and cream, very smart and fast, £42; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 984-906

ROVER 10 sunshine Weymann saloon, 1930, bumpers, wire wheels, condition as new, insured to April, 1932, £99; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 984-959

ROVER 9hp 1926 4-door 4-seater, f.w.b., clock, speedometer, side screens, starter, £12. 143 Grosvenor Rd., Highbury. (Side door.) 984-x966

ROVER, 1931 (May) 10-25 coachbuilt sunshine saloon, maroon, leather upholstery, Triplex, 5,000 miles, absolutely unscratched and in shop-soiled order, £140. Below.

1930 saloon, 10-25, 4-door, maroon, leather upholstery, beautifully clean, taxed, guaranteed, £115. Below.

1929 (April) 2-litre 4-door saloon, maroon, leather upholstery, engine in excellent condition, £100. Below.

1929 (June) 10 sportsman's sunshine coupe, black-brown, same hands throughout, £90. Below.

1928 (April) sunshine saloon, maroon, leather upholstery, one owner throughout, splendid order, £58. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-948

ROVER 9, ready for the road, insured year taxed, guaranteed 3 months, £20 to £35; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-26

ROVER. £29. Exchanges!!! 1927 super-sports 4-seater, f.w.b., etc., cream and green. Chidley, 579b High Rd., Tottenham. 'Phone, 2920. 984-3

ROVER demonstration cars!! Steele Griffiths offer 3 1931 and 1930 10hp saloons, from £115, showing a saving of that first year's depreciation. Full guarantees and After-Sales-Service. Open till 8 p.m. Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 984-39

ROVER. The Scarab or new family 10, best house for exchanges. Buntings, Wealdstone and Harrow. 984-45

ROVER. Cooke's Motors offer:—Saloon, 10hp, 1928 model, but 1930 condition, £65. High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 7 p.m.; Sundays, 1 p.m. 984-55

ROVER. Cooke's Motors offer:—Brand-new shop-soiled 10hp Regal sunshine saloon, wire wheels, bumpers, safety glass throughout, list £212, our bargain price to clear, £158. Brighton Rd., Sutton, Surrey. 'Phone 3800-1. Open week-days until 9 p.m.; Sundays, 1 p.m. 984-54

ROVER, 10hp, 1931 Weymann-bodied Regal saloon, sunshine roof, wire wheels, safety glass and bumpers, complete; first here secures an undoubted bargain, £119!! London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 984-76

ROVER, 1931 (March) 10-25 coupe, black and red, as new, £125; terms. London Auto Sales, Broadway, Mill Hill. 'Phone 1550. 984-92

ROVER 9, 2-seater, 1926 good condition, £14. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 984-107

ROVER, 1928 10-25 4-door fabric saloon, bumpers, spot lamp, taxed year, £59; exchanges, deferred. Open week-ends Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 984-104

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

ROVER, 1929 10hp de luxe Weymann sun saloon, beautiful condition throughout, one owner, supplied by us originally, £92 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-103

ROVER, 10hp, 1928, fine 2-seater, dickey, dynamo, starter, f.w.b., guaranteed, 39 guineas; exchange motorcycle. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town station.) 984-980

SALMSON, very late 1929, special Grand Prix 2-seater super-sports, twin overhead camshaft, special 3-speed close-ratio gearbox, large f.w.b.s, just fitted new block and valves, engine in wonderful condition, body lavishly equipped, new balloon tyres, taxed, one owner, £85, or exchange super-sports Morgan. Heatham House, Twickenham. Popesgrove 1163. 984-m329

SALMSON, 9.5 1926 tourer, £15; exchanges, deferred terms. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 984-9

SALMSON 2-seater, ready for the road, insured year, taxed, guaranteed 3 months, £28; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-20

SALMSONS. All under £100. See page 54. 984-739

SALMSON skiff sports, 1926, 2-seater, black and red, fast car, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-879

SALMSONS. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

19 guineas. 1926 sports skiff, Vee screens, wiper, starter, fast, smart.

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36 guineas. 1926½ Grand Prix, twin o.h.c., f.w.b., Hartfords, long tail streamline body, smart.

35 guineas. 1927½ fabric long-tail sports 3-seater, large f.w.b., shock absorbers, balloons, good appearance.

