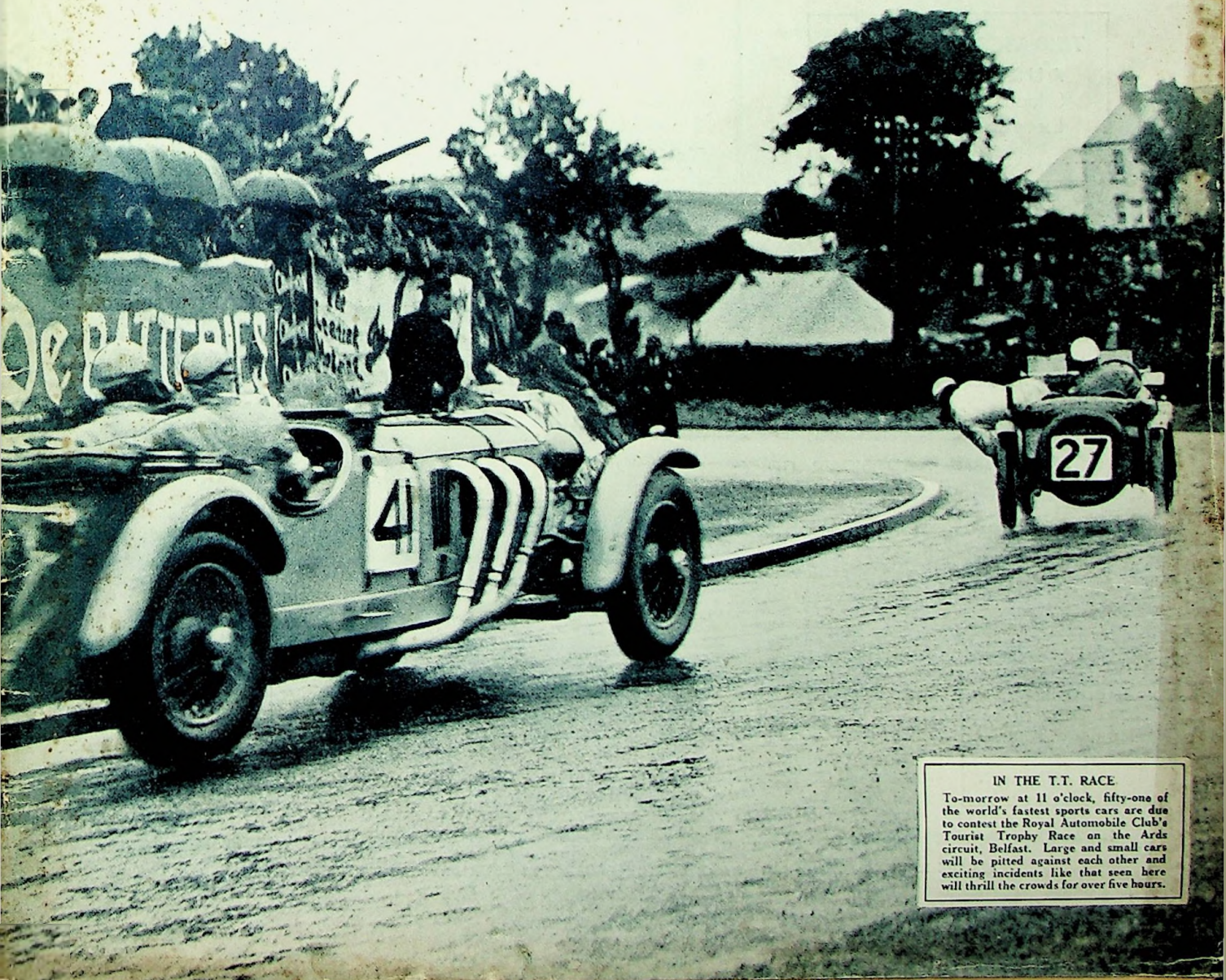


The Light Car & Cyclecar

3^D

The Only
Small Car
Journal
Founded 1912.

