The Light Car & Cyclecar

3D.

The Only Small Car Journal
Founded 1912.

Head Offices:
5-15, Rosebery Ave., E.C.1
Telephone: Clerkenwell 6000

Vol. XL. No. 1030
Friday, Sep. 2, 1932
Registered at the G.P.O. as a Newspaper.



THE LATEST "TEN."

A striking new Morris model (fully described in this issue) on the Quay at Looe, Cornwall. The bridge in the background connects East Looe and West Looe, two historical villages which between them contributed twenty ships and three hundred men to assist in the siege of Calais.

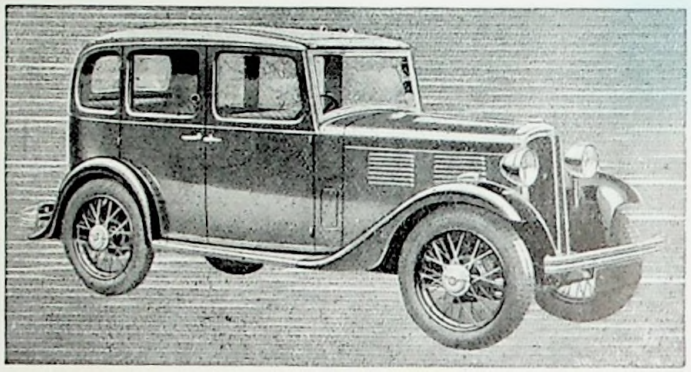
100 CARS IN STOCK *for* IMMEDIATE DELIVERY

AUSTIN
FORD
MORRIS
ROVER
STANDARD
TROJAN
TRIUMPH
WOLSELEY

Any make of car supplied for cash or on our own financed deferred terms (arranged in 48 hours). Your present car taken in part exchange. Best possible prices given.

OPEN EVERY SATURDAY
TILL 6 P.M.
OPEN EVERY SUNDAY
(Oxford St. Branch)
from 10 a.m. till 1.30 p.m.

One of the 100



The 1933 STANDARD "LITTLE NINE" SPECIAL SALOON

In attractive choice of colours with mouldings and furniture hide upholstery to match. Complete with five wire wheels and Dunlop Tyres, Protectoglass all round, rear blind, dash ventilators, extra large chromium-plated head lamps, screen wiper, adjustable seats, ash trays, roof light, bumper bars front and rear, etc. The last word in de luxe motoring **£174**

PRICES from £159

HIRE AND DRIVE YOURSELF

Austin 7 and Morris Cowley Saloons
WEEK ENDS from £3-3-0
from
£4-10 WEEKLY
Taxed and Insured.
UNLIMITED MILEAGE
HIRE DEPARTMENT:
92 GLOUCESTER RD. S.W.7.
FROBISHER 3037.

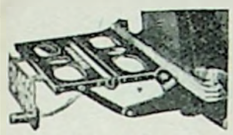
NORMAND GARAGE LTD

489, Oxford Street,
LONDON (BETWEEN SELFRIDGES AND MARBLE ARCH) W.1
LIGHT CAR SHOWROOMS. *Mayfair 6801/2*

11, HAMMERSMITH ROAD - - - - - - W.14
TROJAN SHOWROOMS *(Opposite Olympia)* *Fulham 3477*

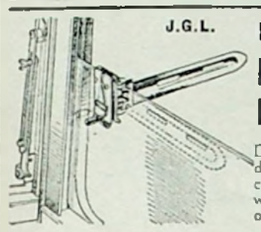
AVONMORE PLACE, AVONMORE ROAD, W.14
SERVICE DEPARTMENT. *Fulham 4972*

CARRIERS



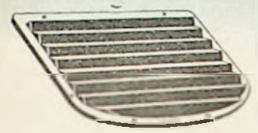
SPECIAL for Austin 7 Single fold **9/6**

Pressed Steel, as illus. . . 18/6
SPECIAL for Morris Minor. Single fold. . **10/6**
Pressed Steel, for Morris Minor, as illus. 18/6
SPECIAL for Morris Cowley 20/-



J.G.L. **Hand-operated DIRECTION INDICATOR**

Designed to fit on the drop window of saloon cars. Can be used with window open or closed **3/6**



DESMO STEPPED HEEL MAT 1/3

Usual price 2/6.

SPORTS GAMES

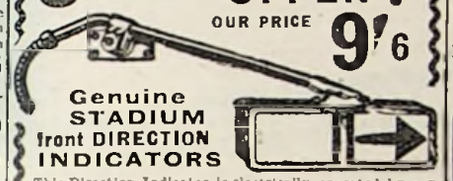
EST. **JAMES GROSE LTD.,** 1876

The Original Motor-cycle and Accessory Firm. Cycles and Accessories

379 Euston Road
Great Portland Street
LONDON N.W.1

STUPENDOUS OFFER!

OUR PRICE **9/6**



Genuine STADIUM front DIRECTION INDICATORS

This Direction Indicator is electrically operated by a simple 2-way switch fitted on steering column or dash-board and denotes the intention of the driver to turn right or left. Supplied complete for either Tourer or Saloon Car, ready wired up, 6 or 12 volt. Usual price 35/- with instructions for fitting. Post 6d. Price **25/-**



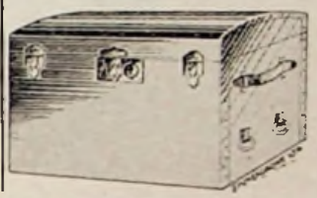
BATTERIES

Guaranteed to be full capacity and suitable for starting as well as lighting. These Batteries must not be confused with cheap makes.

Ours are made by one of the oldest, well-known and most experienced Battery manufacturers in the trade.

A. 6v. 56a. Austin 7, Coventry Victor, Citroen, Clyno, Morgan . . 22 6
B. 6v. 72a. Morris Minor 26 6
C. 12v. 56a. Late Morris Cowley . . . . 42 -
D. 12v. 70a. Late Morris Oxford . . . . 50 -
E. 6v. 72a. Ford, Essex, most American cars 28 -
F. 6v. 85a. Ford, Chrysler, Buick, etc. . . . . 31 -
G. 6v. 72a. New Ford 33 -
H. 6v. 85a. New Ford 33 -
J. 6v. 100a. Buick, Chrysler, Hudson, etc. . . . . 36 -

Batteries charged at our EUSTON ROAD Depot.
Bring your Battery to us to be correctly filled and charged.
LUCAS or EXIDE BATTERIES supplied and charged.



CAR TRUNK for SUIT CASE

Also useful for carrying rugs, small luggage. Size, 30" x 16" x 19"

44/-

CARRIAGE PAID

NEW and CLEARANCE CAR TYRES

GUARANTEED BY US

SIZE	Heavy Cords & AVON N.	Heavy Cords & AVON C.	GOODYEAR N.	GOODYEAR C.	MICHELIN N.	MICHELIN C.	FIRESTONE N.	FIRESTONE C.	DUNLOP N.	DUNLOP C.	TUBES N.D.	TUBES N.G.
3·50—19 (26 x 3·50)	—	13/6	27/-	14/6	27/-	13/6	22/-	15/6	27/-	—	6/6	3/6
4·00—19 (27 x 4·00)	—	16/6	30/6	17/6	31/3	—	25/-	17/-	29/-	20/-	7/-	3/9
4·40—19 (27 x 4·40)	—	19/3	39/-	—	42/-	24/-	32/-	24/-	39/-	35/-	7/6	4/3
4·50—19 (27 x 4·40)	—	24/6	39/-	—	42/-	—	—	24/-	39/-	—	8/6	4/6
5·00—19 (28 x 4·95)	—	24/6	48/-	31/6	51/-	—	36/6	30/-	48/-	—	8/6	4/6
5·00—19 (29 x 5·00)	—	24/6	48/-	31/6	51/-	—	38/6	30/-	48/-	—	9/-	4/6
5·00—20 (30 x 5·00)	—	28/-	55/6	31/6	58/-	—	38/6	—	55/6	—	6/-	4/6
4·50—21 (30 x 4·50)	—	24/-	—	—	—	—	60/-	—	47/-	—	—	4/6
4·75—19 (28 x 4·75)	—	24/-	—	—	—	—	60/-	—	47/-	—	—	—

COVERS: N.—NEW. C.—CLEARANCE. TUBES: N.D.—NEW DUNLOP. N.G.—NEW GROSE.



10/-
SPRING ARM STEERING WHEEL. For Morris Minor, Wolseley Hornet. For B.S.A. 3-wheelers . . . 12/6



JUST-IT CABLE Adjusters for Austin 7, etc. **3/9** Pair.

HOLDTITE
Corner Protector for Bonnet

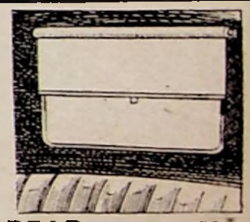


SET OF 4 **1/-**

Protects the paintwork and stops all bonnet rattle.



The DESMO OIL GAUGE **5/6** for Austin7. Usual Price 12/6



REAR BLINDS for Saloons **5/-**



The DESMO **FLEXI-LUBRI Cover** **3/-**
for Austin Universal Joints.

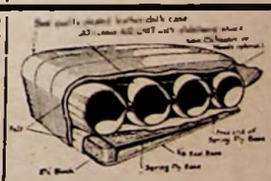


EXTRA STRONG LUGGAGE 1¼ in. wide STRAPS
Fitted with Special Never-slip Buckle.
6 foot
7 foot . . 1/9
8 " . . 2/-
9 " . . 2/3
1/6



Genuine **CALOR-METERS** for Radiators
Visible Night & Day.
Usual Price 17/6
OUR PRICE Chromium Plated **9/6**
11/6

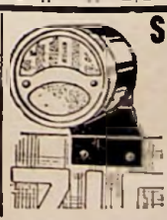
SPECIAL OFFER
Genuine **COWEY** Variable Note Horns
3/6



HUTCHINSON AIR Controlled REPLACEMENT SEAT for Austin 7
Usual Price 20/-
17/6



CHEMICO FLUSHING OIL
for after engine overhaul.
PER QUART **1/3**

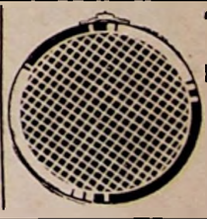


STOP & REAR LAMP Combined.
Complete with bulbs. Our Price **6/6**

Genuine C.A.V. and LUCAS ELECTRIC **HEAD LAMPS**
for Austin 7, etc. Complete with Bulb.
OUR PRICE **10/6**

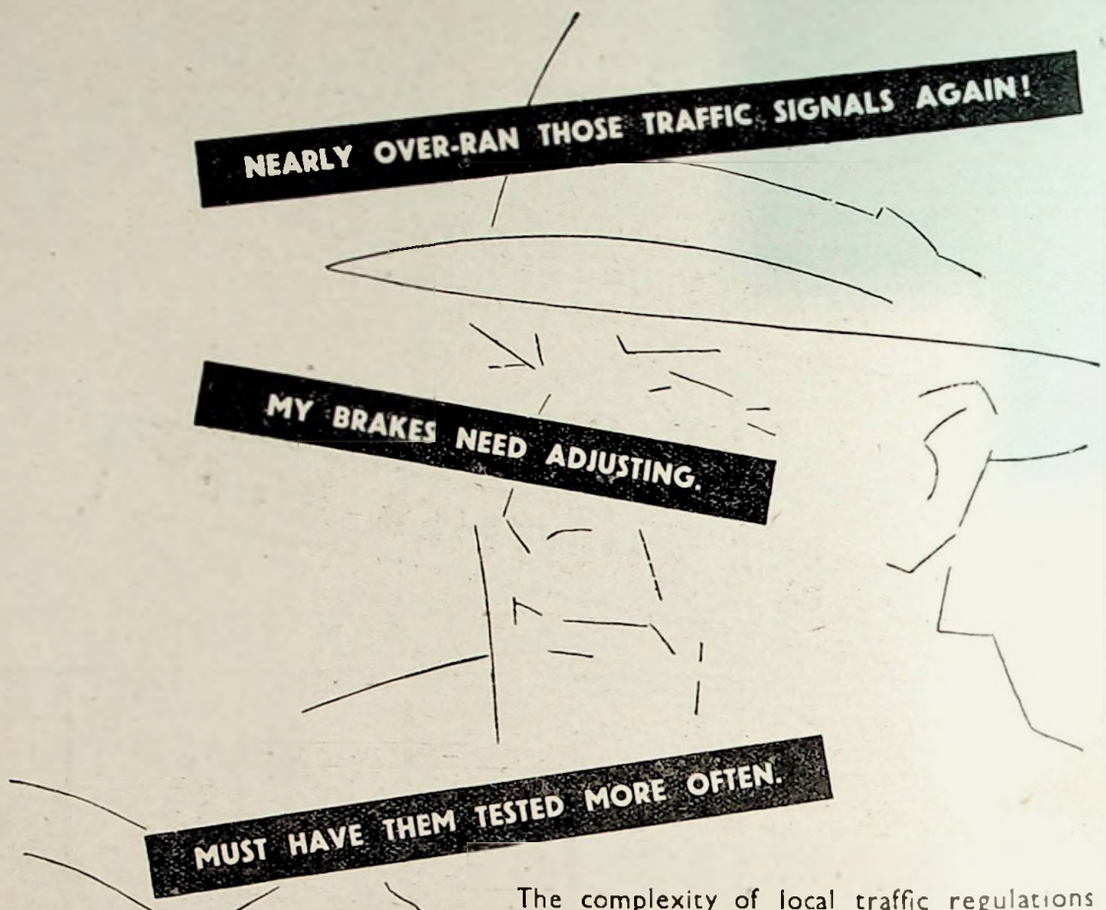


'BROOKLANDS' HUB CAPS for Austin 7, Riley, Talbot, etc. Set of 5 **21/-**



'BROOKLANDS' HEAD-LAMP GRILLE
7 in. and 8 in.
22/- Pair

Special Postal and C.O.D. Dept. from Euston Road only. 25% Deposit must accompany foreign C.O.D. Orders. Orders of 10/- or over Carriage Paid, except bulky goods. Our only City Depot, 4, OLD JEWRY, Cheapside. North London, 255, HOLLOWAY ROAD.



The complexity of local traffic regulations and the increasing congestion of the roads under modern conditions put a heavy strain on the driver of to-day. When you find yourself right on top of unsuspected traffic signals or among the bewildering "one-way" mazes of a strange town, only brakes that are perfectly adjusted can save you in an emergency. It's a small price to pay for confidence and security to have your brakes tested every 1,000 miles. Make this your rule of the road and if re-lining should be necessary specify and see that you get Ferodo Brake Linings.



FERODO
REGD. TRADE MARK
BRAKE LININGS

32/261

FERODO LIMITED • CHAPEL-EN-LE-FRITH

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

When the Riley Owner says :

I WANT A NEW CAR

he means :

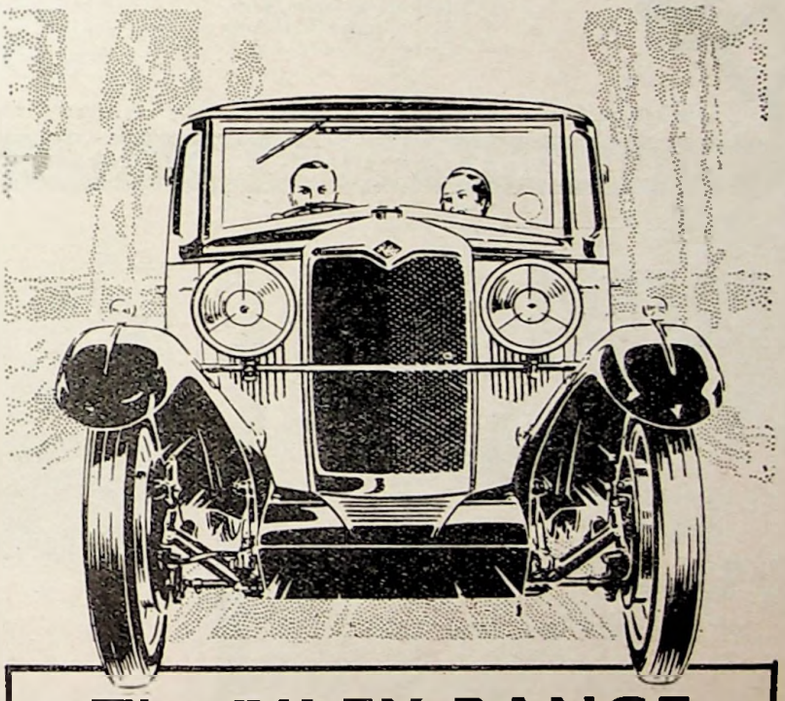
I WANT ANOTHER RILEY

EVEN the possessor of a Rembrandt sometimes tires of contemplating the same picture, but he would probably find it difficult to change for one of the same "make" equally as appealing.

Happy the Riley owner, who, whatever his mood, can still change his car ("old masters" fetch a good price) and yet retain his allegiance.

The Riley range of models is built by pioneer motorists with a knowledge of cars "as old as the industry" and who still set the fashion to the world.

Once a Riley owner, always a Riley owner. Even though he be the most fickle motorist alive there is a different Riley model to satisfy his most exacting whim.



The RILEY RANGE

9 h.p.

MONACO - - -	£298
GAMECOCK - - -	£298
TOURER - - - -	£298
COUPE - - - -	£298
MONACO SPECIAL - -	£325

Dunlop Tyres and Triplex Glass fitted to all models.

Full Details from RILEY (COVENTRY) LIMITED, COVENTRY, and 42, NORTH AUDLEY STREET, LONDON, W.1

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

Scottish Depot:
222 Bothwell St., C.2,
Glasgow.

BOSCH

PLUG PRICES DOWN

AS AND FROM SEPT. 1st

SEPT. 1st.



NON-DETACHABLE TYPES WILL BE 4/-

DETACHABLE TYPES WILL BE 4/6

All Bosch products can be obtained and repairs received at Jackson & Allum, Ltd., 21/22 Upper Rathbone Place, London, W.1.

SEE YOUR DEALER

Sole Selling Agents in Gt. Britain and Ireland for Bosch Products Manufactured by Robert Bosch A. G. Stuttgart.

BOSCH LIMITED, LARDEN RD., ACTON, LONDON, W.3.

INVINCIBLE



MOTOR POLICIES
QUARTERLY
without extra cost.

BE SAFE! INVINCIBLE INSURANCE IS the SOUNDEST Quarterly Proposition.

Lowest rates consistent with solid security.
"No Claims Bonus" allowed on transfer.

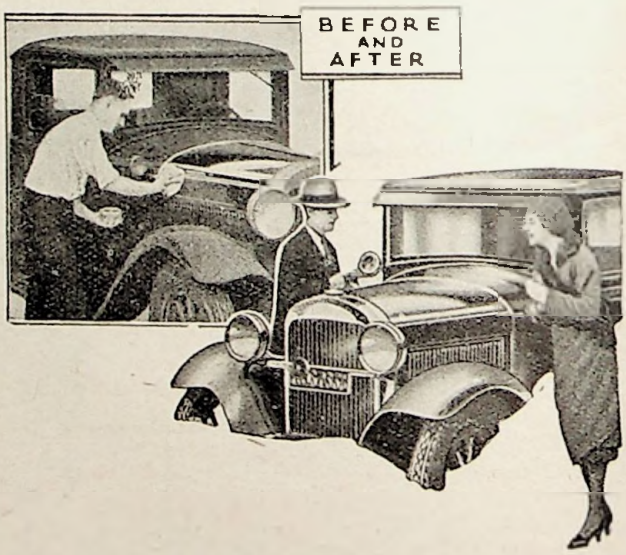
R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE
IMMEDIATE COVER can be obtained from

BRANCH OFFICES:

Birmingham .. .. 6, New Street
Blackpool .. 3, Yorkshire Penny Bank Chambers
Cardiff .. .. 22, Queen Street
Croydon .. .. 36, High Street
Derby .. .. 17, Corn Market & 2, Gower Street
Hull .. .. 140, George Street
Leicester .. .. Allen House, Newarke Street
Manchester .. .. .. 27, Brazennose Street
Mansfield .. .. 17, Brunt Street
Nottingham .. .. .. 1/11, Carrington Street
Oxford .. .. 379, Cowley Road
Plymouth .. .. 9, Princess Square
Southampton .. Verity House, 155, Above Bar
Swansea .. Westminster Buildings, Church Street

or from INVINCIBLE POLICIES LIMITED
Palmerston House
51, BISHOPSGATE—LONDON, E.C.2
Telephone - - - - - London Wall 0464 5/6

AGENTS WANTED



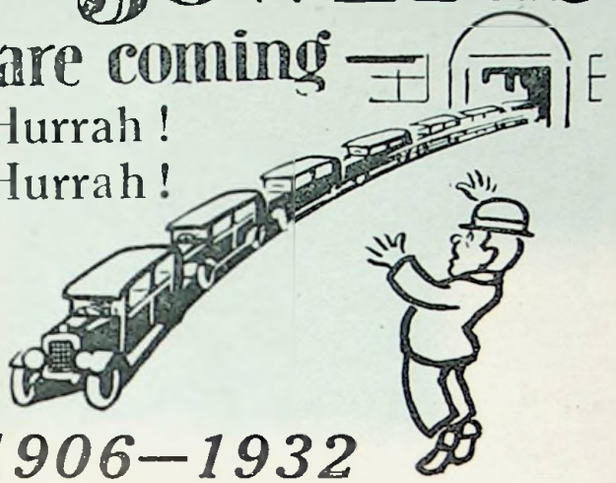
When you

SIMONIZ

you save the finish

The JOWETTS are coming

Hurrah!
Hurrah!



1906—1932

TWENTY-SIX years ago Jowett produced the father and mother of all Light Cars. To-day the choice of light cars is wider, but still the Jowett enjoys a reputation that is positively unassailable. The accommodation of the body is literally surprising—five adults can spread themselves out as in a large luxury car. And the engine will take the car anywhere—up anything—and will cruise at a speed which will amaze you.

GODFREYS

★ are London Distributors ★
for JOWETT CARS

THE 1933 MODEL PROGRAMME

You will want the earliest possible details of the improved 1933 models, because they will be models that will deserve your enthusiasm. Everything you may have wished for in the Jowett Car will be found incorporated in the new programme.

Godfreys are contracting for a still greater programme this year, and are able to make you liberal allowances in respect of your older models in part exchange. Such an exchange can be effected without any initial capital outlay if you take advantage of our Easy Payment Terms.

In order to secure the earliest information of the new Jowett programme, merely send us a postcard with your name and address, and immediately the new season's models are announced the fullest possible details will be posted to you. If you have a car to offer in exchange, ask us to quote you its exchange value now, whilst prices are good.

Godfreys LTD

366, EUSTON ROAD, N.W.1.

'Phone—Museum 3401.

And at Gt. Portland St. Stamford Hill. Croydon.

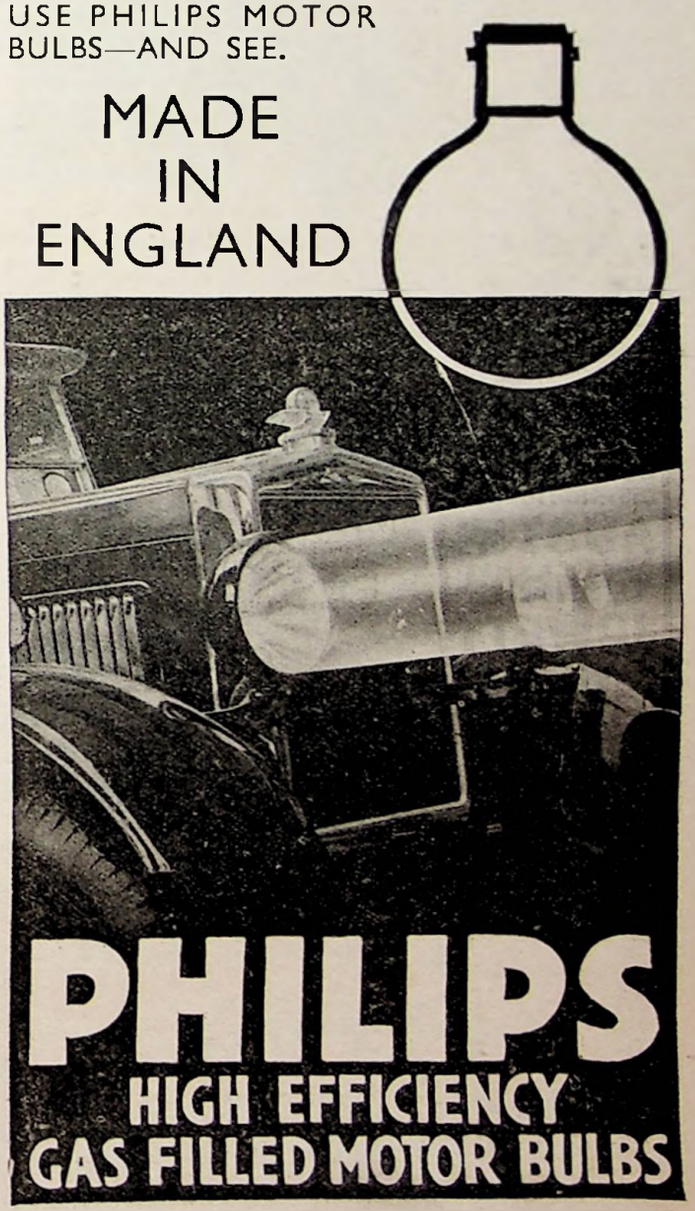
LIGHT at NIGHT

Use Philips motor car bulbs this winter and see how pleasant driving at night can be.

Drive with Philips Anti-dazzle "Duplo" which throw their beam straight ahead or, at the touch of a switch, dip it down on to the road, ensuring your own safety and that of the oncoming driver.

USE PHILIPS MOTOR BULBS—AND SEE.

MADE IN ENGLAND



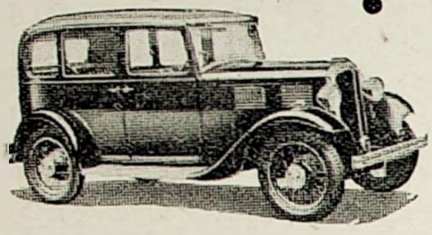
Philips Lamps Ltd., 145, Charing Cross Road, London, W.C.2.

FROM GLASGOW!

Kelvinside,
GLASGOW.

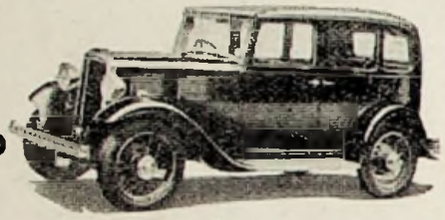
Dear Sirs,
In reply to your letter we have to-day received car and found everything very satisfactory. May we offer our thanks and appreciation of your way of doing business. **We are more than satisfied.** We hope that a firm so enterprising will always have great success. We will have no hesitation in recommending anyone who wishes to purchase a car.

(Signed) A.M.

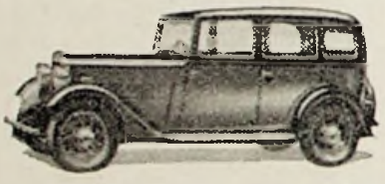


1933 STANDARD "BIG NINE" Saloon (Bumpers extra) **£205**
On self-financed terms: Deposit £41 0 0
and 12 monthly payments of £11 7 0
or 18 £9 16 0
or 24 £7 10 4
or otherwise as arranged between ourselves.

KEEN BUYERS RECOMMEND THE SERVICE COMPANY FOR YOUR 1933 CAR!

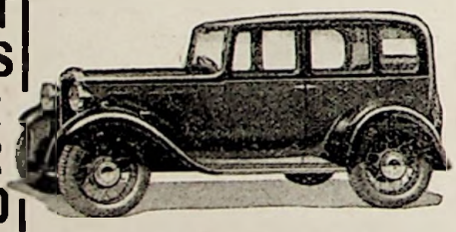


1933 STANDARD "Little Nine" Coachbuilt Saloon **£159**
On self-financed terms: Deposit £21 16 0
and 12 monthly payments of £11 2 7
or 18 £7 11 11
or 24 £5 16 7
or otherwise as arranged between ourselves.



1933 ROVER "10" Special Saloon **£228**
On self-financed terms: Deposit £45 12 0
and 12 monthly payments of £16 19 2
or 18 £10 17 8
or 24 £8 7 3
or otherwise as arranged between ourselves.

DEALERS AND DISTRIBUTORS IN:
AUSTIN
HILLMAN
JOWETT
MORRIS
ROVER
SINGER
STANDARD
TRIUMPH
CARS.
Demonstration Runs without obligation with pleasure.



1933 HILLMAN "MINX" Family Saloon **£159**
On self-financed terms: Deposit £31 16 0
and 12 monthly payments of £11 2 7
or 18 £7 11 11
or 24 £5 16 7
or otherwise as arranged between ourselves.

The Service Company Ltd.
LONDON

273-274, HIGH HOLBORN, W.C.1

'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.

INSURE Now!

FULL THIRD PARTY POLICIES
WITH ROAD TRAFFIC CERTIFICATE AVAILABLE ON DEMAND AT COUNTER OR RETURN OF POST.

	ANNUALLY	QUARTERLY
ANY DRIVER 8 h.p.	£3 - 10 - 0	18 - 6
Cowleys 12 h.p.	£4 - 5 - 0	£1 - 2 - 3
	£4 - 13 - 6	£1 - 4 - 6

NO CLAIM BONUS ALLOWED ON TRANSFER
10% REDUCTION FOR OWNER DRIVER

FULL COMPREHENSIVE POLICIES

ANY DRIVER	Annually	Quarterly
8 h.p.	£7 00	£1 17 0
Cowleys	£8 10 0	£2 4 6
12 h.p.	£9 7 0	£2 9 0

DEFENCE LTD., DEPT. 6.
Insurance Brokers
40, KING WILLIAM ST., THE MONUMENT, E.C.4
TEL.: MANSION HOUSE 9944 (seven 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 Road, Bradford. Tel.: 5342.
APPLICATIONS FOR AGENCIES INVITED!

Oakeys helps to motorists

"WELLINGTON"
LIQUID METAL POLISH
gives a supreme lasting burnish to ALL METALS and GLASS—motor mirrors, lamps, windows, screens, etc.
In tins **3d., 4½d., 7½d.** and **1/3.**
Also in ¼, ½ and 1 gallon cans.
(Also makers of non-inflammable LIQUID METAL POLISH.)



"WELLINGTON"
VALVE GRINDING PASTE
FINE or COARSE.
A perfect paste made of the finest materials. Absolutely non-greasy, it possesses great cutting properties. In Tins and Tubes.



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.

The First Published Illustrated Description of the

1933 Range of Austin Cars

will appear in

NEXT TUESDAY'S ISSUE OF



6th SEPTEMBER

This Issue will also describe the Full Range of NEW MORRIS CARS and PRICES. The 10 h.p. Morris is Fully Described and Illustrated in the current —30th August—issue (see below).

The Austin Description is accompanied by a FOUR-PAGE ART SUPPLEMENT illustrating the principal features of the range for 1933, including a double-page drawing of the new Austin Light Twelve-Four.

Features of the Current Issue of "The Motor," 30th August.

AN ENTIRELY NEW 10 h.p. MORRIS WITH 4-PAGE ART SUPPLEMENT ILLUSTRATING ITS FEATURES.

THE NEW DIRECTION INDICATORS
introduced by the Wilcot Company, as fitted to Morris Cars Illustrated and Described.

THE POLICE COURT SIDE OF MOTOR "CRIMES."
How a Newspaper Reporter Sees Magistrates and Motoring Offenders.

AN EASTBOURNE EXCURSION.
How to See the Glories of the South Downs.

A NEW 1,496 c.c. ALVIS "FOUR."
Exclusive Technical Description and Road Test of the Firefly Model which has a Particularly Fine All-round Performance.

TRIUMPH PROGRAMME FOR 1933.
Improved Bodywork on All Models. New Gearbox. Permanent Jacks.

NEW 2-LITRE SIX-CYLINDER DELAGE
With Independent Front Springing.

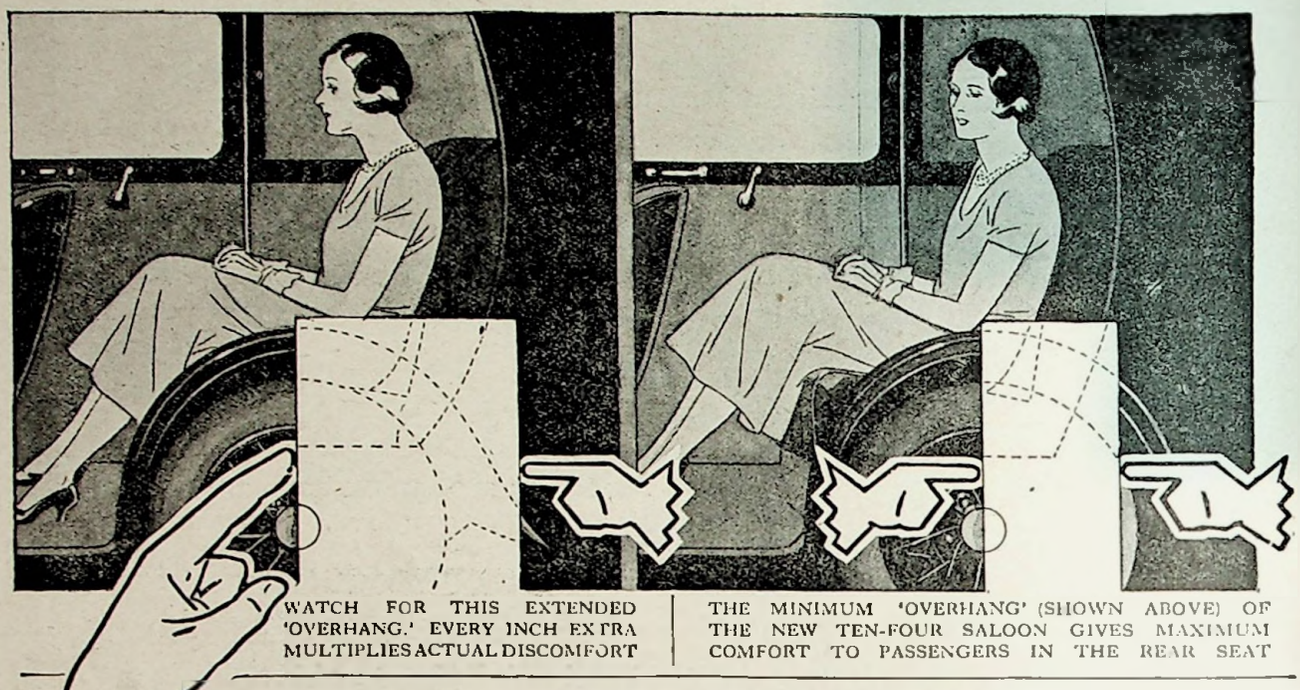
SHELSLEY WALSH NEXT SATURDAY.

FLEXIBLE ENGINE MOUNTINGS NECESSITATE STIFFER CHASSIS FRAMES.

NOW ON SALE - - PRICE 4d.

Offices:—5-15, ROSEBERY AVENUE, LONDON, E.C.1.

A S . D E P E N D A B L E . A S . A N . A U S T I N



WATCH FOR THIS EXTENDED 'OVERHANG.' EVERY INCH EXTRA MULTIPLIES ACTUAL DISCOMFORT

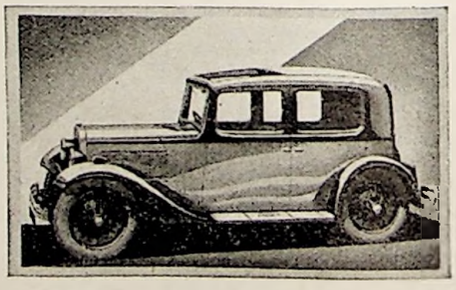
THE MINIMUM 'OVERHANG' (SHOWN ABOVE) OF THE NEW TEN-FOUR SALOON GIVES MAXIMUM COMFORT TO PASSENGERS IN THE REAR SEAT

LOOK OUT *for that 'Overhang'*

IT CONCERNS YOUR COMFORT

Examine the coachwork of the Austin Ten-Four . . . Here is an example of body 'overhang' reduced to a minimum to ensure the greatest riding comfort.

For the body is expressly designed to bring the rear seats well forward of the rear axle so that the passengers are seated *within the wheelbase*—not behind it. The further forward the seats are planned the less noticeable is the rise and fall of a car on its springs . . . that is the secret of the unusually comfortable riding of the Austin Ten-Four.



The AUSTIN *Ten-Four Saloon*

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

The Light Car & Cyclecar



EVENTIDE

Looking over the still waters at the mouth of the Dart from Kingswear. In the shadowy background the outline of Dartmouth Castle is clearly visible.

Other pictures of the Dart appear in Rich Mixture.

ALVIS returns to the field of light cars. This week we give a full description of the newcomer.

THE MORRIS TEN—one of the new models of the Morris range—is fully described in this issue.

PRINCE DIMITRI DJORDJADZE was married recently to Mrs. Elizabeth Warner, in London. The bridegroom is well known in the motor racing world.

SIR WILLIAM MORRIS predicts that families of the future will buy their cars in suites, just as they buy their parlour furniture to-day. Plain vans will, we hope, still be available.

TROJANS for 1933 will be improved only in minor detail, the manufacturers having been gradually perfecting the vehicle for the past two years. No new prices have yet been announced.

WITH the growing popularity of small cars, the burden of motor taxation is being shifted more and more from the rich to the poor. This significant point is stressed by a correspondent to the *Yorkshire Evening Post*.

OUR PLEA for a revival of the original type of long-distance reliability trial is attracting widespread attention. A correspondent to *The Daily Mail*, for example, pleads for "an exact replica of the original 1,000 mile reliability trial."

THE ALPS will echo to the exhausts of motorcycles all this week when the International Six Days' Trial will be on. Great Britain is making a big effort to win back the International Trophy from Italy. Our three team riders are mounted on a B.S.A., an A.J.S. and a Sunbeam respectively.

What's On . . .

The Cream of the News

SHELSLEY. To-morrow all roads lead to the famous hill-climbing venue. The start will be at 1.30 p.m.

BELGIUM is getting more car-minded. It now has one car for every 47 inhabitants. Last year the number of cars in use there went up by 16,616.

BUXTON TO BUXTON. Intending entrants in The Light Car Club's trial should bear in mind that entries close of Tuesday next, September 6th.

FRANCE is to undertake an intensive racing programme for next year. The reason given, it is said, is because British successes in world record-breaking are adversely affecting sales.

MAGNETIC RAYS, it is suggested, may be the reason for a series of fatal accidents on a stretch of road in Bremen, Germany, which has been christened the "death mile." The suggestion is electrifying, to say the least.

ACCELERATOR pedals continue to occupy a position either to the right or to the left of the clutch pedal. Surely it is time that their position should be standardized, particularly in view of the large number of accidents attributed to the driver mixing the two pedals?

THE 500-Mile Race entry list closes finally to-morrow, Saturday, at £26 per car. Next week we shall give the complete list.

IRONICAL. The A.A. appeals to motorists to drive with care and consideration when passing over roads where resurfacing is in progress.

FOUR-SPEED gearboxes will figure on most of the 1933 models. An ingenious pattern of great interest will be shown "broken open" on our cover next week.

A RELAY RACE in which aeroplanes, motorcars, motorcycles, cycles and runners will participate is to take place in Krakow, Poland, on September 18th. The Light Car Club will have to look to its laurels.

LUXURIOUS CARS which will act as decoys and will, it is hoped, invite the attentions of highwaymen, are to be tried by Scotland Yard. Needless to say, the crews of these cars will be police. Who wouldn't be a policeman.

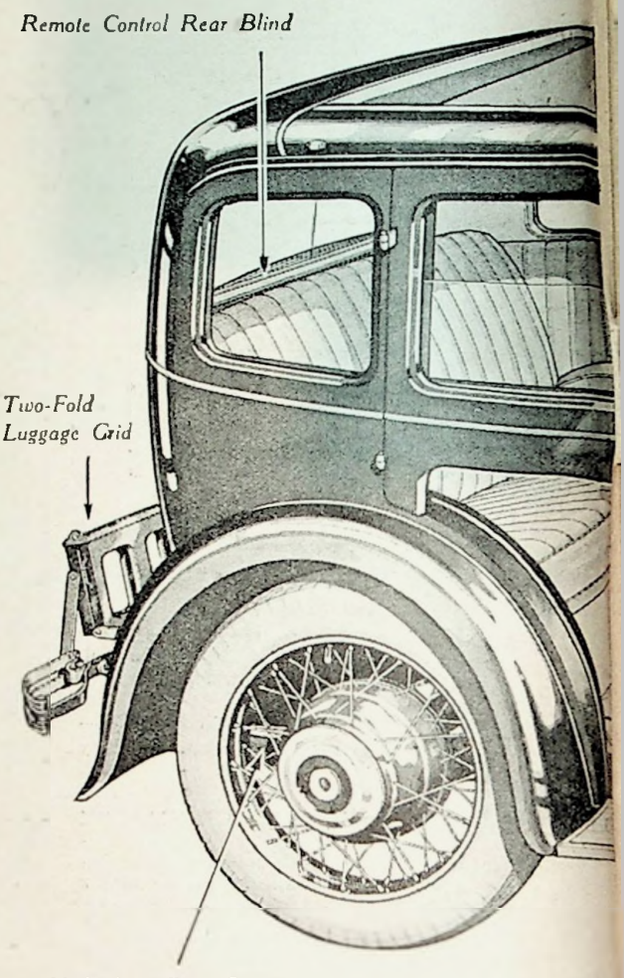
PROFESSOR PLANT makes the disturbing suggestion that the growth of motoring is ruining the tailor's business because an enthusiast who runs a car economizes in his clothes. Surely, it is the clothes and not the tailor who is ruined?

For 1933

A New MORRIS TEN

AND AN IMPROVED "MINOR"

Full Description and Road Test of an Entirely New Production. A Specification with Many Novel Points. Additions to "Minor" Range. Four-speed Gearboxes Now Fitted.



A cut-away drawing of the sliding roof coach-built saloon which shows the ample accommodation afforded and how the body is mounted as low as possible on the chassis frame. Some of the interesting points in the design are enumerated. Triplex glass is fitted throughout.

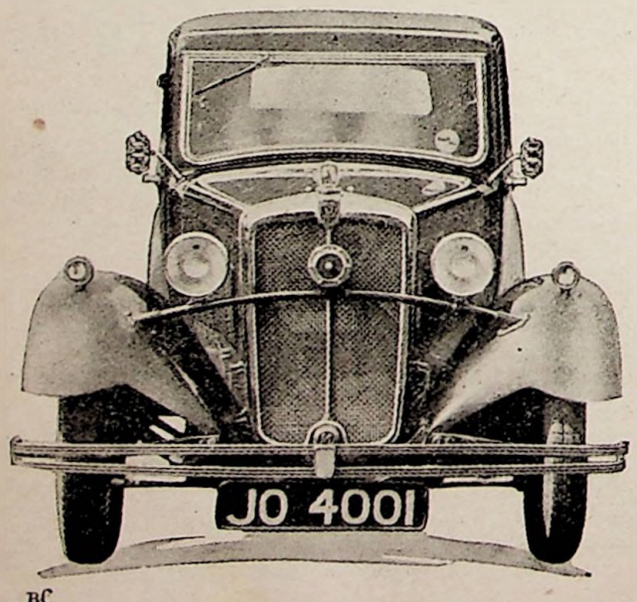
THE outstanding feature of the 1933 Morris programme is the introduction of an entirely new four-cylinder 10 h.p. model. This car will be available with closed coachwork only, the range comprising a fixed-head saloon at £165, a sliding-head saloon at £169 10s., and a special close-coupled four-seater coupé at £195.