23 guineas. 1926 model sports, Grand Prix, long-tail body, f.w.b., shock absorbers, pneumatic cushions, large steering wheel.

67 guineas. 1928½ Grand Prix Special, twin o.h.c., 4 speeds, f.w.b., balloons, concealed hood, Hartfords, revolution counter, chromium, unusually handsome sports 3-seater, Manx fabric body, lavish equipment.

SALMSONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 984-935

SALMSON, 1928 sports 2-seater, recently repainted and overhauled, perfect condition, £35; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 984-932

SALMSON, 1927 9.5 sports 2-seater, skiff body, red-black, wire wheels, very fast, £25. Smith and Hunter, 407 Edgware Rd. 984-949

SALMSON, 1926 4-seater, in excellent condition, f.w.b., good hood and screens, £17; terms and exchanges. Cross, 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2568. 984-m391

SALMSON semi-sports 2-seater, 10hp, very fast, nice order, £16. Gatehouse Motors, Highgate Village, N.6. 'Phone, Mountview 4444. 984-110

SCHNEIDER, £95. 1928 sports 4-seater, very smart and fast car, year's tax, 11hp. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-880

SENECHAL, 1929 3-seater sports, new specialloid pistons, very fast, guaranteed complete overhaul, £75, or part exchange motor-bike. D., 61 The Avenue, Sunbury-on-Thames. 'Phone 17. 984-m345

SINGERS. Taylors for Singer Juniors:—

1928 tourer, £40.

1929 tourer, £55.

1930 tourer, £80.

A.A. inspection invited; other models also available.

Taylors, 135 London Rd., Kingston. 'Phone, Kingston 1264. zzz-619

SINGER, £35!!! 1 :28 8hp 2-seater and double dickey, luggage grid, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. Tel., Mayfair 5323 and 212. New King's Rd., S.W.6 (Putney Bridge Station). Tel., Putney 7611. zzz-625

SINGER Junior saloon, 1931 coachbuilt, sliding roof, maroon and cream, brand new and unused, slightly soiled, list £150, accept £135. K.J. Motors, Bromley. Ravensbourne 3456-7. 985-686

SINGER Junior, 1930 saloon, taxed December, privately owned, carefully used, excellent condition, £85. 4 Lombard Avenue, Seven Kings. 984-m314

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

SINGER Junior, 1930 2-seater, coil ignition, chromium plated, bumpers, perfect throughout, both in appearance and mechanically, special offer, £59 10s., £15 deposit, insurance included; exchanges. Motormyles, Ltd., 220 Gt. Portland St., W.1. Museum 6757 984-799

SINGER Junior, 1929 model, 4-door coachbuilt saloon, cellulosed maroon and black, new Fort Dunlops, taxed year, remarkable condition, positively as new throughout, £62 10s., £15 deposit, insurance included; exchanges. Motormyles, Ltd., 220 Gt. Portland St. Museum 6757. 984-798

SINGER 8hp, 1928, 2-seater, condition almost as new, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 984-792

SINGER Junior. £6 deposit. 59 guineas cash. Late 1929 Porlock sports 2-seater, grey and green, one owner, very exceptional condition; free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

SINGER Junior. £5 deposit. 55 guineas cash. 1929 2-seater, blue, practically unworn tyres, exceptional condition; free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

SINGER Junior. £3 deposit. 32 guineas cash. 1927 4-seater, blue, very good condition; free tax, free insurance to cash buyers; 100 cars in stock. List free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-788

SINGER Junior, 1928 tourer, 4-door, good condition and tyres, bargain, £35. West, Market Lavington, Devizes, Wilts 984-m247

SINGER, 1931 Junior saloon, sunshine roof, slightly used, as new, taxed, £110. Gap Bridge Motors, Wimbledon. Telephone 1026. 984-727

SINGER Junior, 1929 coachbuilt saloon, sound mechanically, nice appearance, fully equipped, any trial; unique deferred terms, £57. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-745

SINGER Junior 1930 model, 4-door coachbuilt saloon, exceptional condition, small mileage, price for quick sale, £78. Rose and Young, Ltd., 97 Streatham Hill. Opposite "Locarno." Tele., Streat. 9520-1. 984-817

SINGER, £36. 8hp specially built fabric Swallow-type sports 2-seater, many extras, in fine condition, very attractive appearance. Barnes, 25 Leigham Court Rd., Streatham. 'Phone 9221. 984-828