Vol. XXVIII, No. 976
Friday, Aug. 21, 1931
*Registered at the G.P.O.
as a Newspaper*



IN THE T.T. RACE

To-morrow at 11 o'clock, fifty-one of the world's fastest sports cars are due to contest the Royal Automobile Club's Tourist Trophy Race on the Ards circuit, Belfast. Large and small cars will be pitted against each other and exciting incidents like that seen here will thrill the crowds for over five hours.

100 CARS IN STOCK

AUSTIN
MORRIS
RILEY
STANDARD
TRIUMPH
TROJAN
WOLSELEY

Any make of
car supplied.

THIS WEEK'S BARGAIN

AUSTIN SEVEN
Saloon, Sunshine Roof,
Excellent Condition.
£85 - 0 - 0

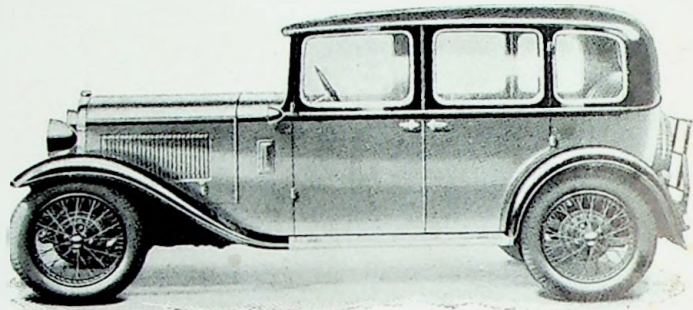
Sole London Distributors
for



BODIES

Write for particulars.

Immediate Delivery



THE NEW
AUSTIN
TWELVE-SIX
£198
AT WORKS

Undoubtedly the finest value ever known.

NO DEPOSIT Can be supplied on
first payment of £10-17-9
plus tax and insurance.

AUSTIN Twelve-Six De Luxe Model,
Real Leather Upholstery, Sunshine Roof, Bumpers,
£225

IMMEDIATE DELIVERY. Supplied on Terms as above.

HAVE YOU HAD YOUR COPY OF "MOTORING MADE EASY"? FREE ON REQUEST.