A point which immediately strikes one on examining the new model is that both chassis and body are ideally suited to the man who wants a full-sized car with a sound performance, but wishes to have the advantages of a comfortably low tax and reasonably compact overall dimensions.

That this has been done extremely cleverly will be gathered from the details which follow, but it may be emphasized at the outset that although the overall length and width are only 11 ft. 10 ins. and 5 ft. 1 in. respectively the body provides unusually generous accommodation for four people, whilst by sitting three in the back seats, five can be accommodated at a pinch.

The four-cylinder engine has a bore and stroke of 63.5 mm. and 102 mm., giving a capacity of 1,292 c.c. and calling for a tax of £10. It is of the side-valve type, the valves being inclined so as to improve the shape of the combustion space and, at the same time, allow for slightly more generous water passages than would otherwise be possible on the near side of the block.

The tappets are arranged in detachable guide blocks, and are accessible by removal of the usual cover plate, which is held in position by thumbscrews. Valve adjustment, incidentally, is easy in that only two spanners are required, the tappets being prevented from rotating by spring-loaded plungers which butt against flats on their surfaces.

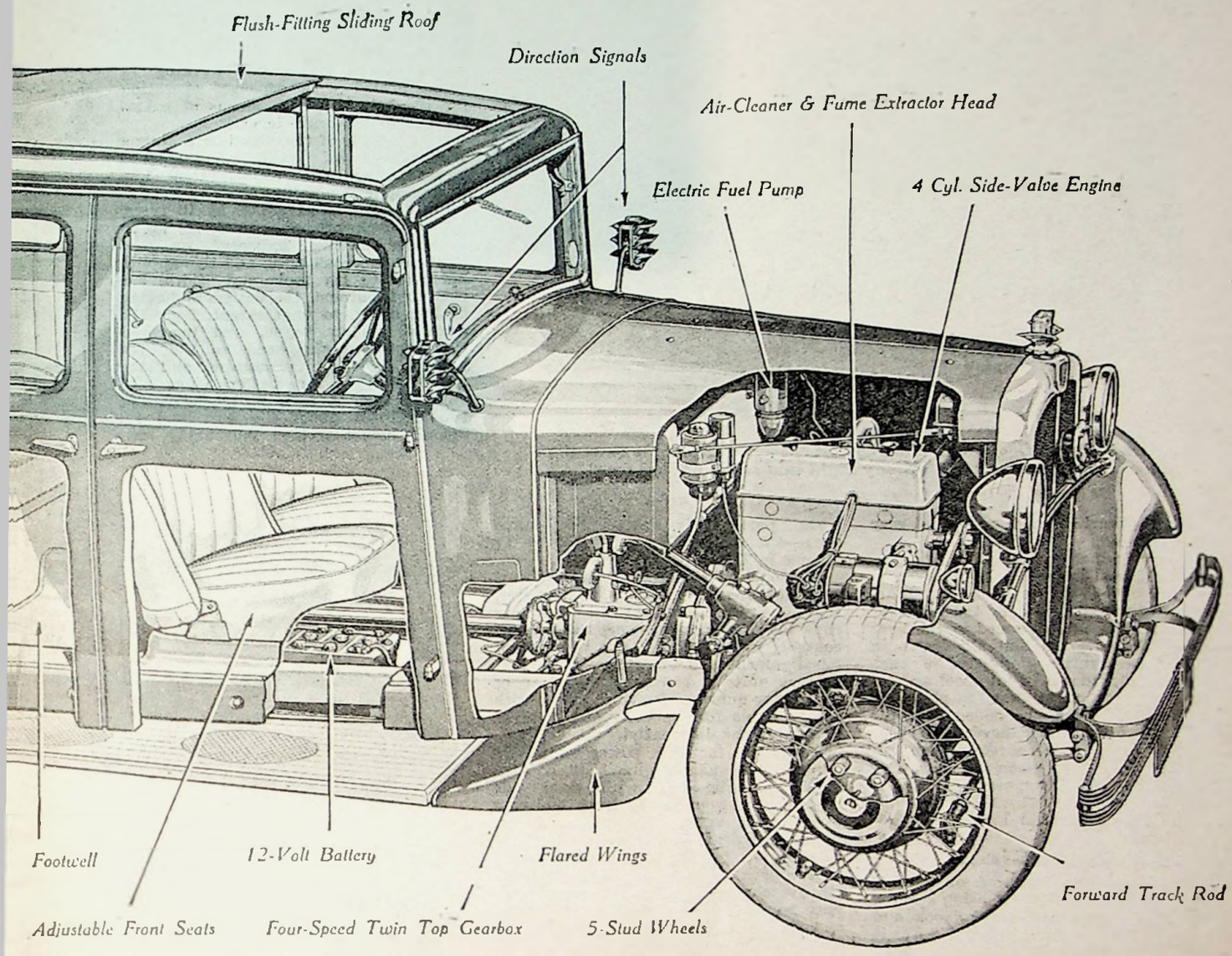


The front appearance of the new "Ten" is neat and this photograph also shows the low build of the complete car. The new direction indicators are in a position where they can be plainly seen from front and rear.

Silent Valve Operation.

These spring-loaded plungers, incidentally, are fitted for each pair of valves, and serve to exert a gentle sideways pressure on the tappets, damping out any tendency for them to vibrate and making the valves more silent in operation.

The camshaft is driven by a duplex roller chain at the front end, and there is a leaf spring damper which bears against the sprocket end of the camshaft and serves to eliminate any "flutter" which might otherwise be present. In the centre of the camshaft helical gears are cut which serve to drive the gear-type oil pump, whilst an extension of the oil pump shaft passes right across the crankcase to the off side and drives the distributor for the



coil ignition. The latter is inclined upwards, and access to it is not hindered by any other components, so that attention to the make-and-break and so on is very easy.

Lubrication is on the full pressure system, and the oil pump is external, so that it can readily be detached in the unlikely event of a fault developing. Covering in the whole top of the sump is a gauze filter. The sump filler is on the near side, and is provided with a quick-release cap, whilst, as all oil has to pass the main filter before reaching the sump, no filter is incorporated in it and the owner is not troubled with a long wait when filling up. The dipstick is also conveniently placed on the same side of the engine.

Massive Big-ends.

The big-ends are of the full ring type, and there is no provision for taking up wear, the Morris concern having an excellent replacement scheme by which, when eventually a bearing has become worn, the complete connecting rods can be returned to any authorized service dealers who will immediately supply a set of reconditioned con rods.

A feature of the engine, which is new so far as light cars are concerned, but which has been used with great success for some seasons on the larger Morris models, is the fume extractor head. This takes the form of a pressed metal cover which fits over the top of the cylinder head and closely resembles the valve cover of an o.h.v. engine.

Actually, the upper portion of it constitutes a chamber with perforated base and sides which is packed with hair and connected direct to the carburetter air intake by means of a suitably shaped vertical pipe.

All the air drawn into the carburetter has to come through the hair packing, which removes road grit and, at the same time, deadens carburetter "hiss."

No Fumes Inside Body.

The great feature of the arrangement is, however, that the engine breathers are in the form of vertical passages cast integral with the cylinder block and head at the front and rear, so that all engine fumes are sucked into the cover, thence into the carburetter, and cannot find their way into the body of the car.

Yet another good point is that the interior of the crankcase is always slightly under the influence of carburetter suction, so that the risk of oil leakages via the valve cover, outer

AT A GLANCE

NEW 10 h.p. MODEL

ENGINE: Four-cylinder, side-valves, 63.5 mm. × 102 mm. = 1,292 c.c. Tax £10. Three-bearing crankshaft, pressure lubrication.

TRANSMISSION: Single-plate clutch running in oil, four-speed silent-third gearbox (ratios 4.7, 6.9, 10.57 and 18.66 to 1), open propeller shaft to spiral bevel rear axle.

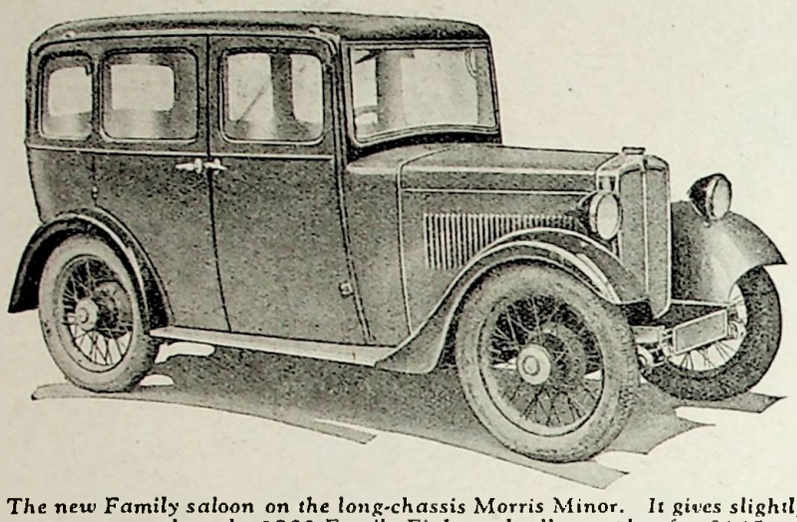
GENERAL: Lockheed hydraulic brakes, semi-elliptic springs, Bishop cam steering. Wheelbase, 8 ft.; track, 4 ft. Overall length, 11 ft. 10 ins.; overall width, 5 ft. 1 in.; ground clearance, 8 ins.; turning circle, 37 ft.

MINOR MODEL

NEW FEATURES (on all except the £100 two-seater) include four-speed silent-third gearbox (ratios 5.375, 7.902, 12.48 and 20.75 to 1), deeper radiator with built-in stoneguard, Bishop cam steering and improved shock absorbers. The range includes a new Family saloon and a special coupe on a long chassis.

Manufacturers:
MORRIS MOTORS LTD.,
Cowley, Oxford.

THE MORRIS TEN (Contd.).



The new Family saloon on the long-chassis Morris Minor. It gives slightly more room than the 1932 Family Eight and sells complete for £145.

camshaft bearings and so on is very much reduced.

The sparking plugs, which are centrally disposed in the combustion spaces and are fitted vertically in the head, are, of course, enclosed by the fume extractor; holes are arranged in the near side of the cover so that air drawn in by the carburetter impinges on each plug and provides adequate cooling.

Lest it be thought that the plugs are inaccessible, it may be added that the whole fume extractor cover and pipe leading to the carburetter can be detached in a few moments simply by unscrewing two thumbscrews in the cover and one nut which attaches the pipe to the carburetter intake.

The Dynamo Mounting.

The dynamo is mounted on the off side of the cylinder block, being secured to suitable lugs cast on the block and held by an eccentric clamp. It is driven by an endless canvas-rubber belt, a triangulated drive being adopted, so that the same belt serves also to drive the fan. Adjustment is effected by rotating the dynamo in its eccentric mounting, so that its eccentric pulley varies the belt tension.

Cooling is on the thermo-siphon principle, and particular care has been taken to prevent overheating.

The carburetter is an S.U. with top feed to the float chamber; it is fed by an S.U. electric Petrolift from a seven-gallon rear tank. The induction manifold is cast integral with the exhaust manifold.

In unit with the engine are the clutch and gearbox, the former being of the single cork-insert type running in oil. This design gives a very smooth getaway and, at the same time, relieves the owner of any need for periodical lubrication of the thrust race and splines, as the whole of the clutch compartment is automaticlly supplied with oil from the engine.

The gearbox has four speeds, and is of the now very popular twin-top type, both the constant mesh and third speed pinions having double helical (or herring bone) teeth. This ensures silence of operation, and makes the change from top to third, and vice versa, particularly easy. The ratios are:—4.7, 6.9, 10.57 and 18.66 to 1; reverse is 23.5 to 1.

An open propeller shaft is used; it is of the tubular type 2 ins. in diameter, the universals at the front and rear ends being of fabric incorporating ball centring devices to cut out the risk of misalignment and vibration. The back axle is quite a conventional affair of the three-quarter floating type with spiral bevels for the drive and straight bevels for the differential.

So much for the power unit and drive. The chassis itself is a very sturdy looking job with deep side members upswept at the front and rear to clear the axles. The side members, incidentally, are not parallel, but are splayed out to give a full width frame at the back, and are well supported by sturdy channel section cross-members with unusually wide webs. The cross-member just behind the gearbox is dished and carried under the propeller shaft.

Suspension Details.

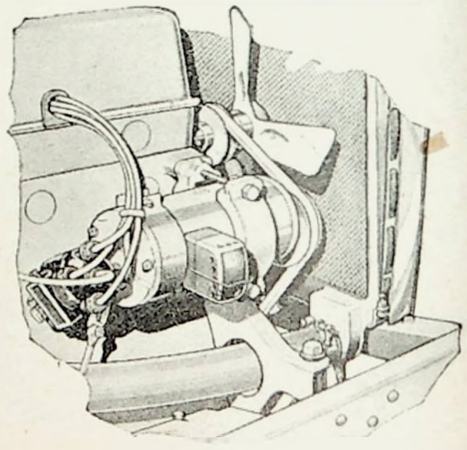
Suspension is by means of long semi-elliptic springs all round with reverse cambered rebound leaves, the rear springs being splayed outwards to give extra stability on corners. Shock absorbers are, of course, fitted all round, and these are of a new and rather interesting type. Actually, they are a development of the single-acting Armstrong friction shock absorbers used on the Minor and Family Eight models last year, but they are fitted with supplementary friction discs which are, of course, double-acting.

The one-way damping effect provided by the friction band is constant, being controlled by a spring which has sufficient length to compensate for wear, but the supplementary discs giving two-way damping are controlled by star springs, the pressure of which is adjustable by accessible nuts. The result is a shock absorber which has slightly greater effect where downward axle movements are concerned, but which can also be adjusted, when required, to give a very strong two-way action.

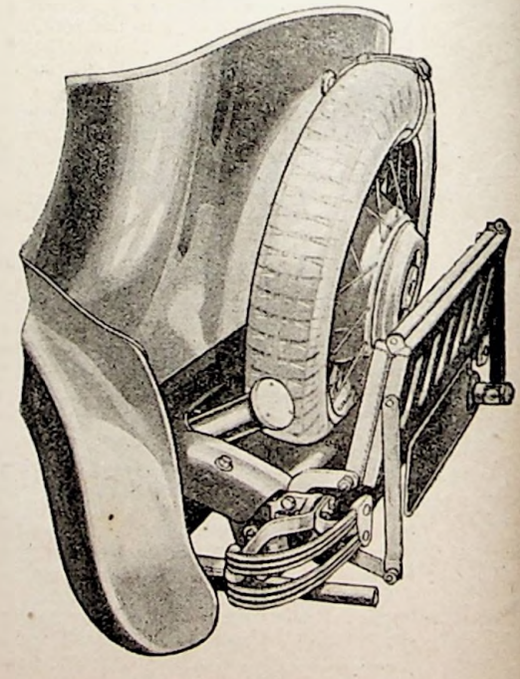
Steering is of the Bishop cam type, and an interesting feature is that the track rod is placed forward of the front axle—an arrangement which has been adopted so that the engine can be placed as far forward as possible. The brakes are Lockheed hydraulics working in 10-in. drums with separate operation for the rear shoes by means of cables coupled to the brake lever.

Other points of the chassis are Magna type wheels of special design, but incorporating the usual large hub centre plate concealing the five retaining nuts, and Dunlop 4.50 by 19 tyres.

The coachwork of the saloons is, as we have already indicated, on particularly generous lines, and this applies not only to leg room and width, but also to headroom, the designers having broken away, to some extent, from the narrow window vogue, and increased the depth of the head so that the interior is much pleasanter and the driver has a far better view. In spite of this, there is no suggestion of top-heaviness about the car, and its overall height is kept reasonably low.



(Above) The dynamo of the new Ten is eccentrically mounted for adjustment of the driving belt. The distributor is accessibly placed. (Below) The petrol filler, spare wheel mounting and luggage grid of the sliding-head saloon



mainly on account of the low build of the chassis.

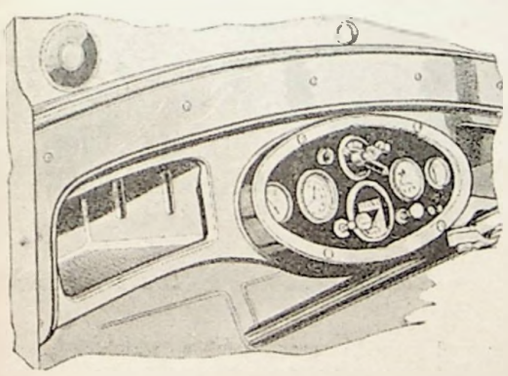
The body is of the metal-panelled type, and boasts of businesslike but graceful lines, care obviously having been taken to make cleaning easy. In this connection the wings may be mentioned, as they are of the domed type with no seams or ridges to catch the dirt, whilst at the front their efficiency is improved by the provision of side shields, which prevent mud or water finding its way on to the body sides. There are aprons between the dumb-irons at both front and rear to hide unsightly axle parts and also to facilitate cleaning.

The two doors on each side close on a central pillar, and are all provided with winding windows, whilst the front screen is of the conventional single-pane type hinged at the top. All the glass work, incidentally, is Triplex.

In the case of the two saloons the upholstery is carried out in Karhyde, whilst real leather is used for the special coupé, which, incidentally, is a very imposing model of quite luxurious appearance.

Full Equipment.

All the usual equipment is provided, such as suction windscreen wiper, interior driving mirror, pile carpets, door locks, silk rope pulls, door pockets, rear blind with remote control, pedal rubbers, scuttle ventilators and so on, whilst on the oval panel facia board are a clock, speedometer, oil gauge, ammeter, electrical petrol gauge and the knobs for the mixture and slow-running controls, together with the usual lighting switches; concealed lighting is provided for all the dials and on each side of this panel are large cubby holes.

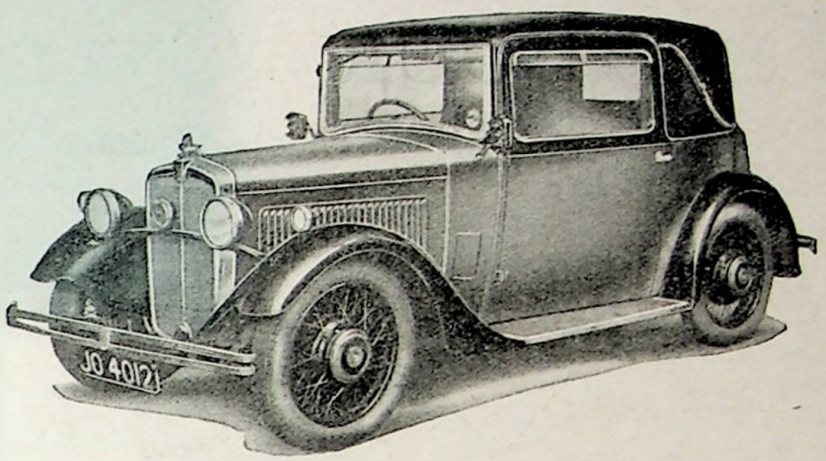


The instruments are grouped in a raised panel. They include an ammeter, clock, speedometer, fuel gauge, oil gauge, lighting switch, and the usual mixture and throttle controls.

The advance and retard control is on the centre of the steering column, together with the dimming switch and horn button. The lighting system is of the 12-volt type with, of course, five lamps, the headlamps having 6-in. glasses.

A particularly interesting item of equipment, which is entirely new, is a pair of flashing direction indicators of an unusual type. They are described on one of the News pages.

This equipment is common to all the 10 h.p. models, but, in addition, the sliding-roof saloon has bumpers and a folding rear luggage grid; a high-frequency electric horn is standard on all models. The coupé also has bumpers and a built-in luggage container at the rear of the body.



The special close-coupled coupe on the new 10 h.p. chassis. It has a sliding roof and a built-in luggage compartment at the rear. The price is £195.

We were privileged to take one of the new saloons for a short test, and we can say that its behaviour on the road in every way confirmed the favourable impressions that an examination of the chassis and the body had led us to expect.

The car holds the road well, corners steadily, is comfortable even over very rough surfaces, and boasts of a good all-round performance. The controls are reasonably well placed, and the Bishop steering is light and positive, the same remark applying to the Lockheed hydraulic brakes, which are not only very efficient, but require little pedal pressure.

The four-speed gearbox is a delight to handle, as the changes are extremely easy, there being no need for particularly accurate timing, whilst upward changes are fairly quick. The silent third in every way lives up to its name, whilst even on second the gearbox is commendably quiet.

Speeds on the Gears.

So far as speed is concerned, we found the maximum to be approximately 56 m.p.h. in top, whilst in third 45 m.p.h. was obtainable. Acceleration, too, was good, the figure from rest to 50 m.p.h. being 27½ secs. In the matter of hill-climbing, we were not able to take the car up any particularly severe gradients, but on Shotover Hill, a fairly steep and distinctly rough acclivity in the neighbourhood of Oxford, a climb was quite readily made in third gear, the engine showing surprising powers of "hanging on."

So far as the Minor models are concerned, the range corresponds fairly closely with last year's, with the exception of certain important details and the addition of two new long-chassis models.

The alterations consist of the employment of a four-speed gearbox in place of the three-speed type hitherto used, the fitting of Bishop cam steering in place of worm and wheel, and the use of a deeper radiator which incorporates a built-in stoneguard and gives the cars a more imposing appearance.

The new model is known as the Family saloon, and is similar to the Family Eight model of last year. The new body has, however, been redesigned to give slightly more accommodation, and it is mounted on a long edition of the Minor chassis with the side-valve engine. There is also a special coupé on this chassis.

It should be noted, however, that there is still one Minor model employing a three-speed box, 1932 type radiator and worm steering, this being the cheapest two-seater model. The complete Minor range now consists of the following:—Two-seater model (three-speed), £100; two-seater (four-speed), £105; four-seater, £115; saloon (fixed head), £122 10s.; saloon (sliding head), £125; Family saloon, £145; special coupé, £165.

The ratios of the new four-speed gearbox are:—5.375, 7.902, 12.48 and 20.75 to 1, with reverse the same as first. As on the 10 h.p. model, this gearbox is of the silent third type.

Other detail improvements to the Minor range include the fitting of Armstrong shock absorbers with supplementary discs, a top feed for the S.U. carburetter, improved brake linings with a higher co-efficiency of friction and detail coachwork improvements.

The Family Saloon.

During the course of a run in one of the Family saloon models we were delighted both with the general comfort of the body and the manner in which the 847 c.c. side-valve engine is able to tackle its load.

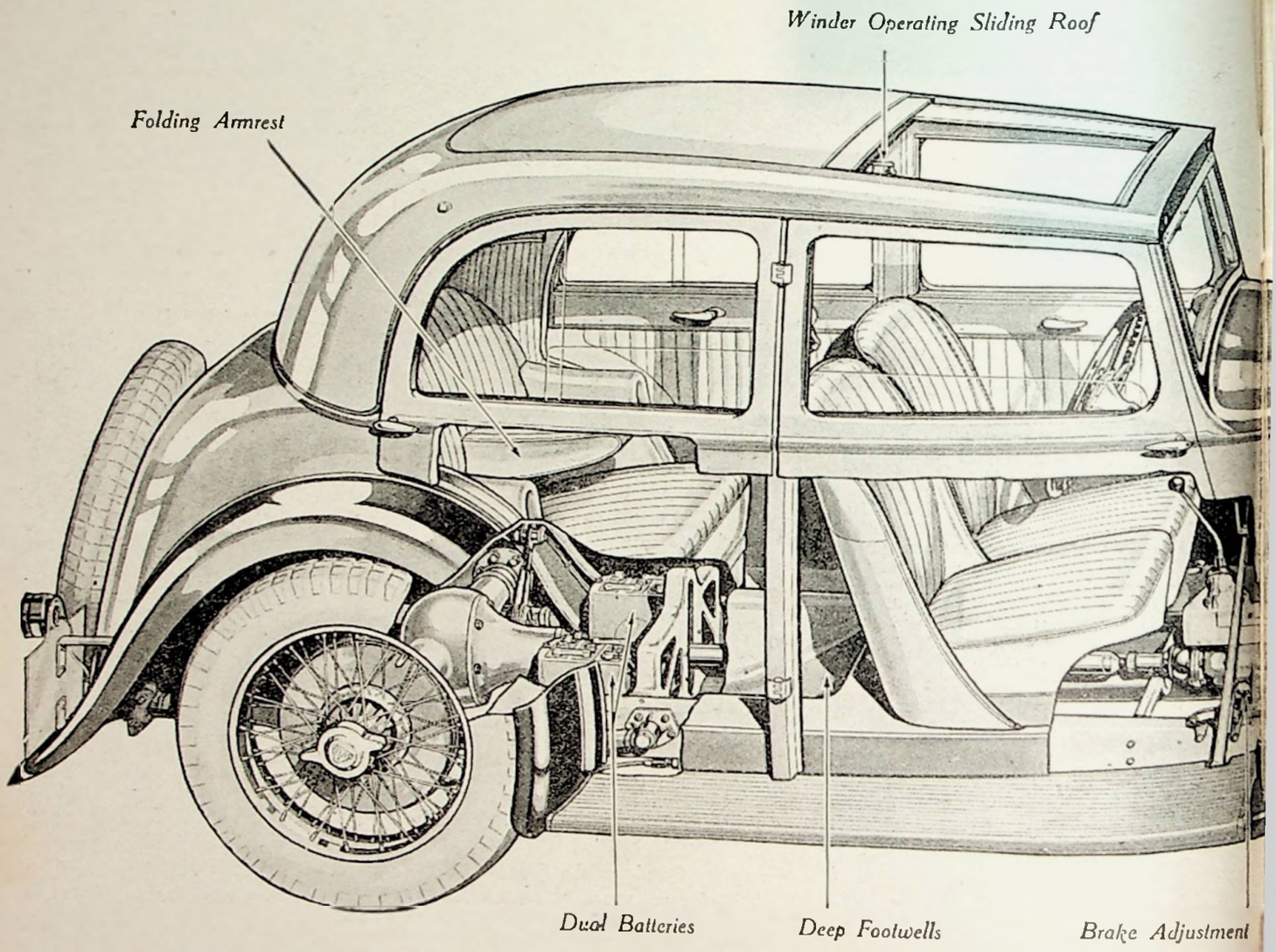
Under slightly favourable conditions we obtained a speed of approximately 55 m.p.h. in top, whilst in third 40 m.p.h. proved possible.

The brakes proved to be well up to their work, the hand brake being particularly pleasing in that it is in no sense a mere "parking brake," but is quite as powerful as the foot brake.

The new Morris models can be obtained in the following shades:—The Ten: Fixed-head saloon and sliding-head saloon, choice of green with green Karhyde upholstery, blue with brown Karhyde, or black with brown Karhyde. Special coupé, choice of red duotone with red leather upholstery, grey with blue, green with green, and black with brown. The colour schemes of the Minor are equally varied, a choice of blue, green, black, red and grey being given.

The Four-Cylinder Alvis

Famous Coventry Concern Re-enter the Light Car Market



The complete saloon in part section. It has very imposing lines and is beautifully finished.

QUITE a considerable stir was caused at the beginning of this year by the introduction of the Speed Twenty Alvis, and it is safe to say that the new Firefly will arouse just as much interest.

The dimensions of the four-cylinder engine are 69 mm. bore and 100 mm. stroke—1,496 c.c., R.A.C. rating 11.9 h.p. On the brake it develops 54 h.p. at 4,200 r.p.m. The following dimensions indicate the general size of the car:—Wheelbase, 9 ft. 10½ ins.; track, 4 ft. 4 ins.; overall length, 13 ft. 6 ins.; width, 5 ft. 3 ins.

One of the most notable features of the Firefly is its remarkably strong and rigid chassis. The side-members, which are quite deep channels, are dropped appreciably from a point behind the front spring to a point just forward of the rear axle, the ends being upswept.

The cross-bracing is adequate. In front of the radiator there is a large tube, and behind that there is a deep channel section cross-member which, incidentally, supports the forward end of the engine. Another very substantial tie runs below the clutch pit and a lighter one just behind the gearbox. Further back still there is a very sturdy member which should eliminate all possibility of weaving.

Half-elliptic springs are used front and rear, the latter being underslung, while all four are enclosed in leather gaiters. Hartford shock absorbers are fitted all round. The wheels are of the single-nut, centre-locking type and carry 30-in. by 5-in. Dunlop tyres.

Turning to the engine, perhaps the most interesting feature is that the chain drive for the camshaft and the dynamo is located at the flywheel end. A duplex chain, provided with an automatic tensioner, is employed. The camshaft is housed in the crankcase and operates the overhead valves by push rods and rockers, which are fed with oil from the main lubrication system.

AT A GLANCE

ENGINE: *Four cylinders; overhead valves, push-rod operation; 69 mm. by 100 mm. = 1,496 c.c.; tax, £12; three-bearing crankshaft.*

TRANSMISSION: *Dry single-plate clutch; four-speed silent-third gearbox; ratios, 5.2, 7.3, 10.6 and 16.4 to 1; final drive by open propeller shaft with metal universal joints to spiral bevel back axle.*

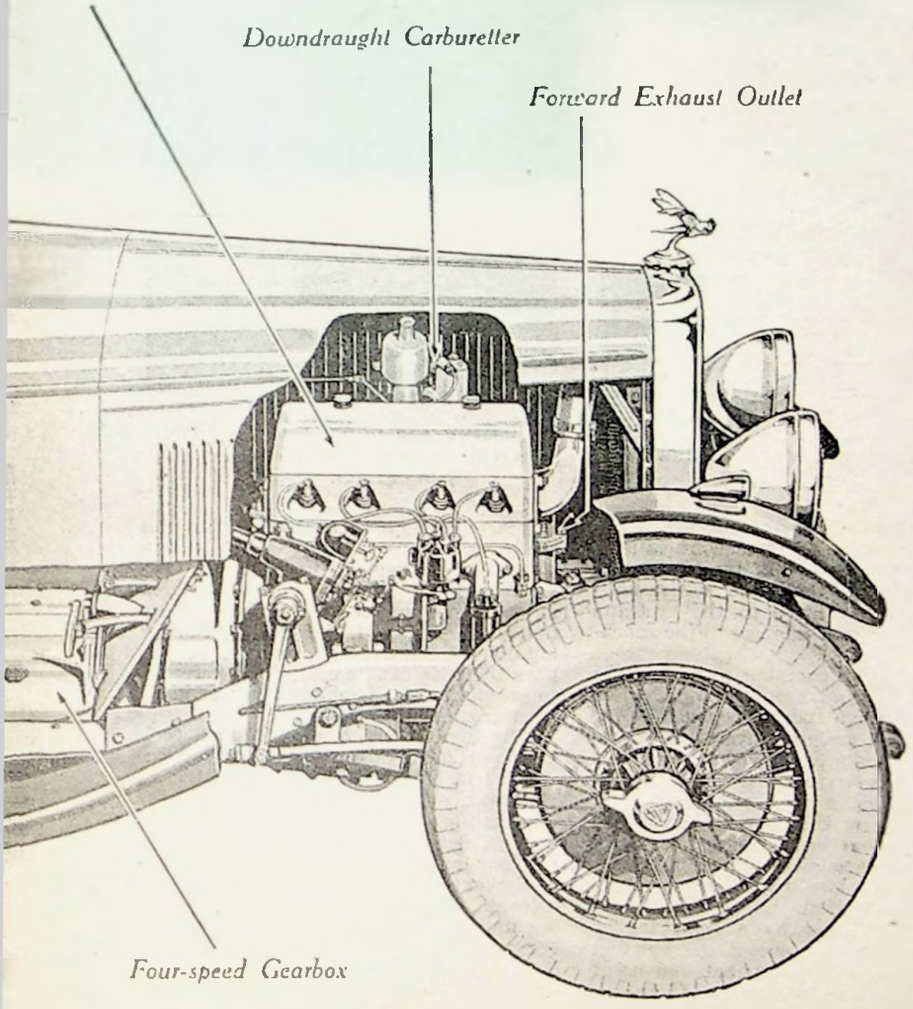
DIMENSIONS: *Wheelbase 9 ft. 10½ ins.; track, 4 ft. 4 ins.; overall length, 13 ft. 6 ins.; overall width, 5 ft. 3 ins.; turning circle, 43 ft.*

PRICES: *Saloon £495; drophead coupe £475; sports four-seater £475.*

ALVIS CAR AND ENGINEERING Co., Ltd., Coventry.

FIREFLY

...with a Fast, Luxurious 1,500 c.c. Car Costing £495 in Saloon Form



On the camshaft is a pair of spiral gears driving a vertical shaft with a gear pump at its lower end. Another spiral gear working off this vertical shaft is connected to the rev. counter drive.

The oil pump is larger than is usual and operates in conjunction with a large release valve, so that the working pressure does not vary appreciably with the engine temperature.

At the forward end of the crankshaft there is a torsional vibration damper—an item which gives some idea of the completeness and thoroughness of the design.

Although it has been a feature of Alvis engines for many years past, the arrangement of the water-cooling system also shows that much thought has been expended upon it. To ensure that the water shall be circulated around all those parts which need it, and also to simplify the joint between the head and the cylinder block, the water connection between these two parts is made at the rear of the engine, through a large port with a detachable cover plate. Thus, the water is led in at the front end of the cylinder jacket, and travels backwards along the entire length of the block before it reaches the head. It then moves forward past all the valves and plugs until it leaves the head at the front and passes to the radiator.

Each pair of inlet valves has a common port and the two-branch induction pipe is of a distinctly unusual shape. A down-draught S.U. carburetter is attached to a flange inclined at about 45 degrees. At this point the induction pipe makes contact with the central part of the exhaust manifold so as to provide a suitable hot-spot. From there the two branches slope downwards and then turn abruptly into the ports.

Ignition is by coil and the timing is controllable by hand as well as by automatic mechanism, which varies it in accordance with speed. The low tension side operates at 12 volts, as does the rest of the electrical equipment.

Forming a unit with the engine are the clutch and gearbox, the whole being flexibly supported in the chassis frame at three points on conical rubber bushes. The clutch is of the single-plate type, the plate itself being of special steel; the friction linings are attached to the driving parts of the clutch, so that the spinning member is particularly light.

The gearbox employs double helical wheels to provide a silent "third" ratio and is fitted with remote control. The ratios are 5.2, 7.3, 10.6 and 16.4 to 1.

A tubular propeller shaft with metal universal joints at each end transmits the power from the gearbox to the spiral-bevel back axle.

Cables are employed to operate the 14-in. brakes, of which the drums are ribbed. These cables, together with their outer casings, pass through the backing plates into the drums, so that the operating levers are thoroughly shielded from mud and dirt. A valuable feature is that the levers themselves float with the brake shoes, and therefore the braking effort is shared equally between the two shoes.

The Three Models.

Three attractive bodies will be available on the new Firefly chassis. These are a very spacious saloon, a four-seater close-coupled drop-head coupé and an open sports four-seater. All of them are beautifully finished and lavishly equipped.

Unfortunately a production model was not available for a road test, but some idea of the performance of the Firefly was given by a short run in one of the experimental cars.

The maximum speed attained was 72 m.p.h., 52 m.p.h. being recorded on third gear. At the other end of the speed range the car ambled along comfortably at 5 m.p.h. on top gear.

As to acceleration, 70 m.p.h was reached from 10 m.p.h. in top gear in some 65 secs., while 50 m.p.h. was attained in less than half that time. Using the third ratio, 14 secs. was sufficient to increase the speed from 10 m.p.h. to 50 m.p.h. Using all gears 55 m.p.h. was reached from a standstill in 28 secs.

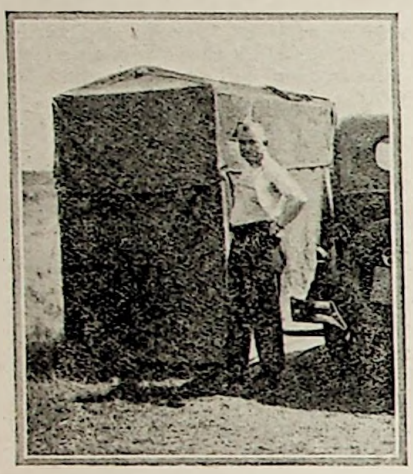
A test of the brakes showed that the car could be brought to a standstill in 26 ft. from a steady speed of 30 m.p.h., while slightly less than 100 ft. was sufficient at 50 m.p.h. No matter how violently the brakes were applied the Firefly showed no tendency to skid and always pulled up quite squarely. This controllability was, in fact, noticeable under all driving conditions.

A cordial welcome will be given to this new model, not only by light car enthusiasts who pinned their faith to Alvises a few years ago, but by many newcomers to motoring to whom the name Alvis stands for a fine all-British and thoroughly well-tried product.

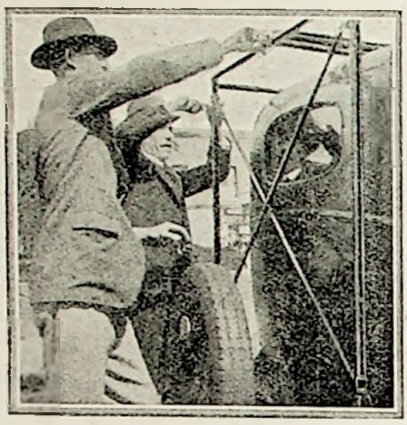
TROJANS PRODUCE

A Novel Collapsible "Caravan"

Ingenious Dual-purpose Tent Which is Carried Above the Roof of a Car on a Light Tubular Framework



Removed as a unit from the car and enclosed with canvas to form a tent.



A close-up of the tubular framework. It can be entirely dismantled with great ease.



Showing the upper berth in use. In this way the tent sleeps four fully grown people.

FOR some time past the attention of those directly concerned with first-aid work has been turned towards the problem of converting an ordinary touring car into a suitable ambulance, and it was with the idea of solving this problem that Colonel E. M. Cowell hit on a novel scheme which would seem not only to fulfil the above requirements, but to provide an attractive form of portable tent-caravan.

Briefly, the idea is to mount stretcher runners above the roof of a saloon car, the whole being carried by a light steel tubular framing fitting into sockets rigidly attached to the frame of the car. The framing is extended upwards above the stretcher runners so as to form a roof, waterproof canvas being employed to make the compartment snug and dry.

Two standard stretchers can be loaded on to the runners, the operation being simply and expeditiously carried out, as a demonstration proved, without any more discomfort to the occupant of the stretcher than is occasioned by the use of an ordinary ambulance. The whole of the tubular framework is kept clear of the bodywork of the car except in two places at the front, where suitable padding is fitted to the uprights in order to prevent damage to the coachwork.

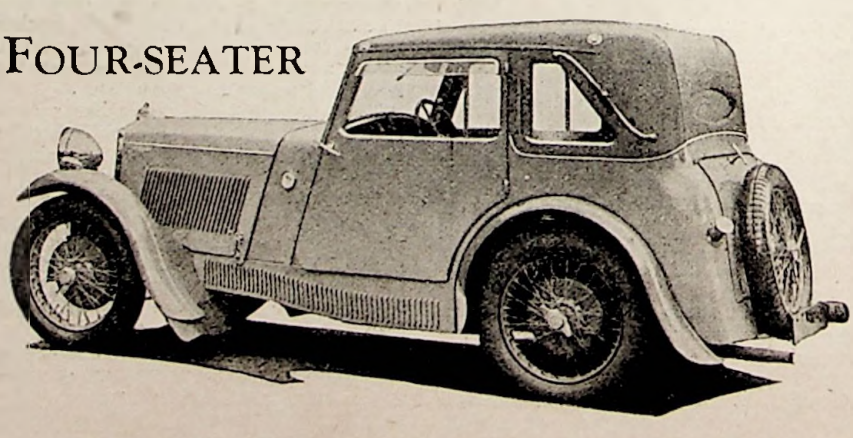
Obviously, for camping purposes, the scheme has big advantages, and Trojan, Ltd., who have been responsible for executing the design, have made practical experiments to show that the whole outfit is a boon to those who do not desire to draw a trailer of any kind, but are keen on the open-air life. For example, the overhead compartment can be left in place whilst the car is travelling, and can sleep two quite comfortably when required.

Access is gained by a light ladder which normally fits across the opening of the overhead compartment and helps to keep the equipment safe. If an extended stop is contemplated, the whole framework can be lifted out of the sockets of the car, dumped on a piece of level ground and secured by suitable spikes, which are supplied with the outfit, the walls consisting of waterproof canvas drawn tightly round the vertical posts. Used in this way, there is, of course, no necessity for a separate upper compartment, and as this merely entails the removal of runners or tie-bars the beds can be quickly transferred to ground level. Incidentally, this gives even greater headroom.

The dimensions of the Trojan (collapsible) Auto Caravan are 4 ft. 5 ins. wide, 7 ft. 8 ins. long, and 7 ft. 3 ins. to the peak, and the provisional price for the camping outfit is £45, which includes canvas, detachable feet, pegs, runners, or floor and ground sheet. So far the equipment has been made in a form suitable only for medium-sized cars, but we understand that a smaller model is contemplated.

It should be noted that when it is desired to store this novel "caravan" for the winter, the whole framework can easily be dismantled by undoing wing nuts, the various members being strapped together.

Jensen Special as Four-seater



THE accompanying photograph shows the latest example of Jensen bodywork on the new Wolseley Hornet chassis; it can be fitted on either the Special or the Standard. The body is designed to accommodate four people in comfort and is fitted out usefully and tastefully. Electric direction indicators incorporated in the panelling are a feature of the design. The four-seater sports saloon is, of course, an addition to the range marketed by Jensen Motors, High Street, West Bromwich. As illustrated the car sells for £285.

B12

EXCELLENT ENTRY FOR SHELSLEY

Eleventh Hour Attempts to Lower Von Stuck's Record—A Good Programme for To-morrow

MOST of the Shelsley "specialists" will be present to-morrow at the famous Worcestershire hill, when the non-trade hill-climb will be run off, starting promptly at 1.30 p.m.

Intending spectators are reminded that the best view of the proceedings can be obtained only by those who are in their places by about one o'clock, and that it takes a quarter of an hour or so to climb the hill, without hurrying, on foot.

Those who have never been to Shelsley before are advised to make for the area overlooking the first sharp left-hand turn, where most of the skilful driving is witnessed. Here the sloping banks behind the railings form an admirable grandstand, and, providing mackintoshes or rugs are taken, the ground makes a very comfortable seat. The organizers—and the spectators—are sincerely hoping that this year the clerk of the weather will relent, but in case Jupiter Pluvius does the hat trick, an umbrella should form part of the equipment!

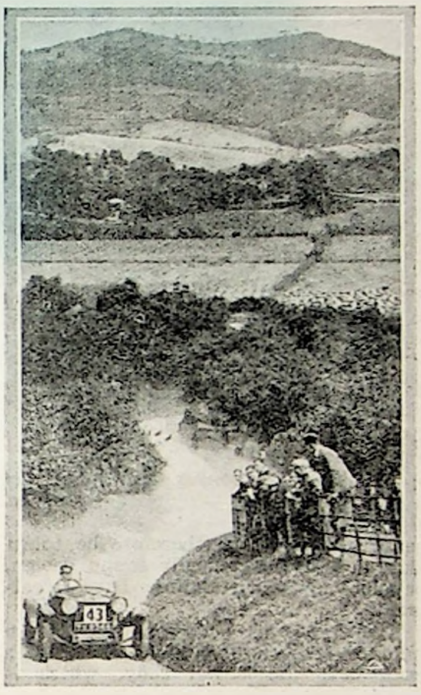
The admission charge to the hill is 2s. 6d., and the parking fee is the same. Spectators will be kept well informed of what is going forward by loud speakers arranged in suitable positions on the "busy" parts of the hill.