SINGER Porlock 2-seater sports, ready for the road, insured year, taxed, guaranteed 3 months, £60 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-23

SINGER 8 tourers and saloons, ready for the road, insured year, taxed, guaranteed 3 months, £35 to £55; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 984-21

SINGER, £29, exchanges!!! Genuine 1928 Junior 4-door saloon, new tyres, f.w.b., any trial. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 984-999

SINGER 8, 1929 tourer, many extras, £47 10s.; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 984-11

SINGER demonstration cars!! Steele Griffiths offer 3 1931 and 1930 Junior saloons, from £90, showing a saving of that first year's depreciation; full guarantees and after-sales service. Open till 8 p.m. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 984-38

SINGERS. All under £100. See page 54. 984-740

SINGER. See the Naylor and Root bargains on page 52. 984-896

SINGER Junior, £35. 1928 4-seater, f.w.b., taxed December, insured May, complete equipment, as new; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 984-m365

SINGER Junior, £71 10s. 1930 8hp saloon, positively in new condition; exchanges, terms. Below.

£35 10s. 1928 Singer Junior 8 4-seater, exceptional condition, little used. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 984-861

SINGER Junior tourer, perfect, sacrifice £22, insured. Rosedale, The Crescent, South Benfleet. 984-m346

"MOTOR REPAIR MANUAL."

A complete guide to the repair of motor vehicles for the owner-driver and amateur mechanic. 2/6 net. 2/9 post free.

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

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

SINGER Junior, 1930 8hp 4-door coachbuilt saloon, finished black, with red wire wheels, licensed, excellent condition, £75. Below.

SINGER Junior, 1930 2-seater and dickey, positively new condition throughout, £70. Below.

SINGER Junior, 1929, fitted with Tickford sliding-roof 4-door body, splendid condition, £58. Below.

SINGER Senior 10hp 1926 de luxe tourer, excellent appearance and condition, £22; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2565. Open Sunday mornings. 984-854

SINGER 10, £25. Smart 1926, t.w.b., hood and side screens, paintwork, etc., as new, leather upholstery, splendid chassis. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-881

SINGER 8, 1928 tourer, perfect condition, nearly new tyres, hood and side screens, £40. 263a New Cross Rd. 984-m347

SINGER, 8hp, 1927 4-seater tourer, in beautiful condition throughout, new tyres, taxed, insured, £25. 'Phone, Palmers Green 4450. 984-m367

SINGER 10, 1927 tourer de luxe, leather upholstery, £20; deferred. Allery and Bernard, 544 King's Rd., Chelsea. Flaxman 4633. 984-961

SINGER, 1931 sunshine saloon, black, cream, mileage guaranteed under 2,000, one owner, taxed year, £118. Below.
1930 Junior sunshine saloon, dual brown, upholstered to match, mileage small, owner bought larger car, £103. Below.

1930 (April) Porlock Sports, dual green, as new throughout, any trial, £75. Below.

1929 Junior coachbuilt saloon, dual brown, nearly new tyres, guaranteed, superb order, £63. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-950

SINGER, 38 guineas!! 1928-9 2-seater, 8hp, perfect condition throughout, good tyres, etc., guaranteed; exchanges, terms. Comerford's, Portsmouth Rd., Thames Ditton. 984-940

SINGER Junior, 1929 coachbuilt saloon, finished blue cellulose, excellent condition throughout, £69; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-102

SINGER Junior, 1930 (late) coachbuilt saloon, black and cream, beautiful condition, one owner, £87 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-95

SINGER, £141 1926 10hp 4-seater, real leather, air cushions, t.w.b., balloons, perfect, snip. 121 Grove, Wandsworth. 984-m399

SINGER Junior 1929 8hp saloon, coachbuilt, blue, very attractive, £64. Below.

SINGER tourer, 1928, 8hp, maroon, smart and attractive, £32. Newnhams, Ltd., 164-6 Fulham Palace Rd. Fulham 0071. 984-985

SINGER Junior saloon, almost brand new, delivered September, 1930, sliding roof, engine still sealed, taxed, etc., £89. K.J. Motors, Bromley. Ravensbourne 3456-7. 986-708

SINGERS from Murphy. Exchanges, deferred.