11, Hammersmith
Road - - W.14
(Opposite Olympia)
'Phone: Fulham 3477 8



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

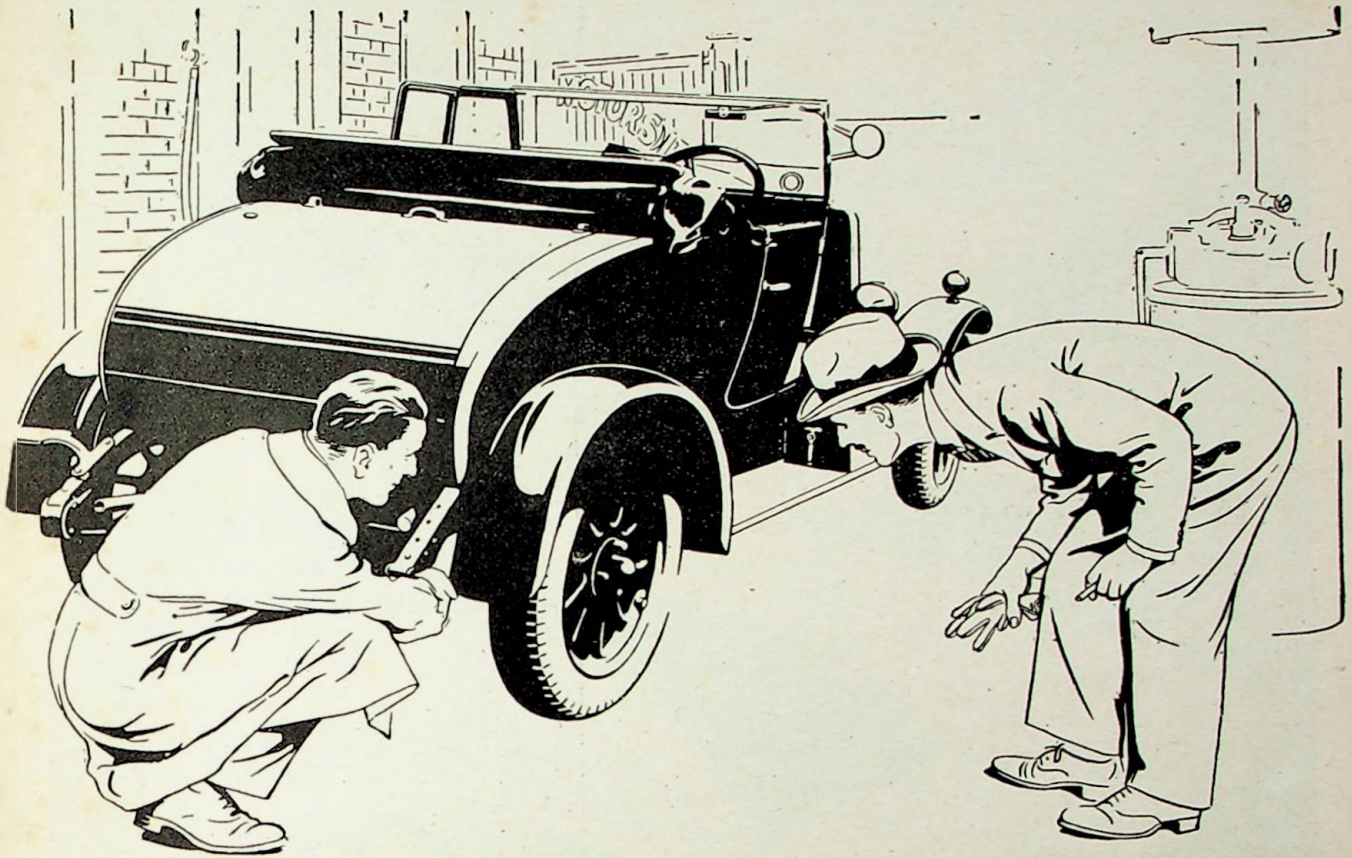
Highest
Prices
in
Part
Exchange.

489, Oxford Street,
LONDON (BETWEEN SELFRIDGES
AND MARBLE ARCH) W.1

'Phone: Mayfair 6801/2.

OPEN UNTIL 6 P.M. SATURDAYS.

Low
Deferred
Terms
Arranged
in 48 Hours



“Yes, sir, it's time your brakes were seen to.”