The Vital Figure—42⅘

Particular interest attaches to the afternoon's sport, because it provides, at the eleventh hour, an opportunity for von Stuck's record of 42⅘ secs. to be lowered over the existing course. A wet road will definitely preclude any chance of success, even on the part of the most determined driver, but a fine day will make all the difference, and there are several men who are potential record breakers.

"The Terror"—R. G. J. Nash's famous Frazer-Nash—is down to run. Nash, it will be recalled, came to grief at Craigantlet, owing to a wet road, but he suffered no injury and his car, we understand, is in good trim.

Another potential record-breaker is, of course, Raymond Mays's Villiers Supercharge, and these two cars will undoubtedly be the "star turns" of the afternoon. In addition, Mays has entered his Invicta, another car of the same make having been put in the lists by A. H. L. Eccles.



Where the fastest stretch of the course begins. Below in the valley, a distant glimpse of the huge car parks is obtained.

Other well-known Shelsley "specialists" whose performances will be well worth watching are Van der Becke (Becke Powerplus), E. R. Hall (M.G. Midget), E. J. Moor (Wasp III), and in company with J. Cleasby (Wasp I), J. D. Jevons (Bugatti) and, we hope, Noel Carr, who is generally one of the "high spots" at Shelsley with his Bugatti.

As usual, there is a "mystery" car, and in this case it is the Dorcas II, entered by G. L. Glegg. Dorcas II stands out by reason of the fact that it is a front-wheel-driven car with twin tyres at the front. This marks a new departure and, thanks to the increased wheel grip which the twin tyres will give, the car should put up quite a creditable show.

As usual, light cars are well represented in the list, Austins filling the 850 c.c. class, with the exception of two M.G. Midgets, the 1,100 c.c. class consisting of G.N.s or G.N. conversions, a Riley, a Seneschal and the Bolster Special; in the 1,500 c.c. class there is a large sprinkling of Frazer-Nashes and Bugattis, plus a promising element consisting of Delage, Wolseley Hornet, Alvis, Avon Standard, Aston Martin and, of course, the Becke Powerplus.

In the 2-litre class one of the outstanding drivers is W. K. Faulkner, who knows how to make a Bugatti go very fast. He will do battle with two other Bugattis and with the famous little car, Wasp I.

Men Who Know Shelsley.

The 3-litre class is made up of the Villiers Supercharge, two Bugattis, a Talbot and an Alvis—all in the hands of men who know Shelsley as only Shelsley must be known. There are only four cars in the 4,500 c.c. class, these being two Vauxhalls and two Invictas, whilst Gardiner's Delage plays a lone hand in the unlimited class.

At the time of writing, some teams are in a state of flux, but the Bugatti Owners' Club, R. H. Eccles (Invicta), A. D. Anderson (Austin), the Midland Automobile Club, and the Women's Automobile and Sports Association have all entered teams.

We learn from Mr. Leslie Wilson, the organizing secretary, that the road is in perfect condition—than which there could be nothing more satisfactory, providing it goes with cars which are in perfect condition and, last, but not least, perfect weather.



POTENTIAL SHELSLEY RECORD BREAKERS.

(From left to right) R. G. J. Nash who possesses one of the fastest cars "The Terror," Raymond Mays of Vauxhall Villiers Supercharge fame, Van der Becke and E. R. Hall.

The Raleigh Passenger Three-wheeler

A New Light Saloon to Sell for £89 15s.

FOR a considerable time past the Raleigh Cycle Co., of Nottingham, has been producing a novel form of three-wheeled commercial delivery van. This has sold in very large numbers and has given satisfactory service in really hard use.

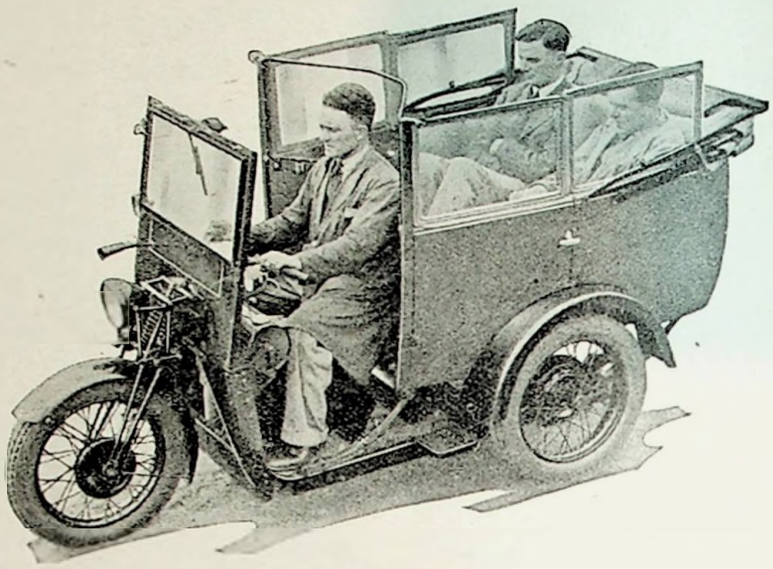
Now, after a number of experiments, it has been decided to market this same chassis with passenger bodywork, in which guise the vehicle is, of course, subject to a tax of £4 per annum.

The chassis is unusual, in that it has a single wheel in front and two behind, the track being 3 ft. 7½ ins. and the wheelbase 5 ft. 6 ins.

The front wheel is held in a pair of ordinary motorcycle forks having a large coil spring and frictional shock absorbers; the steering is controlled by handlebars.

The chassis frame is a steel pressing and the rear axle is bolted rigidly to it.

The engine, which is mounted well forward, is of the 598 c.c. air-cooled single-cylinder type, having enclosed valves, dry-sump lubrication, and a detachable head.



The open tourer with the side curtains in position. A hood covers all passengers.

Transmission Details.

The primary drive to the three-speed-and-reverse gearbox is by a fully enclosed roller chain and the final drive is through a duplex roller chain having a jockey sprocket for adjustment.

The gearbox is of the constant-mesh type, all changes being made by sliding dogs; the ratios are 6.3, 10.7 and 19.8 to 1, with a 19.8-to-1 reverse.

In the rear axle there is a bevel differential and all three wheels have brakes which are interconnected. There is a ratchet hand brake for parking. The four-plate clutch, operated by the left foot, has fabric inserts.

The Raleigh is well shod and has 27-in. by 4-in. Dunlop covers all round, these being mounted on interchangeable wire wheels.

As we have mentioned, this chassis has been giving excellent service for a long time now in all parts of the country and it can therefore be taken that it is a mechanically sound design, capable of withstanding hard treatment.

Two types of bodywork have been adopted—saloon and open tourer. In each case the actual body, which is mounted on the chassis with four steeply curved quarter-elliptic springs, carries two passengers, who sit side by side on a 44-in.-wide seat.

The driver's seat is not inside. It takes the form of a large and well-sprung motorcycle saddle.

Behind him is the front panel of the body, which is curved round him to give additional leg room for the rear-seat passengers. There is a wide door on each side and a compartment under the seat which carries the battery, tools and other small articles.

The leather cloth upholstery is well padded with hair and springs and there are the usual door locks, pulls and hair carpet floor covering.

On the tourer there are four side screens having stout metal frames to keep them rigid when erected, and the detachable top half of the partition between the driver and passengers is also made of celluloid. When raised, the hood covers all three passengers, and, being fixed to the sprung body, has a rubber flap which fixes to the top of the driver's windscreen.

The latter is of safety glass and is built into a pressed-steel framework. An electric wiper is standardized. The tourer is finished in blue fabric.

The Saloon Model.

The saloon is very similar in design, but, of course, has a rigid upper structure. There are two large windows on each side and those in the doors slide for ventilation. The division behind the driver has three windows, the centre and smallest of which opens.

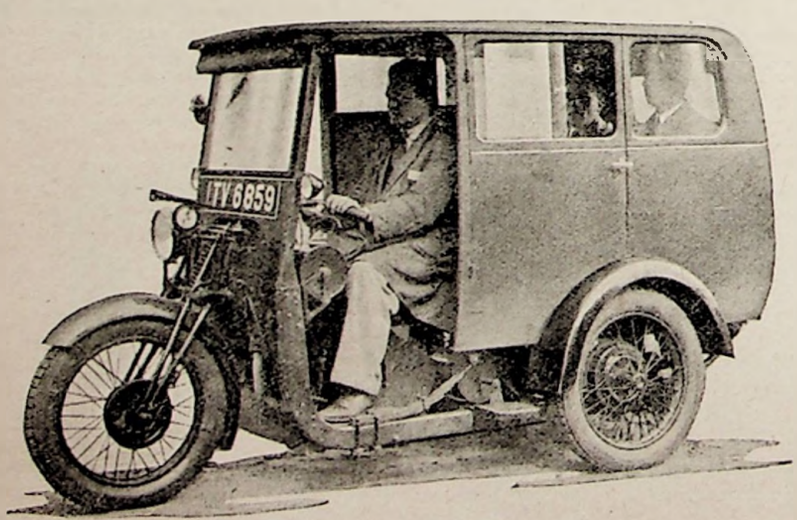
The roof interior is cloth-covered and has a small lamp. Black fabric is used for the exterior and there is a chromium waistline.

On both models the lighting set consists of a central headlamp, which turns with the front wheel, two side lamps at the extremities of the windscreen, and a tail lamp. To supply these and the coil ignition there is a large dynamo and 30-amp.-hour battery. The engine has a kick-starter of motorcycle type.

The saloon model will sell for £89 15s. and the open model for slightly less and both models will be obtainable through the usual Raleigh agents.

On the road we found that the saloon model handled very well and the lusty single-cylinder engine developed plenty of power in quite a smooth manner.

The comfortable touring speed is between 35 m.p.h. and 40 m.p.h., and the makers claim that running costs are very economical.



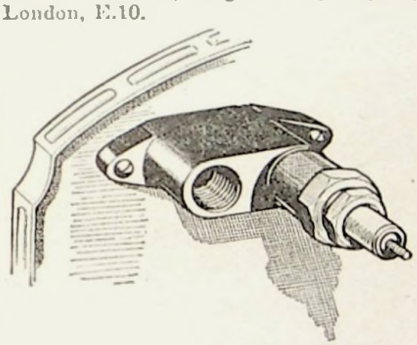
The new Raleigh saloon which sells complete for £89 15s. It provides cheap, reliable travel for three people.

Some New Accessories

for both Light Cars and Three-wheelers

A Safety Mirror.

ILLUSTRATED on this page is the Lovett Safety Mirror. It is claimed that by its use the risk of accidents at cross-roads is reduced to a minimum. The device consists of two convex mirrors set at such angles that when fitted to the radiator cap a view is obtained of the two legs of the cross-road. It is said that at 20 m.p.h. the increased vision obtained represents in time about 5½ valuable seconds. At night, too, it is said that the rays of headlamps of cars approaching at cross-roads appear as pin points in the mirrors and give the driver ample warning. The bracket enables a radiator thermometer or mascot to be fitted in the ordinary way, and each mirror is provided with a ball joint for precise adjustment. The standard finish is either black or nickel, and the price 20s. (chromium 5s. extra). The Lovett mirror can be obtained from Headland's, 673, High Road, Leyton, London, E.10.



The Lovett Safety Mirror.

The Lissen sparking plug holder made in single or double types.

A "Straight-through" Silencer.

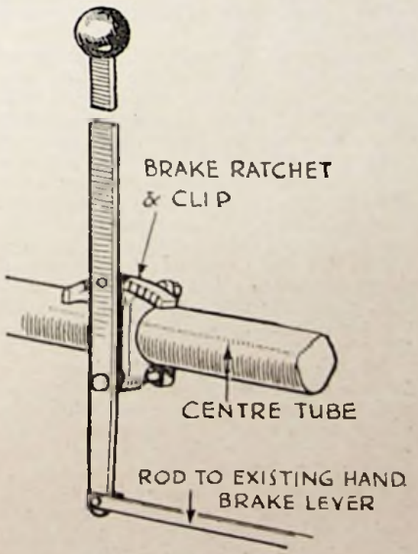
A VERY effective degree of exhaust silencing efficiency has been achieved in the Burgess straight-through silencer, in which a recently discovered principle in acoustics is embodied.

This principle is incorporated in the silencer by providing a normal type of cylindrical metal casing through the centre of which passes a straight pipe drilled with a large number of small holes. The annular space between the pipe and the casing is packed with a special form of steel wool, the general arrangement being shown clearly in an accompanying sketch.

It will be clear that the exhaust gases are entirely unrestricted in their passage from the engine. At the same time, the silencer is remarkably effective in that noise is reduced to an absolute minimum, whilst, of course, back pressure is non-existent.

We have been testing a Burgess silencer for some time on an Austin Twelve-Six, and find that, although the standard silencer was very effective, there is a slight gain in performance with the Burgess. The exhaust note is barely audible at tick-over speeds and, rather strangely, becomes only a very little louder when the engine is revving under load.

The silencers are made by the Burgess Products Co., Bush House, London, W.C.2, and are available for all standard makes of car at prices ranging from 21s. to 63s. Several car manufacturers have now standardized the Burgess silencer which, originally an American product, is now being made in this country.



For old Morgans—a ratchet hand-brake conversion set.



The Burgess silencer, showing the unusual construction.

Sparking Plug Holders.

ALTHOUGH the modern sparking plug is a remarkably reliable fitting and gives little trouble, even when grossly neglected, there may come a time when a failure occurs. It is therefore perhaps advisable to carry spares, and for this purpose the Lissen concern is marketing holders which can be conveniently screwed under the bonnet and which keep the plug points entirely protected. These holders are made of moulded composition in two types—single and double. The former is priced at 1s. 6d., and the latter at 2s. They can be obtained from most garages and dealers.

Luggage Grid for B.S.A.s.

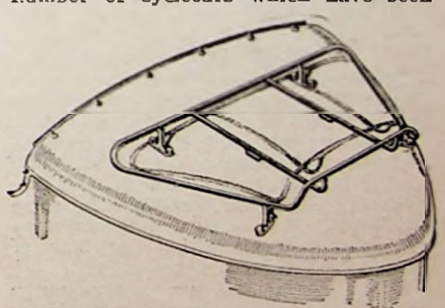
FOR the past year Hackford Motors, Ltd., 182, Acre Lane, Brixton, S.W.2, have produced luggage grids to fit B.S.A. three-wheelers, M.G. Midgets, Hornets, etc Now the 1933 De Luxe model makes its appearance, and is improved by the fitting of a lip at the rear edge to prevent baggage from slipping There are eyes to locate straps, and the grid is very well finished in chromium and is likely to enhance the appearance of a car The price is 30s.

Ratchet Brakes for Old Morgans.

MANY users of old cyclecars may not be aware of the fact that the Motor Vehicles (Construction and Use) Regulations, 1931, require that three-wheeled vehicles, other than motorcycles and sidecars, shall have a ratchet hand brake for parking purposes.

This regulation, of course, affects a number of cyclecars which have been on the road for some time. For instance, prior to 1927 the Morgan was not equipped with a ratchet brake, as in those days the law did not require it. In order that these vehicles may now be made legal the Morgan concern is producing a special conversion set which can easily be fitted by the owner and which costs 15s.

The fitting can be obtained from any Morgan agent, or direct from the makers. Owners of pre-1927 Morgans would be well advised to make the change to their cars or they may receive attention from the police.



The Hackford luggage grid for 1933 B.S.A.s.

Fuel Delivery is Quicker with

FLOWMETER PETROL PUMPS

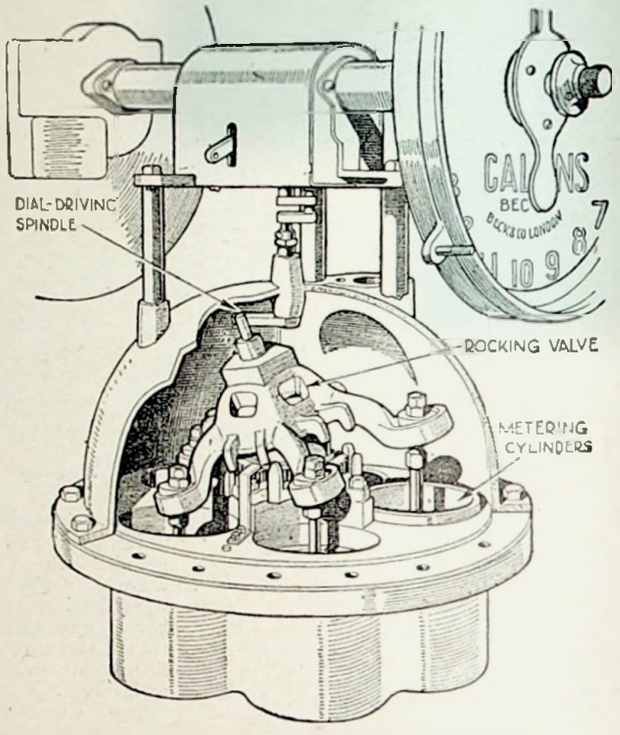
How Speed and an Accuracy which Complies with Board of Trade Requirements are Achieved by the Latest Equipment

MOTORISTS nowadays have come to look upon the use of a petrol can and funnel for filling their tanks as positively prehistoric, whilst there are many who even chafe at the small delay caused when filling up at types of petrol pump where the feed is slow and where it is necessary afterwards for the operator carefully to drain the hose if his customer is to receive full measure.

The trend nowadays, therefore, is to provide pumps which will supply fuel in accurate quantities in a minimum of time, and several electrically operated pumps have been designed which achieve these ends in an entirely satisfactory manner.

It must be understood that the Board of Trade keeps very close watch upon the accuracy of petrol pumps, and that there are also stringent rules regarding fireproofing and so on. It is, therefore, by no means easy to produce a pump which shall be both foolproof and "tamper-proof," and, at the same time, comply with the various regulations.

That all pumps at present in operation fulfil every legal requirement is, of course, understood, but it must be admitted that some of them are slow in operation; that is why up-to-date service stations are turning their attention to the electrical flowmeter type.



The five-cylinder fuel-measuring device of the Beckmeter showing the rocking valve and the method of driving the hands on the two indicating dials.

Specialized Design.

The working principle of these pumps is very ingenious, as a description of one of the latest types, known as the Beckmeter, will show. This pump is made by Beck and Co., Ltd., 130, Great Suffolk Street, London, S.E.1, a concern which has specialized for some 40 years in the design and construction of meters for measuring the flow of liquids, particularly water.

In the Beckmeter, a vane-type pump operated by a small electric motor draws fuel from the underground tank and passes it to the metering apparatus, whence it flows through the usual flexible hose to the tank of the car.

Chief interest centres in the metering device, which consists of five vertical cylinders arranged in a circle.

Pistons of special construction, having neither rings nor other forms of packing, fit the cylinders and are connected by means of short ball-jointed rods to a spider which "wobbles" round on a central spherical bearing. This bearing, in addition to carrying the spider, acts also as the valve by which the flow of fuel into and out of the cylinders is controlled.

With each cylinder of a precise capacity, it follows that when each of them has been filled and emptied a definite quantity of fuel will have passed to the car tank. Suppose, for instance, that the total capacity of the five is one gallon, then one revolution of the spider will allow that quantity to pass; a partial revolution, causing fewer cylinders to exhaust, will deliver a lesser quantity.

It will be clear that the centre of the spider must describe a circular path. This movement is made use of to drive the mechanism by which the hands of the two opposed recording dials are caused to rotate, thus translating the revolutions of the spider into "quantity of fuel," the gearing being so arranged that one hand revolves comparatively slowly, giving the reading in gallons, whilst the other revolves faster and shows fractions of a gallon. In addition, there is a totalisor which indicates the total amount of fuel delivered by the apparatus.

At the spout end of the hose is a flexible metal outlet piece and a trigger which controls a valve and allows fuel either to flow or to be cut off. When out of use the hose is hung so that the trigger fits into a slot at the side of the pump casing, a sliding block within the slot being connected by means of bell cranks and rods to a mercury switch which starts and stops the pump motor.

At the inlet end of the hose is a sight glass containing a small "propeller" which rotates whilst the petrol is flowing to the car tank. With the motor running no fuel can leave the hose until the trigger is pressed. It will then flow into the car tank at a maximum rate of about 12 gallons per minute, although, of course, a slower delivery can be obtained by slightly closing the valve, whilst an instant cut-off is provided by its full release.

In this way the operator, by watching the hands on either of the dials, can fill up precisely with any desired quantity. No time is lost in draining the hose as this remains full, neither is there the risk of spilling any fuel when the hose is brought down to enter the filler neck of the next car.

The Board of Trade requirements regarding the accuracy of petrol pumps are, as we have said, very stringent, and in a recent demonstration of the Beckmeter at which we were present it was shown that the delivery error per gallon was well within the prescribed limits. We were shown also that the accuracy was unaffected by the speed of delivery.

Efficient Filtering.

In addition to the constructional details of this pump already mentioned there is a very efficient filter, which is removable for cleaning as necessary. This is on the intake side of the flowmeter and cannot affect the accuracy of the measure. Also contained within the main casing of the apparatus is an air separator, which ensures that no air can enter the cylinders of the meter and thereby cause a false reading to be given on the dials.

The hands on the two dials are returned to zero by a knob in which there is a slipping clutch so that it is impossible for an unscrupulous operator to flick the hands forward whilst filling a tank. Both dials are illuminated at night by concealed lighting, and there is a further light in the brand globe which is mounted above the casing.

In some districts local by-laws require that, in the case of electrically operated pumps, an automatic cut-off shall be provided after a certain quantity of petrol has been delivered. This ensures that in the event of breakage of the hose or any other cause large quantities of fuel cannot be pumped on to the road.

In the Beckmeter the cut-out operates at 10 gallons, but, of course, it can be immediately reset should a greater amount be required by the customer.

It is essential, of course, that there shall be no possibility of sparking at the motor or leakage of current from any of the wires leading to the motor or to the lights illuminating the pump.

The operating switch is of the enclosed mercury type and, therefore, fireproof, all leads are carried in rigid or flexible metal tubing, whilst the motor itself is of the flame-proof type conforming with the Buxton Certificate Pentain test. This test, by the way, is remarkably stringent, and is, of course, carried out by a Government department. Briefly it is as follows:—

The motor casing is filled with explosive gas. The motor is then placed in a chamber also filled with explosive gas which is then fired, but the gas within the motor casing must remain unaffected. The conditions are then reversed; that is to say, the gas in the motor casing is fired, whilst that in the surrounding chamber must not explode.

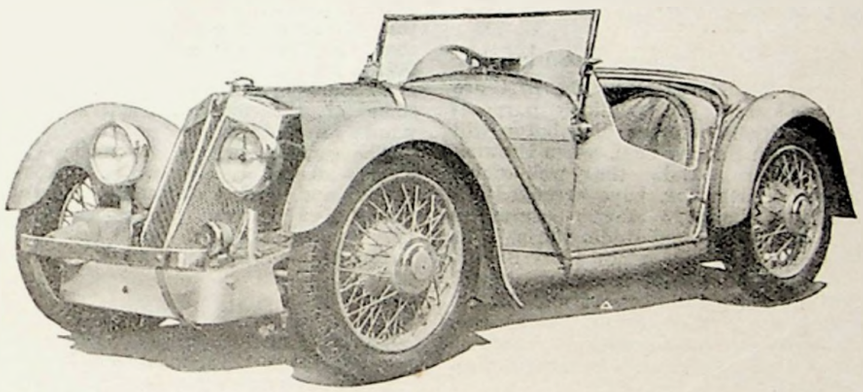
It is not required that every motor shall pass this test, only certain samples, the others, by a close inspection, being passed as complying with the standard.

Although the foregoing has dealt largely with the Beckmeter, the arrangement of other electrically operated flow-meter pumps is similar in many details, all of them being designed to provide the required amount of petrol speedily and with absolute accuracy. Certainly pumps of this kind possess merits which make them very attractive to both the retailer and his customer.

Introducing

The Vale Special

Triumph-engined Sports Model at £192 10s.



The scuttle height of the Vale Special is only 2 ft. 9½ ins. without reducing ground clearance to the danger point.

We illustrate on this page an attractive newcomer to the ranks of small sports cars—the Vale Special, manufactured by the Vale Motor Company, Portsdown Road, Maida Vale, London, W.9, and listed at £192 10s. in standard form.

As will be gathered from the illustration, the car bristles with interest, besides having the rakish lines of the genuine sporting car. The outstanding feature is, of course, the extraordinary low build of the car. Without sacrificing all claims to adequate ground clearance (which can be modified to individual requirements) the scuttle height is only 2 ft. 9½ ins. and, with the hood up, the highest point on the car is only 4 ft. 2 ins. from the ground!

This remarkable closeness to the road has been attained by the use of a very interesting chassis design, concerning which patents are now pending. The main feature is that the chassis frame members—of adequate depth—are considerably underslung front and rear. The tubular front axle is of special design and gives a track of 3 ft. 10 ins. An underslung worm-drive rear axle is used, giving a track of 3 ft. 7½ ins.

Very special care has been taken with the layout of the steering, which entails a column of unusual length. The steering box is carried forward of the front axle and covered in with a neat metal shield which merges into the front dumbiron cowling. This position has been chosen as giving a direct operation to the steering swivels and reducing back-lash in the joints.

The suspension is by means of four semi-elliptic springs, in which the rear end in each case is floating, i.e., is free to slide in and out under load through a suitable bearing, while the front end is anchored.

An 11½-gallon fuel tank is carried at the rear of the frame, from which petrol is drawn by a Petrolift pump.

Really Comfortable Seats.

With a wheelbase of 7 ft. (overall length 11 ft.) the designer has given really comfortable seating accommodation for two occupants. Two pneumatic bucket-type seats in real leather are used in conjunction with a single pneumatic squab. This last is arranged to hinge forward (disclosing a fire extinguisher clipped to the back) to give access to an unusually roomy luggage compartment over the back axle and a well for a suitcase immediately behind the seats.

The body is interesting in that the only wooden portions are the floorboards and the dashboard. The body frame is of steel and the panelling is in 16-gauge aluminium. The result is lightness combined with strength, and, in the event of a crash, repair would be simple and inexpensive.

Two metal windshields are formed in the scuttle behind the fold-flat safety-glass screen, which, incidentally, is fitted with twin wipers. Behind each cowl is fitted a 6-in. dialled instrument board—on the driver's side a revolution counter and on the other a speedometer—both hand calibrated. Between the cowls is a useful cubby hole.

The doors are low, wide and cut down to a sensible degree. The Vale Special is one of the few small cars that a tall driver can enter or leave without contortion.

The driving position itself merits a word of praise. The 17-in. flexible steering wheel is practically vertical, and sits just right in the driver's lap. The door is cut right down, so that there is no hitting of the elbow, and the hand brake and gear lever are both nicely placed.

Everything under the bonnet has been well thought out. The throttle pedal, for instance, has a 3-in. travel which eliminates involuntary "blipping" over bumpy roads without the use of a heavy spring. The battery is placed high up just in front of the dashboard, and the coil is neatly stored alongside.

The chromium-plated radiator shell is a particularly distinctive piece of work, and is grilled in front with a polished rustless steel expanded metal gauze. A neat quick action filler cap crowns the shell.

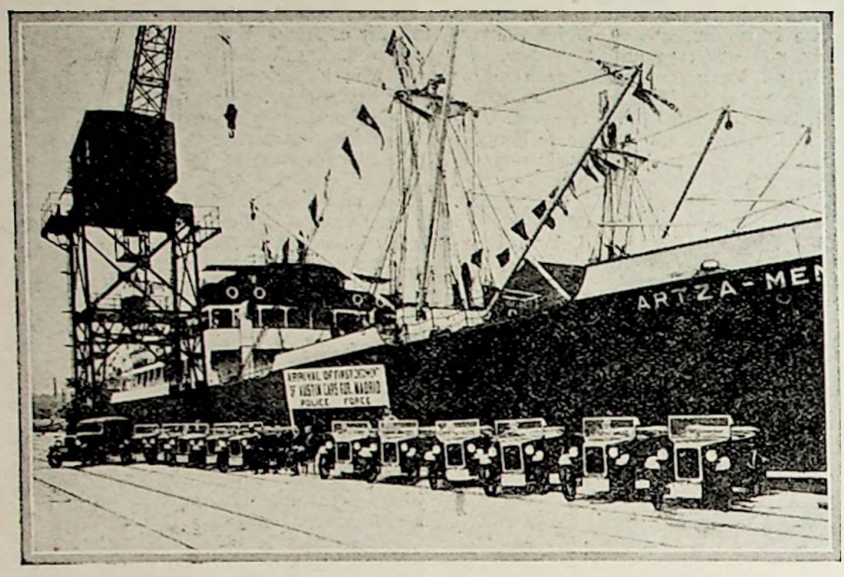
The power unit of this novel little sports model is an 832 c.c. Triumph specially tuned (with a compression of 6 to 1) and with a modified exhaust system and an S.U. down-draught carburetter. A close-ratio four-speed gearbox is fitted.

The makers are prepared to guarantee a genuine 70 m.p.h., and if desired a specially tuned model will be available capable of 80 m.p.h.

Our representative was able to make a short run in the car, and returned very impressed with the excellent road-holding qualities displayed. The driving position was extremely comfortable, and with two occupants there was ample elbow-room for wheel twirling.

Strenuous efforts were made to overturn the Vale in encircling a lamp standard in the middle of a quiet road—but without success, and the car gave every promise of possessing those qualities of stability and steadiness which are essential to a sports car. We hope to publish a report after an extended road test in an early issue.

Delivery of the Vale Special can be made in from six to seven weeks, and thereafter from stock.



FOR MADRID POLICE. — *This consignment of Austin Sevens for Madrid police patrol work arrived just in time to assist during the recent political upheaval.*

The Show.

There will be much more space at the Motor Show this year and more room to move about between the stands—a fact which will be appreciated by visitors to Olympia. The New Hall will be devoted to coachwork and the cars will be on show in the Main Hall.

Of the 47 car stands 27 will be occupied by British manufacturers, 14 by Continental firms, and six by the products of American factories. There will be 40 coachwork stands and two showing caravans.

Nearly 80 of last year's exhibitors will be absent from the Show.

Morris Programme Broadcast.

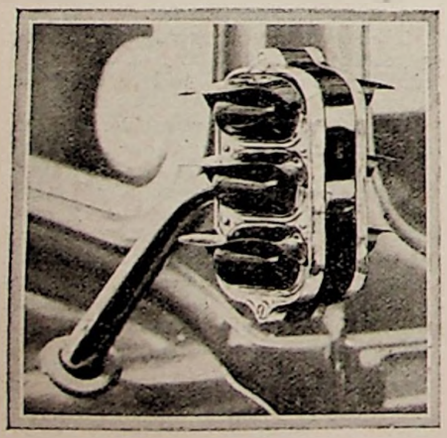
What is believed to be the first use of broadcasting for publicity purposes by a British motorcar distributor will be made on Sunday next, when Stewart and Ardern, Ltd., the well-known Morris distributors, have arranged for details of the 1933 Morris programme to be broadcast from Radio Paris. The broadcast will take place from 3 p.m. to 4 p.m. and will be interspersed with light music by the Stewart and Ardern orchestra. The concern is to be congratulated on its enterprise in making use of this unique and effective form of publicity.

"Robots" on the Morris Ten

Clever and Novel Direction Indicators

ONE of the most notable features of the 1933 Morris programme (described elsewhere in this issue) is the novel arrangement of direction signals.

These are fitted to the new Ten and are replicas of the red-amber-green traffic signals with which everyone has now become so familiar. They are controlled by a switch on the facia board, which enables the driver to signal almost any intention.



A Morris Robot in position on the scuttle. In operation it is exactly like the familiar street traffic signals.

If, for example, the switch is moved over to "Right" the off-side indicator will show red and the near side green, indicating that it is dangerous to pass on the right, but safe to pass on the left. Exactly the reverse applies when turning left. Should the driver wish to bear slightly right, as, for example, when passing another car, he can move the switch to "Bearing Right," in which case the off-side indicator will show amber and the near side green.

There are two further uses of these lights. One is for emergency purposes should a side lamp bulb fail, it being possible to leave the amber light on either side permanently switched on, or, alternatively, both amber lights may be used.

The control switch, incidentally, is pulled out to operate and springs back slowly so that these signals flash intermittently for the space of some seconds and then automatically extinguish themselves. In addition, there is a conventional type of stop light connected to the brake pedal.

A Medical Man on

Danger in the

Beware Attractive

LONDON COUNTY COUNCIL teachers have been requested to warn their pupils of the dangers of eating indiscriminately the fruits of any wild plants which they find growing in the parks and countryside, and this example might well be followed by Education Authorities all over the kingdom.

Late summer and autumn is the harvest time of many edible wild fruits, and a new incentive is furnished for excursions with the handy light car into rural districts to gather blackberries, wortleberries, mushrooms, nuts and other delicacies provided free by Nature's bounty.

It is unfortunate, however, that, included in the harvest are many fruits and berries which are poisonous, and particularly when there are children in the party great care should be exercised that these do not take their fancy. With small children the first instinct, after touching is tasting, and, unluckily, some of the most attractive-looking plants are deadly.

The common bryony, for example, is a very showy species with bright-red berries and flaming crimson and orange vine-shaped leaves. The berries are very dangerous indeed, and it takes only a few to make even an adult violently ill.

Belladonna.

In amongst the blackberries grows another plant with purple-black fruit, and small children are quite likely to argue that if one sort of black fruit is good, another will not harm them. But this other is the most fatal poison in all the countryside, the deadly nightshade, source of the drug belladonna.

Not only are the berries virulently toxic, but the juice of the stems has similar properties, especially if it gets into the eyes. Another member of the same family which is dangerous is the woody nightshade, but in this case the berries are red.

The beautiful laburnum tree is frequently planted in suburban districts, but in one way it is an extremely undesirable species—all children should be warned not to bite the pea-like seeds, very few of which are sufficient to cause death.

The seeds of the foxglove are poi-

The Use of Branded Oils.

"Focus's" outspoken comments last week on the question of cheap oil will give motorists furiously to think. Always the champion of the man who is trying to motor wisely and cheaply, he raised the question of whether or not any useful purpose has been served by the criticisms which have been directed against cheap oils.

It is for motorists themselves to judge, and one of the questions which each man must ask himself is: "Am I content to use a cheap oil—possibly an unbranded oil—when good branded oils backed by reputations as old as the

HEDGEROWS

But Poisonous Berries

sonous, as is also the dark-brown prickly fruit of the thorn apple. From the root of the monkshood is obtained the drug aconite. This last is a plant with leaves cut into sharply toothed lobes, and has dark-blue, hood-shaped flowers clustered round the upper part of the stem. Every part is poisonous.

The wild arum (the lords and ladies of childish fancy) has toxic properties, as also have the seeds of laurel, juniper and almonds. The same is true of the fruits of the berberis and privet, while danger lurks in either the stems or the seeds of many others, of which hemlock, poppy, celandine, wild celery and convolvulus may be mentioned.

Be Careful of Fungus.

Hardly an autumn passes without cases of death being recorded through persons eating fungi which they thought were mushrooms. The latter is not, of course, by any means the only edible species, but only those with sufficient knowledge to detect the sheep from the goats should venture to eat them.

It must also be remembered that real mushrooms may cause symptoms of poisoning if they are eaten when not fresh. Whether they are bought from a shop or picked oneself, care should always be taken to reject any in which the undersides or gills are not either pink or fairly light brown in colour. When the gills are very dark brown or black, they may not be wholesome.

The poisonous fungus most generally mistaken for the mushroom is called *amanita phalloides*. It somewhat resembles the former in shape, wherein lies the danger, although, when fully grown, the stalk is longer, while the top of the "umbrella," instead of being all over the same colour, is often blotched with brown.

It may also be easily distinguished by other features. The stalk is much thinner and hollow—whereas the mushroom has a solid stem—and is inserted into a bulb at the base, which the edible species lacks. Most certain test of all, the gills of *amanita* are a dirty white in colour, whereas those of the mushroom are, as already explained, pink when fresh and various shades of brown at later stages.

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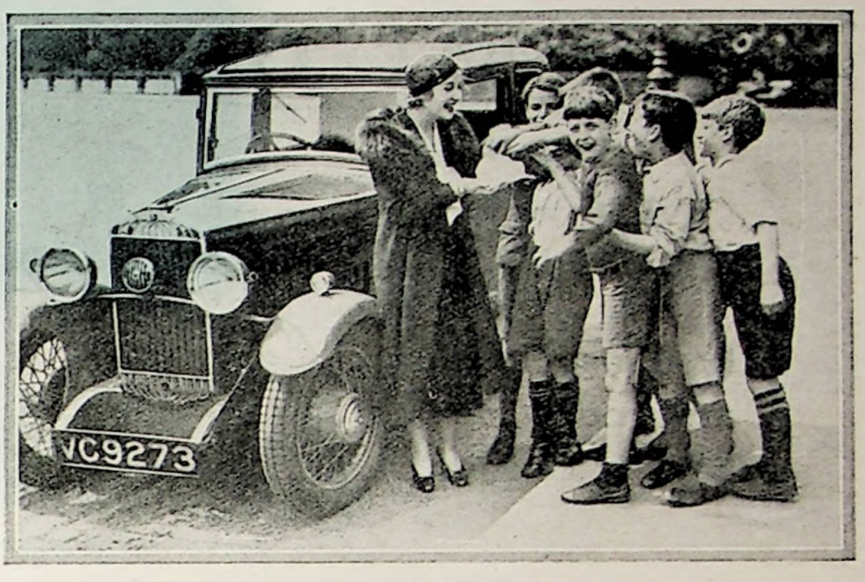
industry itself, oils which have successfully withstood the acid test of time and possessing names which have become household words, are available."

It would be impossible to answer "Yes" in the case of unbranded goods, and surely most men who can afford to spend adequately in order to meet their motoring needs prefer to pay the higher price?

500-mile Race Entries.

As we go to press we learn that entries for the B.R.D.C. 500-Mile Race will not close finally until September 10th.



A STAR AND HER CAR. — *Miss Genevieve Tobin, the American film actress, with her Triumph saloon. She is now playing a part in England and is a firm favourite with London children.*

Open To You

The following famous gardens will be open to the public on Sunday, September 4th, on payment of a small fee in aid of the Queen's Institute of District Nursing.

BUCKS.—Chetwode Manor, Buckingham.

DEVON.—Cottington, Sidmouth.

LANCS.—Huntroyde, Padiham.

NOTTS.—Colston Bassett Hall, Bingham.

W. SUSSEX.—Selham House, Petworth.

New Small Lancia.

It is reported that the famous Italian Lancia concern is to produce a 1,200 c.c. four-cylinder model to be exhibited at the forthcoming Paris Salon.

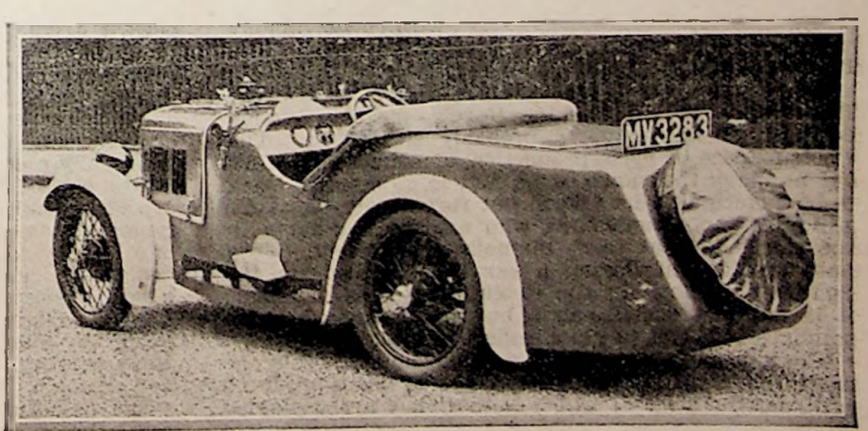
An Interesting Exhibition.

Organized by *The Model Engineer*, the 14th annual small-power engineering and electrical exhibition was opened yesterday at the Royal Horticultural Hall, Westminster, London. Apart from the exhibits of amateur-made models relating to almost every branch of engineering, motorists will find much to interest them in the trade section, where tools and general workshop equipment suitable for car-repair work are being shown. The exhibition is open until September 10th.

The Minx Arrives.

On Tuesday, August 23rd, Capt. T. Yates Benyon and his Hillman Minx arrived at Calcutta after the epic journey overland from London in an attempt to race the liner "Manora."

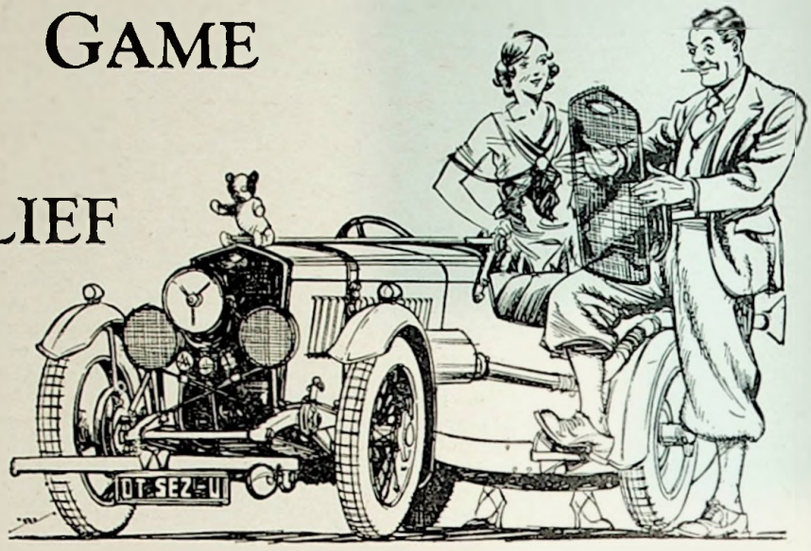
As we mentioned last week, Capt. Yates Benyon reached Quetta—1,700 miles from his goal—when the S.S. "Manora" docked at Calcutta. At Quetta he rested a few days to overcome the effects of malaria and prolonged fatigue.



THE A.E.W. AUSTIN. — *An unusual-looking two-seater sports body on the long-chassis Austin Seven by Bedford Garage, Bedford Road, Alexandra Park, London, N.22. It is listed at £135.*

THE GREAT GAME of MAKE-BELIEF

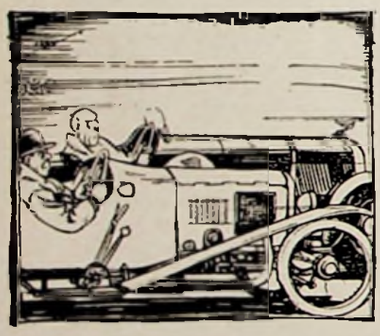
—As Played by Hundreds of Motorists To-day



WHEN we were very young we all played the delightful game of make-belief in its many and varied forms. Nowadays, it seems to me, we go on playing it just the same even when we are grown up.

Never before have cars been so dressed up to look what they are not, and never before have accessory makers found such a brisk demand for gadgets, that serve little purpose but to make some perfectly ordinary component look like something expensive or exclusive.

Exactly how it all started it is difficult to say. In a way it is almost as old as motoring. Most of us who have taken an interest in cars for a few years can remember the type of man who would buy some fifth-hand sports car of fierce aspect but doubtful efficiency, make it even more fierce by a coat of gaudy paint, and then journey forth in a flying helmet and gauntlet gloves in belief that he was one of the ones.