1931 8hp saloon, shop-soiled, black and cream, unregistered, maker's guarantee, 125 guineas.

1928 8hp tourer, £35.

1928 8hp saloon, £45

Murphy, Singer Sales, Spares, Service, 17 Sheen Lane, Mortlake. 3303 Richmond. 984-975

SINGER 10, 1924 Weymann fabric saloon, full equipment, one owner, splendid condition, £12. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 984-m384

SINGER 8 Junior 1929 4-seater, 4-door, t.w.b. and full equipment, very good condition throughout, £38; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 984-m381

SINGERS. Newnhams always have an excellent selection of Singers available. Few examples below but full list on request.

1931 8hp coachbuilt sliding-roof saloon, blue, special attraction, £99.

1930 8hp coachbuilt sliding-roof saloon, maroon, excellent condition, £75.

1929 8hp coachbuilt saloon, dual blue, nice order throughout, £59.

1928 8hp coachbuilt saloon, black and red, excellent appearance and general condition, £42.

1928 8hp 4-seater, blue, very attractive, bargain, £29.

1927 10-26 tourer, maroon, special offer, to clear, £23.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 984-920

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

SINGER, £6; ready to drive away. 1923 Singer, 2-seater, dickey, 9.8hp, starter, clock, speedometer, spare wheel, decent appearance, runs well. 19 Holmdene Avenue, Herne Hill. Brixton 0384. 984-m378

SINGER Junior saloon, 1930, 8hp, colour black and red, starter and lighting, in first-class order, only one owner since new, £74 10s.; exchanges, deferred. Whitbys, 1 and 7 The Vale, Acton, W.3. 984-912

SINGER, 8hp 1928 saloon, maroon and black, in very good condition, £52. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays, 11-1 p.m. 984-61

SINGER Junior. Cooke's Motors offer:—1929 bargain 8hp saloon, £69; 1930 4-seater, practically brand new, £69; and 1930 saloon, equal new, £79. High St., Sutton, Surrey. 'Phone 4660-1. Open week-days until 7 p.m.; Sundays, 1 p.m. 984-56

STANDARD Big 9, 1931 Swallow saloon, brand new and unused, very slightly showroom soiled, list £250, £195. Henlys, Henly House, Euston Rd., N.W. Museum 7734. 986-675

STANDARD 9, 1930 Teignmouth saloon, blue, sliding roof, as new, taxed year, £110. K.J. Motors, Bromley. Ravensbourne 3456-7. 985-688

STANDARD, 1931 Big 9 coachbuilt sunshine saloon, one owner, mileage definitely under 6,000, positively ex-works condition throughout, wire wheels, written guarantee; unique deferred terms, £149. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-751

STANDARDS. 400 car list post free. 1927 to 1932, new and used cars in stock; saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends included; exchanges and terms, distance no object. ("The Northern Motor Olympia.") Bambers, near Birkdale Station, Southport. 'Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 984-759

STANDARD 9 1931 4-door saloon, sunshine roof, brand-new condition, small mileage, £125. Rose and Young, Ltd., 97 Streatham Hill. Facing "Locarno." Tele., Streat. 9520-1. 984-821

STANDARD. The Light Car Co. offers special bargain: 1930 Teignmouth saloon, 6-light, one owner, as new, £125; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 984-813

STANDARD 9, 1930 Teignmouth saloon, sliding roof, leather upholstery, excellent tyres, very small mileage, new condition throughout, £115; exchanges and deferred. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 984-812

STANDARD 9, 1930 Teignmouth sunshine saloon, long chassis, very carefully used for moderate mileage, private purposes only, guaranteed; unique deferred terms, £99. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-750

STANDARD demonstration cars!! Steele Griffiths offer 3 1931 and 1930 9hp saloons, from £120, showing a saving of that first year's depreciation; full guarantees and after-sales service. Open till 8 p.m. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 984-41

STANDARD, 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £70. Leeds and Oxley, Paddington. 'Phone 3843. 984-30

STANDARD, £79, exchanges!!! 1929-30 Teignmouth 4-door saloon, new tyres, numerous extras, beautiful condition, any test welcome. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 984-2

STANDARD 9 saloon, 1931, mileage 6,000, taxed, as new, £137 10s. Below.
Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 984-826

STANDARD. £92 10s. 1930 series, sun roof, wire wheels, particularly nice condition. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 984-857

STANDARDS. All under £100. See page 54. 984-741

STANDARD. See the Naylor and Root bargains on page 52. 984-900

STANDARD, 1931 Big Nine coachbuilt sunshine saloon, black-cream, mileage 3,000 only, full guarantee, £160. Below.

1930 (March) Teignmouth saloon, black, brown leather upholstery, small mileage, tyres still original, guaranteed, £105. Below.

1929 (July) Teignmouth saloon, navy blue, mileage 12,000, good tyres, mechanically first-class, coachwork clean, £90. Below.

1929 9hp fabric saloon, black-red, wire wheels, bumpers, leather upholstery, privately owned, £75. Below.

1927 saloon, 6-cylinder, 4 door, blue, leather upholstery, ideal hire car, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-951

STANDARD Big Nine 1931 coachbuilt 4-speed saloon de luxe, taxed, mileage 2,000 only, cost £245, our price £165. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 984-965

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free. A49

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

STANDARD 9, 1929 4-seater sportsman's coupe, sun roof, exceptionally smart and perfect, £110. Below.

STANDARD 9, 1929-30 Teignmouth saloon, well kept and carefully used, sun roof, £90. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-882

STANDARD, 1932 Big 9 coachbuilt sunshine saloon, 4 speeds, wire wheels, small demonstration mileage, otherwise as new, maker's guarantee; unique deferred terms, £182. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-749

STANDARDS. Newnhams always have an excellent selection of Standards available. Few examples below, but full list on request.

1931 Big Nine sliding roof saloon, blue and grey, one owner, moderate mileage, £139.

1930 9hp Teignmouth sliding roof saloon, grey, smart and generally attractive, £108.

1929 9hp Teignmouth sliding roof saloon, blue, attractive little car, £75.

1928 9hp saloon, brown, clean little car, £55.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 984-921

STANDARDS. 1931 Big Nine sliding roof saloon, black and red, wire wheels, safety glass, luggage carrier, etc., fully equipped, one owner, perfect condition throughout, taxed December, £149; another, blue and grey, sliding roof, wire wheels, bumpers, etc., 4,500 miles only, as new, £159; another, 1930, blue, sliding roof, etc., one owner superb order, taxed December, 120 guineas. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 984-966

STANDARD Big Nines—two bargains.

1931 model saloon, sliding roof, wire wheels, one owner, taxed year, very smart, 119 guineas.

1931 sunshine saloon, black and red, brand new, unregistered, undemonstrated, wire wheels, 159 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 984-936

STANDARD 9, 72 guineas. 1930 4-door sunshine saloon, taxed year, etc. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9 till 6. Museum 8176-7. 984-967

STANDARD 9, 1929 Teignmouth saloon, black fabric, £95.

STANDARD Big Nine, 1931, blue fabric saloon, £165. Bruton Garages, Ltd., 32 Bruton Place, Berkeley Square, W.1. Mayfair 4737. 984-78

STANDARD, Big 9, 1931 4-door saloon, sunshine roof; this car has been owned and driven by a personal friend of the advertiser and is guaranteed to be virtually equal to a new car; its guaranteed mileage is only 4,400. £139. London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 984-74

STANDARD 9. Cooke's Motors offer:—1928 saloon, excellent appearance, £65. Brighton Rd., Sutton, Surey. 'Phone 3800-1. Open week-days until 9 p.m.; Sundays, 1 p.m. 984-57

STANDARD, £98 10s. 6d.; taxed year, 1930 Teignmouth saloon (sunshine), fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6654. 984-46

STANDARD, 1928, 9hp 2-seater, good all-weather equipment, £45. London Auto Sales, Broadway, Mill Hill. 'Phone 1550. 984-94

STANDARD, 168 guineas!!! Swallow Big Nine, 1930-1931, tyres in new condition, fitted with Standard Swallow 4-seater saloon body, colour scheme a smart combination of plum red and cream, maroon leather upholstery, mileage only 10,000, practically new condition.

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. 'Phone, Temple Bar 3876-7. 984-118

STANDARD. Smith-conditioned. Same-as-maker's guarantee. Over 100 cars in stock. 142 guineas!!! Avon Swan sports 2-seater, 1930, usual complete equipment, including air speed indicator, only done 2,000 miles. This smart model has cycle-type wings and disappearing hood, colour scheme, plum red with cream wheels and lines, upholstery to match, a very attractive car, 65 m.p.h.