". . . the modified G.N. would roar by . . ."

We remember, too, numerous air-cooled vehicles that were fitted with clever dummy radiators to make them look like water-cooled jobs. This little make-belief is popular to-day.

But the present craze is more recent than that. The spread of Mr. Henry Ford's mass-production doctrines to this country probably started it. The whole essence of mass production, of course, is to turn out as many thousands of an article as possible, each to be exactly like its fellow, but fortunately there are still plenty of Englishmen who are not content with the sameness that these methods bring about. They hate the idea of buying a car that is just like the Smith's next door, or the Robinson's across the road: it is not just snobbishness, but a dislike of living standardized lives in standardized surroundings.

These same people, on the other hand, are by no means oblivious to the advantages of mass-produced cars, not the least or which is that they are well-tried productions that can be bought with a very accurate knowledge of how they will behave and with the certainty that spare parts will be cheap and plentiful.

To combine the merits of individuality and mass production appears impossible, but by dressing up a popular chassis with a distinctive body the "impossible" is achieved. And it is in the achievement of it that this game of make-belief has sprung into such great popularity. It is simply the outcome of a commendable expression of individuality on the part of those who would otherwise find it difficult, on the score of expense, to be other than members of the common herd.

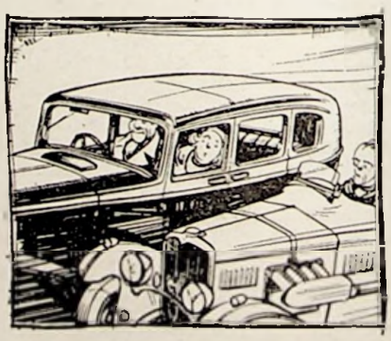
Unadulterated Camouflage.

Individuality is one thing, however, but sheer unadulterated camouflage is quite another, and many motorists are asking whether the craze is not going too far.

No one minds a smart semi-sports body on a fairly nippy chassis, they say, but is not a car dressed up to look like Eighty when its absolute maximum is a rather strained 58-60 m.p.h. liable to make its owner look ridiculous? And is it not mortifying, in such a car, when £200-worth of American sheet-metal hurtles past on a hill?

These are questions which only the individual can answer. Generally speaking, it depends on one's passenger.

My own feeling is that the game is well worth the candle. There is no denying that dummy knock-off hub caps, imitation big brake drums, bonnet straps and similar deceptions do add to the appearance of a sports car, so why criticize them because they do not also add to its speed? And what if one is passed from time to time by a car which outward appearances suggest should be much slower? I have seen many a costly sports car of the most ambitious type and possessed of a lengthy racing pedigree quietly and unostentatiously "laughed aside" by a luxury town carriage. The latest Lincoln seven-seater saloon, for example, is good for 95 m.p.h.!



"£200-worth of American sheet-metal hurtles past."

Let us not draw unfair comparisons. I contend that my baby sports car is not ridiculous when dolled up as a racer.

No, the man who does come in for criticism is he who fits dummy hub caps, bonnet straps and the like to what is very obviously a utility model. Then there

is the ghastly incongruity of an attempt to blend the atmosphere of the racing track with that of the common round.

Equally jarring to sensitive tastes is the semi-sports car covered with a galaxy of sparkling oddments, some of which suggest the drawing-room and some the true racing car. But this is getting rather out of the realm of pure camouflage—the craze for making 60 m.p.h. look like 80 and thereby indulging in a bluff that can be called by any driver of a really fast car.

There is, of course, another form of bluff where something very innocent, and possibly rather battered in the way of bodies, is used to cloak something really hot-stuff in the way of engines—and that is a form of bluff that cannot be called. Even if the innocent-looking car *is* passed, its owner can still grin cheerfully in the knowledge that he has given the other man quite a lot to think about.

I remember one enthusiast, who is a particularly clever amateur mechanic, rescuing an old two-cylinder G.N. from a scrap heap, rebuilding and improving the parts that mattered, and installing a really lively 1½-litre four-cylinder engine.

It would *go*—a good 75 m.p.h. in the days when sixty was sixty for light cars—and he derived no little fun and amusement when sundry sporty drivers happened to be going in his direction. They would pass him in their sporting up-to-date models without a thought, only to find half a mile down the road that his decrepit G.N. was still just behind.

"A fast G.N. that!" they would say to their passengers with an air of condescension, at the same time pressing the accelerator just a little harder.

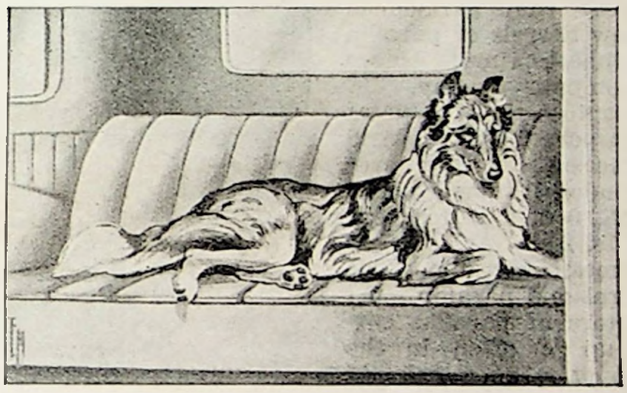
But the battered G.N. would still be there—and not making too much noise about it either—until in desperation they would finally throw their nonchalance to the winds and go obviously and undisguisedly flat out in an endeavour to shake it off.

Then it would be the wolf's turn, and, metaphorically flinging off its sheep's clothing, the modified G.N. would roar by on the first straight stretch, leaving a very bewildered driver in its wake.

Thus are the two games of make-belief played. You can have a slow car and dress it up to look fast or you can have a fast car and make it look slow. Everyone knows which is the more popular plan. C.L.

Taking Care of the Dog

By *Marmaduke*



DOGS motor much nowadays, and it is extraordinary how passionately fond they are of cars and of travelling in them. I have a Labrador retriever which is allowed the run of the house, but if the garage is open, and he can get into his usual place on the back seat of the car, he will much prefer being there to indoors. Wherever he may be at the moment the engine is started up, he comes at a gallop and lies down beside the car, anxious to miss no chance of a trip.

He has not by any means a quarrelsome nature, but if another dog comes smelling around "his" car there is trouble, although away from it he never thinks of fighting unless the other asks for a scrap. He also regards the back seat as his own particular property, and one can plainly see the look of disgust and annoyance if anyone else, even someone he knows quite well, wants to share it.

Unfortunately, in addition to being naturally short-lived animals, dogs are also very liable to complaints such as rheumatism, which have the effect of still further curtailing their allotted span. It therefore behoves us to take every precaution.

It is at times evident that some motorists—probably quite unwittingly—allow their dogs to travel under conditions which are definitely injurious. The back seat of an open car travelling fast, for example, is not at all a good place for a dog to be without any protection in cold weather.

At the End of the Journey.

Then often, when a party stops for a picnic meal on some common or other open space, the dog is let loose to hunt and race about until it is thoroughly overheated, or perhaps it may go bathing with its master. When the journey is resumed, it is still allowed to sit exposed to a strong current of cold air, and although no immediate evil results may be apparent the seeds of rheumatism and a premature old age are being sown.

When dogs accompany their masters on shooting or cross-country expeditions by car, they should be well rubbed down at the end of the day if they are wet or cold. For this purpose there is nothing to equal a strong chamois leather wrung out. It is far better than a wisp of hay or straw, and a few minutes' vigorous massage will warm the dog thoroughly, and take nearly all the moisture out of its coat. Then, if the car is an open one, the animal should be covered with a rug and made to lie down so that it is not exposed to the biting cold of a winter's evening during the subsequent run home.

I hate to see a party of sportsmen go into a snug farmhouse for lunch or tea while the dogs, which have been working hard, and are very likely wet and tired, are left out in the cold. No real dog lover will think of his own needs before he has seen his canine companion made as comfortable as possible.

In really hot weather a stationary car can become very uncomfortable indeed, and yet people take dogs to shows, race meetings and other festivities and leave them all day without a drink. This is sheer cruelty.

Exercise—by Car.

It is often difficult to give big dogs enough exercise, and I take mine out regularly with the car and let them run for a couple of miles or so on a road which traverses a wide open down, where there is little traffic. If one never drives faster than seven to eight miles an hour, this is fine exercise.

But I have often seen dogs panting and striving every muscle to keep up with cars doing about 20 m.p.h., and naturally falling farther and farther behind. This, again, is cruelty, none the less for being done in ignorance or without thought.

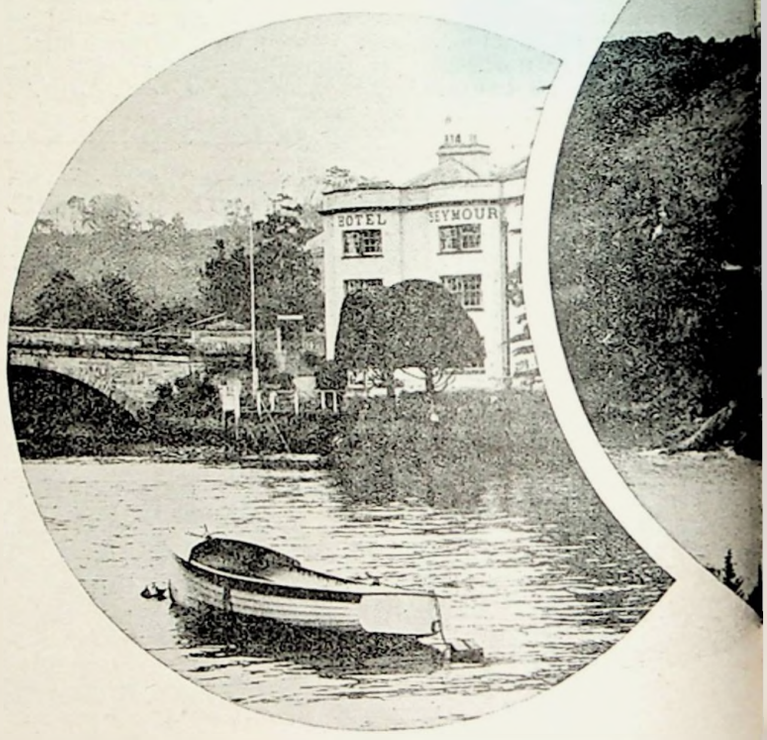
A dog should never be given hard work or exercise for at least three hours after a meal, and on this account it is better as a general rule to feed in the evening. One meal a day is all that an adult animal requires, but there is no harm in giving a bone for breakfast if the main meal is at night.

B21

Rich Mixture

Light Car Comment and Advice

by Focus.



The Wrong Brew.

NOT many tears will be shed by car owners when they hear that a garage proprietor has gone to gaol for supplying some oil other than Castrol to a man who asked for it by name. Happily this is an offence that is not nowadays a frequent occurrence, but we all want to feel that supplies bought from bulk are the bona fide goods and accordingly too much publicity cannot be given to this heavy penalty.

I can remember when practices of this kind were quite common and when nearly all of our supplies came (as the Americans say) in sealed tins. Petrol tins, incidentally, continue to be sealed to the present day and most oil tins have caps which cannot be tampered with.

Why Pumps Are Sealed.

WHEN petrol pumps first came into being the companies had a long up-hill fight to remove from the public mind the fear that garagemen might be tempted to tip a few barrels of paraffin into the storage tank from time to time! Hence the seals which one still sees on pumps to-day.

Incidentally, I do not imagine that a great temptation still exists to mix paraffin with petrol for the gap between their prices has surely never been narrower. In North London I know a petrol pump which sells spirit at 1s. 0½d. a gallon, and all the No. 3s, of course, are 1s. 2½d. At home we pay 1s. a gallon for the domestic paraffin. The present relative prices of petrol and paraffin must be the despair of the inventors of paraffin carburetters who have popped up so often in the history of motoring . . . but only, as a rule, to pop down again soon afterwards.

The Economy Limit.

PARAFFIN, of course, is still used extensively as a fuel for stationary and marine engines, but its appeal to-day is more on the score of safety than of economy. One of the difficulties in the way of using it is that there must be a separate petrol feed for starting, and another is that to avoid dilution of the crankcase oil the paraffin mixture must be so pre-heated that the efficiency of the engine is considerably impaired.

I have been surprised that the past two years, which have seen the steady mounting of the petrol tax to its present record figure of 8d. a gallon, have not witnessed a boom in petrol economizing devices. Maybe the reason is that engines and carburetters are so good that no gadget can improve them in this respect. I fancy that this is the case, but how modest are our inventors to admit the fact.

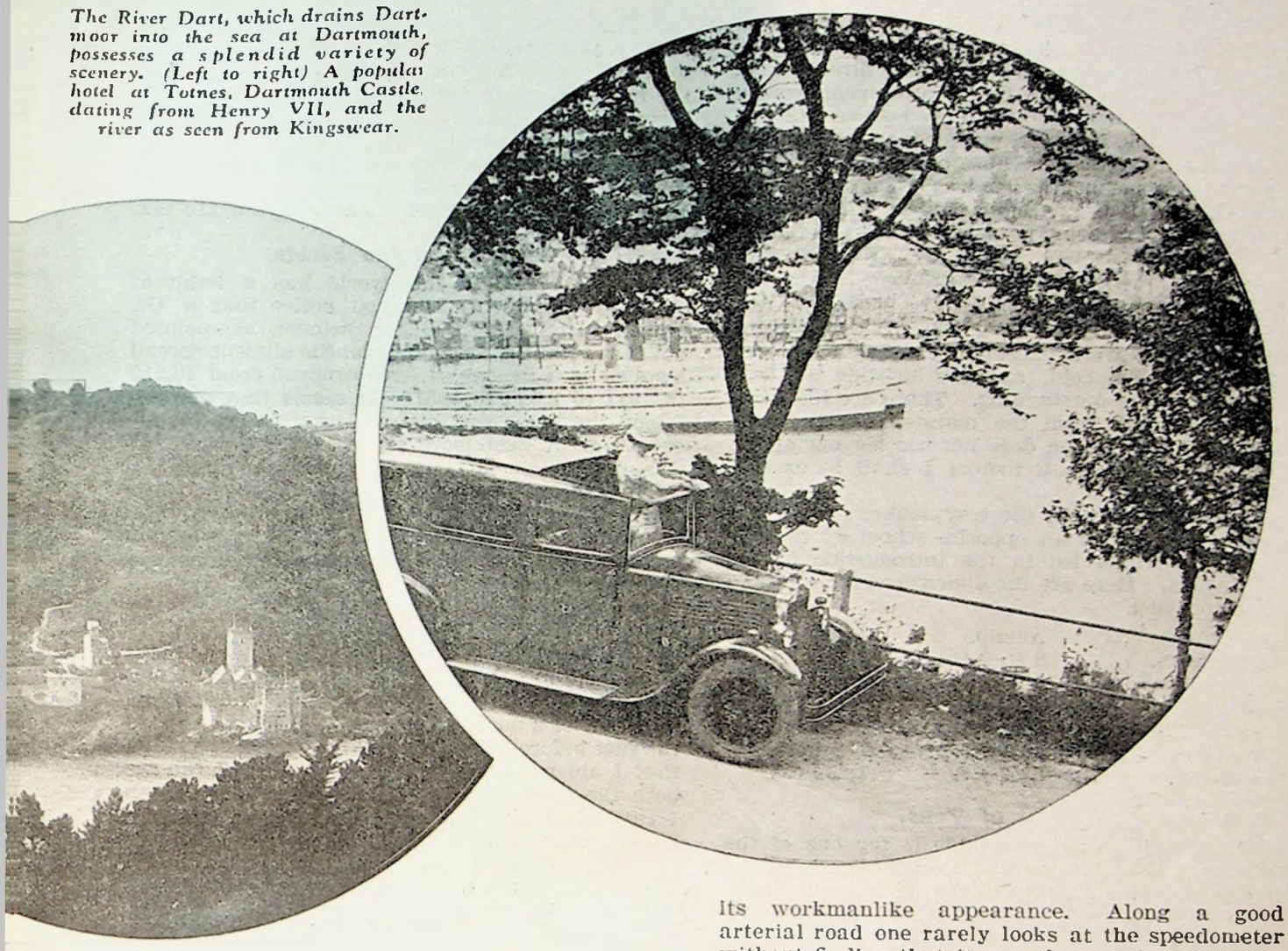
Worth While Wheels.

USEFUL strides have been made in the design of steering wheels during the past few years. Do you recall, for example, the original Rover Eight, which had for a wheel a length of steel tubing bent into a circle and supported on the column by only two spokes? At that time most steering wheels were on the crude side with thick, heavy, ugly rims and a diameter suited to overcome the general stiffness of the steering mechanism.

Nowadays, however, steering wheels are becoming works of art. I have just fitted to my Armstrong Siddeley a 17-in. Brooklands Mark III wheel made by Frank Ashby and Sons, Ltd. It is rather an expensive fitting, but it is very handsome and the last word in up-to-dateness. Such a wheel probably makes its greatest appeal for a sports car, but the added comfort and better appearance make it well worth while even for a family saloon.

No Two Bosses Alike.

A KIND word one can say for the steering wheels of other days is that the method of attachment was very much simpler than it is to-day. A straightforward taper and key with a single nut was the almost universal plan, and, in consequence, if you had a favourite wheel you could easily fit it to the new car when the old car was sold. The present-day wheels, however, as all who supply them will tell you with tears in their eyes, have a very wide variety of different fittings so



The River Dart, which drains Dartmoor into the sea at Dartmouth, possesses a splendid variety of scenery. (Left to right) A popular hotel at Totnes, Dartmouth Castle, dating from Henry VII, and the river as seen from Kingswear.

that no two bosses can be made alike. The Armstrong Siddeley is one of the most complicated, having a combination of a taper and a spline.

One of the virtues of the Ashby wheel is that when changed to another car all you need is a new boss and not a complete new wheel.

A Car Which Looks Right.

A CAR which looks right seldom has very much wrong with it, and particularly is this the case when it comes from one of the big factories. Such a car is the Austin Ten. When I first saw it back in April I thought that it was a splendid idea—quite a little car with a really beefy engine. Its weight is 15½ cwt., whilst under the bonnet there is an 1,125 c.c. engine, which, with dimensions of 63.5 mm. for the bore and 89 mm. for the stroke, must be considered in these days of a rather short-stroke type.

The Standard Big Nine with a similar bore has a stroke of 101.6 mm., for example, whilst the dimensions of the Riley Nine are 60.3 mm. and 95.2 mm.

In an Austin Ten.

RECENTLY I have finished a week's driving about in one of the latest Austin Tens, and there is no doubt that its performance bears out its workmanlike appearance. Along a good arterial road one rarely looks at the speedometer without finding that it records something between 45 and 50 m.p.h., whilst the comfortable maximum is considerably better than 50 m.p.h. On the silent third one can get up to 35 m.p.h. very quickly indeed, and over 40 m.p.h. can be accomplished.

The great charm of the Austin Ten, I think, is that although there is really generous room for four people, who can get in and out with extraordinary ease, it is really quite a tiny car, with all the nippiness and ease of handling which has made the Seven so popular. It is, indeed, very like the Seven in many respects. It has the same feeling of "stiffness," and immediately gives to the driver the impression that he can "chuck it about" on the road with absolute safety.

A Pleasant Gearbox.

THE Ten, however, rides much more comfortably than the Seven, is a great deal faster, and has a twin-top gearbox that would be very difficult to improve. The changes are simple and positive, and the ratios (5.25, 8, 12.8 and 20.7 to 1) would be just as suitable for hauling a big load over heavy going as they are for slipping past motor coaches on the crowded roads from London to the sea.

One fault I found with the car was that when starting from rest in bottom gear (second, incidentally, suffices on most occasions) one is inclined to

RICH MIXTURE *(Contd.)*.

go off with rather a bounce unless the clutch is very carefully engaged. Another direction in which there was room for improvement was a patch of roughness in the engine between 42 and 45 m.p.h. This, however, must have been peculiar to the particular car, because one in which I had a short run some months ago was sweet all the way through, and it is an engine which I have never heard accused of being possessed of any roughness.

Due for Popularity.

MY consumption, averaged over 250 miles, was almost exactly 35 m.p.g., the brakes, steering and springing were excellent, the engine started splendidly from cold, and the lighting set was adequate, if not outstanding. There are few more convenient cars from the maintenance point of view, and if this Ten does not become one of the most popular of small motors I shall be exceedingly surprised.

The Morris Ten, by the way, makes it bow this week, and follows an opposite school of thought from that which led to the introduction of the Austin Ten. Here are the dimensions for the sake of comparison.

	Austin.	Morris
Track	3 ft. 9 ins.	4 ft.
Wheelbase ...	7 ft. 9 ins.	8 ft.
Weight ...	15¼ cwt.	19¾ cwt.
Bore	63.5 mm.	63.5 mm.
Stroke	89 mm.	102 mm.
Capacity ...	1,125 c.c.	1,292 c.c.

A Glut of Tens.

SO far I have not been able to try one of the Morris Tens, but a colleague who has been out in one tells me that they are exceedingly good. The car is so big and has such an atmosphere of roominess that you could easily mistake it for a Twelve, yet the engine is capable of dealing with its load in a most effortless way. The 10 h.p. class, by the way, seems to be filling up. For several years there were practically no cars in this category, which the Rover had to itself, but we now have quite a glut of them. Austin, Morris, Lanchester, Hillman and Crossley immediately come to mind, whilst the Standard Big Nine also pays a £10 tax.

The Toll of the Stable.

EVERYTHING in this world has a habit of adjusting itself. Did you notice that a Dr. Dunstan Brewer, M.O.H. for Swindon, has pointed out that fatalities from an infantile ailment spread by flies bred in stables have dropped from 46,212 in 1911 to 2,510 in 1931? It seems that our old friend the horse was just as lethal as the motor-car—a great deal more so, in fact, for the 1931 fatal road accident figure is given as only 5,855.

These are astonishing figures. Twenty years ago there was no public outcry against that terrible slaughter of infants, but the jump in road deaths from the 1911 figure of 2,987 has caused an annual panic ever since.

Those Out-of-sight Wings.

I WELCOME the editorial suggestion that bonnets are too high and too wide. It is certainly time that this stupid fashion faded away in favour of a more sensible plan. I have admitted the fact before, and I am ready to admit it again, that I am much happier in a car when I can see both the wings from behind the wheel than when I cannot. I hate having to crane my neck when manœuvring, and I detest knocking over a dustbin which has been parked just in front of a car and which I have not noticed before getting in.



NOT 3s. EACH IN AFRICA. —— *This building at Dar-es-Salaam is roofed entirely with old petrol tins, the passing of which, due to petrol pumps having arrived, is much regretted by the natives, who have used them for many domestic purposes.*

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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 OVER 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

Robots on Cars.

WE announce this week a new light car emanating from the largest British motor manufacturing concern. It is a car which will undoubtedly be seen on the roads in great quantities during the coming season, and for that reason a special significance attaches to a new form of direction indicator with which it is fitted. This instrument is of a very novel type embodying the principle of the traffic robots which are now so ubiquitous and so well understood by all drivers. The innovation surely signifies that the time has now arrived for steps to be taken towards the standardization of direction signals, otherwise a variety of types will lead to confusion and we shall arrive at a state worse than that which at present exists. In Germany devices of this kind are compulsory by law, and there has been talk that similar steps may be taken in this country. Bearing the possibility of this in mind it would seem advisable for motorists to become unanimous amongst themselves as to which type is the most satisfactory. There is, we feel, room for an official demonstration of such devices and this might well be organized by the Royal Automobile Club on the lines of those which have been held in the past for anti-dazzle inventions.

It is important that an accessory of this nature should be kept as free from complications as possible, as every motorist looks with disfavour upon fittings which add to his burdens whilst driving.

Special Courts for Motorists.

A PLAN which has often been discussed in England has received a good deal of attention in Paris of late following a suggestion in a prominent Parisian newspaper that experienced motorists should be formed into special courts to try road hogs charged with dangerous driving. It was suggested that the average magistrate lacks the specialized knowledge which may be needed to deal out justice in the case of motoring offenders.

On the face of it, the idea of motorists having their misdemeanours tried before a bench of experts is not entirely unlikeable, and the fact that marine mishaps are investigated and the blame apportioned by those with nautical experience may be cited as being in the nature of a precedent. In any such scheme, however, there are nearly always serious drawbacks to be found. One such is that "experts" are hard to find and another is that those with specialized knowledge nearly always have prejudices and are very intolerant of mediocrity. It might well be contended that if the services of an expert bench are needed for dealing with motoring offences, specialized knowledge is also required for hearing the countless other charges with which courts of summary jurisdiction have to deal. We are probably expressing the views of the large majority of British motorists when we suggest that it is police, rather than magistrates, with an expert knowledge of motoring affairs, who are most likely to bring about fair administration of the law.

The Last Roads of Summer.

THE golden days are slipping past; soon autumn mists will obscure the countryside as a shy sun rises unseen in the east. And before a proper realization of the change which Nature is working has sunk into the minds of those who worship at her shrine, our thoughts will be turning to overcoats, radiator muffs and the like.

Make the most, then, of the last "roads" of summer. Where big towns and cities cast their shadow over the countryside the once bright green foliage has become dull; some of the trees already stand as though ashamed of their threadbare garments, and in many of the delightful gardens which border the roads along which we have bowled so merrily the pruner is at work and the first starkness of winter is evident. For all that there is still beauty in the countryside; still an appeal for those who have eyes to see; still a hundred possible objectives for an afternoon or week-end run.

What a sad lament to cry "It is too late!" As yet there is no need, so let us be up and doing; let us pack the picnic hamper and scamper off in the early mists to the land of Heart's Content; let us, in short, snatch all we can from the greedy hands of Winter. September, after all, has been with us for only two days: frequently it is a month which redeems a bad year—and this year we cannot complain. October, too, is often rich in promise. There are still golden days to come; let us not waste them.

Technical Aspects

In Search of Fuel Economy

Weak Mixtures May Save Petrol but they are Often the Cause of Burnt Exhaust Valves

By L. MANTELL

To say that there is a lot of difference between economy and false economy smacks considerably of labouring an already threadbare platitude. And yet in its application to motoring economics it would seem that this kind of horse is never dead and must constantly be flogged.

The capacity of otherwise reasonably balanced minds for failing to differentiate between the real and the pseudo in this regard and of swallowing camels while viewing the gnats through reversed opera glasses seems to be unlimited.

I could, in fact, go on adding many more metaphors to the above mixture, but—to come down to brass tacks—when, I wonder, will economically minded motorists learn that running on over-lean mixtures is *not* economical?

There is no more ardent apostle of the doctrine of economy as applied to energy conservation than myself, but to be effective the economy must be real and not subject to cancellation by various off-sets and there is no more certain way of falling foul of the latter than by running on thin mixtures in pursuit of a few extra miles per gallon.

I am continually in receipt of wails from people who lament that while they are only doing 30 m.p.g. on certain cars, friends of theirs owning similar machines can get 35 m.p.g. Nationally, we are not a thrifty race; in fact, if anything rather on the prodigal side, but when it comes to questions of m.p.g. we seem to be developing into real misers.

Many motorists fail to realize how little is the difference between, say, 30 m.p.g. and 35 m.p.g. The average light car costs about £50 to £70 per year to run or even more if one takes depreciation into consideration and occasionally treats oneself to a new car.

Taking the yearly mileage at 10,000, which is over the average, I should say, and the annual petrol bill at about £20, the above saving will represent a difference of only £3 to £4 in the total expenditure per annum, which is a trifling sum in relation to the gross cost.

This, however, assumes that you get away with it on a lean mixture, but will you? First, and especially in the winter months, you have to face the inflexibility when cold and refusal to pull on top gear without backfiring for perhaps a mile or more. This requires, very often, the use of the strangler and almost certainly calls for a great deal more gear work than would be necessary if one size bigger jet were used. This, to begin with, will eat up your profits for the first part of the journey and, if it is a short one, bang will go your ill-gotten 5 m.p.g. plus, probably, a few more, for this game can be played only on long journeys.

If, on the contrary, the run is of fair length and you do not push the engine, all will probably be well, and in 100 miles you will have earned what will buy you a cup of tea and a bun at "a good pull-up for carmen"—don't aspire to a pukka restaurant, for your 5d. won't run to it. This, however, is on the assumption that you refrain from any attempt at speed work, for your exhaust valves will not stand it unless they are of silchrome KE-965 or some other resistant steel, and cheap production cars do not run to such luxuries.

Mixture reduction, in fact, to the point where there is a noticeable power loss, is one of the "na poo's" of carburation.

I do not mean that mixture strength will never stand reduction; on the contrary more than 50 per cent. of new cars will, with advantage, take a smaller main jet, a bigger choke, or a higher needle position after the first 2,000 or 3,000 miles. What I would impress is that this reduction cannot profitably be carried to the point where power suffers, for "off sets" will surely intrude and, in the long run, will negative any small advantage that may temporarily be gained

It is of this fairly general tendency to slight automatic enrichment over the first few thousand miles that vendors of patent "economizers" can often take advantage. The usual directions are to fit the gadget—whatever it may be—and then reduce the jet by one or perhaps two sizes. And very often it works. My advice is first to reduce your jet size before fitting gadgets. Sometimes there is no room for weakening, in which case this method will not answer, but in such engines, as a rule, neither will the "economizer."

Devices of this kind which take the form either of stationary or rotating deflectors are scientifically incorrect, and if fitted alone, without any other adjustments being made, they will—in my experience—have, if anything, an adverse effect, and the reason is not difficult to see.

The section of a moving charge is very interesting. The highest velocity and the thinnest mixture is always in the centre of the column and as the walls of the containing pipe or tract are approached the velocity gets progressively less and the mixture strength greater until on the actual surface of the tract the velocity is practically nil and the fuel is in the form of a deposited skin of liquid.

The thickness of this skin is inversely as the temperature of the walls and the mean speed of the current. The greater the heat and velocity the thinner the skin until a point of temperature is arrived at which is higher than the boiling points of the least volatile fractions of the petrol. This condition, by the way, is too hot and impracticable for the double reason that it will rob the engine of power owing to oxygen displacement and rarifaction, and it will conduce greatly to "gulping" if the engine has such a tendency—and nearly all have if the pipe is too hot.

In short, while reducing the skin thickness is advisable it must not be done by excess heat but by other means and the fundamental necessity, therefore, of a good induction design is to keep the distribution of suspended fuel particles as homogeneous as possible throughout the mass of the charge.

It is for this reason that pipes are made as small as possible diametrically speaking, consistent with the maintenance of good volumetric efficiency and as smooth as possible as regards their internal wall surface to prevent the smallest actual deposition area. It is for this reason also that square pipes are often favoured.

Many people wonder why square pipes came into being and as thereby hangs my objection to "economizers" of the foregoing order, I must explain that square pipes were originally for the purpose of preventing spiral whirls in the current. Actually, I do not think that they are very effective in that respect, excepting, perhaps, on long manifolds such as on big sixes. It is, in fact, likely that in many cases square pipes are now used merely for mechanical convenience, but the prevention of spiral whirls was first responsible for their conception.

A whirling mixture is obviously to be guarded against for reasons that will now be apparent, namely, because the heavy particles of suspended fuel will, of course, be centrifuged from the middle of the charge column where we want to keep them if possible—to the containing walls where we *don't* want them.

Many of the atomizers and vaporizers take the form of propeller-like fins, either fixed or rotary, and if they materially affect the mixture they will almost certainly cause it to whirl, which condition should be prevented and not induced, and my tests of such devices satisfy me that they are likely to be more harmful than otherwise. I will continue next week with the subject.

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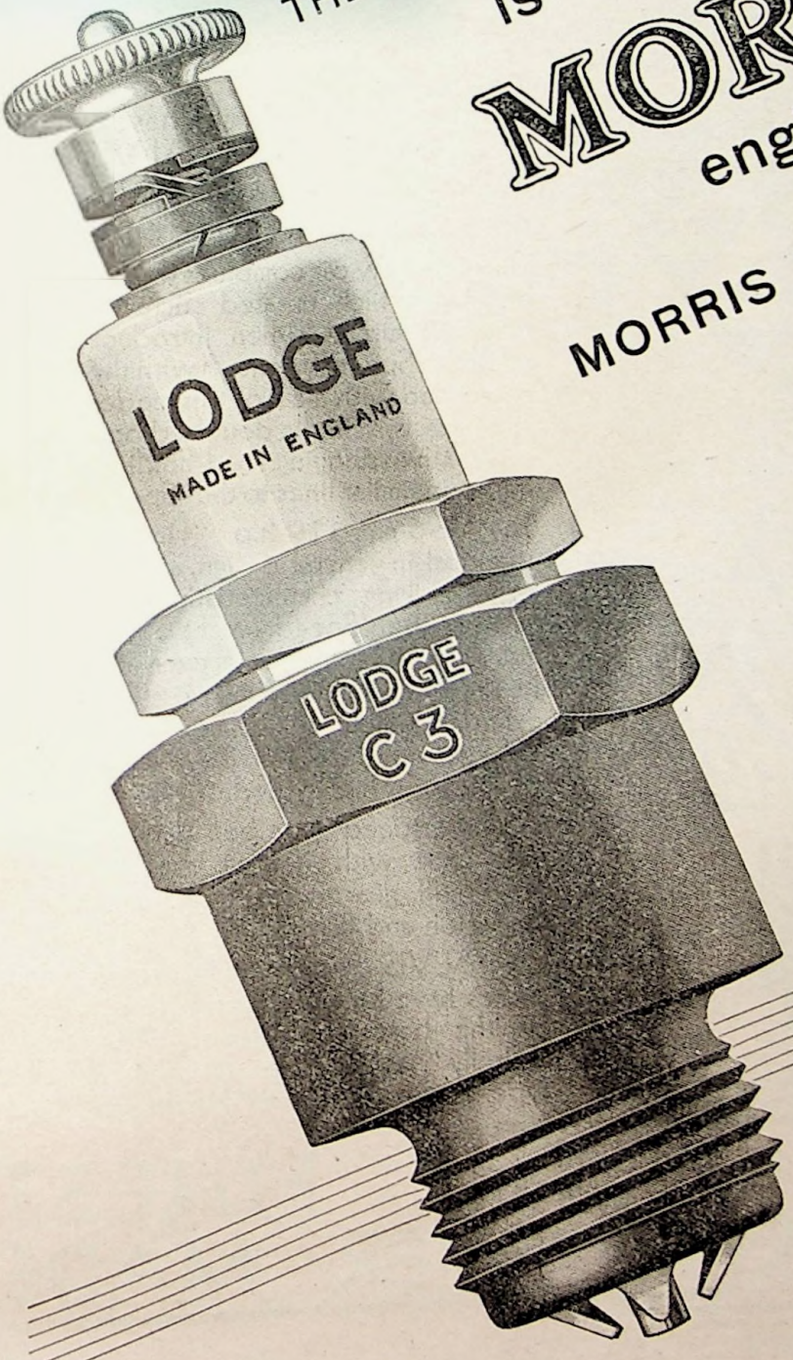

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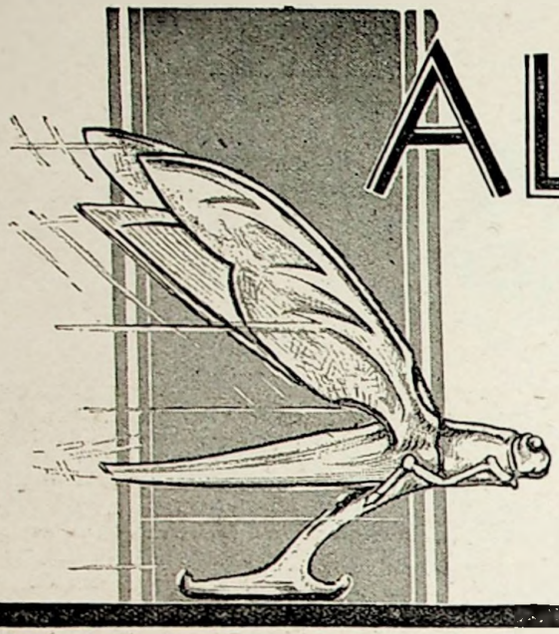

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TWELVE h.p.

"Firefly"

THE new ALVIS 'Firefly' has been based on the already famous ALVIS "Speed Twenty"... but has a four cylinder engine of advanced design... and only £12 Tax!

Thus this new car combines the ultra modern features which created such sensation in motoring circles when introduced in the ALVIS "Speed Twenty," with the economy associated with a car of this moderate rating. The chassis, with its double-dropped frame, superlative springing, road-holding, and steering, is on similar lines to the "Speed Twenty."

The 1496 c.c. 11.9 h.p. "Firefly" engine is identical in general design, and displays the same striking characteristics as its larger brother the "Speed Twenty." It runs with extraordinary smoothness even at the peak of its remarkable power curve. In fact, no six-cylinder engine of similar capacity of any make can compare with it either in regard to acceleration high speed or smooth running.

The four-speed gear box is of an entirely new type with "silent third," and the short stiff gear lever is mounted on an extension and falls readily to hand.

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DEFINITELY THE FINEST 1500 c.c. CAR EVER MADE!

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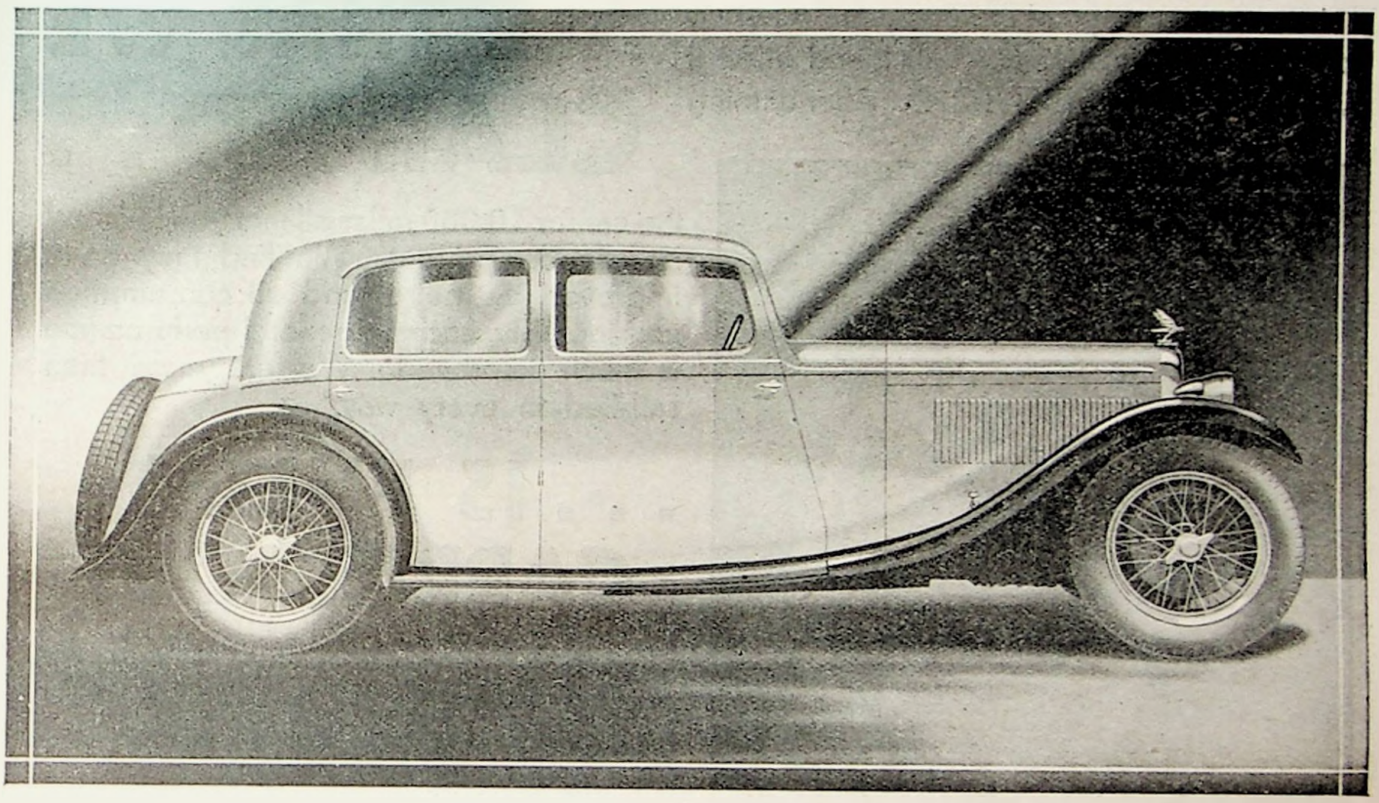

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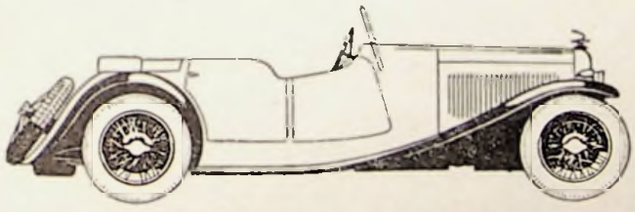

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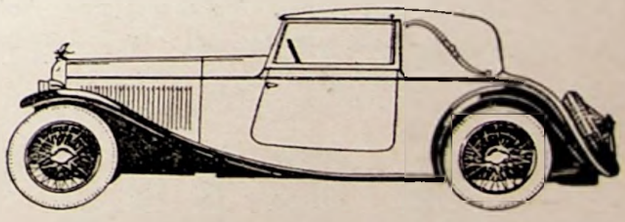

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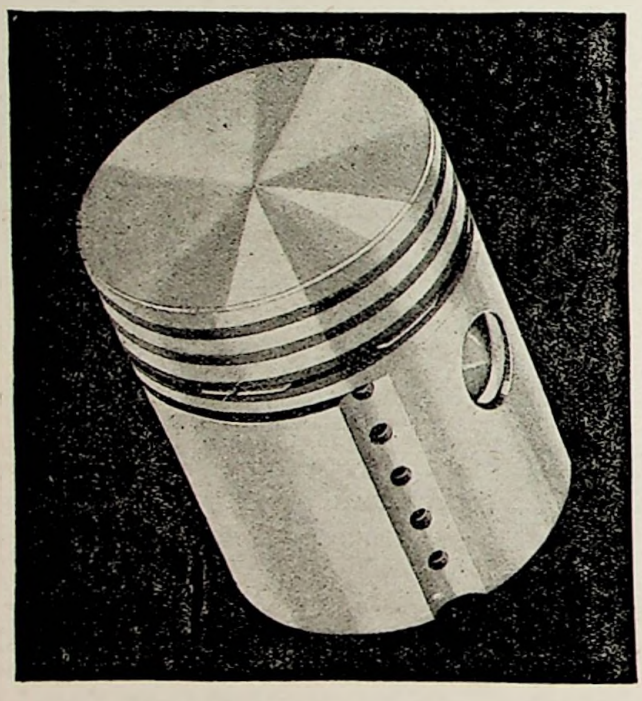

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How about your car? Is it getting the original performance, or does it suffer from piston slap and loss of power, and is it eating oil?

AEROLITE PISTONS will immediately cure any of these symptoms. Ask your garage for a quotation for re-boring and fitting AEROLITES.

CYGNET RINGS

are safe and simple. No comic joints—just a clean, beautifully resilient ring that seals all gas and oil leaks.

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"Woodwright"

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

Other Readers' Ideas

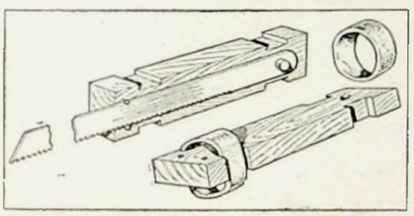
THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.

THERE is a guinea each month to be won for the best "Idea" published during the month. The winner's name and address, together with the title of the "Idea" and the date on which it was published, will be announced in the first issue of the next month.

Holding Hacksaw Blades.

MANY useful forms of cutting tool can be made from broken hacksaw blades, but it is necessary to provide some form of handle. The type shown in the accompanying sketch will prove very convenient as it allows the blades to be quickly changed.

The handle is made from two pieces of wood 4 ins. long, 1 in. wide and ½ in. thick. In one piece are driven three metal pegs, one to fit the hole in the hacksaw blade and two to "locate" the blade. In the other piece are drilled three holes into which the pegs will fit.



The pieces are held together, with the blade between them, by two stout elastic bands which fit into grooves cut round the handle.

It will be clear that the projecting portion of the blade can be shaped, as required, by grinding. A useful set of decarbonizing scrapers can be made from a few discarded blades, whilst many other similar tools will suggest themselves to amateur mechanics.

Trojan Flame Gauzes.

ON the earlier model Trojans inadequate piston lubrication is often caused by clogged flame extinguisher gauzes in the inlet tract. The gauzes should be removed from time to time and cleaned by means of a stiff tooth brush or a nail brush and paraffin oil. When replacing the gauzes, the one which is originally inside should be fitted on the outside and vice versa. If any gauze be found defective, no attempt should be made to use it, but a new one should be substituted. It is a good plan to use stiff grease when making the joints.

Improving Road Holding.

SOME cars which are rather lightly sprung tend to bounce badly on bumpy roads when only the driver is aboard. If the car is frequently driven solo it will be found worth while to obtain two 56-lb. weights and to carry them on the floor in the rear compartment. Weights can be bought quite cheaply and, if suitably painted, they need not look too unsightly.

PRIZE WINNER FOR AUGUST.

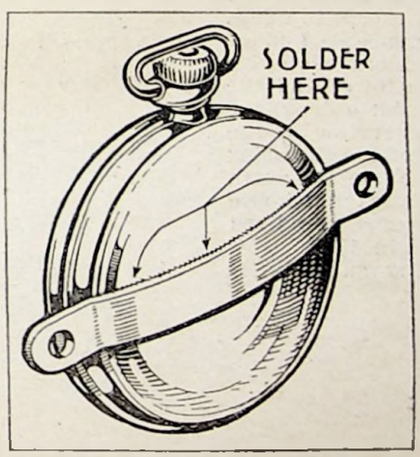
The winner of the guinea award offered for the best "Idea" published during the month is Mr. R. BALLEY, The Cafe, Wenby, near Scarborough.

His "Idea" entitled "For Morris Owners" was published in our issue of August 26th.

Mounting a Watch.

OWNERS of cars not fitted with a facia-board clock will find that a watch secured to the board forms a very good substitute. There is no need to buy an expensive watch; in fact, the whole essence of the idea is cheapness and for 5s., or even less, a perfectly satisfactory article can be obtained.

The bracket for the watch consists of a strip of metal drilled at each end for screws and soldered to the back of the case. As a rule, with a cheap watch the back is sprung on and it



should, of course, be removed for soldering, otherwise the heat may have an ill effect upon the works.

If a watch is being bought especially for fitting as suggested, it is a good plan to choose one with bold figures and fairly thick hands. As an alternative, a stop watch of the type known as a "centre seconds chronograph" is worth considering; it will be found very useful for checking average speeds on long runs.

When Decarbonizing.

AN hour or two before a cylinder head is to be removed for decarbonizing it is a good plan to apply a few drops of paraffin or penetrating oil to all nuts it is intended to unscrew. This will make the job very much easier and will ensure that seized threads are not torn.

Changing Gear.

AN effective alternative to the racing or slip-change method of changing down, which some drivers find difficulty in making, is as follows:—

1st.—Ease the accelerator slightly to allow the gear lever to be moved to the neutral position.

2nd.—Accelerate the engine steadily to the necessary r.p.m.

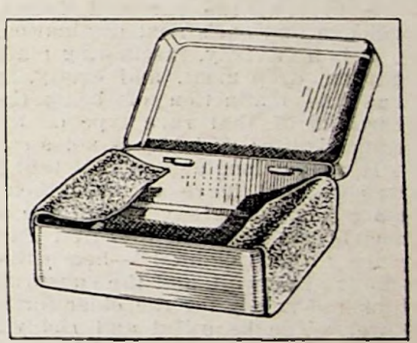
3rd.—Declutch.

4th.—Move the gear lever to the required position and re-engage the clutch.

During the first movement the clutch is left fully engaged.

Useful Sanding Block.

WHEN rubbing down a surface with sandpaper it is best to back the paper with something which will provide a good grip for the fingers. Sanding blocks are quite cheap to buy, but a very useful substitute can be made from a flat 2-oz. tobacco tin.



It is not necessary to alter the tin in any way, the method of using it being to pass a strip of sandpaper across the bottom of the tin and to clamp the two ends by shutting the lid on them. The sketch shows how the ends of the strip are arranged within the box.

Causes of Misfiring.

A CAUSE of misfiring with a magneto can sometimes be traced to the insulated block which carries the adjustable contact. If the screw holding the block to the base plate should work loose, it may allow the block to move, thus altering the gap setting.

On most types of magneto the block is held also by the centre binding screw and, if properly tightened, the trouble is not likely to occur; there is, however, the risk of the insulation being cracked, thereby causing a short circuit.

Another cause of misfiring can sometimes be found in the bell crank. A badly worn pivot bush, or one in which the pin is partly seized, will cause bad running. Misfiring can also be set up by the screw which holds the spring to the bell crank working loose, so that its head makes contact with the cam. This is a most unusual trouble, but it has been known to happen.

B31

Stokesay Castle—A Shropshire Stronghold

A Friendly, Fascinating Place—The Oldest Fortified Manor-house in England

STOKESAY Castle is, in spite of its name, entirely unlike those rugged, frowning ruins so thickly sprinkled over the map in the counties near the wild Welsh border—all of them beautiful, but all, it must be owned, remarkably like each other.

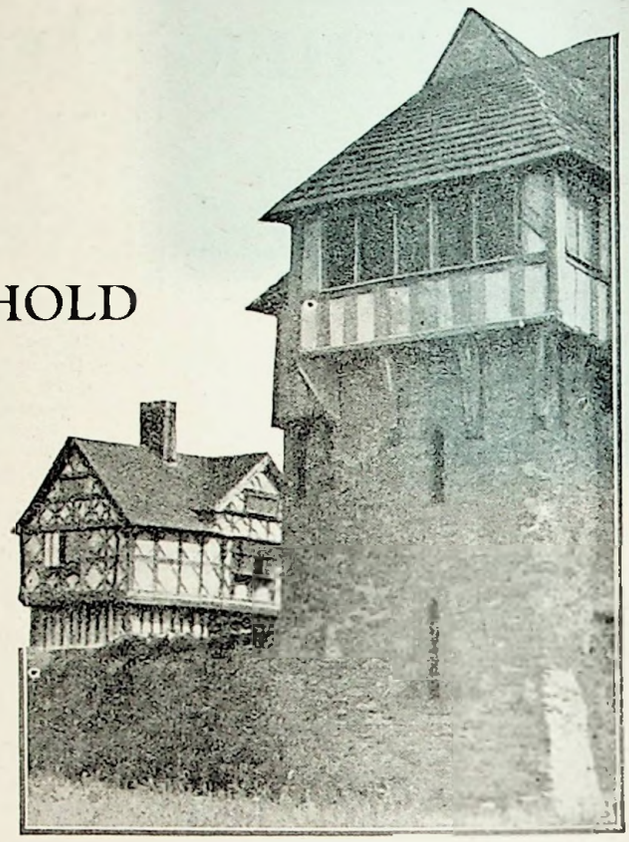
For Stokesay is different—so different that it stands by itself, even in western Shropshire, where nearly every town and village possesses something that tempts one to stop the car and forget all about time and mileage and one's next destination.

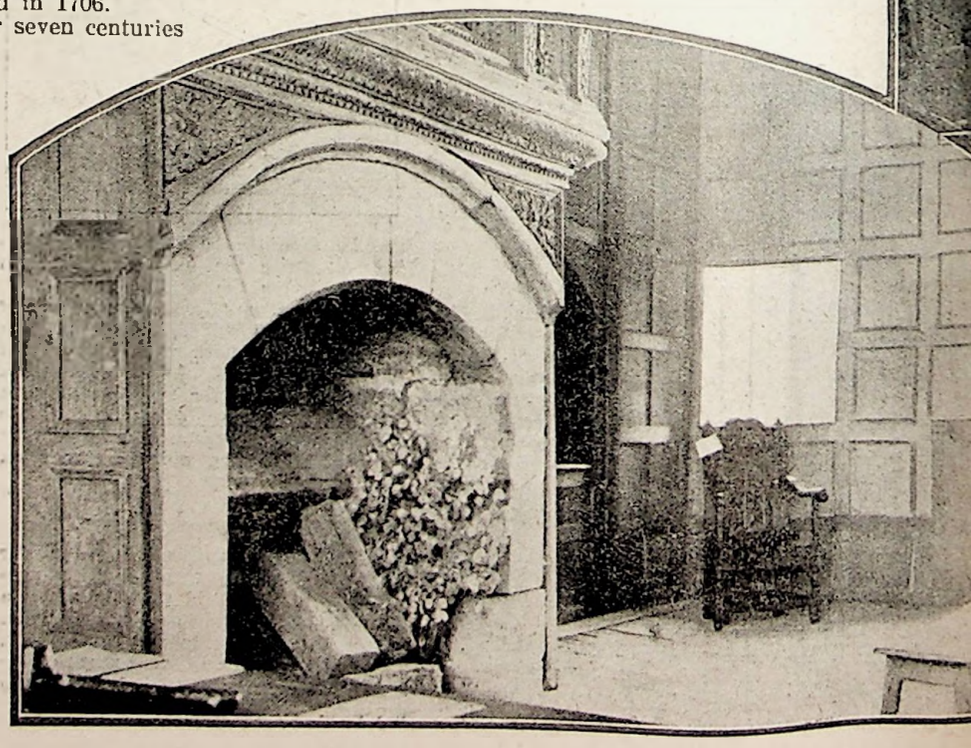
It is a friendly, fascinating place, with its gay little garden, deep moat, and empty, sunny rooms; and it has the distinction of being the oldest example in England of that rare type of building, the fortified manor-house; Stokesay is not a castle, except in name.

It was as long ago as 1291 that Laurence de Ludlow was granted leave to strengthen and crenellate his mansion at Stokesay (hence the south tower and the moat), and it was in 1647 that Parliament ordered the place to be "slighted"—hence the destruction of the surrounding wall, and the substitution of the charming timbered storey for the older fortress top of the north tower. The beautiful and richly timbered gatehouse is of Elizabethan date, and is the only part now lived in; the house itself was last inhabited in 1706.

Such a place could hardly exist for seven centuries without touching the lives of men and women famous in history, and once in its long life Stokesay played a part, although a small and sad one, in a story of pure romance and knight-errantry. The hero of the tale was Lord Craven—the man who saved London from chaos when its rulers fled in terror during the Great Plague—the heroine was a daughter of James I—the beautiful Queen of Bohemia, once Princess Elizabeth of England. Stokesay, together with a half-built mansion in Berkshire, played the part of a dream that never came true.

The story began when, as a young man, Will Craven fought as an English volunteer in the army of Gustavus Adolphus for the restoration of the Count Palatine to the throne from which he had been driven. Elizabeth, his Queen, shared to the full both the tragedy of the Stuarts and their sovereignty over the hearts of men; and in her case at least the love and loyalty which surrounded





The beauty of a by-gone age: silent Stokesay, peopled with ghosts of the past and steeped in the atmosphere of history. (Above) The lovely North Tower with the gatehouse in the background. (Below) Detail work of the fireplace in the panelled drawing-room. (On right) The North Tower from the old churchyard and (on the extreme right) a corner of a room in the North Tower.

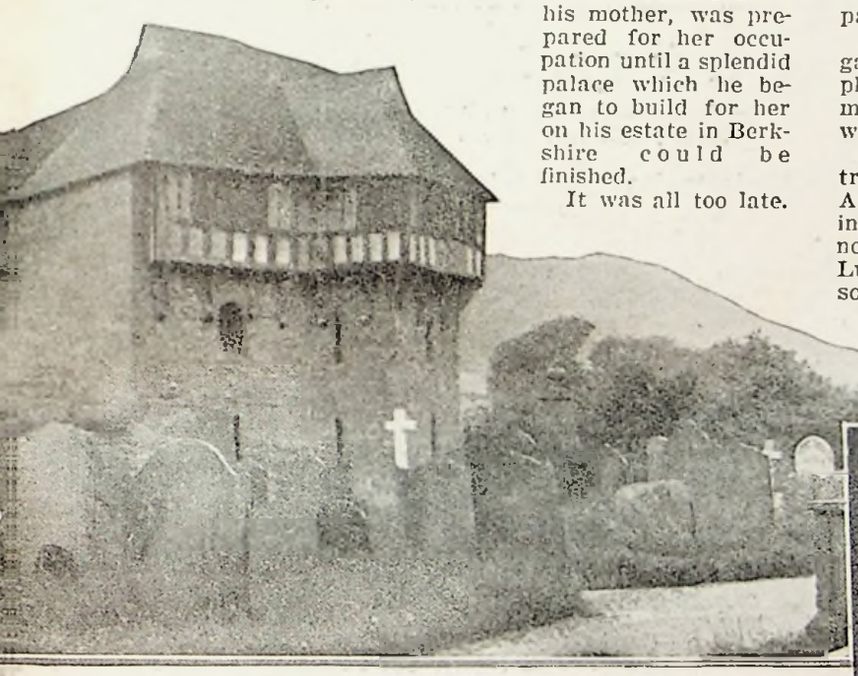
her all through her sad life seems to have been well deserved.

During the few short months of her queenship she won all hearts by the charm of her light-hearted gaiety, and Craven, in common with half the Protestant army and most of the crowned heads of Europe, adored her. When poverty and exile came they did not rob her of the gift of laughter, and her devotion to her singularly unattractive husband and her thirteen children—among whom was Prince Rupert, "the gay Cavalier," and Sophia, the mother of George I—never failed.

Later, Craven entered the service of the States of Holland, where Elizabeth, with her husband and children, had taken refuge. His great wealth was at all times placed freely at her service, and his gifts in aid of the English royal exiles were so large that Parliament, hearing of them, confiscated his estates at home.

His first thought on his return to England at the Restoration was to provide a home for the Queen whom he had served so long. He received her as his honoured guest at Craven House, which he had bought and furnished for the purpose. At the same time Stokesay Castle, which he had inherited from his mother, was prepared for her occupation until a splendid palace which he began to build for her on his estate in Berkshire could be finished.

It was all too late.



Elizabeth was then a woman of sixty-five, worn out by the tragedies of her life. She never saw either of the houses so generously prepared for her pleasure, for she lived scarcely a year after coming to London, and the Berkshire palace was burnt to the ground long before it was completed.

Three years after her death Craven House served another purpose. All through the Great Plague Lord Craven was one of the very few rich men who cared to risk their lives by remaining in London to help and relieve the sufferers. Utterly regardless of danger, his house and his purse were open to all who came to him for help in their misery. The next year in the Great Fire Lord Craven again distinguished himself, and the London of his old age, which had passed through both plague and fire, never forgot her debt. It was said that his lightest word could quell a riotous mob better than a regiment of soldiers.

Such was one of Stokesay's owners—"One of the most accomplished gentlemen in Europe, a useful subject, charitable, abstemious as to himself, generous to others, familiar in his conversation, and universally beloved."

By MARY CRANFIELD

To those who are sensitive to that indefinable thing—atmosphere, Stokesay exhales something of the fragrance of its romantic history, and seems to speak rather of chivalry and peace than of battle grim and sudden forays into the wild Welsh mountains. Stokesay has none of the grim brooding of the fortresses of the Marches which grew old in blood.

* * *

The illustrations on this page will give some indication of the old-world beauty and historic atmosphere of this 13th century fortified mansion. The castle itself stands empty and is open daily to visitors. The lovely old half-timbered gatehouse, which can be seen in the photograph at the top of the preceding page, is now the only inhabited part of the castle buildings. When visiting the castle the extraordinary representation of the story of Adam and Eve which decorates the gatehouse front should on no account be missed.

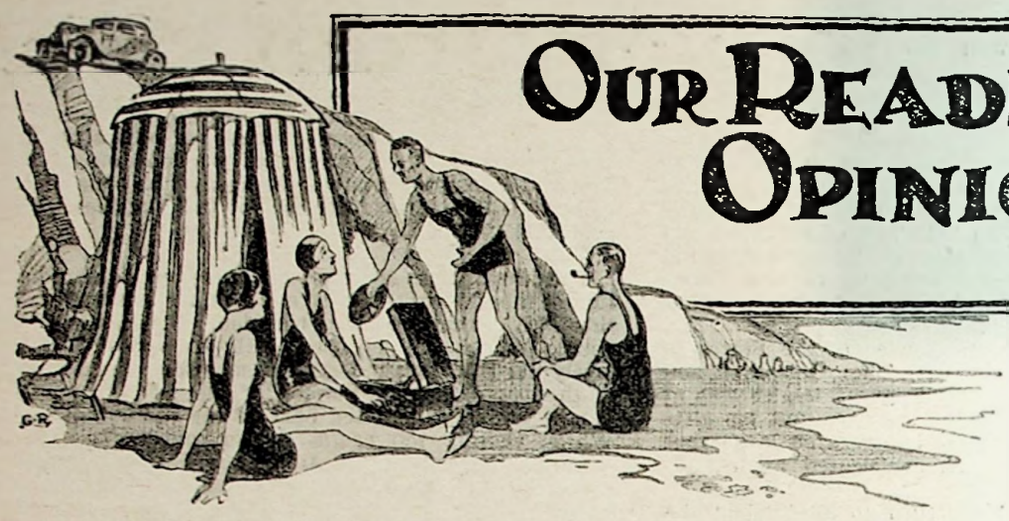
The great banqueting hall of the castle, 53 ft. long by 31 ft. wide, conjures up a vision of its old-time magnificence. The withdrawing room, a corner of which—with its beautiful fireplace and richly carved mantel—is shown in one of the photographs, is oak panelled and measures 29 ft. by 19 ft.

Some idea of the strength of the mansion can be gathered from the thickness of the walls shown in the photograph at the foot of his page—a mute commentary upon a time when the Englishman's home was indeed his castle.

Stokesay Castle stands in its setting of magnificent trees within a mile of the quaint little town of Craven Arms—which takes its name from its fine old coaching inn. Some 21 miles on the good main road to the north is Shrewsbury, Shropshire's county town, and Ludlow stands eight miles from Craven Arms to the south-east.

A view of Stokesay, in its bower of trees, which almost leaves the visitor breathless by its sheer loveliness, is obtained from the Ludlow road, on the bridge across the Ony.





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.

How Far in a Year?

In response to the request of "Focus," I can give some interesting yearly mileage figures; I am a traveller and continuously use a car for business and pleasure. My area covers some very hilly country, including the Peak of Derbyshire and part of the Pennines, providing plenty of indirect gearwork.

A Commercial Traveller's Mileage.

For the period July, 1930, to July, 1931, I covered 25,278 miles, and from July, 1931, to July, 1932, I covered 30,380. Since July 28th I have added 2,306 miles to the total. I feel sure many other commercial travellers can give particulars of similar mileages. G.K.

A Long Drive.

After reading the paragraph by "Focus" about mileages, I wondered if the following drive would interest you. On August 6th, in an S.V. Morris Minor, two of us drove from Alton, Hampshire, to Arrochar, in Dumbartonshire, leaving at 6.15 a.m., and arriving at 10.30 p.m., with 2½ hours stops. The distance is 470 odd miles, and I drove all the way.

In a Morris Minor.

I think this says a lot for the cheapest car on the market, as it has covered 15,000 miles already. Incidentally, we had a lot of luggage, and met some terrific head winds in Yorkshire.

While I am writing, I would like to say that I agree with "Pre-war" in his disapproval of the "foolproofing" of cars. When cars can be driven without thought, then thoughtless people will drive them.

Ernest A. W. Morris.

* * Interesting, of course, but not exactly illustrating the point "Focus" raised.—Ed.

30,000 Miles a Year.

I am one of those who drive over 30,000 miles a year. Last year I did 29,763 miles in an Armstrong Siddeley with self-changing gear, and over 4,000 miles in various other cars. All my driving is for the purpose of going from place to place that would otherwise mean a train journey—practically none for just joy riding. I have driven twice to Edinburgh and back—each way in 14 hours—seldom exceeding 40 m.p.h. S. F. Edge.

Here's a Biggish Total.

Re article by "Focus" in last week's issue of *The Light Car and Cyclecar*. Since November last, when I bought my car, I have covered 35,893 miles (by speedometer); total replacements to date two Aero valve springs and one rocker shaft. The original Dunlop tyres have been changed this week. I should also add that my mileage from 5 a.m. July 31st to Tuesday, August 2nd, amounted to 1,001. I have never had a forced stop on the road the whole time. MG1093A.

Nearly 36,000 Miles.

The T.T. Handicap—Too Hard on Big Cars?

I trust that the R.A.C. T.T. has not yet slipped too far into history to prevent my making a few observations. In last week's issue of *The Light Car and Cyclecar* you obviously did your duty in emphasizing the fact that light cars came home 1, 2, 3. It was only natural that you should, and I, as an ardent supporter of all things under 1,500 c.c. and, incidentally, a Riley owner, was also very pleased; but we must not be short-sighted.

A Criticism and a Suggestion.

In my view the handicaps were definitely in favour of light cars, and in handing out the praise to the Rileys and M.G.s, I feel that you should have given more credit to the amazing performances of Earl Howe and Sir Henry Birkin.

Just put yourself in the position of these drivers at the end of the race. They had both probably driven the race of their lives. Their Alfa-Romeos were definitely the fastest cars on the course and, therefore, both these drivers would have experienced more overtaking troubles than anyone else: yet at the end of this terrific struggle they get but fourth and fifth places.

Admittedly, the handicap race has advantages—there is only one winner, and all cars are competing against each other—but if the race is held again next year the R.A.C. must certainly do something to see that these faster men get fair play.

How about allowing the existing handicap arrangements to stand with an additional and handsome award for the man who finishes at the fastest speed, irrespective of everything? That would give the big fellows something to shoot at—at present they know full well that no matter *how* they drive they do not stand a chance of winning. Gamecock.

* * It would be fairer if our correspondent suggested that in actual fact the small cars were able to improve considerably on a handicap which, in the considered judgment of the handicapper, was fair to all; and it must not be forgotten that, at one period of the race, the Alfas were also able to improve on their handicap. Earl Howe and Sir Henry Birkin drove magnificently, but they lost all the same, and we think that our report did full justice to their great endeavour.—Ed.

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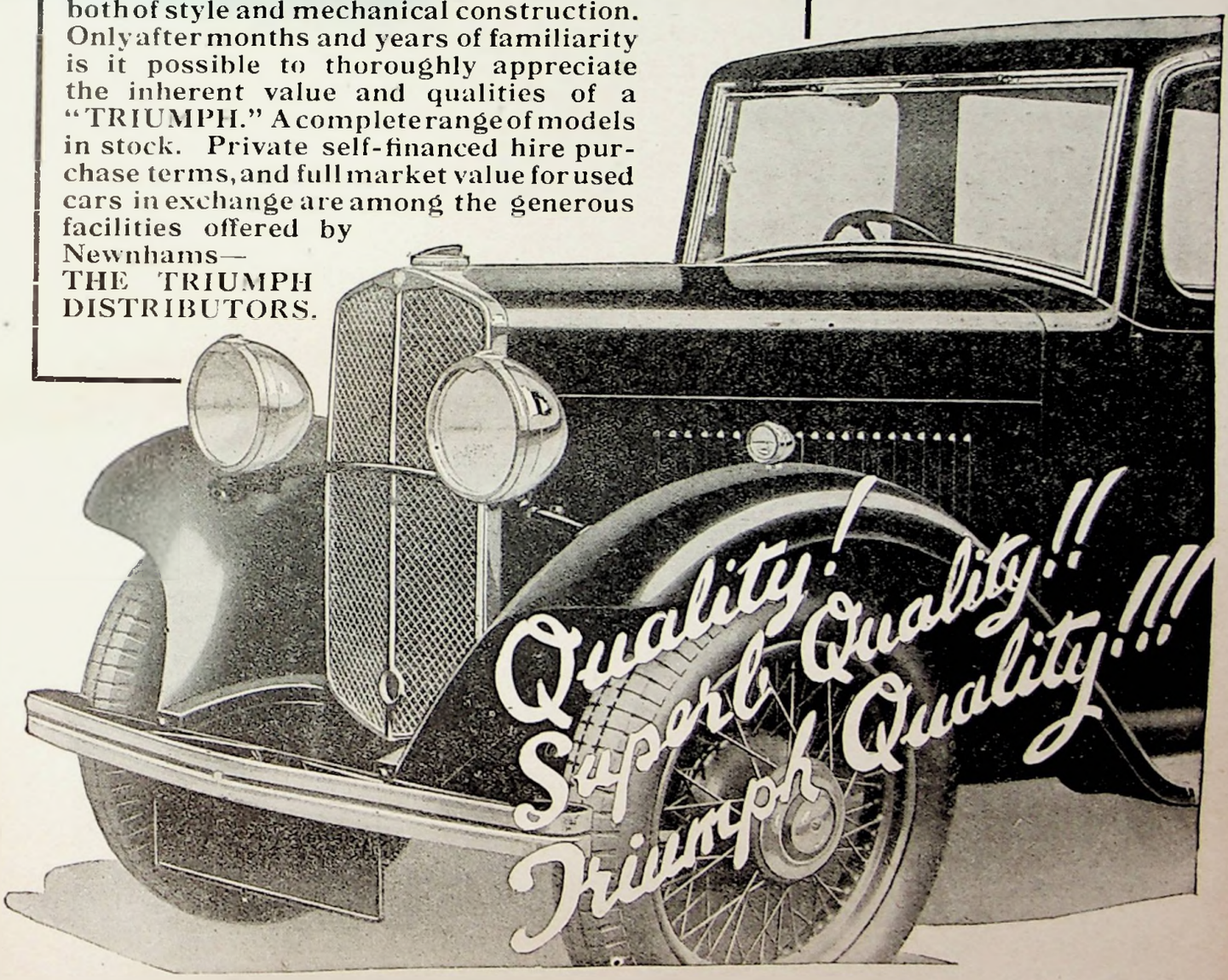

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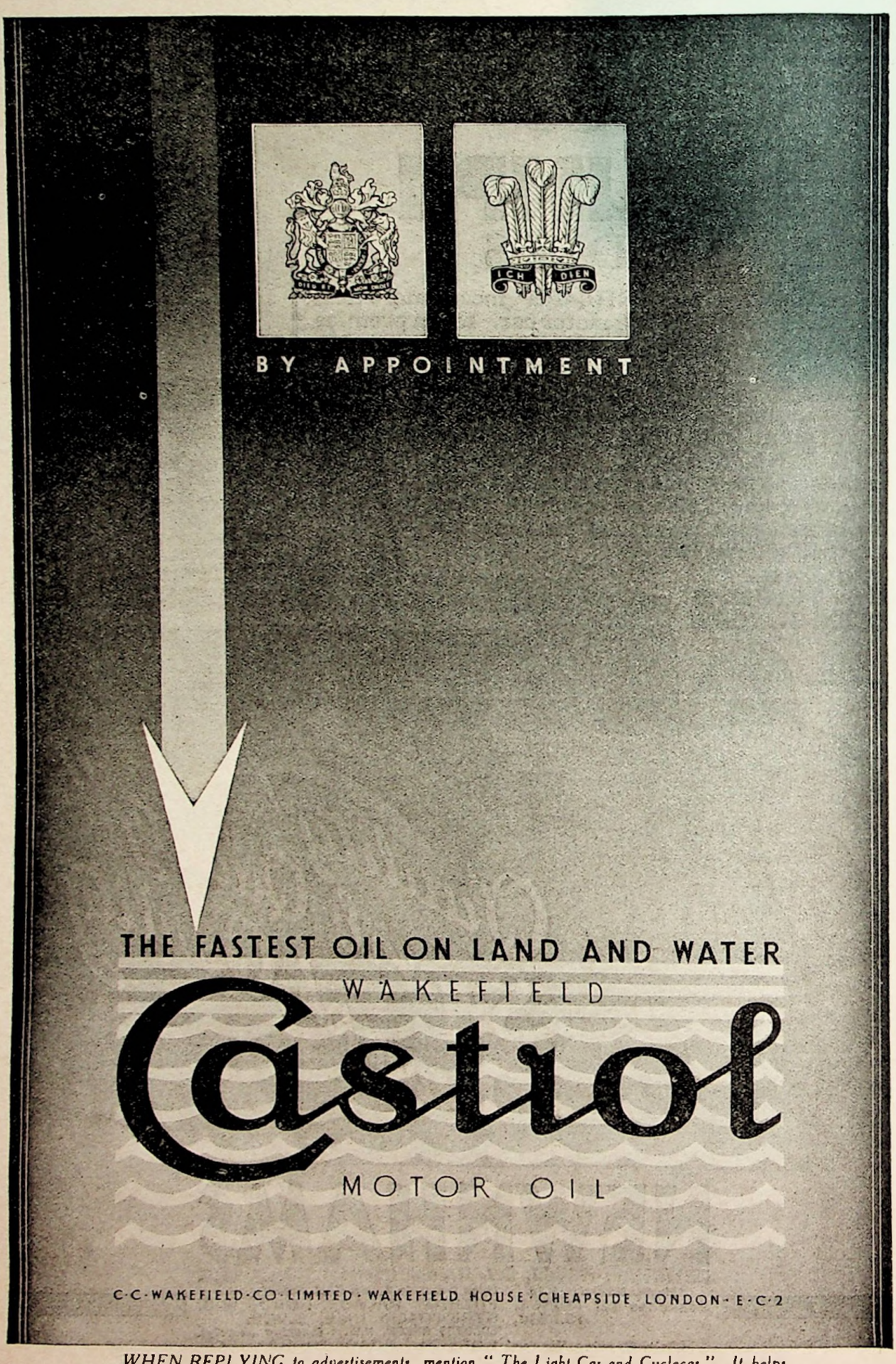
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

B35



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

B36

OUR READERS' OPINIONS (contd.)

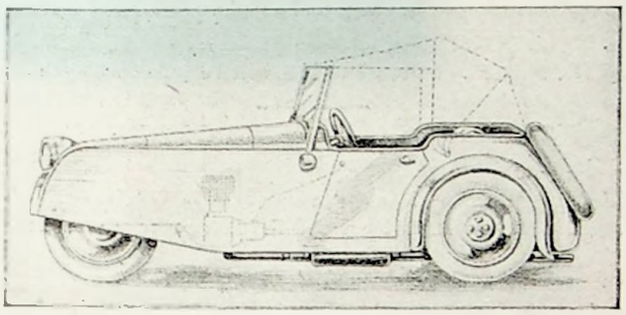
Three-wheeler Designs.

I fully agree with your correspondent, Mr. "Y. Knott," regarding the cleverness of the Goliath three-wheeler design. There seems to be much in favour of the unit construction and, although the centre of gravity may be rather far back, I do not believe that the vehicle can be unstable.

The Goliath Layout.

Mr. "Y. Knott's" suggestion for a kind of modified Goliath is very interesting, and I should like to know more about it. In what position does he propose to mount the engine, and how will it drive the independently sprung rear wheels? A sketch showing the general arrangement would be instructive. J. Bermon.

* * Our correspondent's questions are answered by the illustration below.—Ed.



How the ideas suggested in the letter from Mr. "Y. Knott" last week could be incorporated in a three-wheeler having the single wheel in front. The resulting appearance is not displeasing.

Where Should the Blower be Placed?

Concerning Mr. Laurence Pomeroy, Junr.'s, remarks (August 19th) on my recent letter regarding supercharger position, I should like to make the following comments:—

Mr. W. Boddy Replies.

Mr. Pomeroy mentions the system in which the blower can be cut out with the use of a clutch, but this aspect of supercharging is rather outside the present discussion. With reference to blowing through the carburetter with the blower permanently engaged, the extra cost of a special carburetter, etc., should be small and of no great importance, considering that the total cost of a conventional supercharger layout is somewhere between £50 and £75.

Mr. Pomeroy mentions the necessity for balance of pressures, pointing out that the old pressure petrol-feed systems frequently gave trouble. This feed system was used at a time when cars generally were not so reliable as they are to-day, and the matter has little bearing upon the modern supercharger layout.

Mr. Pomeroy states that the only advantage of blowing through the carburetter is that the blower can be cut out at will, resulting in a small saving in m.p.g. He apparently sees no advantage is using this system with the blower permanently in action, although I know of other authorities who prefer this method.

He also remarks that to prevent deposition with the conventional layout a small diameter inter-pipe must be used. Although such a layout may prevent deposition, it involves extra complication and does not conform to ideal inlet manifold practice. It should be remembered that a supercharger layout should comply with the requirements of inlet manifold practice as far as possible.

The supercharger gives such a large gain in power and efficiency that small losses, due to deposition at low speeds and/or loss of volumetric efficiency at high speeds, have so far apparently been overlooked by designers of production cars, but now that the supercharger is becoming more generally used attention should be drawn to such matters.

W. Boddy.

Long-life Big-ends.

I was interested in Mr. Mantell's experiences with his special Riley crankshaft. These are quite in agreement with the results obtained in turbine bearings, in which wear is, practically speaking, non-existent as long as the journals are completely oil borne. A difference, however, appears in the methods of fitting, for in the case of the turbine the bearing is not scraped at all, but bored to its final finish, allowing a clearance of about .002 in. per inch diameter of journal. Also a considerable angle of relief is given at the sides, leaving about 100 degrees of bearing surface at the top and bottom. The relief is not carried right through the bearing, but occasionally with the higher speeds of rotation openings are made for the purpose of increasing oil flow to carry away heat.

Turbine Practice.

Most probably Mr. Mantell now realizes the need for the provision of an initial clearance with these super bearings, and in any future experiments he may make will avoid the hand scraping. The necessary fine finish would best be obtained, I imagine, by the use of a diamond tool similar to that now used for finishing aluminium pistons.

I mentioned above the increasing of the oil flow for carrying away heat, and it appears to me that it is the necessity for removing no small amount of heat that accounts for the universal use of forced lubrication nowadays.

In conclusion, I should like to suggest that manufacturers would be well advised to give us worth-while improvements leading to increased resistance to wear, rather than to waste money on all the fancy gadgets that are now being offered to the public. These gadgets are in most cases of transatlantic origin, and add dead weight, complication and likelihood of increased expenditure on maintenance. J.A.M.

An Austin Seven in Malaya

You will doubtless be interested in the table below showing the running costs of an Austin Seven tourer which, over a period of 14 months, has covered 12,000 miles on the roads of British Malaya. It will be seen that the item petrol and oil works out at .68d. per mile, which, in view of the high price of petrol out here (over 2s. a gallon), compares very favourably with the cost of running a similar car at home. The total cost per mile, excluding depreciation, is 1.17d. and, including depreciation, 2.17d.

Some Interesting Figures.

The average petrol consumption shows 41 miles to the gallon, and is the result of approximately 7,000 miles of town work and 5,000 miles on the by no means first-class roads of the Malayan Peninsula. Oil consumption averages 1,714 m.p.g.

The 5,000 miles covered on the open road have invariably been made up of trips of not less than 200 miles a day (on some occasions 300 miles a day), at averages of 30 m.p.h. to 35 m.p.h. On one trip I averaged 39 m.p.h. for 112 miles. The car will travel at 52 m.p.h. on any reasonably straight stretch of road and once touched 59 on a slightly downhill gradient; but the best touring speed is 42 m.p.h., which the little Austin will keep up indefinitely without overheating, in spite of the tropical conditions.

I have had two involuntary stops on the road, once with a flat tyre and once with a choked jet.

The engine and chassis are still in good condition, but the upholstery leaves much to be desired, as it will not stand up to the strong sunlight and humidity; nevertheless, I must admit that the Austin Seven fulfils my every expectation of what a first-class car should be. It is great fun to drive and is deservedly popular in Malaya.

12,000 miles.	Straits dollars.	Sterling. £ s. d.	Pence per mile.
Petrol and oil	287.65	33 11 3	0.68
Taxation	46.00	5 7 3	0.10
Insurance	92.00	10 14 8	0.21
Repairs, service, etc....	74.35	8 13 6	0.18
Running cost	500.00	58 6 8	1.17
Depreciation	428.57	50 0 0	1.00
Total cost	928.57	108 6 8	2.17

Petrol consumed, 293 gallons = 41 m.p.g.
Oil consumed, 7 gallons = 1,714 m.p.g.

Philip J. Norris.

B37

OUR READERS' OPINIONS (contd.)

Hill Etiquette.

As a motorist, I sometimes wonder whether we do not cling too long to ideas that ought to be modernized with the changing conditions.

Out-of-date Ideas.

Take, for instance, the custom in meeting another car on a hill. It is recognized that, if there is any question of someone giving way, the person descending should be the one, because the other car might not be able to get going so easily on the up-grade.

Is this sound reasoning with modern cars? Surely hills no longer present any such difficulty in the ordinary way. The number of crocks on the road which can only just wheeze up a main road hill must be infinitesimal; certainly too small to be the basis of a custom or etiquette. I except big or old lorries and so on.

On the other hand, a car coming down the hill might have difficulty in pulling up sharply enough. The ascending car would never have that trouble.

For that reason I always give way to the descending car when I am climbing a hill, and I find that it is appreciated. When descending I do not give way unless the oncoming car is an obviously ancient one.

I hope your readers will include a few who agree with me.

METEOR.

Here is a Problem.

I would be greatly interested to hear some opinions on the following problem, which has so far eluded solution by any expert who has attempted it. Here are the details:—Car—Triumph Seven, 1930. Engine rebored.

Can You Solve It?

Condition excellent, petrol consumption 45 m.p.g., fully loaded and speed up to 56 m.p.h. At intervals the engine refuses to idle and stops at any speed below about 1,000 r.p.m. It will start only on flooding carburetter (Zenith), and will idle until the excess fuel caused by flooding is used up, then stops again.

The valve clearances are correct, and there is no misfiring or spitting. Mixtrol is always used in petrol. The carburetter appears to be perfect; no starving of supply. Replacement magnetos have been tried and *apparently* sparking at low speed is O.K.

This condition continues for perhaps a week or 10 days when, without warning or anything being touched, the engine will start and idle perfectly.

I must say that I have not had an opportunity to submit the problem to the Triumph London Service Station, but on one occasion, on my way up to town, after enduring this bad running for 10 days, the fault cured itself en route and I had nothing to show. The fault has been known to cure itself overnight in the garage!

I have been driving cyclecars and light cars since 1910, but have not before met such a problem. I can offer only one suggestion, which is that there is some variable factor in the magneto which is common to all instruments of the type; this would account for the fact that it has occurred after the instrument has been replaced.

Perhaps Mr. Mantell could evolve a theory? I might add, there is no air-lock in the petrol supply. B.J.

* * This is an interesting problem which readers may care to tackle upon the "logical diagnosis" lines expounded by Mr. Mantell. Selected replies will be published.—ED.

CONDENSED CORRESPONDENCE.

E. W. Beeston (Southampton) pays a high tribute to the ready help given to him by Donald Healey, Perranporth, Cornwall, when the propeller shaft of his car broke. The repair was well carried out and the charges very reasonable.

READERS' WANTS.

SWIFT.—Instruction book for 1925 8.9 h.p. model.—A. W. Waters, 428, Edgware Road, London, W.2.

B.S.A. THREE-WHEELER.—Copy of our issue dated February 19th, 1932, dealing with the performance of this car.—J. V. Stephens, 14a, Parliament Street, York.

MORRIS MINOR.—Details of alterations which any reader may have made to the controls to suit a driver having only one leg (the right).—J. L. Tennyson, Bryantwood, 56, Argyle Road, North Harrow.

Questions Asked and Answered

Queries of general interest will be answered under this heading, but a stamped addressed envelope must be enclosed for a reply by post.

Lamp Reflectors.—H.J. (Ely).—Headlamp reflectors are invariably silver-plated, and the plating is protected by a special form of transparent lacquer. You can certainly have your reflectors chromium-plated, but the reflecting power will be slightly reduced.

Checking Performance.—C.B. (Teddington).—It is certainly possible to gain an accurate idea of the top-gear pulling powers of a car by timing it uphill against a stop watch, but you must take care that each test is conducted under similar conditions and between known points; that is to say, the watch should always be started at point A and stopped at point B.

Burnt Exhaust Valves.—L.M.R. (Aberdeen).—It is by no means usual in your make of engine for the exhaust valve in the front cylinder to burn away. It seems likely, therefore, that in your particular case there is some defect in the coring of the water jacket which prevents the water from reaching the valve seating in sufficient quantities. This causes distortion which, in turn, sets up valve and seat burning.

Tracing a Squeak.—N.D. (Bedford).—The loud squeaking noise which you hear in your engine is not necessarily of a mechanical origin. We think, from your description, that it is due to a defect in the copper-asbestos exhaust manifold gasket of No. 2 cylinder. If the asbestos has become slack at one point, it allows the very thin copper sheathing to vibrate under the exhaust pressure and thus to emit a squeaking noise. The sheathing acts, in fact, like a horn reed.

Big-end Seizure.—R.L. (London, S.W.).—The seizure of your big-end bearing might possibly have been due to the extreme slackness of the main bearings, which would allow oil to escape from the drilled crankshaft before finding its way to the big-ends.

Ignition Switch.—D.R. (Cardiff).—There is nothing to prevent your fitting an additional switch in the ignition circuit of your car. A properly made switch does not set up resistance to the flow of current and, therefore, will have no effect upon the working of the coil.

Fitting Piston Rings.—C.L.H. (Haywards Heath).—The usual allowance in the gap for diagonal-cut piston rings is .003 in. per inch of cylinder diameter. You must be careful to see that the rings are a free fit in the grooves, as if they are tight there will be a tendency for them to stick.

Revolutions Per Minute.—G.J. (Torquay).—Your friend is wrong in supposing that 20,000 r.p.m. is an ultra-high speed for an emery wheel. On certain types of grinding machine the abrasive button runs at at least double that speed, and, of course, all the rotating parts have to be most carefully balanced.

High Running Temperature.—T.E. (Baldock).—A consistent running temperature of 97 degrees C. during hot weather is certainly too high, as it leaves a very small margin in reserve for hill-climbing and traffic work. In all probability you could reduce the temperature by three or four degrees if you transfer the four club badges which you say are mounted in front of the radiator to some other place.

Anti-knock Fuels.—G.H. (Wrexham).—The anti-knocking qualities of a fuel are designated by its octane number, taking iso-octane as 100. The lowest number in normal use is about 58, and applies to a fairly low grade of commercial spirit, whilst a high-grade standard petrol has an octane number of about 70. The highest in general use is Pratts Ethyl, of which the number is 77. Special racing fuels, especially those containing alcohol, may have an octane number of 85 or higher.