F. G. Smith (Motors), Ltd., 169 Shaftesbury Avenue, W.C.2. 'Phone, Temple Bar 3876-7. 984-119

STANDARD, 1932 Big 9 saloon, maroon and black, used by ourselves for demonstration purposes only, low mileage, £185; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-96

STANDARD, 1930 9hp sun saloon, splendid condition, one owner, £110; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 984-98

SWIFT, 1925 9hp 4-seater tourer, balloon tyres, starter, very nice running order, £25; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 984-777

SWIFT 10hp 4-seater, late 1927, one owner, splendid condition, original paint, £37 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 984-794

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

SWIFTS. Newnhams always have an excellent selection of Swifts available. Few examples below, but full list on request.

1931 10hp Fleetwing sports sliding-roof saloon, maroon, almost new, £149.

1931 10hp Migrant sliding-roof saloon, blue, faultless order, £135.

1930 10hp Paladin coachbuilt sliding-roof saloon, maroon, moderate mileage, £115.

1930 10hp Nomad saloon, black and red, carefully used by one owner, £105.

1930 10hp drop-head coupe, blue, nice condition, £105.

1929 10hp Paladin coachbuilt saloon, blue, smart and generally attractive, £79.

1929 10hp Migrant sliding-roof saloon, black and red, wonderful value, £78.

1928 10hp drop-head coupe, dual brown, first-class throughout, £55.

1928 14-40 tourer, blue, nice condition, amazing value, £29.

1926 10hp 4-seater, maroon, f.w.b., etc., clearance offer, £15.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 984-922

SWIFT 10, brand new, unregistered, unused, sunshine 4-door saloon, £165. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Streat. 9520-1. 984-815

SWIFT 1931 4-door coachbuilt saloon, mileage 3,000, supplied by us as brand new, listed nearly £300, price for quick sale £135. Rose and Young, Ltd., 97 Streatham Hill. Facing "Locarno." Tele., Streat. 9520-1. 984-820

SWIFT, 1929 10hp drop-head coupe, wire wheels, very smart, £78. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 984-841

SWIFT, 1931 Cadet saloon, sunroof, mileage 2,000, taxed year, as new, £107 10s. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 984-827

SWIFT 10 sportsman's coupe foursome, 1930, fast, sun roof, very smart car, 114 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-885

SWIFT, 1926-7 4-seater, f.w.b., 10hp, real leather, any trial, £28. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-884

SWIFT 10, 1930-31 Swallow saloon, cost £295, taxed to 1932, 135 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-883

SWIFT 10, 1929 4-door fabric saloon, pneumatic upholstery, exceptionally well kept, licensed, £85. Below.

SWIFT, 10hp, 1928, 4-door fabric saloon, well equipped, excellent condition, £65; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday morning. 984-855

SWIFT 10. £49 10s. 1929 series 4-seater, new o.s. tyres, most attractive condition. Below.

£37 10s. 1928 Swift 10 2-seater, carefully maintained, very economical, bargain. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 984-859

SWIFT, 1930-31 touring car, mileage negligible, seats 5, 60 m.p.h. car, 10hp, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-887

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of "The Light Car and Cyclecar" is a potential purchaser of the goods advertised in these pages. Therefore it pays to advertise in

The Light Car & Cyclecar

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

SWIFTS. All under £100. See page 54. 984-742

SWIFT 10, 115 guineas. 1930-31 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-869

SWIFT 10, 1928 saloon, 4 doors, f.w.b., £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 984-888

SWIFT, Brand-new Cadet saloon, sun roof, Magna wire wheels, 3-bearing engine, 8hp, 55 m.p.h., £125, list price £185. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 984-886

SWIFT, 1927 10, 2-seater, 2-colour, smart, bumpers, £25; exchanges. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Flaxman 4633. 984-963

SWIFT, very late 1929 10hp coachbuilt 4-door saloon, leather upholstery, all tyres like new, spare unused, of fine appearance and in splendid mechanical condition, with 3 months written guarantee, £89; deferred. Harold Simons, Ltd., 311 Euston Rd., N.W.1. 'Phone, Museum 9764. 984-65