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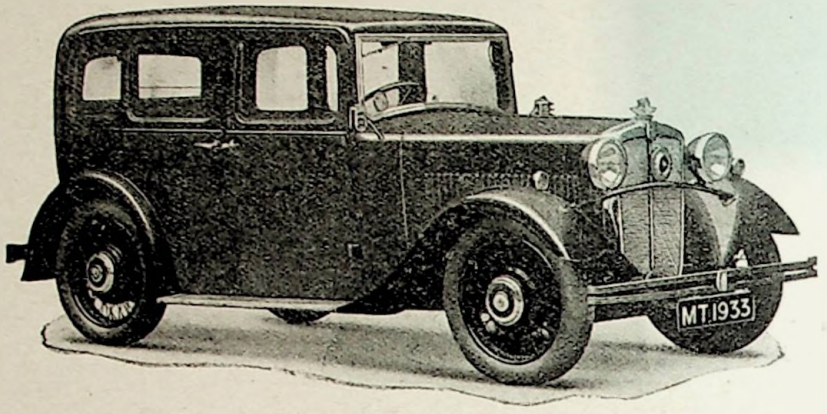
THE T.T.—*As the Dailies see it (including the 90 hump-backed bridges referred to on this page).*

The New 10 h.p. MORRIS CAR



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Ever anxious to meet the needs of the day, and to provide family motoring at small car cost, Morris Motors have introduced for 1933 the 10 h.p. Morris Car.

This new model, in common with the remainder of the Morris 1933 range, may be inspected in the Greater London Area at the showrooms of Stewart & Ardern Ltd., the sole London Distributors.

For advance information concerning this new production, please fill in the coupon below—***NOW.***

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W.3——S. TOTTENHAM, N.15———CROYDON

but you must take [illegible] (Torquay).—Your friend similar conditions and between [illegible] that 20,000 r.p.m. is an ultra-high the watch should always be started at [illegible] wheel. On certain types of grinding at point B. machine the abrasive button runs at at least double that speed, and, of course, all the rotating parts have to be most carefully balanced.

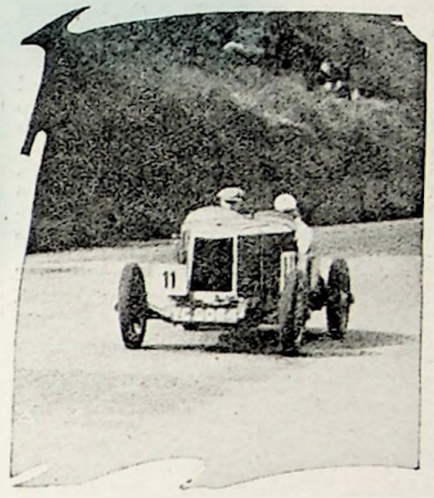
Burnt Exhaust Valves.—L.M.R. (Aberdeen).—It is by no means usual in your make of engine for the exhaust valve in the front cylinder to burn away. It seems likely, therefore, that in your particular case there is some defect in the coring of the water jacket which prevents the water from reaching the valve seating in sufficient quantities. This causes distortion which, in turn, sets up valve and seat burning.

Tracing a Squeak.—N.D. (Bedford).—The loud squeaking noise which you hear in your engine is not necessarily of a mechanical origin. We think, from your description, that it is due to a defect in the copper-asbestos exhaust manifold gasket of No. 2 cylinder. If the asbestos has become slack at one point, it allows the very thin copper sheathing to vibrate under the exhaust pressure and thus to emit a squeaking noise. The sheathing acts, in fact, like a horn reed.

High Running Temperature.—T.E. (Baldock).—A consistent running temperature of 97 degrees C. during hot weather is certainly too high, as it leaves a very small margin in reserve for hill-climbing and traffic work. In all probability you could reduce the temperature by three or four degrees if you transfer the four club badges which you say are mounted in front of the radiator to some other place.

Anti-knock Fuels.—G.H. (Wrexham).—The anti-knocking qualities of a fuel are designated by its octane number, taking iso-octane as 100. The lowest number in normal use is about 58, and applies to a fairly low grade of commercial spirit, whilst a high-grade standard petrol has an octane number of about 70. The highest in general use is Pratts Ethyl, of which the number is 77. Special racing fuels, especially those containing alcohol, may have an octane number of 85 or higher.

SPORTS JOTTINGS



A T.T. echo: W. Sullivan (Lea-Frances) a local driver, going well down Bradshaws Brae.

By "THE BLOWER"

WHAT extraordinary things they write about motor racing in the lay Press! I have been wading through the daily paper reports of the T.T.—and astonishing reading they made, at times.

Two dailies pointed out the fact (unknown to me, for one) that there were no fewer than *90 hump-backed bridges on the Ards circuit*, which, after some mathematical calculation, the writer pointed out, would have to be negotiated 2,700 times during the race.

Heaving out my log tables and slide rules, I thereupon assured myself that during the race the scratch men would leap a hump-backed bridge no fewer that 243,000 times. At an average speed of 80-odd m.p.h. the result must have been novel, even to a Birkin or a Howe.

* * *

One paper splashed a title to its report of the race saying "100 m.p.h. in Streets and Round Shops." I would have given much gold to have seen someone go round Comber's butcher shop at one hundred miles per amazing hour.

* * *

HARSH words have been uttered here and there by racing enthusiasts regarding the handicapping of the T.T. Harsh words always *will* be uttered here and there after (and even before) every big race which is run on handicap.

The fact remains that handicap racing is a necessary and even unavoidable evil in these days, when racing cars are no longer built, and I have an idea that when better handicapping is to be done—there will be no one who can do it.

What can a handicapper use as his chief data except last year's performances? If one type of car is improving more rapidly than another, the blame cannot be laid at the door of the handicapper, the builder of the progressing car or the builders of the cars which it has outstripped.

After all, the handicapping for the T.T. worked out pretty well. The Rileys deserved their win, and when one team car is first it is obvious that the other team car should be second—for they should be nearly equal in speed.

An 1,100 c.c. car, then, occupied first and second places after a phenomenal show, a 750 c.c. came next, followed by the fastest make in the race—which seems about right—or doesn't it?

A thought which does bring a hint of sadness is that Birkin and Howe, in the two fastest cars on the course, drove a tremendous race, diced with death, flirted with the grave, and, in fact, drove like the devil, only to be "also rans"—more or less.

It seems a pity that such magnificent performances should blush unseen, but I see no way out *unless* we run our T.T. as they do these things on the Continent—and like the T.T. was run in the Isle of Man in 1922. That is, have one race for cars up to 1,500 c.c. from scratch, and another for the large cars also from scratch, the course of the light cars being shorter than that for the big chaps.

The ideal, I suppose, would be to run separate races from scratch for each class, but with Midgets alone in the 750 c.c. class there would be little glory there, nothing would compete on level terms with the Rileys—and there would be a beautiful 1½-litre scrap. So I cannot see that idea working as things are at present.

Having cast out a great deal of talk I make no suggestions and hasten from the subject.

* * *

I HEARD an explanation of Freddie Dixon's colossal crash at Quarry Corner. It appears that he flashed by the line of pits and noticed his pit people waving a signal to him. Thinking that he was leading at the time, Dixon puzzled to himself what it could all have been about—whether a front wheel had come off or whether he was really last instead of being first. Then, in the midst of these contemplations he found himself right on top of Quarry Corner. Result—off the road. A pity.

* * *

ACTIVITY at Brooklands to-morrow for those who like fast work—the M.C.C. High Speed trial and other events (to quote the programme).

An imposing entry has been received—158 cars and 20 three-wheelers in the various events. That is to say, 75 cars and nine three-wheelers have been entered in the one-hour high-speed trials, 51 cars and seven three-wheelers in the two-lap handicaps, and 32 cars and four three-wheelers in the team relay races.

* * *

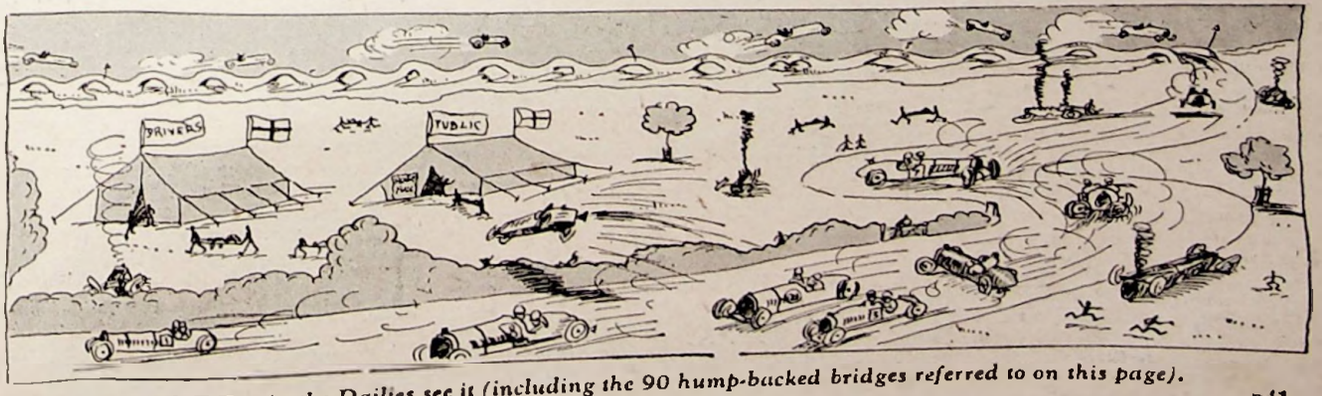
The programme is composed of three separate one-hour runs at 11 a.m., 3.20 p.m. and 4.40 p.m., a series of two-lap handicaps to be run off between 12.20 and 3 o'clock and from 5 until 5.40 p.m., and the two-lap relay races.

The idea in the High Speed trial is that there are set average speeds to be maintained in the various classes in order to win first, second and third-class awards.

* * *

As an indication of what these ordinary touring and sports motorcars must do I give the required speeds for first-class awards (correspondingly lower speeds are necessary for silver and bronze medals):—Three-wheelers, 58.10 m.p.h.; 850 c.c. cars, 55.34 m.p.h.; 1,100 c.c. cars, 58.10 m.p.h.; 1,600 c.c. cars, 63.63 m.p.h.; and unlimited cars, 66.40 m.p.h.

Racing cars are barred, of course, so the various performances will provide useful data for heated arguments regarding maximum speeds of everyday



THE T.T.—As the Dailies see it (including the 90 hump-backed bridges referred to on this page).

SPORTS JOTTINGS *(contd.)*

motors—a prolific source of fracture in life-long friendships.

* * *

UNDER "Club Items" this week I publish the list of entries for the B.R.D.C. 500-Mile Race (September 17th) as received up to the closing of the second entry period.

The total is now 35 cars, of which 27 are under 1½ litres. In point of fact, the list is made up of 14 "750s," ten "eleven-hundreds," three 1½-litre models, one 2-litre, five 3-litre, one 5-litre, and an 8-litre machine.

A glance down the list shows much of interest. Capt. A. G. Miller is to return to a racing wheel, using a Riley. Miller, it is said, has been training very, very seriously for a possible forthcoming attempt on the world's land speed record in a Capt. Irving-designed 300 m.p.h. car.

Norman Black, having considered the handicap, has entered an unblown M.G. Midget; A. F. Ashby will be there with his flat-iron very-extra-special Riley; Sir Herbert Austin has entered the three single-seater Austins which went so fast and so reliably in the Relay Race; and F. W. "What-a-man" Dixon will animate the proceedings with his T.T. Riley. It will not be surprising if this car is terribly fast, for Dixon has a magic hand with engines.

The Midgets are T.T.-type Midgets, Willis's motor is, I think, a B.C. Special—very low and unrecognizable—the 1½-litre Riley will probably be driven by George Eyston, R. J. Munday is at last appearing with the long-awaited unblown straight-eight Thomas Special (1½ litres) and G. F. A. Manby-Colegrave is forsaking his Midget in favour of an Aston-Martin.

Outlaw's 1,100 c.c. Maserati is a supercharged straight-eight in which he deserves to put up a good show, Horton's M.G. Midget will be quite a surprise to look at and Widengren's Amilcar is a remarkably rapid machine, which once ran in the 200-Mile Race under Vernon Balls, and can achieve 115 m.p.h.

Poor Gardner cannot drive his unspecified entry, Frank Hallam's will be an Alvis, I expect, and I have no idea what G. W. J. H. Wright—the third "unspecified" entrant—is going to drive.

Among the larger stuff there are two entries of more than ordinary interest. Earl Howe has put down his 2.3-litre Bugatti and Count Czaykowski is to drive a 2-litre model of the same make, which is liable to be shockingly rapid. The Count is a Continental driver with a European reputation who not so long ago had the misfortune to run into a spectator during a French road race.

* * *

Small cars will have to motor very quickly. Here are the various class minimum handicap speeds ("S." means "blown," "U.S." means "unblown"):

750 c.c.—(U.S.) 87.38 m.p.h.; (S.) 95.78 m.p.h. **1,100 c.c.**—(U.S.) 100.61 m.p.h.; (S.) 104.85 m.p.h.—which is hard on the Maserati. **1,500 c.c.**—(U.S.) 104.85 m.p.h. (bad for the Aston-Martin); (S.) 111.92 m.p.h. **2 litres.**—(S.) 113.19 m.p.h.—easy for the Count. **3 litres.**—(U.S.) 113.19 m.p.h.; (S.) 118.58 m.p.h. **5 litres.**—(U.S.) 118.58 m.p.h. **8 litres.**—(U.S.) 120.01 m.p.h.

All sounds very fast, does it not?

B42.

This is far too early to start talking about winners. The two Bugattis on paper seem to have a fairly easy task.

* * *

Which reminds me—as we go to press I hear that the final closing date for entries has been extended from to-morrow, September 3rd, until September 10th. This will give a few T.T. competitors a chance to make up their minds.

* * *

ANYONE watching the progress of The Light Car Club cannot help being struck by the enterprise which its energetic committee is displaying. Following the success of the Relay Race, the L.C.C. are now busy organizing a little affair called the Buxton-to-Buxton, which, as its name implies, is a trial of men and motorcars.

Entries close on September 6th and should be sent to Mr. C. F. Widmann, Parkhurst, Warren Road, Purley, Surrey—who will also supply copies of the supplementary regulations to anyone interested, whilst the clerk of the course is our old friend Andrew Fairtlough. The trial is open to nine other clubs, and already entries are coming in nicely.

So much for the he-men's part of the business; next comes the news that the L.C.C. is going to produce a monthly magazine, with K. F. H. Murrell as editor. I gather that the first issue will be published in September, and that the magazine will make a modest beginning with an attractive cover but a "duplicated inside."

Finally, the L.C.C. have arranged to rally at Shelsley to-morrow and afterwards to invade friend Innes at the White Hart Royal Hotel, Moreton-in-Marsh, for dinner, bed and breakfast. The week-end will be rounded up on Sunday by a competition starting from the Inn of Innes (tut, tut; a bad pun, but a true one), and finishing at Thame, Oxon.

* * *

RUMOUR hath it that two cars are awaiting in America for a European driver. He will choose one of them for the B.R.D.C. 500-Mile Race, 'tis said. One is a 1½-litre Duesenberg, and the other is a Duesenberg of 8 litres.

* * *

AFTER a great deal of discussion and outpouring of enthusiasm, the Junior Racing Drivers' Club has come into being, and the secretary is Sir Richard Powell, Bt. The membership is divided into racing and non-racing members, paying an annual subscription of five guineas and one guinea respectively.

The idea is to hire cars to members for racing, and no one who has driven in two pukka races can be a member.

Everything seems first rate and I wish the club every success in its endeavour to bring the greatest of all sports within the reach of men of average means.

But, said he, being pessimistic, I fear the club will find it a terribly expensive business.

* * *

SCHEMES are afoot to hold a race round the streets of Douglas, I.O.M., on the lines of the famous Monaco Grand Prix; the idea is to limit the race to cars under 1,500 c.c., using a four-mile lap. The R.A.C. has not yet pronounced its benediction.

CLUB ITEMS

FORTHCOMING EVENTS.

September 3rd.
Midland A.C. Shelsley Walsh Amateur Hill-climb.
Middlesex County A.C. Oakes Competition.
Wood Green and D. M.C. Week-end Camp at St. Osyth.
M.C.C. High-speed Trial at Brooklands.

September 4th.
West Middlesex Amateur M.C.C. River Trip.
Triumph M.C. Map-reading Contest.
London Eagle M.C. Run to St. Osyth.
Leicester and D. M.C. Run to Long-eaton.
Rochester, Chatham and D. M.C. Visit to Heston Aerodrome.

September 7th.
Eastbourne Concours d'Elegance.

September 10th.
B.A.R.C. Brooklands Meeting.
Kent and Sussex L.C.C. Speed Trials at Lowes.

September 17th
Brighton and Hove M.C. Speed Trials on Brighton Front.

September 18th.
The Light Car Club. Buxton-to-Buxton Trial.

September 24th.
B.R.D.C. 500-Mile Race.

B.R.D.C. 500-MILE RACE ENTRIES.

The second closing date of entries for the 500-Mile Race of the B.R.D.C. on September 24th has now passed. The entries are as follow:—

750 c.c.—D. G. Evans (M.G. Midget S.), D. N. Letts (M.G. Midget S.), E. R. Hall (M.G. Midget S.), N. Black (M.G. Midget), J. A. Palmes (M.G. Midget S.), Sir Herbert Austin (team of three supercharged Austins), S. W. B. Hailwood (M.G. Midget S.), J. R. Jeffress (M.G. Midget S.), G. G. L. Willis (Austin S.), V. S. Derrington and J. H. Raggett (Austin), R. T. Horton (M.G. Midget S.).

1,100 c.c.—W. Cuthbert (Riley), Capt. A. G. Miller (Riley), H. G. Dobbs (Riley), A. F. Ashby (Riley), C. G. M. Boote (Riley), F. W. Dixon (Riley), C. S. Dickson-Geertz (Salmson S.), V. Riley (Riley), R. S. Outlaw (Maserati S.), H. Widengren (Amilcar S.).

1½-Litre.—V. Riley (Riley), R. J. Munday (Thomas-Special), G. F. A. Manby-Colegrave (Aston-Martin).

2-Litre.—Count Czaykowski (Bugatti S.).

3-Litre.—Earl Howe (2.3-litre Bugatti S.), A. W. Fox (four "105" Talbots).

5-Litre.—D. Froy (Invicta). **8-Litre.**—Capt. W. Barnato (Bentley).

LEICESTER AND D. M.C.

Forthcoming events include a run to Long Eaton on September 4th, the Query Scramble on September 18th, and the Roadman Trial on September 25th. The half-yearly meeting will be held at the Old Horse Hotel on Monday, September 26th, at 8 p.m.

The first of a series of winter dances will take place on Tuesday, October 4th, and the annual dinner and dance—at which the guest of honour will be Kaye Don—will be held on Thursday, December 8th.

NEW MORGAN CLUB.

On Sunday, September 4th, there will be a social run to Littlestone-on-Sea, near New Romney, Kent. The party will meet at the beginning of the Eltham by-pass at 10 a.m.

MID-SURREY A.C.

The Mellano Cup for the best car performance in the recent London-Barnstaple Trial was won by W. B. Richardson; B. P. W. Twist was runner-up and was awarded a club tankard.

JUNIOR CAR CLUB.

A midnight mystery run will be held on Saturday, September 10th, for which the entry fee is 3s. per car, including refreshments for a crew of two. The start will be from the Brooklands Aero Club, where an impromptu dance will be held from 10 p.m. until 11.30 p.m., after which the run will start.

The finish will be at the Ace of Spades Club, on the Kingston by-pass, at 2 a.m., where supper will be available. Handsome prizes will be presented.

The Lynton Trial will take place on Saturday, October 1st, starting from Wilton, near Salisbury, at 10 a.m., and finishing at Lynton, where the Lee Abbey Hotel has been reserved for the club. There will be a dinner and dance in the evening and members will return to London on Sunday, October 2nd. The entry fee for cars up to 10 h.p. is 10s. 6d. and for larger machines 15s. 6d.

General secretary, Junior Car Club, Empire House, Thurloe Place, London, S.W.7.

BUGATTI OWNERS' CLUB.

A treasure hunt will be held on Sunday, September 11th, starting from Virginia Water at 11 a.m. The entry fee is 5s. 6d., which includes the necessary map. Full details are obtainable from the hon. secretary, Mr. E. L. Giles, 2, Queen Street, Mayfair, London, W.1.

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1st and 2nd

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AROUND THE TRADE

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—o-o—

Mr. J. K. Starley, M.I.A.E., F.I.M.T., who retired from the managing directorship of the Rover concern a few years ago, has now opened offices at 157, Gt. Portland St., London, W.1, as an insurance broker.

—o-o—

We are informed that more than 75 per cent. of the petrol refined in this country last year was produced by the proprietors of **Shell-Mex and B.P., Ltd.** This concern now has six refineries in different districts.

—o-o—

Andrew Page and Son, Ltd., 99, Albion Street, Leeds, inform us that they have taken over the entire stock of yellow polishing cloths of a British manufacturer and are able to offer them at very competitive prices. They will be pleased to give quotations to traders and factors.

—o-o—

A waterproof dressing for hoods, ground sheets, trunks and so on is being manufactured by **Messrs. J. R. Vickerman, 133, Lillie Road, Fulham, London, S.W.1.** Known as Vix, this dressing can be obtained in a wide variety of colours and is obtainable in various sized tins, a quart, for example, costing 5s. 6d., whilst smaller tins are available at 2s. and 3s. 6d.

—o-o—

Mr. A. Squillario, who is well known in competition circles, particularly for his successes with "hotted-up" £100 Morris Minors, has now set up in business on his own account at Zetland Street, Huddersfield. He specializes in tuning sports cars—particularly Wolseley Hornets, M.G.s and Morris Minors—and is equipped for carrying out repairs and overhauls to any make of car.

The two Frazer-Nash cars which competed in the recent International Alpine Trial without the loss of a single mark were fitted with **Exide** batteries.

—o-o—

The new system of street lighting recently introduced in Market Square, Bromley, was schemed by the borough engineer in collaboration with the street lighting engineers of the **General Electric Co., Ltd.**

—o-o—

The recent east-to-west Atlantic flight by Mr. Mollison in a light aeroplane fitted with **R.L.G.** plugs recalls the fact that the first plane to fly the Atlantic (in 1919) was also fitted with plugs of this make.

—o-o—

The winning Riley in the R.A.C. T.T. was entered by **Mr. Victor Riley** and not by Mr. D. C. McLachlan, as stated in our report last week. Mr. McLachlan was, of course, the spare driver.

—o-o—

The Retreat Service Station, Polhill, near Sevenoaks, Kent, has been acquired by Mr. F. C. Chapman. The agents concerned with the transaction were **Messrs. Goddard and Smith**, 70, Seymour Place, London, N.W.1. who specialize in motor industry business.

—o-o—

The latest motor catalogue published by **R. Cadisch and Sons** includes a number of very useful items. Amongst them are a double-ended cleaning brush for 2s., a paint-spraying plant for 45s., double-turn universal hose clips for 6s. a dozen, and anti-waste hose nozzles with rubber spouts for 9s. each. These accessories can be had from most dealers.

—o-o—

The new concern known as **Percy Lane, Ltd.**, which was recently established for the manufacture of windscreens and other body equipment by Mr. Percy Lane, forms a fine example of enterprise. A factory was taken over on July 1st and within six weeks production was in full swing, whilst contracts are now held for something like 90 per cent. of the concern's output for the next 12 months.

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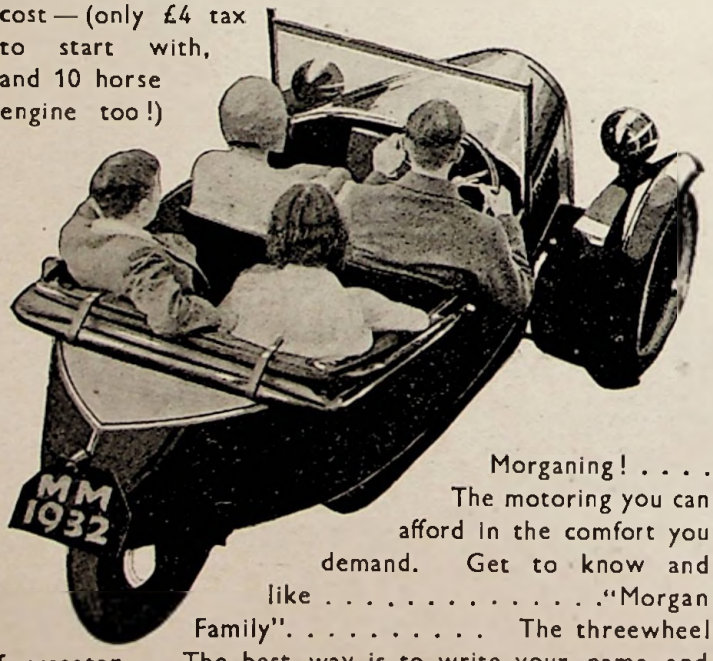

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1932 M.G. MIDGET, 2-seater, mileage 5,000, red. Several extras	£135	1930 M.G. MIDGET sports 2-seater, large sump, tuned engine	£89	1928 SINGER 8, tourer, sidescreens, good tyres. Taxed December	£48
1930 RILEY 9, Monaco saloon, sun roof, black and green. Taxed Dec.	£139	1928 RILEY 9, Monaco saloon, several extras, splendid chassis	£78	1927 AUSTIN 7, saloon, leather, Triplex, one owner, new Dunlops	£42
1932 STANDARD Big 9, coachbuilt saloon, sun roof, as brand new	£158	1931 MORRIS Minor, coachbuilt saloon, sun roof, as new	£79	1930 MORRIS Minor, coachbuilt saloon, sun roof. Taxed December	£69
1931 M.G. MIDGET, sports 2-seater, small mileage. Taxed December	£110	1932 MORRIS Minor, s.v., 2-seater, latest improvements, green	£87	1928 M.G. Midget, sports 2-seater, good tyres, tuned engine. Taxed	£79
1930 RILEY 9, Biarritz saloon, sun roof. Taxed December	£145	1930 ROVER 10, saloon, sunshine roof, good tyres, black and red	£89	1929 TRIUMPH Super 7, de luxe tourer black and red, wire wheels, smart	£49
1931 STANDARD Big 9, saloon, leather, good tyres, really smart car	£105	1931 SINGER 8, coachbuilt saloon, sun roof, black and cream	£88	1930 AUSTIN 7, 2-seater, wide body, good tyres. Taxed. Blue	£65
1931 AUSTIN 7, Ulster sports 2-str., black and green, tuned engine	£115	1930 TRIUMPH Super 7, saloon de luxe, leather, brown. Choice two	£69	1928 HUMBER 9, de luxe tourer, leather, one owner, new condition	£62
1930 SWIFT 10, saloon, sunshine roof, black. Taxed December	£89	1929 ROVER 10, special semi-sports 2-seater, blue and cream. Tax. Dec.	£58	1928 AUSTIN 7, tourer, full equipment, very clean car. Taxed Dec.	£42
1930 STANDARD 9, Teignmouth saloon, sun roof, very smart car	£89	1928 SINGER 8, coachbuilt saloon, good tyres, very nice condition	£45	1930 MORRIS Minor, fabric saloon, good tyres. Triplex, Brown	£55

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1931 model Singer 4-door Coachbuilt Saloon, fitted with a sliding roof, magnificently equipped, taxed, paid December, at Highbury Depot for £79

appeal to you?

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STANDARD "Big Nine," 1931, 6-light Sunshine 4-door Saloon, fullest equipment, adjustable bucket seats, chromium finish, beautifully kept, excellent tyres, undoubtedly a fine car, year's tax. (Paddington) £110

ROVER, 1931, 10/25 h.p., Sports 4-seater Coupe, sliding roof, superbly equipped, wire wheels, safety glass, chromium plated, black finish, red leather upholstery, tax paid, absolutely like new. Just make a call and view this perfect motor car. (Paddington) £110

SINGER JUNIOR, 1932, 4-door Coachbuilt Saloon, sunshine roof, fullest equipment, all chromium fittings, 2-tone blue finish. See this car to appreciate the beautiful condition and value offered. (Paddington) £108

AUSTIN, 1930, 7 h.p., Gordon-England Sports 2-seater, full floating dash, leather upholstery, electric screen wiper, very attractive and fast little sports bus. (Paddington) £62

AUSTIN, 1930, 7 h.p., Sunshine Saloon, fullest equipment, well kept in every respect, good tyres, tax paid, leather upholstery, smartly finished black body and cream wheels. (Paddington) £62

MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, full dash, Triplex Glass, chromium plating, superb little car, genuine snip, taxed to December. Why not see this one? (Paddington) £59

AUSTIN, 1929, 7 h.p., Mulliner Saloon, nicely fitted interior, good condition and appearance, genuine KIRK bargain. (Paddington) £45

ROVER, 1928, 10/25 h.p., Sports 4-seater, F.W.B.'s, wire wheels, bucket seats front and rear, pneumatic leather upholstery, spring steering, "V" single piece windscreen, a really attractive car with sparkling appearance. (Highbury) £44

SINGER "Porlock," Sports 2-seater, fully equipped, wire wheels, original finish green and grey, exceptionally fast, carefully used, one owner. (Highbury) £42

LEA-FRANCIS, 1926/27 12 h.p. "Meadow" 4-seater, 4-door Tourer, F.W.B.'s, full dash, clock, speedometer, in really excellent condition throughout, attractive, finished blue and grey. (Highbury) £26

SINGER JUNIOR, 1927, 8 h.p., 4-seater Tourer, rigid all-weather equipment, full dash, electric screen wiper, good tyres, very smart appearance, tax paid. (Paddington) 23

STANDARD, 1926, 11·4 h.p., De Luxe 4-door Tourer, leather upholstery, rigid all-weather equipment, clock, speedometer, ready to drive away tax paid. (Paddington) £12

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'Phone: North 4784.

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B47

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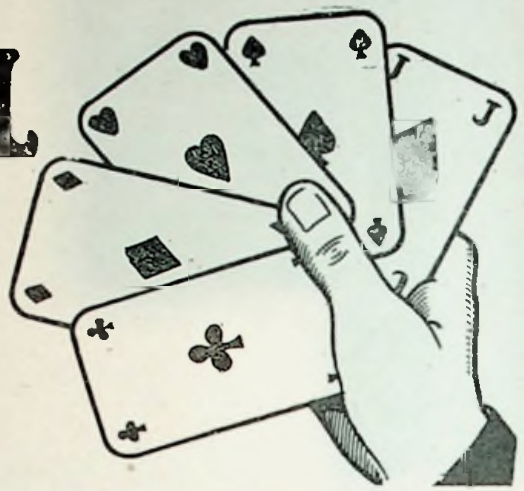

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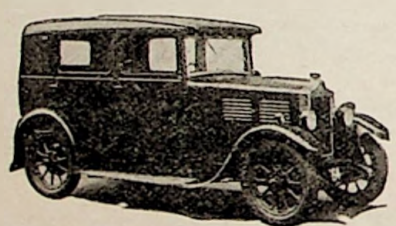
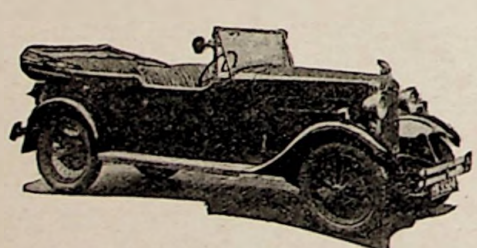


STANDARD Little "9," 1930, Saloon, almost as new **£89**



ROVER 10/25, 1929/30, Special Sports, £30 worth extras, very attractive **£79**

THIS WEEK'S STOCK INCLUDES:—

TWO-SEATERS.

79 Pounds. **AUSTIN 7**, 1930-31, special Mulliner sunshine Coupe, £20 worth of extras, unmarked. Choice 5 others.

69 Pounds. **AUSTIN 7**, 1931, Sports 2-seater, beautifully kept, fullest equipment, excellent tyres. Choice 2 others.

49 Pounds. **ALVIS 12/50**, 1926, super Sports, all aluminium streamline body, outside exhaust, f.w.b., amazingly fast.

79 Pounds. **ARMSTRONG SIDDELEY**, 1929-30, light "6" (Tax £12), de Luxe 2/3-seater, sunk dky., beautifully appointed. Choice 2 others.

99 Pounds. **FIAT 10**, 1931, de Luxe 2-seater, ribbon radiator, very small mileage, one owner, 4-speed.

89 Pounds. **HUMBER 9/28**, 1929, de Luxe 2-seater, original condition throughout, high radiator model, really tip top. Choice 2 others.

39 Pounds. **JOWETT 7**, 1929, 2-seater, small mileage, excellent tyres, Taxed, fullest equipment. Choice 3 others.

89 Pounds. **LEA-FRANCIS**, 1929, D.H. Coupe, bodywork and equipment really excellent, good tyres, wire wheels. Choice 4 others.

69 Pounds. **LEA-FRANCIS**, 1928, 12 h.p. wide track 2/3-seater, sunk dky., 4 new tyres, superb throughout, excellent equipment.

69 Pounds. **MORRIS**, 1931, S.V. 2-seater, mileage only 9,000, all extras. Choice 2 others.

69 Pounds. **ROVER 10/25**, 1929, Sports 2-seater, dual cellulose finish, wire wheels, excellent tyres, recently completely overhauled.

95 Pounds. **RILEY 9**, 1929, Sports 2-seater, wire wheels, silent third, beautifully kept, all extras. Choice 6 others.

49 Pounds. **SINGER 8**, 1929, Porlock Sports 2-seater, particularly attractive, recently overhauled, all extras, 3 new tyres.

69 Pounds. **SALMSON**, 1929, special Sports 2-seater, flared guards, 3 tyres as new, original condition throughout.

95 Pounds. **SWIFT 10**, 1931, D.H. Coupe, all extras and equipment, wire wheels, rear tank, one owner.

79 Pounds. **TRIUMPH Super 7**, 1930, Coupe, hydraulic brakes, excellent tyres, bodywork and equipment excellent.

TOURERS AND SALOONS.

59 Pounds. **AUSTIN 7**, 1930, coachbuilt Weymann Saloon, very small mileage, one owner, particularly well kept. Choice 7 others.

89 Pounds. **AUSTIN 7**, 1932, Tourer, negligible mileage, full standard equipment, almost as new throughout.

59 Pounds. **AUSTIN 7**, 1930-31, Tourer, very well kept, chromium fittings, many extras. Choice 4 others.

79 Pounds. **ALVIS**, 12/50, 1927, sports Tourer, interior and bodywork tip-top, 4-speed, particularly well kept. Choice 2 others.

79 Pounds. **ALVIS**, 12/50, 1927-8, 4-door coachbuilt dome back Saloon, well shod, beautifully appointed interior.

59 Pounds. **AMILCAR**, 9 h.p., 1928 low built sports 4-door Saloon, wire wheels, fast and attractive.

79 Pounds. **FIAT 9**, 1929/30, 4-door fabric Saloon, bodywork and interior almost unmarked, one owner, many extras.

99 Pounds. **FIAT 9**, 1930 model, Swallow sports Saloon, ultra low build, dual finish, particularly attractive, cost £300.

69 Pounds. **HUMBER 9/28**, 1928, 4-door fabric Saloon, f.w.b., all extras and equipment, well kept, fully equipped.

59 Pounds. **JOWETT 7**, 1929, Saloon, fullest equipment, excellent tyres, well kept. Choice 4 others.

99 Pounds. **LEA FRANCIS**, 1929, 12/40 sportsman's coupe, excellent throughout, 4-speed, specially tuned. Choice 3 others.

69 Pounds. **LEA FRANCIS**, 1928, sports Tourer, 12/40, wire wheels, low built model, ideal sports.

79 Pounds. **MORRIS Minor**, 1931, coachbuilt sunshine Saloon, beautifully kept, spare unused, fully equipped. Choice 3 others.

79 Pounds. **ROVER**, 10/25, 1929, special sportsman's Coupe, sunshine roof, all extras and equipment, tip-top throughout.

99 Pounds. **SWIFT 10**, 1930, fabric Saloon, ribbon radiator, 4-speed, very small mileage, one owner. Choice 5 others.

99 Pounds. **STANDARD 9**, 1930, special sportsman's Coupe, trunk, chromium fittings, sunshine roof, hide interior.

89 Pounds. **STANDARD Little 9**, 1930, sunshine Saloon, (illustrated), tip-top throughout, fullest equipment, excellent tyres. Choice 4 others.

59 Pounds. **SINGER 8**, 1930, 4-door coachbuilt Tourer, bodywork and equipment almost as new, one owner. Choice 6 others.

59 Pounds. **TRIUMPH Super 7**, 1929, Tourer, particularly well kept, hydraulic brakes, all extras. Choice 4 others.

ETC., ETC. List of 200 others post free—all cars open to A.A. or R.A.C. examination willingly.

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

Make of Car or Motorcycle—	*Date of Manufacture*—	*Type of Model*—	*No. of Cyls.*— *If Starter*—
Type of Body (or S/c.)—	*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

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

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LIGHT CARS, CYCLECARS and ACCESSORIES FOR SALE

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

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Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers is outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. 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.

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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 ½ per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

WARNING.—Acknowledgements 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 **by 6 p.m. Monday** 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 must be forwarded in sufficient time to allow of them being submitted and returned.

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

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

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Inland Telegrams: "Pressimus, Holb., London."
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Telephone: Clerkenwell 6000 (Private Exchange).

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.J.S. 1931 9hp saloon, very attractive, amazing value, £85. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 30-427

ALVIS 1927 12-50 super-sports 2-seater, pointed tail, taxed, £80, low deposit, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 30-118

ALVIS Brooklands sports 4-seater, 70 m.p.h., 12-50, o.h.v., numerous extras, overhauled and specially tuned, absolutely 100% condition, £32 10s.; choice of two. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 30-407

ALVIS 1925 4-door coachbuilt saloon, balloon tyres, f.w.b., exceptional car, £40; also a 1924 model, smart, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-160

ALVIS 1928 12-50 super-sports 2-seater, black and red, taxed, exceptionally fast, £115. Leeds and Oxley, 1a Maida Hill West, W.2. Paddington 3845. 30-200

ALVISES. All under £100. See page 22. 30-374

AMILCAR 75 m.p.h. Grand Sports streamlined 2-seater, overhauled, repainted, 100% condition throughout, guaranteed, £35; exchanges. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 30-468

AMILCAR genuine 1929 underslung 2-seater sports, recellulosed blue, 4 new tyres, 4-speed box and powerful ribbed brakes, 2 doors and other refinements, extremely fast and fully guaranteed, taxed and insured, 75 guineas. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 30-535

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—

£49!!! Amilcar 9hp sports 4-door 1928 saloon, chromium plating throughout, oversize tyres, wire wheels, spring steering wheel, 35 m.p.g., 60 m.p.h.!! Wonderful condition. Below.

£39!!! Amilcar 9hp super-sports long-tail streamlined 2-seater, recellulosed red, f.w.b., wire wheels, good tyres, aero screens, cycle-type wings, etc., nearly 70 m.p.h.!!! Below.

£36!!! Amilcar special 7.5hp super-sports 2-3-seater, taxed, pale blue, 5 new tyres, f.w.b., wire wheels, red leather upholstery, etc., very fast. Below.

£17!!! Amilcar 9hp super-sports, choice 2, one taxed, require slight adjustment, etc. Written guarantees; exchanges, deferred. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 30-124

AMILCARS. All under £100., See page 22. 30-375

ARMSTRONG SIDDELEY 1929 12-6-cylinder saloon, splendid order, leather upholstery, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-173

ARMSTRONG SIDDELEY 1930 12-6-cylinder coachbuilt saloon, £99; also a Weymann model, like new, £80. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-165

ARMSTRONG SIDDELEY. F. G. Smith (Motors), Ltd. 12-6 1929 saloon, colour green, exceptionally nice condition throughout, £75. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-454

ARMSTRONG SIDDELEY. F.O.C.H., Ltd., 1929 (July) 12hp 6-cylinder 4-door saloon, blue, f.w.b., leather upholstery, excellent tyres, Triplex screen, superb condition throughout, year's tax, 59 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 30-88

ASTON MARTIN 1932 sports saloon, practically new, bargain. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 30-398

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

AUSTIN, 1931 model coachbuilt saloon, excellent condition, any trial, tax paid to end of year, £75; 1930 saloons, coachbuilt, from £55. Cars supplied on repurchase basis on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 Sundays. zzz-47

AUSTIN 7 Swallow saloon, 1930, very nice condition, thoroughly recommended, hire-purchase, exchanges; £72 10s. Taylors. Below.

AUSTIN 7 fabric saloon, one owner, thoroughly overhauled, choice of 2, from £59. Taylors, 135 London Rd., Kingston. 1265. zzz-183

AUSTIN 7 1928 coachbuilt saloon, finished maroon cellulosed, excellent condition, £38, best possible deferred. The Service Co., 273 High Holborn. Holborn 0666. 30-186

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The latest time for receipt of paragraph advertisements will in future be

6 p.m. Monday

for the following Friday's issue.

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 7, £39 10s. 1929 chummy, fully guaranteed and in excellent order; another, £44 10s. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 30-197

AUSTIN 7, £26 10s. 1927 chummy, fully equipped, excellent condition throughout. Below.

AUSTIN 7, £42 10s. 1928 Cup 2-seater, several extras, bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 30-195

AUSTIN, 1930, 7hp Gordon England sports 2-seater, full floating dash, leather upholstery, electric screen wiper, very attractive, fast little sports bus, finished black and red, £58 10s. Kirk. Below.

1930 7hp sunshine saloon, fullest equipment, well kept in every respect, good tyres, tax paid, leather upholstery, smartly finished, black body and cream wheels, £62 10s. Kirk. Below.

1929 7hp Mulliner saloon, nicely fitted interior, good condition and appearance, genuine Kirk bargain, £45; 100 other cars. "Three-Months'-Written-Guarantee." Exchanges, terms. Kirk and Co., 22, 49 Praed St., W.2 (Paddington 6049). Close 8 p.m. week-days, Sundays 10 a.m. to 1 p.m. 30-158

AUSTIN 7, £26!!! 1928 chummy. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-180

AUSTIN 7, Mulliner sports coupe, sun roof, 1930-31, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-181

AUSTIN 7, 1931 saloon, small mileage, sun roof, black and red, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 30-169

AUSTIN 7, 1926 chummy, taxed, good hood, 19 guineas. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 30-182

AUSTINS. All under £100. See page 22. 30-376

AUSTIN 7. Broadway Motors offer 1931 Swallow saloon, bumpers, hardly used, 100 guineas; choice of 6 from £65.

1929 Austin 7 Swallow saloon, excellent condition, £62; choice of 2.

1930 Austin 7 K.C. special sports 2-seater, Alta head, Solex carburetter, very fast, £82 10s. Many others from £25.

1931 Austin 7 coachbuilt saloon, indistinguishable from new, taxed year, £77 10s.; choice of 8 from £35; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 30-551

AUSTIN 7, late 1929 Boyd Carpenter special sports 2-seater, in exceptionally smart and sound condition, fully equipped, £65, or exchange Morgan or motorcycle. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 30-525

AUSTIN 7. McCarthys Motors (1925), Ltd., Bargains:—

1931 7hp coachbuilt saloon, perfect condition, £75.

1931 7hp sunshine coachbuilt saloon, new condition, £80.

1930 Austin 7 tourer, one owner, very clean, £60.

Part exchange and deferred terms arranged.

McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766 30-563

AUSTIN 7, 1929, chummy, full equipment, splendid condition, taxed full January, insured, £42; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 30-569

AUSTIN. Palmers of Twickenham. 1926 saloon, bumpers, etc., £22; 1926 chummy, insured, £22; 1928 saloon, coachbuilt, £32; 1930 Austin Avon sports, £55. Many others in stock; exchanges or deferred. Palmers, 53 York St., Twickenham. 'Phone 1454. 30-580

AUSTIN 7, 1931 Swallow coachbuilt saloon, two-colour finish, chromium plating, bumpers, positively as brand new, £105; exchanges deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515-6. 30-584

AUSTIN 7 saloon, 1930, coachbuilt, tax paid, £60. Choice of six others from £38. Exchanges, terms. Whitby's, 7 The Vale, Acton, W.3. 'Phone, Shepherd's Bush 1513. 30-587

AUSTIN 7, 1931 Swallow saloon, small mileage, excellent condition, £99.

1931 Austin 7 chummy, taxed, nice condition, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 30-489

AUSTIN 7. Lane Motors 1928 2-seater, cup model sports, 39 gns. 208 West End Lane, Hampstead. Open Sunday mornings. 30-501

AUSTIN 7. Brooklands Motor Co. offers:—1930 supercharged 2-seater, very small mileage, £125. Written guarantee; exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 3143-4. 30-493

AUSTIN 7. Here's the cheapest 1931 model saloon ever advertised, brown fabric, upholstered pneumatic leather, taxed year, bargain at £63. Park 0210. Prim's Motors, 2 Codrington Mews, Blenheim Crescent, London, W.11. 30-491

AUSTIN 7, 1928, very good mechanical condition right throughout, taxed year, tyres good, £27 10s.; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 30-524

AUSTIN 7. W. J. C. Motors!!! Several saloons, tourers, etc. at low prices. Send for particulars. W. J. C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. 30-595

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

AUSTIN 7, 1929, saloon, £50. G. L. M. Motors, 18 Worple Rd., Wimbledon. Telephone 6026. 30-561

AUSTIN 7s. Maxey Motors Ltd. is the firm for these wonderful little cars.

Call and see them, or we will gladly send them to you.

AUSTIN 7, 1931, coachbuilt saloon, in fine order inside and out, £77 10s.

AUSTIN 7, 1927, Cup model, very fast, £35.

AUSTIN 7, 1928, van, painted, ready for hard work, very sound, £34.

AUSTIN 7 Cup models always in stock at the lowest prices.

AUSTIN 7, 1928, late chummy, one owner, chauffeur kept, £37 10s. Generous allowances made for any make of car or motorcycle. Deferred terms.

Maxey Motors, Ltd., 70 High St., Tally Ho! Corner, North Finchley. Open on Sunday mornings. Hillside 3366. 30-559

AUSTIN 7, 1931, coachbuilt sunshine saloon, taxed year, fully equipped, safety glass, etc., £85. Chantry Motors Ltd., 30, Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 30-557

AUSTIN 7, £30. 1928 Cup model, exceptionally good; choice of another; exchanges, terms. Maynards, 241a High Rd., Wood Green. 30-549

AUSTIN 7, 1930, Wydor saloon, taxed, one owner, very carefully maintained, £60. Paul and Co., 51 The Mall, W.5. Ealing 4655. 30-543

AUSTIN 7, 1928, saloon, brown, £35. Sydney Hall, Catherine St., St. Albans. Telephone 636. 30-539

AUSTIN 7, 1928, fabric saloon, nice condition, mechanically excellent, £35; Austin 7, 1928, chummies, several good cars from £35. Frentzels, 319 Edgware Rd. 'Phone, Paddington 5129. 30-537

AUSTIN 7, 1927, tourer, taxed and insured for year, very carefully used, £27 10s. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 30-534

AUSTIN 7 tourers and saloons, £30 to £75. Ready to drive away; taxed, insured and guaranteed 3 months; 100 popular makes in stock; from £10 to £65.

Exchanges and simplest hire-purchase; neither references no securities required; drive away same day.

Example:—Austin 7, taxed, insured and guaranteed. £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-70

AUSTIN 1930 "7" Stadium Sports 2-seater. Blue-silver, £70. Steele Griffiths, 89 Great Portland St., W.1. Langham 1601 30-85

AUSTIN 7, 1931½, A.E.W. Sports 2-seater, as brand new. £85.

AUSTIN 7, 1928, tourer, exceptional condition, 28 guineas. Exchanges. Bedford Garage, Alexandra Park. 30-616

AUSTIN 7. Rennos. 1928 Mulliner saloon, starting, spare wheel, l.w.b., speedometer, repainted black, red wheels, extremely smart, 45 guineas, £7 10s. down, 47s. 2d. monthly. 232-3-4 Upper St., Islington, N.1. Near Tubes. 'Phone, North 4467-8. 30-613

AUSTIN. F.O.C.H., Ltd., 1931 (July), Swallow coachbuilt saloon, blue and primrose, l.w.b., extras, magnificent condition, extremely smart, taxed, 82 guineas. Below.

F.O.C.H., 1928, Gordon England "Cup" 2-seater, twin-exhaust system, remarkably good engine, good tyres, excellent condition throughout, taxed, 36 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 30-90

AUSTIN 7, genuine Brooklands model, streamlined 2-seater, kept in really beautiful condition, 5 nearly new tyres, cycle type wings, over 50 in 2nd gear, bargain for Austin enthusiast, taxed, £45. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 30-419

AUSTIN 7, Cup, 1928, 2-seater, taxed December, good appearance and condition, £39. Below.

AUSTIN 7 1929 Stadium sports 2-seater, taxed December, splendid appearance and condition, chromium plated, spot light, £52. Below.

AUSTIN 7 1928 tourer, excellent condition, £30; exchanges, terms. Norrington, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-132

AUSTIN 7 1930 Wydor sunshine fabric saloon, black, exceptional car, £59 10s.

AUSTIN 7 1931 coachbuilt sunshine saloon, maroon, taxed, one owner, carefully used, £69 10s. Harry Nash, 348 King St., Hammersmith. 30-392

AUSTIN, 1930 special Ulster T.T. replica. 75 m.p.h., sports 2-seater, 79 guineas. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 30-415

AUSTIN 7 sports 2-seater, 1928, £24 cash. 645 Garratt Lane, Earlsfield, S.W.17. 30-144

AUSTIN 7 late 1931 coachbuilt sunshine saloon; this car is only slightly soiled and practically as good as new in every detail. £78, including year's tax; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 30-146

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, 1929 4-seater tourer, good condition, £38.

AUSTIN 7, 1928 4-seater tourer, good condition, £32.

AUSTIN 7, 1928, 4-seater tourer, good condition, £30. Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 30-130

AUSTIN 7, brand-new shop-soiled unregistered Swallow coachbuilt saloon, black and cream, sunshine roof, list price £170, our price £135. Rose and Young, 97 Streatham Hill, S.W.2. Telephone, Streatham 9520. 30-129

AUSTIN 7. J. K. Greenwood and Co., Ltd., offer:—
£29 10s.!!! Austin 7 Gordon England Cup model sports 1927 2-seater, taxed, wire wheels, l.w.b., etc., excellent condition throughout, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 30-122

AUSTIN 7 1931 fabric saloon, exceptional order throughout, taxed, £70; low deposit; exchanges. Page, 199b Upper Richmond Rd., Putney 7671. 30-116

AUSTIN 7 Gordon England Cup model, fast, sporty, decarbonized, new hood, chromium windscreen, Triplex, perfect bargain, trial any time, £55; cash offers. Lawson. 'Phone, Macaulay 2024. 30-k33

AUSTIN 7 tourer, 1927, excellent order, good tyres, taxed, insured, £24. 37 Fairholme Rd., Harrow. 30-k32

AUSTIN 7, 1929, Cup body, new tyres, overhauled, repainted, red and cream, tax insured, any trial, £37 10s. "West Lynn," Chalvington, Hellingly, Sussex. 30-k31

AUSTIN 7s. Ambassador Motors offer:—

1928 chummy, new tyres and hood, £30.

1927 C.B. saloon, primrose and black, £35.

1927 G.E. Cup model, very fast, £35.

Call and see these excellent cars, or we will gladly send them to you.

Ambassador Motors, 1013b Finchley Rd. (one minute), Golders Green Station. 30-391

AUSTIN 7, 1927, new tyres and battery, many extras, excellent condition, taxed, £35. E. G. Coombes, Alexandra Garage, Starcross, near Exeter. 30-k8

AUSTIN 7 tourer, 1928, excellent condition, £30, taxed September, insured May. Bird, 142 Grange Rd., S.E.1. 30-j667

AUSTIN 7, £21, 1926 chummy; excellent condition. C. W. Gidding, 4 Hereford St., Marylebone. 30-j839

AUSTIN 7. Bottini, back of 241 Maida Vale, W.9. 1928 Cup 2-seater, very smart, many extras, taxed, insured, £32 10s.; 1928 saloon, taxed, £22; several Austin 7s, £18-£30. 30-414

AUSTIN 7 1932 sun saloon de luxe, dark blue leather upholstery, unused and unregistered, full guarantee, £105. Below.

1932 sunshine saloon de luxe, dark blue, mileage 3,000, long chassis, quite as new, taxed year, insurance included, £108. Below.

1932 coachbuilt saloon, fixed, blue leather upholstery, very clean, taxed September, £87. Below

1931 4-seater, opal blue, very sound mechanically, attractive throughout, taxed, £70. Below.

1931 coachbuilt sunshine saloon, blue leather upholstery, carefully used, one owner, £75. Below.

1930 saloon de luxe, Triplex, leather upholstery, beautifully kept, guaranteed, extras, £60. Below.

1929 wide-door saloon, new April, black-red, good tyres, very attractive, taxed, £48. Below.

1929 4-seater, dark blue, good tyres, stop mats, dash lamp, A1 lot, taxed year, £45. Below.

1928 (July) 4-seater, maroon, one owner throughout, good tyres, coachwork perfect, taxed, insurance included, £38. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evening 7, Saturday 5, Sunday 10-1. 30-101

AUSTIN 7 1929 chummy, repainted, £35; also 1925 chummy, taxed, £17 10s. A.Z. Motors, 180 West End Lane. Hampstead 0523. 30-421

AUSTIN Swallow coupe, 1931, taxed and insured, excellent condition, bumpers, green and dark green, owner going abroad. £80. Crouch, Strand House, Walmer, Kent. 30-j838

AUSTINS. Nownhams always have an excellent selection of Austins available. New examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1931 7hp de luxe sliding roof saloon, exceptionally good order, £72.

1929 7hp Wydor saloon, blue, particularly nice condition, £38.

1928 7hp coachbuilt saloon, maroon, special clearance offer, £29.

Newnham House, 237, Hammersmith Rd., London, W.6. Riv: 4646. 30-428

AUSTIN 7, 26 guineas!! 1927 Austin sports 2-seater, good lighting and starting, nice appearance and condition; exchanges, terms. Comerfords, Portsmouth Rd., Thames Ditton. 30-426

AUSTIN 12-6. F. G. Smith (Motors), Ltd. 1931 12-6 coachbuilt saloons, beautiful condition, choice of two, £145. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-456

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

AUSTIN 7. £3 deposit, 35 guineas cash; 1928 model. Gordon England Cup, very good condition, taxed; exchanges. Rowland Smith. Below.

AUSTIN 7. £6 deposit. 65 guineas cash; late 1931 chummy, very carefully used, practically new, year's tax; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. 30-446

AUSTINS. F. G. Smith (Motors) Ltd., for Smith-conditioned cars. Austin 7s: 1931 saloons from £85; 1930 saloons from £70; 1929 saloons from £55; 1927 tourers from £30; 1929 tourers from £50; one Austin Swallow, in good condition, price £80. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-455

AUSTIN 7, 4-seater, 1928, in excellent condition, £28; another, £22. 34a Hereford Rd., Westbourne Grove, W.2. 30-464

AUSTIN 7s. Earls for bargains.

AUSTIN 7, 1929 Stadium 2-seater sports, blue and silver, £45.

AUSTIN 7, 1929 Wydor saloon, black fabric, taxed December, £46.

AUSTIN 7, 1927 tourer, taxed December, bargain, £24.

AUSTIN 7, 1927 G.E. Cup model, new hood, good tyres, taxed, £25.

AUSTIN 7s. Earls, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 30-465

AUSTIN 7. Naylor and Root, Ltd.

1931 coachbuilt saloon, sun roof, £75.

1930 Stadium sports 2-seater, £55.

1930 coachbuilt saloon, very smart, £62.

1930 Wydor saloon, new tyres, black and red, £59.

1930 Avon Special sports 2-seater, £59.

1930 tourer, full equipment, blue, £55.

1929 Stadium sports 2-seater, extras, £49.

1928 tourer, very clean, taxed December, £42.

1928 Cup sports 2-seater, choice two, £39.

1928 tourer, £36; 1927 models from £29.

1931 Ulster Special sports 2-seater, specially tuned engine, most attractive appearance, black and green, chromium, etc., £115.

Generous exchange allowances; deferred terms over 12 or 18 months; 3 months' written guarantee.

Naylor and Root, Austin Specialists, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open, 9 to 8; Sundays, 10 to 1. 30-471

AUSTIN 1928 Gordon Cup model, black and cream, in perfect condition, any trial, taxed and insured, price £48. 90 Richmond Rd., Dalston, E.8. 31-k90

AUSTIN 7 1928 sports, special job, many extras, fast, £42 10s., or offer. 'Phone, Whitehall 6064 before 5 o'clock. 30-k75

AUSTIN 7, £30, or exchange 1928 chummy, perfect mechanical condition, smart, taxed, fully equipped. 181 The Grove, Goldhawk Rd., Shepherd's Bush 2230. 30-519

AUSTIN 7s. "There's no place like Holmes." It will pay you to inspect our present stock of exceptionally nice clean second-hand cars. 1929 Swallow saloon, black and cream, fine condition, a bargain, £59 or £18 deposit, including 12 months' insurance; 1929 saloon, £48 or £15 deposit, including insurance; 1928 tourer, £36 or £12 deposit, including insurance; 1926 tourer, £27, or £10 deposit, including insurance; also a 1928 van, a bargain, £40; exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414. 30-517

B.S.A. Hackford Motors, the B.S.A. 3-wheeler specialists. Eighteen months to pay, good prices in part exchange; trade supplied. Write for catalogue. Below.

Hackford chromium luggage carrier, sports 32s. 6d.; de luxe and family, 29s. 6d. Below.

Hackford's for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.

Hackford Motors, Ltd., 182 Acre Lane, Brixton. 'Phone 3062. zzz-85

B.S.A., 1932 (February), 3-wheeler, black-red; mileage 7,000. Quite perfect, taxed December, £82. Smith and Hunter, 407 Edgware Rd. 30-102

B.S.A., 1932, 8hp 2-seater fabric body, black with red wheels, as new, £75. Beechings, Ltd., Farnborough, Hants. Telephone 279. 30-405

B.S.A., 1931, sports, small mileage, new tyres, taxed year, as brand new, £75. A.Z. Motors 180, West End Lane. Hampstead 0523. 30-422

B.S.A. £8 deposit, 79 guineas cash, late 1931 3-wheeler family 4-seater, one owner, small mileage, practically new, year's tax. List free; exchanges. All weekdays, including Saturdays, 9-9. Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. 'Phone Hampstead 6041-6. 30-449

B.S.A., 1932, 4-wheeler, as new, any trial, 85 guineas. Elto Motors, Garratt Lane, Tooting Broadway. Wimbledon 2925. 30-453

B.S.A. Carlton Garage for B.S.A. 3-wheelers.

1930 black fabric, good tyres, taxed year, 59 guineas.

1931 sports, taxed year, new tyres, 69 guineas. Carlton Vale, Maida Vale. Open Sunday mornings. 30-508

"MOTOR REPAIR MANUAL." For the Owner Driver and Amateur Mechanic.
2s. 6d. net. 2s. 9d. post free. B51

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

B.S.A. 3-wheelers.

Naylor and Root, Ltd., B.S.A. Specialists.

1932 Special Sports, coachbuilt body, black and red, mileage 4,000, positively indistinguishable from brand new, £95.

1932 Special Sports, coachbuilt body, black and green, one owner, spare unused, beautiful condition, taxed, £89.

1931 Family 2-4 2-seater, black and red, sidescreens, good spare, tyres excellent, mechanically sound, taxed, £72.

1931 De Luxe, choice two, good tyres, black and red, sidescreens, small mileage, taxed, from £69.

1931 Sports, chromium lamps, shock absorbers, Blue Star engine, black and red, spare unused, mileage 8,000, taxed, £79.

Generous allowances. Deferred terms over 18 months. Three months' written guarantee. List on request.

Provincial customers unable to call, please write, requesting our representative to bring one for trial and inspection. There is no obligation whatever.

Naylor and Root, Ltd., 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. Open 9 to 8 (Wednesday 1 p.m. or by appointment), Sundays, 10 a.m. to 1 p.m. 30-472

B.S.A. Renno's. 1931 sports 3-wheeler, lighting, starting, V windscreen, sidescreen, detachable hood, pneumatic upholstery, taxed, direction indicator, windscreen wiper, beautiful turn-out, 69 guineas. £12 down £3 8s. 7d. monthly. 232-3-4 Upper St., Islington. Near Tube. 'Phone North 4467-8. 30-615

BUGATTI. J. K. Greenwood and Co., Ltd., offer:—
£32 10s.!!! Bugatti 11.9hp, modified Brescie; choice of two. One fitted with late type long tail body this year, taxed, wire wheels, cycle wings, 4-speeds, etc., etc. Really fast jobs; written guarantee; exchanges deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 30-123

CITROEN, £18. 1927 12-24hp 4-door coachbuilt saloon, f.w.b., 8 lamps, taxed, splendid condition; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 30-k44

CITROEN, 1925, cloverleaf, balloons good, new hood, engine, lighting, starting, perfect, taxed, insured, £10. 174 Shetty Rd., Enfield Town. 30-k43

CITROEN, cloverleaf 7, recellulosed maroon, rebored, brake lined this month (receipts shown), good tyres, taxed, insured, £16 16s. 'Phone, New Cross 1523 mornings. 30-k34

CITROEN, 59 guineas. 1931 12.8hp drop-head coupe, finished red and black, perfect. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176, 8177. 30-590

CITROEN, clover-leaf, 1925, 7.5hp, thoroughly overhauled, good tyres, would exchange Morgan or good combination. Southgate, Tyacks Hotel, Camborne, Cornwall. 30-k118

CLYNOS, tourers and saloons, £10 to £30, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example:—Clyno, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-71

CLYNO, 1927 11hp coachbuilt saloon, sacrifice, £14. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 30-429

COOPER Special, redesigned and specially built in 1931, 1,100 c.c. supercharged 4-cylinder engine, 4-speed close-ratio gearbox, inter-connected f.w.b., wonderful acceleration, genuine 90 m.p.h. car, complete equipment, £85. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 30-416

E.H.P., £3 deposit, 25 guineas cash, 1927 11hp o.h.v., sportsman's coupe, f.w.b., wire wheels, close-up wings, rear trunk, exceptional condition, taxed; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. 30-452

FIAT, 10-15hp tourer, 1925-6, f.w.b., excellent tyres, wonderful condition throughout, taxed, bargain, £18. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 30-601

FIAT 8, £25. 1928 2-seater, perfect mechanical, very smart, taxed, fully equipped; also 1926 4-seater, £18. 181 The Grove, Goldhawk Rd., Shepherd's Bush. 2230. 30-518

FIAT 9, 1928 4-seater, complete overhaul, taxed, £25. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-170

FIAT 12, 1928 touring car, fine order, £45. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-167

FIAT 9, 1928 drop-head coupe, with dickey, leather upholstery, good tyres, licensed, £35. Below.

FIAT 9, 1928 tourer, exceptional condition throughout, one owner, £34. Exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-135

FIAT, 1927 8hp 2-seater, excellent order, taxed to December, £34. Below.

1926-7 Fiat 8hp 4-seater, good runner, taxed, £22; low deposit, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 30-115

FIAT 8hp, 1929 tourer, rebored, new pistons, 5 nearly new Dunlops, bargain, £36 10s. Harry Nash, 348 King St., Hammersmith. 30-394

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

FIAT Nine, 1930 model Swallow saloon, exceptionally nice order throughout, £88. W. T. Dunn, Ltd., 307 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 30-555

FIATS. All under £100. See page 22. 30-377

FRAZER-NASH cars offer for sale these reconditioned cars:—1931 Falcon o.h.v. 4-seater; 1930 Boulogne o.h.v. 3-4-seater, 4 speeds; 1927 super sports, lowered chassis, 4 speeds, 3-seater. Full particulars on application, Falcon Works, London Rd., Isleworth. Hounslow 3171-2. zzz-224

FRAZER-NASH, £45. 1925 fast tourer, 4-cylinder Anzani engine, starter, full all-weather equipment, recently rebored, 70 m.p.h., 40 m.p.g. McDonald, 4 Talbot Rd., W.2. Bayswater 0667. 30-k30

FRAZER-NASH, 80 m.p.h. super-sports, special 3-seater, mahogany decked, ribbed f.w.b., wide track, rear petrol tank, numerous extras, overhauled, £65. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 30-466

FRAZER-NASH. Lane Motors, 1925-26 special sports, 49 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 30-505

HUMBER, £15, 1923, 11hp, coachbuilt saloon, finished in blue. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-171

HUMBER 9. Cookes Motors offer: 1927 coachbuilt saloon, a perfect motorcar in every way, nearly new tyres all round, taxed, real bargain at £59; terms and exchanges. 366 High St., Sutton. Open Sundays. 'Phone 4660. 30-571

HUMBER, 1930, de luxe coachbuilt saloon, leather, beautiful condition, only wants seeing. £126. Three months' written guarantee. Exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 30-473

HUMBER, 1929, 9hp saloon, blue, upholstered leather to match, front and rear bumpers, very sound, taxed year, £80. Smith and Hunter, 407 Edgware Rd. 30-153

HUMBERS. All under £100. See page 22. 30-378

JOWETT. Manchester. 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon-Jefferis, Ltd., Deansgate, Bla. 1122-3 zzz-927

JOWETTS, used models on offer, cheap, at Sibson's Garage, Jowett agents, Leicester. 30-606

JOWETT. F.O.C.H., Ltd., established 20 years, distributors and second-hand specialists. Send for free list. Below.

F.O.C.H. 1931 7hp, long-chassis 4-door fabric saloon de luxe, black and green, wire wheels, moquette upholstery, one owner, small mileage, practically brand-new condition, 95 guineas. Below.

F.O.C.H. 1930 (July) 7hp, long-chassis 4-door fabric saloon, black and red, f.w.b., chromium, electric screen-wiper, one owner, exceptionally good condition, 65 guineas. Below.

F.O.C.H. 1929 (August) 7hp, long-chassis coachbuilt 4-door saloon de luxe, blue, f.w.b., enclosed luggage container, opening windscreen, Bosch horn, fully equipped, magnificent condition, taxed, 55 guineas. Below.

F.O.C.H. 1926 (late) 7hp, long-chassis 2-seater, beige, exceptional condition, year's tax, insured to March 1933, 21 guineas. Exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 30-89

JOWETT tourers and saloons £20 to £25. Ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Jowett, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-72

JOWETT. 129 guineas!!! 1932 long coachbuilt de luxe 2-seater, taxed, brand-new, full makers' guarantee, positively unused, cost £150. Welfords Motors, Brighton. 30-112

JOWETT, 1925 7hp 2-seater, taxed, £12; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 30-117

JOWETT, 1927 (September) long 4 tourer, taxed December, good tyres, £27 10s. 1 Beech Avenue, Upminster. 30-k39

JOWETT, 1930 Black Prince saloon, finished black and cream, exceptionally fine condition throughout, one owner since new, £78; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 30-184

JOWETT, 1929, long chassis de luxe 4-door saloon, in exceptionally smart and sound condition throughout, open to any examination, £52 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 30-527

JOWETT, 1930 short Black Prince saloon, bumpers, licensed, insured, excellent condition, £65. 4 Buxted Rd., N. Finchley, N.12. 30-k73

JOWETT. F. G. Smith (Motors), Ltd., 1931 Jowett long-chassis coachbuilt saloon, in really as new condition, £105; extended payments; 1928 tourer, taxed, £30. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-457

"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).

JOWETT, 1927 long 4-seater, repainted, new hood, taxed, £26. Battersea 5917. 36 Earlsfield Rd., Wandsworth. 30-k74

JOWETT, 1931 long chassis Black Prince saloon, taxed, one owner, £95; another, £88; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 30-474

JOWETT, maroon tourer, excellent running order, recently overhauled, taxed end September, any trial, £25. Sneezum, St. John's, Ipswich. 30-k35

JOWETT, 1930 (June) short saloon de luxe, 11,500, perfect condition; exchange, deferred; £65. Goodland, East St., Tonbridge. 30-k37

JOWETT, 1930, £55, long saloon, blue, tyres nearly new, immediate use, taxed December. Bassett, 17 Beltring Rd., Tunbridge Wells. 30-k38

JOWETT, 1927 long 4-seater, taxed, insured, engine overhauled, excellent condition, £25. 1 Brook Avenue, Wembley. 'Phone 3669. 30-k42

JOWETT, 1931 coachbuilt saloon, long chassis, taxed December, beautiful condition, £95; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 30-408

JOWETT, late 1929 7hp long-chasis 4-seater, f.w.b., Ewart disc wheels, taxed, perfect, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 30-95

JOWETT, 1924 long 4-seater, blue, starter, good tyres and all-weather equipment, sound, taxed, £15. Smith, 407 Edgware Rd. 30-103

JOWETTS. All under £100. See page 22. 30-379

LAGONDA, 1926 4-door coachbuilt saloon, pneumatic upholstery, licensed, £25; exchanges, terms. Norrington, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-136

LEA-FRANCIS, 1929 12-40hp, fitted with 12-50 4-seater sports, taxed, exceptionally fast, £85. Paul and Co., 51 The Mall, W.5. Ealing 4655. 30-541

LEA-FRANCIS, £55. 1929 12-40, 2-seater and dickey, maroon finish, unscratched condition; exchanges, terms. Maynards, 241a High Rd., Wood Green. 30-547

LEA-FRANCIS. Lane Motors. 1927 12-40 2-seater sports, wire wheels, 39 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 30-507

LEA-FRANCIS, £6 deposit, 59 guineas cash. Late 1928, 12-40hp o.h.v. sports 2-seater, red and black, 4-speed, wire wheels, India tyres, exceptional condition, very smart, taxed; list free; exchanges. All week-days, including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. 30-450

LEA-FRANCIS, 1929 12-40 sportsman's close coupled coupe, wire wheels, 2 spares, exceptional performance, licensed, £88; exchanges, terms. Norrington, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-134

LEA-FRANCIS, £250!!! 1928 touring car, 11hp, low-built body. Denmans, 132-3 Long Acre, W.C. Open week ends. Temple Bar 8135-6-7. 30-162

LEA-FRANCIS, 1927 drop-head coupe, 12hp, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-177

LEA-FRANCISES. All under £100. See page 22. 30-380

M.G. Midget, 1931, like new, black and red, small mileage. £105. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-176

M.G. Magna. 210 guineas. 132 Fourseme coupe, cost £305, sun roof, as new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-178

M.G., 1932 (June), Montlhery Midget, registered mileage 1,900, positively as new, attractively finished blue, licensed December, £198; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-143

M.G. Jarvis of Wimbledon for second-hand M.G. bargains.

1932 supercharged Midget low-chassis Jarvis 2-seater, British racing green, 4-speed gearbox, mileage 5,000, taxed year, £190.

1932 Midget low-chassis occasional 4-seater, standard tourer, demonstration model, small mileage, black and green, taxed year, £165.

1932 M.G. Midget panelled 2-seater, brand-new, slightly shop-soiled, list price £185, accept £155, with makers' full guarantee. Jarvis and Sons, Ltd., Victoria Crescent. 'Phone 2526. 30-618

M.G., 1932 Midget sports 2-seater, coachbuilt, 4,000 miles, shop-soiled condition, taxed year, insurance included, £140. Below.

1930 (August) Midget 2-seater, large sump, red, A1 lot, selling for private owner, taxed year, £80. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 30-104

M.G. Midget, 1930 sports 2-seater coupe, good condition, taxed, 90 guineas. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 30-92

M.G. Midget, 1932 2-seater, very small mileage, many extras, practically brand-new, bargain, £125. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 30-399

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

M.G. Midget, 1930 sunshine coupe, big-sump, black and green, spotless condition, £100; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 30-409

M.G.s. All under £100. See page 22. 30-381

M.G. Midget, 1929, splendid condition, recently overhauled, repainted, blue and black, red wheels, any trial, £80. Barnes, 114 Kingsgate Rd., Kilburn. 30-k36

M.G., £73!! This week's M.G. bargain!!! 1930 model Midget 2-seater, blue, smart, tip-top mechanically, good tyres, chromium, taxed. Thompson's Garage, 41a Beulah Hill, Upper Norwood (next Beulah Spa Hotel). 'Phone, Livingstone 1604. 30-j955

M.G., 1932 Magna, mileage 3,000, as brand new, £185.

M.G., 1931 750 c.c. special competition Montlhery 2-seater, cheapest ever offered, £185.

M.G., 1931 specially tuned 4-speed Midget, year's tax, four brand-new tyres, £115. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 30-417

M.G. Midget, 1931 sunshine coupe, black and white, mileage 7,500, taxed December, £150. Bayswater 1923. 30-k70

M.G. Midget. Seven of these wonderful little cars in stock. Example: 1929 sports 2-seater, £75; 3 months' written guarantee. See our displayed advert. in this issue. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 30-475

M.G. Midget. Bargain!!! 1932 black and red fabric 2-seater sports, brand new, unregistered, listed £165, clearance price £145. Harry Nash, 348 King St., Hammersmith. 30-395

M.G. Midget, 1930, finished red, chromium plating, really fast, exceptionally fine condition throughout, £80; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515-6. 30-581

M.G. Sprosen, Ltd. (Norman Black). 1932 type Montlhery Midget, one owner, 85 m.p.h., unmarked, 3,000 miles, fully guaranteed, £215.

M.G., 1932 Midget 2-seater, black and red, one owner, £135.

M.G., 1931 Midget 2-seater, choice of 5, all in excellent condition, from £110.

M.G., 1931 Midget coachbuilt coupe, sunshine roof, £145; others, £115, £110.

M.G., 1930 Midget 2-seater, choice of 6, carefully used, small mileage, from £85. 109 Gt. Portland St., London. Langham 1212. 30-567

M.G., new and unregistered Midget 2-seater, coachbuilt, spare wheel at rear, mudshields, full guarantee, list price £190, special clearance offer, £167 10s. Paul and Co., 51 The Mall, W.5. Ealing 4655. 30-544

M.G. Midget. Stuarts. 1932 special sports folding-head coupe 2-4-seater, brand new, makers' guarantee, list £265, £189. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 30-540

M.G. Midget, 1930, blue fabric, unscratched, genuinely perfect condition, 4 new tyres, large sump, ribbed brakes, really 100%, taxed year, 75 guineas. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 30-531

M.G. Midget, 1931 Double Twelve, £98. Cole, The Limes, Beehive Lane, Ilford. Valentine 3920. 30-k85

M.G. Cass's Motor Mart, Ltd. (Established 1911). 1932 Midget coachbuilt 2-seater, mileage 4,000, black and red, £149; written guarantee, demonstrations free within 50 miles; exchanges, extended payments. Cass's, 114 Tottenham Court Rd., W.1. Museum 4110. 30-205

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, 1932½ sports family, shop-soiled, guaranteed, £100. Alex Thom, Motors, Cardiff. 31-j615

MORGAN, 1928, starter, geared steering, in perfect condition, £35. Purser's Garage, St. Ives, Hunts. 30-k124

MORGANS. Homacs have for disposal the following guaranteed Morgans:—

1931 Super-sports 10-45 o.h.v. J.A.P., M. chassis, f.w.b., Vee screens, hood, speedometer, etc., taxed, £85.

1929 Aero s.v. J.A.P., f.w.b., geared steering, paintwork excellent, taxed, £58 10s.

1928 Aero, 10.40 o.h.v. J.A.P., starter, eared steering, many extras, taxed, £48 10s.

1928 Aero, 10.40 o.h.v. J.A.P., f.w.b., faultless condition throughout, geared steering, taxed, £48 10s.

1927 Family 8hp w.o. J.A.P., dynamo, f.w.b., side screens, good tyres, excellent order, £37 10s.

1927 Family 8hp J.A.P., dynamo, side screens, excellent order throughout, £32 10s.

Exchanges or deferred.

Homacs, official Morgan service depot, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 3616-9617. 30-500

"THE MOTOR MANUAL." 28th Edition. 300th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. by post. B53

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

MORGANS. Carlton Garage for Morgans.

1928 super-sports o.h.v. J.A.P., f.w.b., yellow, with red line, 49 guineas.

1927 Aero J.A.P., geared steering, cycle wings, 32 guineas.

1926 Aero o.h.v. Blackburn black and red, cycle wings, 29 guineas.

1927 Aero o.h.v. J.A.P., red and blue, 35 guineas.

1925 Aero type tail, J.A.P., 22 guineas.

1929 Aero o.h.v. J.A.P., cycle wings, bumpers, 47 guineas. 70 Carlton Vale, Maida Vale. Open Sunday mornings. 30-509

MORGAN, 1931, Super-sports 2-seater, M chassis, two carburetters, competition gearbox, very many extras, exceptionally good condition, very fast, taxed for the year, £75. Ray Powell, Ltd., opposite Leytonstone L.N.E.R. Station. Telephone Leytonstone 3366. 30-517

MORGAN, £45; exchanges, terms!!! 1930 Family, w.c., J.A.P., starter, real beauty, also de luxe, taxed year, £35. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 30-515

MORGANS. F. H. Douglass, St. Mary's Square, Ealing, W.5, always has a good selection in stock, spares and repairs. Telephone, 6470 Ealing. 30-520

MORGAN. Naylor and Root, Ltd., Morgan specialists.

Generous allowances. Deferred terms over 18 months. Three Months Written Guarantee. Full list sent on request.

1932 Super-sports, 3-speed, starter, black and red, taxed, £120.

1932 Super-sports, 3-speed, black and cream, taxed Dec., £115.

1931 Super-sports, M chassis, starter, new condition, £87.

1931 Super-sports, M chassis, black, super tuned, £84.

1929 Super-sports. £20 extras, starter, black and green, £69.

1931 Aero o.h.v. J.A.P., M chassis, blue, taxed December, £69.

1930 Aero o.h.v. J.A.P., starter, M chassis, taxed, £65.

1930 Aero, s.v. J.A.P., M chassis, starter, very smart, £62.

1929 Aero o.h.v. J.A.P., many extras, perfect condition, taxed, £55.

1929 Aero s.v. J.A.P., dynamo, speedo, hood, blue, taxed, £52.

1929 Aero o.h.v. Anzani, f.w.b., good tyres, maroon, taxed, £52.

1928 Aero o.h.v. J.A.P., f.w.b., speedometer, geared steering, £48.

1928 Aero o.h.v. Anzani, f.w.b., hood, good tyres, blue, £42.

1931 Family de luxe, w.c., starter, M chassis, maroon, £68.

1930 Family s.v. J.A.P., starter, very good condition, £49.

1929 Family w.c. J.A.P., starter, speedo, sidescreens, £48

1928 Family o.h.v. J.A.P., f.w.b., speedo, geared, taxed, £37.

1927 Family M.A.G., f.w.b., dynamo, good tyres, taxed, £28.

1926 Family s.v. J.A.P., dynamo, speedo., hood, blue, £16.

1929 De Luxe w.c. J.A.P., f.w.b., maroon, taxed December, £39.

How easy it will be for you to select the model required from such a wonderful selection. Never before have we been able to offer such amazing choice and value and never again will the opportunity occur to secure such genuine bargains.

May we advise Provincial customers that if they are unable to visit our showrooms, will they please mention the model in which interested. We will gladly send it for examination and trial without obligation of any kind. Write us to-day.

Naylor and Root, Ltd., Morgan dealers with the largest stock in England. 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. Open 9 to 8. (Wednesday 1 p.m. or by appointment), Sundays 10 a.m. to 1 p.m. 30-476

MORGAN. List free; exchanges. Rowland Smith, below:—

£6 deposit, 59 guineas cash. 1923 (registered 1931), super-sports, racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, hood, reduced steering, exceptional condition, taxed.

£5 deposit. 55 guineas cash. Late 1930 Aero, racing o.h.v. J.A.P., M chassis, straight-through exhausts, foot accelerator, reduced steering, hood, exceptional condition.

£4 deposit. 45 guineas cash. 1930 Family, 8hp J.A.P., M chassis, starter, f.w.b., rigid side curtains, carefully used, exceptional condition, taxed

£3 deposit. 35 guineas cash. Late 1928 Family, 8hp w.c. J.A.P., f.w.b., reduced steering, carefully used, exceptional condition, taxed.

£3 deposit. 32 guineas cash. 1927 Aero, 8hp J.A.P., electric starter, f.w.b., straight-through exhausts, hood, very good condition, taxed, insured to April, 1933.

£3 deposit. 32 guineas cash. 1926 Aero, racing o.h.v. Blackburne, f.w.b., straight-through exhausts, reduced steering, exceptional condition.

Rowland Smith, 78-81 High St., Hampstead. All week-days, including Saturdays 9-9, Sundays 9-1. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. 30-451

MORGAN, 1926, de luxe, dynamo lighting, starter, £10, cash only. B.Y., 4 Chaucer Rd., Herne Hill. 30-k2

MORGAN, Family, 1929, £45, or reasonable offer. "Hamda," Kings Rd., Dovercourt. 30-373

MORGAN 1928 Aero o.h.v. Anzani, f.w.b., geared steering, dynamo, £40. Below.

1924 Morgan Grand Prix, w.c. J.A.P., dynamo, £17. Below.

1924 Morgan Grand Prix special, taxed year, £8. Below.

1927 Morgan de luxe, Aero chassis, starter, f.w.b., w.c. J.A.P., £24. Below.

1923 Morgan de luxe, w.c. J.A.P., £9; low deposits, exchanges. Page, 199b Upper Richmond Rd Putney 7671. 30-114

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

MORGAN Aero, 1926, dynamo lighting, good condition, black and red, taxed, £19; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush. Riverside 2365. 30-191

MORRIS Minor, 1930 fabric saloon, blue, first-class condition, highly recommended, A.A. inspection invited, £55. Taylors, Below.

MORRIS Minor, 1929 saloon, blue, very clean, £42 10s.; hire purchase; exchanges. Taylors, 135 London Rd. Kingston 1263. zzz-184

MORRIS Minor. See Naylor and Root's displayed advertisement on page 20. Over 12 Minors in stock. 30-479

MORRIS Minor, 1931 s.v. 2-seater, small mileage, good condition, £55. Smith, The Close, Suffield Park, Cromer. 30-k125

MORRIS 8. Cass's Motor Mart, Ltd. (Established 1911). 1932 Family 8 sunshine saloon, black and green, mileage negligible, new condition, written guarantee; demonstrations free within 50 miles; £130; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 30-204

MORRIS Minor tourers and saloons, £50 to £75. Ready to drive away, taxed, insured and guaranteed three months; 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Morris Minor, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire purchase.

Andrews Automobiles, 57 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-73

MORRIS Minor, 1930 saloon, really well tuned and kept, bargain, £48; must sell. 140 Stanley Park Rd., Carshalton. 30-k83

MORRIS Minor, 1932 (June) Calshot 2-4-seater, taxed year, mileage negligible, entirely as new, £137 10s. Paul and Co., 51 The Mall, W.5. Ealing 4633. 30-542

MORRIS Minor, 1930 saloon, exceptionally smart and sound condition, one owner, small mileage, fully equipped, £50, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 30-526

MORRIS Minor, 1932, excellent condition, run 7,000 miles, £100. G.L.M. Motors, 18 Worple Rd., Wimbledon. Telephone 6026. 30-560

MORRIS Minor. Cookes Motors offer: 1931 sport 2-seater, in spotless condition, very fast and economical; this season's bargain, £60. Another 1932 coachbuilt 2-seater, s.v., guaranteed, positively as new, £78; terms and exchanges. Grove Rd., Sutton (opposite P.O.). Open Sundays. 'Phone 3800-1 and 4661. 30-574

MORRIS. H. A. Sannders for carefully used Minors.

1931 o.h.v. Swallow saloon, cream and green, undoubtedly very attractive and in excellent condition throughout, £97. 330 Euston Rd., N.W.1. Museum 4511. 30-577

MORRIS Minor, 1930 o.h.v. coachbuilt sunshine saloon, finished beige and brown, safety glass all round, numerous extras, including sun visor and luggage carrier, licensed to December, very low mileage, unscratched, £72; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515-6. 30-583

MORRIS Minor, 1930 saloon, excellent condition throughout, £48. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 30-603

MORRIS Minor tourer, 1929, August repainted, new tyres, exceptionally good condition, £38. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 30-602

MORRIS Minor. Brooklands Motor Co. offers:—1930 tourer, very good condition, £57 10s., written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W. 1. Museum 3143-4. 30-494

MORRIS Minors. Harry Nash for Morris Minor bargains!!

1931 2-seater, s.v., taxed, exceptional condition, £57 10s.

1931 coachbuilt sunshine saloon, s.v., taxed, small mileage, almost new, £72 10s.

1932 2-seater, s.v., black and green, new condition, £72 10s.

348 King Street, Hammersmith. 30-396

MORRIS Minor 1930 coachbuilt sunshine saloon, chromium plating, very nice order, £59. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 30-372

MORRIS Minor. F. G. Smith (Motors), Ltd. Smith-conditioned Morris Minors. 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payments and trial. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-458

MORRIS Minor. £5 deposit. 49 guineas cash. 1929 fabric saloon, 2 new tyres, exceptional condition, taxed; list free; exchanges; all week-days, including Saturdays 9-9, Sundays 9-1. Rowland Smith, 71-81 High St., Hampstead. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. 30-445

MORRIS. Newnhams always have an excellent selection of Morris available. Few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

Family 8 1932 coachbuilt sliding roof saloon, moderate mileage only, £115.

MORRIS Minor, 1930 8hp coachbuilt opening-roof saloon, exceptionally nice order, £55.

1929 8hp fabric saloon, blue, wonderful opportunity, £36.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 30-430

MORRIS Family 8, 1932 saloon, practically brand-new, £139. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 30-397

MORRIS Minor, 1929 saloon, brown fabric, excellent condition, £45; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 30-94

"THE MOTOR SHIP REFERENCE BOOK FOR 1932." An Authoritative Handbook for All Interested in Motor Shipbuilding. 5s. net. 5s. 6d. post free.

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

MORRIS Minor, 1932 2-seater, black-green, shop-soiled condition only, taxed year, insurance included, £85; another, taxed September, £80. Below.

1931 (April) coachbuilt sunshine saloon, grey, very sound, one private owner only, guaranteed, £73. Below.

1931 coachbuilt 2-seater, side valve, tyres very good, in most attractive order, £60. Below.

1930 (April) fabric saloon, blue, serviceable tyres, exceptionally sound and well kept, £55. Below.

1930 Stadium sports 2-seater, maroon, very attractive throughout, complete equipment, £65. Below.

1929 (August) saloon, blue, Triplex throughout, exceptionally sound, taxed year, £48. Below.