SWIFT, 1929 (August) 10hp 4-seater, one owner, taxed December, excellent condition, £50. London Auto Sales, Broadway, Mill Hill. 'Phone 1550. 984-93

SWIFT. £105. 1931 Cadet, 8hp sunshine saloon, total mileage 2,000, Magna-type wire wheels, bumpers, etc., as new; deferred terms. Phillips and Powis, 470-478 Oxford Rd., Reading. 'Phone 2600. 984-88

TALBOT, 4-seater, 1926, 10-23hp, No. 20,336, taxed, insured, back screen, good condition, any trial, 40 guineas. Gibson, 4 High St., Ryde, I.W. 984-m380

TALBOT, 1924 10-23 4-seater, good all-weather equipment, automatic wiper, same owner throughout, £20. Smith, 407 Edgware Rd. 984-952

TRIUMPH. Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-719

TRIUMPH 1929 Super 7 fabric saloon de luxe, clean car, mechanically perfect, taxed December, 70 guineas; exchange, deferred. Martins Garages, Highgate Village. 'Phone, Mountview 1228. zzz-665

TRIUMPH, £95!!! 1930 super-7 de luxe fabric saloon, colour blue, and Sporton, safety glass throughout, leather upholstery, spotless condition. Below.

£75!!! 1929 super-7 Gordon England saloon, excellent condition, bargain. Morgan Hastings, Ltd., largest distributors, 17 Berkeley St., W.1 (Tele., Mayfair 5323); and 212 New King's Rd., S.W.6 (Tele., Putney 7611). zzz-685

TRIUMPH. 5 guineas. 1925 model, 10hp 2-seater, blue, running order; 100 cars in stock, list free. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. 984-789

TRIUMPH Super Seven. Premier, Birmingham, have some excellent late model Super Seven bargains, each car overhauled and ready for immediate use; extended terms to suit the convenience of each purchaser; free delivery and tuition, distance no object. 1930 dual-blue 2-seater, one owner, extremely nice condition, £85; 1929 Gordon England de luxe saloon, finished black, original tyres, exceptionally good sound condition throughout, particularly good engine, £82, and other similar bargains. Premier Motor Co., Aston Rd., Birmingham. 984-802

TRIUMPH, 1928 Super Seven tourer, any trial or examination, £45. Healey, Perranporth. 984-m245

TRIUMPH, 1931 Scorpion saloon, sliding roof, duotone blue, £135, or would take Austin Seven saloon and cash. "Glenluce," Wykeham Rd., N.W.4. 'Phone, Hendon 8813. 984-k938

TRIUMPH, 1931 (May) Super 7 coachbuilt sunshine saloon de luxe, ex-works condition throughout, written guarantee; unique deferred terms. £119. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 984-746

TRIUMPH. Premier, Birmingham, have all the 1932 Triumph Super Seven 2 and 4-door saloons, tourers and 2-seaters, all Scorpion models; also Triumph Nine, Triumph Twelve-Six, etc., available for immediate delivery; exchanges, extended terms. Premier Motor Co., Aston Rd., Birmingham. 984-800

TRIUMPH, 1929 super 7 tourer de luxe, very small mileage, new condition, £75. Martin's Garages, Highgate Village. 'Phone, Mountview 1228. 985-695

TRIUMPH 7, 1930 blue fabric de luxe saloon, recently overhauled, £90. Rabone, 48 Woodside Avenue, Highgate. 'Phone, Tudor 4965. 984-m328

TRIUMPH, 1931 super 7 coachbuilt saloon de luxe, in extremely good condition, fitted with sliding roof, £125. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 984-836

TRIUMPH super 7 2-seater, 1930, low mileage, taxed, one owner, £90; exchanges and deferred terms. Open till 8. 'Phone, Popesgrove 1035. Spikins (Twickenham), Ltd., Heath Rd., Twickenham. 984-42

TRIUMPH super 7, 1930 de luxe saloon, new condition, one owner, insured, £82; exchanges, deferred. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 984-856

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

TRIUMPH. Hyams Bros. and Heard offer the following end-of-season bargain:—

1931 brand-new Scorpion 6-cylinder sliding-roof saloon, £165. 19 Beynon Rd., Carshalton. Telephone, Wallington 1917. 984-864