1929 (May) 4-seater, blue, 100 per cent. mechanically, private owner throughout, any trial, £47. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 30-105

MORRIS Minor, 1930 fabric saloon, perfect order throughout, fitted extras, taxed to December, £58, low deposit; exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 30-119

MORRIS Minor 1929 saloon, o.h.v. engine, bumpers, luggage carrier, taxed for year, good tyres, two new, brown fabric. The whole car in very good condition—internally, externally and mechanically. Worth the trouble of coming to see. £48. Part exchange or deferred terms. Taylor Motor Company, Hook Rd., Epsom. 'Phone, Epsom 633. 30-84

MORRIS Minor, 1932 coachbuilt sunshine saloon, green, immediate delivery, list price £125; terms, exchanges. All week-days, including Saturdays 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. zzz-212

MORRIS Minor, 1930 coachbuilt saloon, sunshine roof, very good order throughout, £59. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Streatham 9520. 30-152

MORRIS Minor 8hp beautiful 1929 saloon, taxed and insured, real sacrifice, £42 10s. inclusive; exchanges or deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 30-145

MORRIS Minor 1931 side-valve sun saloon, £70. Bradley Mathew, Fleet, Hants. 30-147

MORRIS Minor 1931 model coachbuilt sun roof saloon, appearance as new, £78. Below.

MORRIS Minor, 1931 coachbuilt s.v. sun-roof saloon, registered, mileage 7,802, as new, £75. Below.

MORRIS Minor, 1929 tourer, £39; exchanges, terms.

Norrington, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2505. 30-137

MORRIS Minor, £63 10s. 1930 sun-roof, well kept and generally in splendid order. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 30-196

MORRIS Minor 1930 saloon, finished blue, excellent condition throughout, overhauled, £58; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 30-185

MORRIS Minor 1929 saloon, exceptionally nice condition, safety glass, £42. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 30-370

MORRIS Minor 1932 coachbuilt sunshine saloon, excellent condition throughout, fully guaranteed, £93. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 30-371

RENAULT 8.3, 1925, good condition, 3-seater tourer, licensed and insured, for quick sale, £7. London, south district. Box No. 5444, c.o. "The Light Car and Cyclecar." 30-k82

RENAULTS. All under £100. See page 22. 30-382

RENAULT 9, 1928 fabric saloon, taxed, excellent balloon tyres, exceptionally clean throughout, £27 10s. Barnikels, Kirchen Rd., West Ealing, W.13. Telephone 6378. 30-579

RENAULTS. The following cars, together with several others, carry our usual guarantee. Deferred terms. Part exchanges. Welham, Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

1932 Shop-soiled cars to clear. Special prices.

10hp 10-4 5-seater saloon, bumpers, maroon, £170.

12hp 6-cylinder saloon, blue, bumpers, list £250, £170.

15hp Speed Four saloon, blue or maroon, £220 to £170.

1928-9 12-5 Monosix saloon de luxe, Weymann or coachbuilt, completely overhauled, new batteries, etc., £45 each.

1928 9-15 tourer, all-weather side screens, buff, £35; another, £30.

1927 9-15, as above, taxed, new tyres, £25; another, £20.

1926-7 9-15 spares at low prices. 30-499

RENAULT, £151!! 1927, f.w.b., 8hp touring car, smart car, fine order. Denman-, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-166

RHODE standard saloon, £36 to £48; ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-74

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

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY Monaco saloon, late 1931, 12,500 miles, black finish, green piping, green upholstery, excellent condition, taxed September, full equipment, £205 or near offer. Apply, Owner, Box No. 6448, c.o. "The Light Car and Cyclecar." 30-k120

RILEY 9 1931 4-seater, absolutely like new, mileage only 11,000, genuine bargain, £165. G. J. Shaffer and Co., Ltd., 82 Cricklewood Lane, N.W.2. Gladstone 3311. 30-202

RILEY 9. £97 10s.!!! 1929 Biarritz saloon, engine recently rebored by Laystalls, new battery, good tyres, one owner, taxed. Morgan Hastings, Ltd., 95 New Bond St., W.1 (Mayfair 5523), and 212 New King's Rd., S.W.6 (Putney 7611). zzz-230

RILEY. Lane Motors. 1929 Monaco saloon, 1931 condition, 85 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 30-502

RILEY, 1929 Monaco fabric saloon, recently overhauled, £95. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3393 and 4. Open Sundays 11-1 p.m. 30-585

RILEY 9. Cookes Motors offer: 1928 saloon, in really nice order, f.w.b., starting and lighting, everything works, only wants seeing, a bargain at £64; terms and exchanges. 366 High St., Sutton. Open Sundays. 'Phone 4660. 30-570

RILEY, 1928 Brookland special 2-seater, twin carburetters, blue, Triplex screen, hood, taxed year, £135. Smith and Hunter, 407 Edgware Rd. 30-106

RILEY 9, £97 10s., 1929 Mark IV Monaco saloon, taxed, excellent condition throughout. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 30-82

RILEY 9!!! 1930 Monaco saloon, in very fine mechanical order throughout, of nice appearance and taxed December, colour dark blue, full equipment and extras, 119 guineas. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 30-611

RILEYS. All under £100. See page 22. 30-383

RILEY 9, £118 10s. 1930 Monaco saloon, perfectly sound throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 30-194

RILEY 9, 1930, Monaco saloon, sun roof, like brand new, £125; also a Biarritz model, £130. Denmans, 132-3 Long Acre, W.C. 30-179

RILEY, 1929, Monaco saloon, new tyres, car in lovely condition, a real bargain, £72 10s. 781b London Rd., Thornton Heath. 'Phone 3456. 30-150

RILEY, 1930 (July), 9hp Monaco 4-door saloon, really splendid condition throughout, twelve months' guarantee, genuine bargain, £125. Baxter, 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 30-403

RILEY, 1930, 9hp Biarritz, one owner since new, chauffeur driven, magnificent condition throughout, genuine bargain, £139. Below.

RILEY, 1930, 9hp Monaco saloon, black and red, taxed, exceptional value, £119; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 30-404

RILEY, 1930, 9hp Monaco saloon, black with red wheels, and upholstery, good tyres, exceptional order, £130. Beechings, Ltd., Farnborough, Hants. Telephone 279. 30-406

RILEY, 1929, Monaco saloon, very well cared for, guaranteed, £89. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 30-368

RILEYS. Newnhams always have an excellent selection of Rileys available; few examples below, but full list on request. Self-financed hire purchase terms and generous part exchange allowances arranged.

1932 9hp Monaco, plus ultra sliding roof saloon, really beautiful car, £238.

1931 9hp Monaco saloon, dual colours, most attractive throughout, £169.

1929 9hp Monaco Mark IV saloon, black and red, particularly smart and sound, £95.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4546. 30-431

RILEY 9, 1929, 2-seater, taxed year, perfect condition, £80. A.Z. Motors, 180 West End Lane. Hampstead 0523. 30-420

RILEY. Naylor and Root.

1932 Monaco, sun roof, as new, £225.

1930 Biarritz, taxed December, £145.

1930 Monaco, sun roof, as new, £139.

1930 Monaco, several extras, taxed, £128.

1929 Monaco Mark IV, very clean, £105.

1928 Monaco saloons, three from £69.

Exchanges and deferred terms. Three Months' Written Guarantee. Generous allowance on car or motorcycle.

Naylor and Root, Riley enthusiasts, 25, East Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. Open 9 to 8. Sundays 10 to 1. 30-477

ROVERS. All under £100. See page 22. 30-384

ROVER 10-25, 1932 coachbuilt sunshine saloon, 4 speeds, brand new and unregistered, slightly soiled only, £170. K.J. Motors, Bromley, Kent. (Ravensbourne 3456-7.) 31-222

"HOW TO DRIVE A CAR." 12th Edition. A complete guide to the finer points of car control. 2s. 6d. net. 2s. 9d. by post.

B55

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

ROVER 1928 10hp fabric 4-door saloon, finished brown, with brown antique leather upholstery, in excellent condition throughout, any trial, cash or terms, £50. Maudes of Norwich, Ltd., 106-8 Prince of Wales Rd. Tel. 2223-4. 30-203

ROVER 10, £104 10s. 1931 coachbuilt de luxe saloon, Magna wheels, one owner, absolutely as new; exchanges, terms. Ward and Company, 5 Upper Richmond Rd., E. Putney 2818. 30-193

ROVER. Lane Motors. 1928 model 2-seater sports, 35 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 30-504

ROVER 9, 1927 2-seater sports, black-red, good tyres, o.h.v. engine, wire wheels, leather upholstery, disappearing hood, special offer at 19 guineas; part exchange on your present car or motorcycle. Taylor Motor Company, Hook Rd., Epsom. 'Phone 633. 30-85

ROVER 9 sports 4-seater, £48, ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Rover 9, taxed, insured and "self-financed" hire-purchase guaranteed, £54, or £18 deposit and 12 monthly payments of £3.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-79

ROVER sports 2-seater, 1927, red and cream cellulose, good tyres and attractive appearance, £25. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 30-533

ROVER 10, 1931, in first-class condition, as new, £105. Frentzells, 319 Edgware Rd. 'Phone, Padd. 5129. 30-538

ROVER 9 sports. £25. 1927, aluminium and blue, absolutely like new; exchanges, terms. Maynards, 241a High Rd., Wood Green. 30-548

ROVER. Broadway Motors offer 1931 Regal sunshine saloon, Magna wheels, bumpers, leather upholstery, one owner, very small mileage, indistinguishable from new, £110.

1929 Rover 10hp sportsman's sunshine coupe, mechanically perfect, £77 10s.; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 30-550

ROVER 10. Cookes Motors offer: saloon, fitted sun roof, leather upholstery, l.w.b., starting and lighting, safety glass all round, a bargain not to be missed, 3 months' guarantee with service, £75; terms and exchanges. Brighton Rd., Sutton. Open Sundays. 'Phone 3800-1 and 4661. 30-572

ROVER. Newnhams, 136-8 Streatham Hill, S.W.2, offer 1931 10hp coachbuilt sliding-roof saloon, one owner, beautiful order, any trial, £115. Streatham 8830. 30-496

ROVER 10. Lane Motors. 1928-9 4-door saloon, really good, 49 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 30-506

ROVER, £75; exchanges, terms!!! 1930 de luxe 4-door sunshine saloon, in beautiful condition throughout, one owner; any test welcome. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 30-516

ROVER 10, 1929 special semi sports 2-seater and double dickey, wire wheels, leather upholstery, clock, speedometer, two electric horns, cut-away doors, very sporty appearance, yet providing maximum accommodation and comfort, finished saxe blue and cream, taxed December, £59. Below.

ROVER 10, 1930 de luxe saloon, sunshine roof, wire wheels, clock, speedometer, safety glass, leather upholstery, very spacious and comfortable, black and red upholstery, £89; three months' guarantee; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 30-478

ROVER 10, very smart 4-seater, 1927, in excellent condition, one owner, a real bargain, £22. 34a Hereford Rd., Westbourne Grove, W.2. 30-463

ROVER. F. G. Smith (Motors), Ltd. Rover 10-25 1931 sportsman's coupe, black and red, £117 10s.; extended payments. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-459

ROVERS. Newnhams always have an excellent selection of Rovers available. Few examples below, but full list on request. Self-financed hire-purchase terms and generous part exchange allowances arranged. 1931 10-25 coachbuilt sliding roof saloon, most attractive, amazing opportunity, £105.

1930 10-25hp opening roof sports coupe, first class order throughout, £79.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 30-432

ROVER 1932 Pilot, 12-6 coachbuilt sliding roof saloon, one owner, guaranteed, £149. 516-522 Streatham High Road, S.W. 16. 'Phone, Pollards 4444. 30-364

ROVER, 1932 10-25hp 4-door coachbuilt sunshine saloon, 4-speed model, new and unregistered, rear petrol tank, full maker's guarantee, list price £200; genuine bargain, £157 10s. Baxter, 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 30-402

ROVER 10, 1932 model saloon, coachbuilt, bumpers, taxed and insured, one owner, £125. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520-1. 30-128

ROVER 10, 1928 sunshine 4-door saloon, in exceptionally good condition, £44. Below.

ROVER 10, 1931 4-door coachbuilt saloon, wire wheels, one owner, year's licence, £98; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 30-142

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

ROVER, 1931 10-25hp sports 4-seater coupe, sliding roof, superbly equipped, wire wheels, safety glass, chromium plated, black finish, red leather upholstery, tax paid, guaranteed absolutely like new. Just make a call and view this perfect motorcar. (Padd.) £110. Kirk. Below. 1929 10-25hp 4-door sunshine saloon, very smart black body, wire wheels, red leather upholstery, beautifully kept interior, first-class economical car. (Padd.) £68. Kirk. Below.

1928 10-25hp sports 4-seater, l.w.b.s, wire wheels, bucket seats front and rear, pneumatic leather upholstery, spring steering, "V" single-piece windscreen, a really attractive car, with superior appearance (Highbury), £44. 100 other cars. Three-Months'-Written-Guarantee. Exchanges, terms. Kirk and Co., 22, 49 Praed St., W. 2 (Paddington 6049), and 28-30-32 Highbury Corner, N.5. (North 4784.) Close 8 p.m. week-days; Sundays 10 a.m. till 1 p.m. 30-155

ROVER 10, 1932 super sports 2-seater, special streamlined coachbuilt body in Nile blue, unsoiled, £135. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-161

SALMSONS. Intending purchasers of second-hand Salmsons are requested to apply to the makers. Up-to-date facilities for repairs offered, large stock of spares. Salmson cars also urgently required for cash. S.M.S., Ltd., Church Wharf, Chiswick, W.4. 'Phone, Chiswick 3531. zzz-171

SALMSONS. All under £100. See page 22. 30-385

SALMSON, 1926 sports, starter, good battery, recent complete overhaul, £15. Pearce, Hydons Ball, Godalming. 30-k123

SALMSON super sports 2-3-seater, extremely fast, o.h.v., late 1927, l.w.b., very reliable, £25. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 30-532

SALMSON. £27 10. 1926 grand sports, very smart, excellent condition; exchange. 89 East Hill, Wandsworth. 30-100

SALMSONS. Vadum Co. specialize in 9.5hp Salmsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g.; A.A. or R.A.C. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.

55 guineas. 1928 Grand Prix special, 4 speed.

43 guineas. 1928 4-door saloon.

49 guineas. 1928¾ Grand Prix saloon, 4 doors, large l.w.b., 12-volt lighting and starting, cowled radiator, runs beautifully.

39 guineas. 1927¾ Grand Prix drop-head coupe de luxe, dickey seat, excellent balloons, quiet and comfortable fast car.

39 guineas. Grand Prix, special engine, ball-bearing crankshaft, 4 speeds, balloons, Veo screens, streamline coachbuilt body.

Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 30-183

SCHNEIDER sports 4-seater coachbuilt body, 10-40, cutaway driver's side, fast and reliable, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-159

SENECHAL, £15. Taxed, streamlined super sports 2-seater, very fast engine, overhauled, good tyres. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 30-164

SINGER, 1928, 8 tourer, good condition, £30. Steele Griffiths, Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201. 30-86

SINGER Junior tourers and saloons, £55 to £65; ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Singer Junior, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-76

SINGER Porlock sports, £54 to £68, ready to drive away, taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-75

SINGER Junior saloon, dual maroon, sliding roof, fully equipped, excellent throughout, one owner, taxed year, £75. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 30-556

SINGER 8, 1927, taxed, fully equipped, £25. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 30-558

SINGER spares. Largest London stock. New, used. Murphy, Mortlake, 17 Sheen Lane. Prospect 3303. 30-566

SINGER. Exceptional offer. Fast, specially tuned Kaye Don 9hp saloon, taxed, low mileage, demonstrator, listed £185, carrying our full guarantee, £135.

Murphy, Singer specialists for 8 years. 17 Sheen Lane, S.W.14. Prospect 3303. 30-564

SINGER 8, 1928 2-seater and dickey, l.w.b. and full equipment, blue, very good condition, £23. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 30-568

B56 "COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

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

SINGER 9, 1932, saloon, sun roof, slightly soiled, makers' guarantee, £155. Taylors. Below.

SINGER Junior, 1931, saloon, sunshine roof, taxed end of year, one owner, excellent condition, A.A. inspection; hire-purchase, exchange. Taylors, 135 London Rd. Kingston 1264. zzz-185

SINGER. See the Naylor and Root displayed advertisement on page 20. Choice of six models from stock. 30-480

SINGERS. All under £100. See page 22. 30-385

SINGER Junior saloon, 1930, sliding roof (unusual 1930 model), faultless condition, £68, taxed, insured. 35 Gallop, Sutton. 'Phone 4964. 30-k116

SINGER Junior. Cookes Motors offer 1931 saloon, 4-speed gearbox, in absolutely spotless condition, 3 months' guarantee, a real bargain, £74; terms and exchanges. Brighton Rd., Sutton. Open Sundays. 'Phone 3800-1 and 4661. 30-575

SINGERS. Cookes Motors offer:—A real economical buying. 1932 shop-soiled Singers, carrying the makers' full guarantee, the following models:—

9hp Special saloon, maroon and black, £139.

8hp Junior saloon, light blue and black, £125.

10hp de luxe saloon, maroon and black, £158; terms and exchanges. 366 High St., Sutton. Open Sundays. 'Phone 4660. 30-575

SINGER Junior, 1930, 4-door coachbuilt saloon, dual green finish, wire wheels, taxed December, very low mileage, chromium plating, new condition throughout, £72 10s.; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515-6. 30-582

SINGER Junior saloon, 1932, 4 doors, 4 speeds, sliding roof, list price £150, accept £118, unrepeatable offer, mileage under 200. Whitbys, 7 The Vale, Acton, W.3. 30-588

SINGER Junior, 1929 8hp 4-door saloon, finished blue, almost new Fort Dunlops, clock, speedometer, etc., taxed till December, beautiful condition, 49 guineas; exchanges. Whitbys, 1-7 The Vale, Acton, London, W.3. 30-589

SINGER Junior. Phillips and Powis (Motors), Ltd., offer:—

Brand-new and unregistered 1932 8hp coachbuilt sun saloons, 4 speeds, rear tank, at £128, list £150; liberal allowance on present car; deferred terms. 470-478 Oxford Rd., Reading. 'Phone 2600. 30-594

SINGER, £29; exchanges!!! 1928-9 4-seater, one owner, mileage only 14,000, any trial. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 30-514

SINGER, 1932, Junior, £79. Sun saloon, taxed, any trial, perfect. Write "The Haven," Hever, Kent. 30-k76

SINGER. F. G. Smith (Motors) Ltd. 1931 coachbuilt saloons, sliding roof, choice of three faultless cars, from £105. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-460

SINGERS. Newnhams always have an excellent selection of Singers available; few examples below but full list on request. Self financed hire purchase terms and generous part exchange allowances arranged. 1932 8hp tourer, dual blue, almost as new, £105.

1932 8hp coachbuilt sliding roof saloon. Very smart and generally attractive, £105.

1930 8hp coachbuilt sliding roof saloon, dual maroon. Beautiful little car, £62.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 30-433

SINGER 1932 Junior Saloon, new, unregistered, full guarantee list price, £150. Our price, £125.

SINGER 1932 (Nine) Saloon, sunshine roof, demonstration model, full guarantee, taxed and insured, £150. Wellman's Garage, 59 St. Leonard's Rd., Windsor. 'Phone Windsor 661. 30-363

SINGER, 1929 Junor saloon, good and economical car, bargain, £45. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 30-369

SINGER. Brand new Junior, 1932, 4-door coachbuilt sunshine saloon, 4 speeds, unregistered; list price, £150; exceptional offer, £120; exchanges. Allory and Bernard, 344 Kings Rd., Chelsea. Flaxman 4633. 30-407

SINGER 1932 8hp Special Kayo Don saloon, unregistered, cost £165, bargain, £145; deferred or exchange. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 30-401

SINGER 8, 39 guineas! 1928 saloon, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 30-99

SINGER 1932 Junior sunshine saloon, black-cream or blue, choice two, new and unregistered. To clear, £115. Below.

1929 (April) Junior 4-door saloon, brown, leather, taxed year, fully insured April, superb order, £54. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 30-107

SINGER 8, 1927, Junior tourer, taxed, insured, £25; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 30-113

SINGER 9, 1932, super-sports 2-seater, mileage 700, black and green, cost £160 a few weeks ago. £115. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520-1. 30-125

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

SINGER Junior, 1928, 8hp 4-seater, maroon, one owner, small mileage, taxed, £25. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Telephone Streatham 9520. 30-126

SINGER Junior, brand new, unregistered, slightly shop-soiled, 4-door coachbuilt sun saloon, four speeds, rear petrol tank makers' guarantee, £129 to clear. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streat. 9520-1. 30-127

SINGER Junior 1931 8hp coachbuilt saloon, finished in maroon and cream, in excellent condition throughout. £82. Newnhams, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 30-131

SINGER Junior 1932 4-door coachbuilt saloon, sunshine roof, fullest equipment, 4-speeds, etc., all chromium fittings, 2-tone blue finish. See this car to appreciate the beautiful condition and value offered. (Paddington.) £105. Kirk. Below.

SINGER, 1930, 8hp 4-door coachbuilt saloon, fully equipped dash, luggage carrier, exceptionally small mileage, very carefully used, silent running and economical car. (Highbury), £64. Kirk. Below.

SINGER Porlock sports 2-seater, fully equipped, wire wheels, original finish green and grey, exceptionally fast, carefully used, one owner. (Highbury), £42. Kirk. Below.

SINGER Junior, 1927, 8hp 4-seater tourer, rigid all weather equipment, full dash, electric screen wiper, good tyres, very smart appearance tax paid. (Padd.), £25. 100 other cars. "Three-Months'-Written-Guarantee." Exchanges, terms. Kirk and Co., 22-49 Praed St., W.2 (Paddington 6049), and 28-30-32 Highbury Corner, N.5. (North 4784.) Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 30-157

SINGER, £75!!! 1931 Porlock streamlined sports 9 2-seater, long tail, special exhaust, like a new car. Denmans, 132-3 Long Acre, W.C. Open week ends. Temple Bar 8135-6-7. 30-163

SINGER, 1930, 8 saloon, like new, £65. Denmans, 132-3 Long Acre, W.C. Open week ends. Temple Bar 8135-6-7. 30-172

SINGER, 1931, Junior coachbuilt sunshine saloon, finished black and cream, as new throughout, one owner, £92 10s.; best possible deferred. The Service Co., 275 High Holborn. Holborn 0666. 30-189

STANDARD, 1932, Big 9 saloon, very low mileage, perfect condition, £155, year's guarantee; exchanges, deferred. Trascott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 30-610

STANDARD, 1931 9 Swallow saloon, many extras, £155. Steele Griffiths, Abbey House, Victoria St., S.W.1 (facing Westminster Abbey). Victoria 0467. 30-87

STANDARD tourer, 1928, 9hp, excellent condition throughout, £35. Frentzells, 319 Edgware Rd. 'Phone, Padd. 5129. 30-536

STANDARD guaranteed saloon, dynamo lighting, starter, new tyres, balloons, runs beautifully; cheap; offers; motorcycle part. Easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 30-546

STANDARD. H. A. Saunders specializes in carefully used Standards.

1932 little 9 saloon, de luxe, leather upholstery, safety glass, almost new condition, £135.

1931 Big 9 saloon, sliding roof, wire wheels, black and cream, £115. 330 Euston Rd., N.W.1. Museum 4511. 30-578

STANDARD 9. W. J. C. Motors!!! 1929 Teignmouth sunshine saloon, excellent condition throughout, good tyres, taxed for the year, exceptional offer at £69. W. J. C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. 30-596

STANDARD. Newnhams, 136-8 Streatham Hill S.W.2, offer 1931 Big 9 coachbuilt sliding-roof saloon, excellent condition throughout, £135. Streatham 8830. 30-495

STANDARD. F. G. Smith (Motors), Ltd. Smith-conditioned Standards. 1931 Big 9 4-door saloon, choice of two, £130, sliding roof, £125, fixed head; extended payments. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 30-461

STANDARD 9, 1929, long chassis sun-roof saloon, perfect, £65; terms, exchanges. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 30-423

STANDARD 9, 1929, registered March, 1930, 4-door saloon, sunshine roof, bumpers, in really excellent condition, £65; exchanges, terms; also 1928 saloon, at £45. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 30-93

STANDARD, 1931, Big 9 sunshine saloon de luxe, 4-speed gear, one owner, guaranteed, £133. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 30-367

IMPORTANT TO ADVERTISERS—

Alteration of Press Day

The latest time for receipt of paragraph advertisements will in future be

6 p.m. Monday

for the following Friday's issue.

"THE MOTOR BOAT MANUAL." 10th Edition. A Practical Handbook for Motor Boating Enthusiasts. 5s. net. 5s. 5d. post free.

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

STANDARDS. Newnhams always have an excellent selection of Standards available; few examples below, but full list on request. Self financed hire purchase terms and generous part exchange allowances arranged.

1932 Big Nine coachbuilt sliding roof saloon. Really excellent example. £155.

1931 Big Nine sliding roof saloon, moderate mileage and most attractive, £115.

1931 Big Nine Avon sports 2-seater. Very exceptional appearance, etc., £135.

1930 Big Nine Teignmouth s.r. saloon, very special offer, £82.

1929 9hp Teignmouth saloon, carefully used by one owner, £65.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 30-434

STANDARD, 1932 Little 9, taxed year, small mileage, as new, £135. Below.

STANDARD 9, 1931, Swallow saloon, 4-speed, taxed year, mileage 7,000, as new, £165. Below.

STANDARD 9, 1931 coachbuilt saloon, blue, taxed year, as new, £145. Paul, Sawyer and Co., 72 Gt. Portland St. Museum 1925. 30-444

STANDARD Big Nine, 1930 (August) Teignmouth sunshine saloon, like new, small mileage, £85; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 30-410

STANDARD, 1932, Big Nine coachbuilt saloon, small mileage, otherwise brand-new, £169. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 30-400

STANDARD, 1932, Little 9 saloon de luxe, black-cream, Triplex, bumpers, as new throughout, guaranteed, tax paid, £135. Below.

1932 (February) Little 9 sunshine saloon, black-maroon, perfect mechanically; A.1. lot; taxed, £127. Below.

1931 coachbuilt sunshine de luxe saloon, £255 model, 8,000 miles, Triplex throughout, 4-speed, taxed year, £140. Below.

1931 coachbuilt saloon, sunshine, blue-cream wheels, 7,000 miles, very clean, taxed, £130. Below.

1930 Teignmouth sunshine saloon, black-red, very complete equipment, one owner, quite perfect, £85. Below.

1929 Teignmouth saloon, black-white line, leather upholstery, good tyres, one owner, throughout, £65. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 30-108

STANDARD Nine, 1930, 4-seater, all-weather equipped, attractively finished dual colour, dipping headlamps, excellent condition, licensed December, £78. Below.

STANDARD Big Nine, 1931 sunshine 4-door saloon, very small mileage, new condition, £115; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-141

STANDARD Nine, 1929, long chassis sunshine saloon, taxed 1933, £68. Bradley Mathew, Fleet, Hants. 30-148

STANDARD, 1930 Big Nine saloon, sun roof, 79 guineas. Denmans, 132-3 Long Acre, W.C. Open week ends. Temple Bar 8135-6-7. 30-168

STANDARD Big 9, 1931, 6-light sunshine 4-door saloon, fullest equipment, adjustable bucket seats, chromium finish, beautifully kept, excellent tyres, undoubtedly a fast car, year's tax, £110. 100 other cars. "Three-Months'-Written-Guarantee." Exchanges, terms. Kirk and Co., 22-49 Praed St., W.2. (Paddington 6049.) Close 8 p.m. week-days; Sundays 10 a.m. till 1 p.m. 30-156

STANDARD, 1932, Little 9 de luxe, coachbuilt sunshine saloon, finished condor grey and black, as new, £135; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 30-190

STANDARD, 1931, late Big 9 saloon, finished black and cream, small mileage, beautiful condition, one owner, £122 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666 30-187

STANDARD. 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 and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bambers, near Birkdale Station, Southport. 'Phone 66161. (117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 31-973

STANDARD. See the Naylor and Root bargains on page 20. Choice three Standards. Bargain value. 30-481

STANDARDS. All under £100. See page 22. 30-387

STANDARD, 1932 Big 9 coachbuilt saloon, maroon, new tyres, perfect order, taxed December, £150. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 32-231

STANDARD, 1932 Little 9 special saloon, accept offer. Parkinson, Sapling Rd., Swinton, Manchester. 30-k119

SWIFTS. All under £100. See page 22. 30-388

SWIFT 9hp tourer, taxed, insured, good condition, £21. Bayly, 37 St. Quintin's Avenue, North Kensington, W.10. 30-k117

SWIFT 10. 85 guineas!!! 1930 (August) sunshine saloon, Triplex, taxed December, 16,000,, immaculate. Sloane Square Motors, 18 Culford Gdns., S.W.3. 30-204

SWIFT, 10hp 1930 sports coupe, sliding roof, taxed, £88. Paul and Co., 51 The Mall, W.5. Ealing 4633. 30-545

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

SWIFT. W.J.C. Motors!!! 1929 4-door sunshine saloon, 4-speeds, exceptional condition throughout, taxed for the year, £65. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. 30-597

SWIFT. Newnhams, 136-8 Streatham Hill, S.W.2, offer 1931 10hp Swallow sports saloon, most attractive car, beautiful condition, £148. Streatham 8830. 30-497

SWIFTS. Newnhams always have an excellent selection of Swifts available. Few examples below, but full list on request. Self-financed hire-purchase terms and generous part exchange allowances arranged.

1931 10hp sliding roof saloon, fitted rear tank, beautiful appearance, etc., £115.

1931 10hp drop-head coupe, really first class throughout, £105.

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1928 10hp Nomad saloon, particularly smart and very good mechanically, £45.

1928 10hp tourer, fitted f.w.b., one owner, an excellent example, £32.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv: 4646. 30-435

SWIFT 1927 10hp 4-seater, blue, f.w.b., rear screen, particularly sound and well-kept, taxed, £30. Smith and Hunter, 407 Edgware Rd. 30-109

SWIFT 1928 2-seater, wire wheels, taxed, good tyres, £29; exchanges, terms. Norrington, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 30-133

SWIFT saloons and tourers, £30 to £55, ready to drive away, taxed, insured and guaranteed 3 months. 100 popular makes in stock from £10 to £65. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 30-80

TALBOT. Lane Motors. 1924 10-23 2-seater and dickey, 25 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 30-503

TALBOT, 1925 8.18 coupe, clean condition, taxed, £28; exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 30-120

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. Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Triumph Specialists), solicit your custom. You can't beat Bablake Garage, Ltd., for new or used models. Used Triumphs urgently wanted in exchange for any car. zzz-75

TRIUMPH 1932 coachbuilt 4-door sunshine saloon, finished dual grey, very low mileage, as new, £118; best possible deferred. The Service Co., 273 High Holborn. Holborn 0666. 30-188

TRIUMPH, £66 10s. Super 7 saloon, taxed, guaranteed as new throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 30-198

TRIUMPH, 8hp, 1930 sports saloon, leather upholstery, excellent mechanically, £65; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 30-140

TRIUMPH 1930 super 7 saloon, leather upholstery, open to any examination, £65. Rose and Young, Ltd., 97 Streatham Hill, facing Locarno. Streatham 9520. 30-151

TRIUMPH 1929 (March) 4-seater, maroon, good tyres, complete equipment, repainted, £38. Smith and Hunter, 407 Edgware Rd. 30-110

TRIUMPH, 1932 super 7 coachbuilt saloon de luxe, blue, taxed, scarcely used, absolutely new condition, £128; exchanges, deferred. Martins Garages, Highgate Village. 'Phone, Mountview 1228. zzz-200

TRIUMPH 9, 1932 4-door coachbuilt sunshine saloon, moderate mileage, guaranteed. £139. 516-522, Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 30-366

TRIUMPH, 1929-30 7hp coupe, excellent condition throughout, £39. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 30-418

TRIUMPH, 1929 8hp saloon, taxed, perfect condition, £45. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 30-424

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1930 super 7 saloon, very good appearance and general condition, £59.

1929 super 7 saloon, particularly smart and sound, special offer, £39.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 30-436

TRIUMPH, 1932 saloon, shop-soiled only, £140; exchanges or deferred. Sydney G. Cummings (only address), 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 30-512

TRIUMPH. Newnhams, 136-8 Streatham Hill, S.W.2, offer 1930 7 de luxe saloon, leather upholstery, safety glass, excellent condition. £69. Streatham 8830. 30-498

TRIUMPH. H. A. Saunders for carefully used Triumphs.

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TRIUMPH 1929 saloon, perfect, genuine, private, £48. 18 Pembury Rd., Lower Clapton, E.5. 30-k84

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TRIUMPH tourers and saloons, £50 to £65, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

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TRIUMPH. Morgan Hastings offer the following fully guaranteed and brand-new 1932 Triumph cars:—

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One only, 12hp 6-cylinder Abbey sports 4-seater, 4-speed gearbox, list £250, £198.

95 New Bond St., W.1 (Mayfair 5325), and 212 New King's Rd., S.W.6 (Putney 7611). zzz-225

TRIUMPH, super 7. See Naylor and Root's displayed advertisement on page 20. Seven models in stock. 30-482

TRIUMPHS. All under £100. See page 22. 30-389

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

VERNON-DERBY. £8 deposit. 79 guineas cash. 1930 (reg. 1931), 9hp super-sports 2-seater, green, one owner, carefully used, exceptional condition. List free. Exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. 'Phone, Hampstead 6041-6. 30-447

VERNON-DERBY. Broadway Motors offer 1928 sports 2-seater, excellent condition, £62 10s. 18 and 19 Woodstock St., Oxford St. 30-553

WOLSELEYS. All under £100. See page 22. 30-390

WOLSELEY, 1931 Hornet E.W. coupe, finished black and green, in exceptionally nice order, £135. W. T. Dunn, Ltd., 307 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 30-554

WOLSELEY Hornet saloons, two, 1930 late, fabric and coachbuilt, taxed, exceptionally good condition, £60 and £70. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 30-604

WOLSELEY, 1932, Patrick sports 4-seater Hornet, 4,000 miles, Rudge wheels, offers. Hop 0988. 30-k69

WOLSELEY Hornet, E.W. special 4-seater coupe, black and blue, Under 3,000 miles, Taxed to Dec. 31, £215. Wright, 20 Buckingham St., W.C.2. 'Phone Temple Bar 1934. 31-k71

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WOLSELEY Hornet, 1931 coachbuilt sun de luxe saloon, Magna wheels, blue, exceptional condition, £105. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 30-81

WOLSELEY Hornet, 1932, E.W. sports 4-seater 4-speed, remote gear control, as new, £160. Bradley Mathew, Fleet, Hants. 30-149

WOLSELEY Hornet 1930 saloon, coachbuilt, overhauled, £70. Denmans, 132-3 Long Acre, W.C. Open week ends. Temple Bar 8135. 30-175

WOLSELEY Hornet 1931 saloon, coachbuilt, sun roof, Triplex glass, practically new, 105 guineas. Denmans, 132-3 Long Acre, W.C. Open week ends. Temple Bar 8135-6-7. 30-174

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WOLSELEY Hornet. £74 10s. 1930 saloon, coachbuilt, in splendid order. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 30-192

WOLSELEY Hornet, £87 10s. 1931 saloon, taxed, small milage, in exceptional condition throughout, and offers genuine bargain. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 30-199

WOLSELEY Hornet. Broadway Motors offer 1931 coachbuilt sunshine saloon large body, year's tax, exceptionally clean, 100 guineas; choice of two.

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JOWETT. Croydon. Turner's, Lower Addiscombe Rd. Addiscombe 3151. zzz-985

JOWETT. The Service Company, trade and retail distributors. Sales, service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

M.G. Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

M.G. Midget and Magna cars. C.M.L., Ltd., Finchley Rd., Hampstead, N.W.3, and Hermitage Rd., Hitchin. Trial runs any time, immediate delivery, deferred terms, liberal exchanges. 'Phone, Primrose 1161 and Hitchin 494. zzz-96

M.G. F.O.C.H., Ltd., agents, 1932 models, immediate delivery from stock. Highest allowances. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-601

M.G. Rowland Smith Motors, Ltd.

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MORRIS. Try F.O.C.H., Ltd. Highest allowances. No waiting. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-602

MORRIS Minor and Morris 10, 1933 models now on view; part exchange, hire-purchase terms. Sole London distributors, Stewart and Ardern, Ltd., Morris House, 103 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15; Morris House, Finchley Rd., Golders Green, N.W.11. zzz-232

MORRIS Minor. No deposit, from £5 10s. monthly. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). 'Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-164

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S.S. Manchester. North Lancashire distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 30-362

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STANDARD. Bruton Garages, Ltd., special Standard agents; 1933 models on view; exchanges and terms. 32 Bruton Place, Berkeley Square, W.1; also 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 30-488

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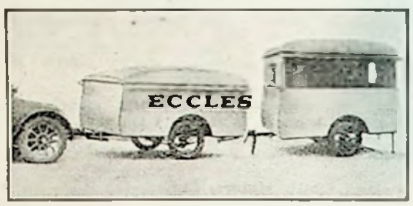

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BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.
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CHROMIUM plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating, enamelling and Parkerizing. F. Davis (Manchester), Ltd., East Stanley St., Salford. 'Phone, Blackfriars 4040. zzz-1

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ROWLAND SMITH MOTORS, LTD. will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand car. Second-hand list free.

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F.O.C.H. Exchange specialists. New or second-hand. Cash either way. Deferred. Free list. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle, on receipt of full particulars, in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England Scotland or Wales, free service. Immediate delivery of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber and Rover. Call, write or 'phone, 489 Oxford St., W.1 (Mayfair 6801-2), or 11 Hammersmith Rd., W.14 (opposite Olympia) (Fulham 3477-9). zzz-167

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THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

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HARRISON'S, 355 Norwood Rd., Tulse Hill Station, S.E.27. Telephone, Streatham 6846. zzz-327

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COX. Dickey-seat screens, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

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CONSULT unbiased experts and secure the best and cheapest policy from Lloyd's and all leading offices for your particular requirements. Quarterly terms with company of unquestioned stability. Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. National 5261. 32-744

REDUCED rates—write for quotation. Exceptionally low premiums for country risks. Policies issued for any period. Special instalment premium scheme. Mascot Policies, Ltd., 106 High St., Ruislip, Middlesex. Telephone, Ruislip 644. Agents wanted. zzz-180

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QUARTERLY PREMIUMS. No extras! Road Traffic Act cover, Austin 7, one driver, 16s. 2d. quarterly; Cowleys, 20s. 3d.; Fords, 20s. 3d.; Oxfords, 23s. 4d. Others and commercials equally low. Write for new advantageous scheme. Jacksons, 54 Old Broad St., E.C.2 (London Wall 0329); and Grand Buildings, Trafalgar Square (Whitehall 1891). zzz-221

QUARTERLY premiums without additional cost Austin 7's, £2 2s 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, service, satisfaction under a Stuartson policy. Stuartson (Insurance) Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement page 20. 30-470

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DEFENCE, LTD., 40 King William St., E.C.4 (Mansion House 9944), for lowest rates payable by instalments. See page 6. 30-336

QUARTERLY premiums. 7 and 8hp, 16s. 3d.; 10hp and Cowleys, 20s. 3d.; 15hp, 26s. 7d.; others and commercials equally low. "Carpol," 268a Latimer Rd., W.10. 30-k40

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PRESSED-STEEL luggage carriers, latest type, fitted without drilling, for Austin 7, Morris Minor, Wolseley Hornet, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. "Young's," 32 Tooting Bec Rd., S.W.17. zzz-115

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ROTAX, C.A.V., Lucas, Ducellier, Delco-Remy, Bosch, Brolt, etc., dynamos, starters, magnetos, 1,000 different reconditioned types, any one ready to exchange while you wait for the price of repairing yours, from 10s. 6d. See below.

WE have the most up-to-date testing machines, and give 12 months' guarantee with every job. See below.

DAY, night and week-end service.

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TELEPHONE: (Day) Park 8641-2. (Night) Park 7766. zzz-825

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ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

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PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM. Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

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LIBERTY engine dynamos, 6-volt 15-amp., reduction gearbox attachment, price 5s. each; C.A.V. and Thompson-Bennett hand magnetos, Coley thermometers, motor accessories and tools for all trades. Coley and Barnett, Ltd., Ordnance Works, Kingston-on-Thames. zzz-194

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CHEAP cycle-type and other wings. Large stocks for immediate delivery. Any type made to order on shortest notice. Please state exact requirements. Victoria Sheet Metal Co., Wellington, Shropshire. 31-c322

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CONWAY for good second-hand radiators for almost every make of car. Call, write, wire or 'phone Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.3. 30-528

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LONDON: Barimar, 14-18 Lamb's Conduit St., W.C.1.

BIRMINGHAM: Barimar, 116-117 Charles Henry St., Birmingham.

MANCHESTER: Barimar, 67 Brunswick St., Ardwick Green, Manchester.

NEWCASTLE-ON-TYNE. Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

GLASGOW: Barimar, 134 West George Lane, Glasgow, C.2. zzz-830

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BLACK LION WELDING WORKS. Welding of every description, prompt despatch; lowest charges. 24 St. Peter's Grove, Hammersmith. Riverside 4652. zzz-918

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THE DUNLOP RUBBER CO. accepts no responsibility for tyres purchased at prices other than those authorized. In the interests of the public the prices of Dunlop car, motorcycle and bicycle tyres are protected, and the sale of any such tyres at prices above or below those appearing in current lists constitutes a breach of the company's conditions of licence. zzz-165

GENUINE Brand-new guaranteed Firestone, Dominion, Oldfield, Michelin Cords. Special Clearance offer. 700 by 80, 20s.; 700 by 85, 22s. 6d.; 710 by 90, 27s. 6d.; 28 by 3, 17s.; 27 by 3.85 (Balloons for 700 by 80-85), 18s. 6d.; 26 by 3.50, 16s.; 27 by 4.00, 18s.; 27 by 4.40 and 28 by 4.50, 25s.; 29 by 5.00, 32s. 6d.; 30 by 5.00, 37s. 6d. Approval against cash. Prompt despatch. "Young's," 32 Tooting Bec Rd., S.W.17. Streatham 0791. zzz-1[illegible]

TYRES AND TUBES (continued).

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NEW branches, Hartshill Rd., Stoke-on-Trent (Tel., Hanley 48432); and 19 Market Square, Northampton (Tel., Northampton 1975).

FURTHER huge price reductions.

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32s. 6d. 27 by 4.40 covers. Brand-new Heavy Duty Tyres in makers' wrappings. All guaranteed by makers, Dunlop Clipper Cords, Goodyear Pathfinder Cords, Regent Super Cords.

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SPECIAL prices to factors and genuine tyre dealers.

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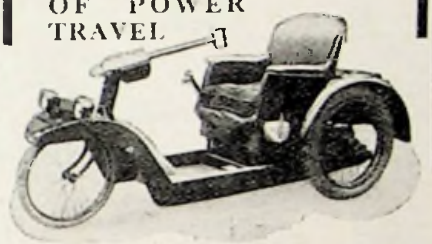

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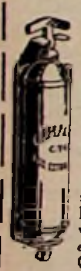

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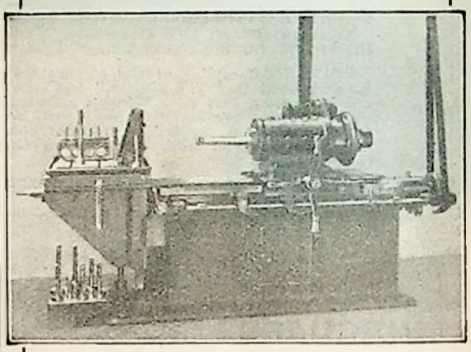

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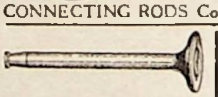

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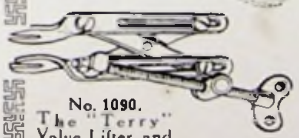

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