TRIUMPH super 7 de luxe 1931 tourer, under 6,000 miles, has been nursed as a car should be, £85 or near. Innes, 43 St. John's Rd., Watford. 984-m348

TRIUMPH 7 2-seater, July, 1930, mileage 6,000, taxed, indistinguishable from new, £87. Ward, Blythburgh, Polworth Rd., Streatham. 984-m342

TRIUMPH, 4-seater, 1929-30, 8hp, in very new condition, genuine bargain, 45 guineas!! Down payment £12. Comerfords, Portsmouth Rd., Thames Ditton, Surrey. 984-942

TRIUMPH, super-7 saloon, 1930, all chromium plate, in new condition, £79. R. N. Judd, Motor Exchange, High St., Edgware. 'Phone 0862. 984-978

TRIUMPH. See the Naylor and Root bargains on page 52. 984-898

TRIUMPH 1930 Super 7 de luxe 4-seater, 2 shades of brown, in very good condition, £78. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 984-62

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

WOLSELEY Hornet, 1931 fabric saloon, unregistered, fully guaranteed, slightly shop-soiled only, £149. Olympia Motor Co., 3 Hammersmith Rd. (opposite Olympia), Kensington, W.14. Fulham 4217. zzz-656

WOLSELEY Hornet saloon, £95!!! Taxed year, 1930 (August), finished black with cream wheels and waistline, luggage carrier, one owner, small mileage, really equal to new throughout; exchanges considered. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 984-x954

WOLSELEY Swallow sports 2-seater, shop-soiled only, cream and green, unregistered, fully guaranteed, list price £220, clearance £199. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 984-844

WOLSELEY. £145. Hornet sports 2-seater (Eustace Watkins), February, 1931, still under maker's guarantee, cost £200. Write, Shaw, 20 Sheen Rd., Richmond, Surrey. 984-977

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STANDARD. 1932 Big Nine sunshine saloon in stock, £205; also 1931 shop-soiled £225 model, to clear, £175. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 984-956

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I EXCHANGE motorcars.

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SPORTS cars wanted for spot cash. Highest prices paid. Below.

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FULLY guaranteed.

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ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Rd., W.2, and 205-7 Gt. Portland St., W.1. zzz-175

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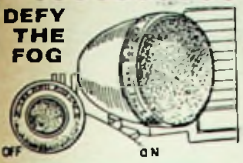

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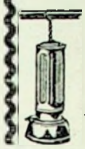

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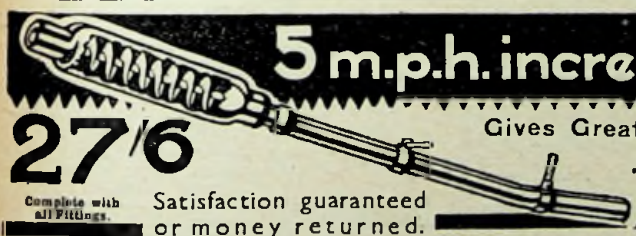

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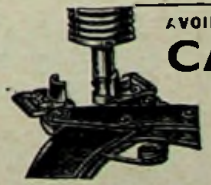

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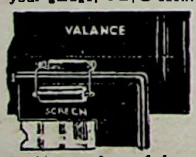

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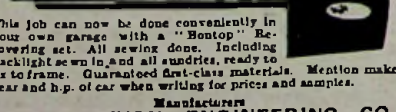

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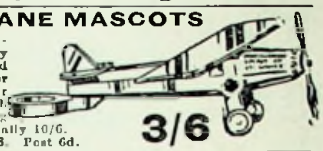
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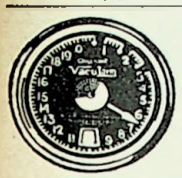
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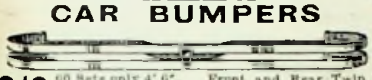
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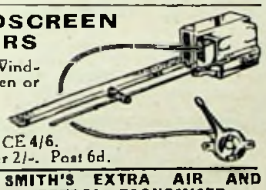
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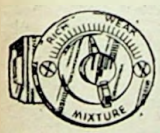
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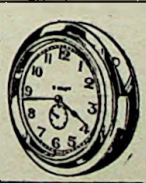
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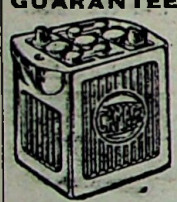

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