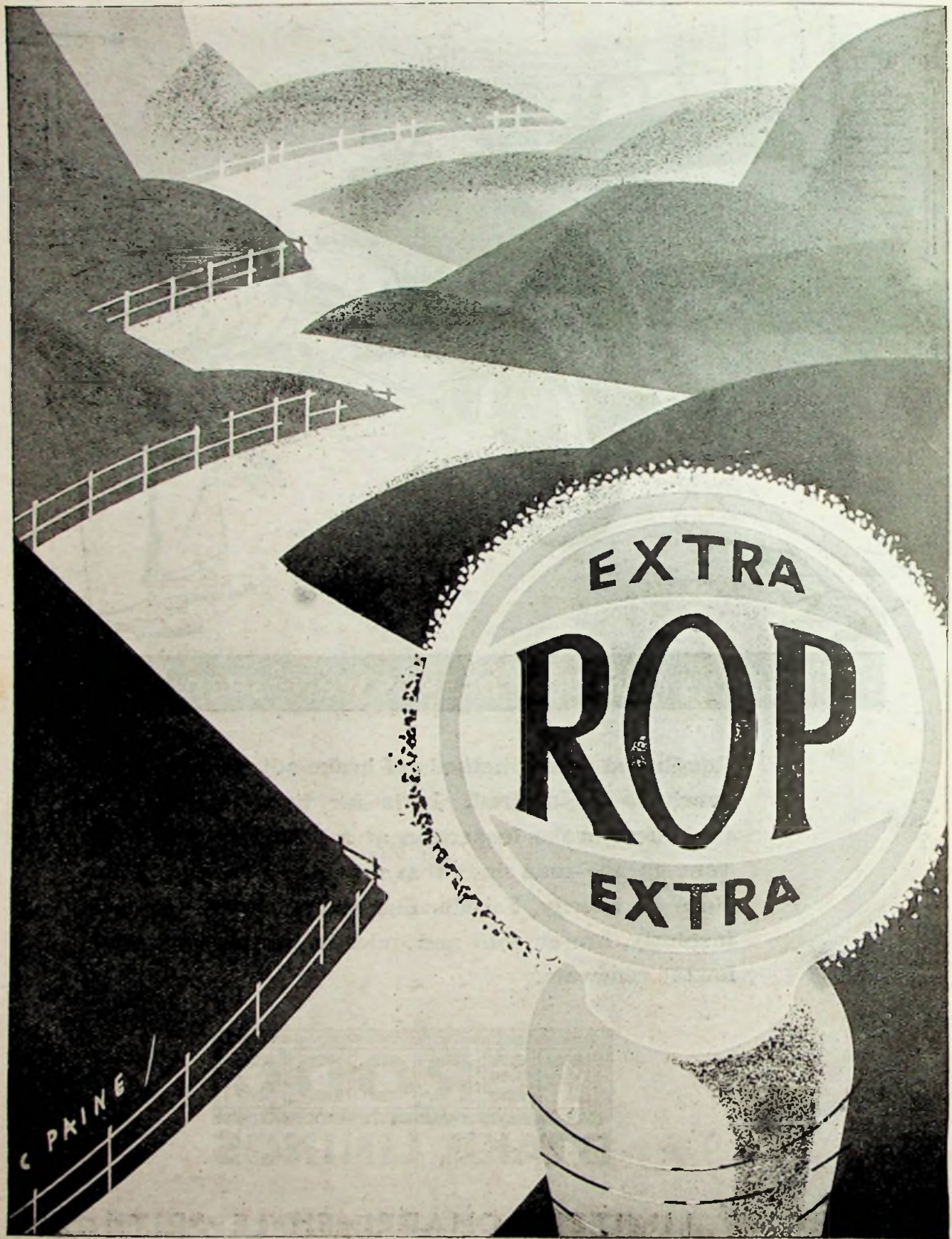
Rough and ready methods of brake adjustment leave much to be desired. It is far better to have a periodical brake inspection at a public garage. If your garage-man finds that relining is necessary, be sure to specify Ferodo Linings. They respond instantly, are smooth and quiet in action, and need fewest renewals.

FERODO
REGISTERED
BRAKE LININGS

FERODO LIMITED • CHAPEL-EN-LE-FRITH

30180
S

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



Russian Oil Products Ltd., Moorgate Hall, London, E.C.2.

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

"Meadowleigh,"
 Reculver Road,
 Herne Bay.
 23-6-31.

Jowett Cars Limited,
 IDLE, Bradford.

Dear Sirs,

Some six years ago I bought my first car Susie Jowett with which I was so pleased that I wrote you a little article of appreciation. She gave the greatest satisfaction always; if she didn't it was not her fault.

I have just invested in a Jowett saloon with a sunshine roof, and I want to congratulate you most heartily on the performance of Susie Jowett 2nd, which is an extraordinary improvement on the old car, good as she was.

You were good enough to get the new car finished for my holiday, and, though she only came on a Saturday and I was unused to the centre gear lever, after a few miles, so good was her steering and gear action that I decided to go the following day for my trip of 800 miles, a real test which did not trouble her in the least. For 8 hours I drove in a deluge from South Wales to Shropshire and not a spot of rain got into the car, neither did the wiper stick. Not once either was it necessary to go into bottom gear. In fact, she has done 1,300 miles now and I have never used bottom gear yet, and shall forget how to do it when it becomes necessary.

Her best performance was the stiff Warrington Hill outside Banbury on the Warwick Road. With three aboard she climbed it well. With three up old Susie used to make a task of it and always on low gear.

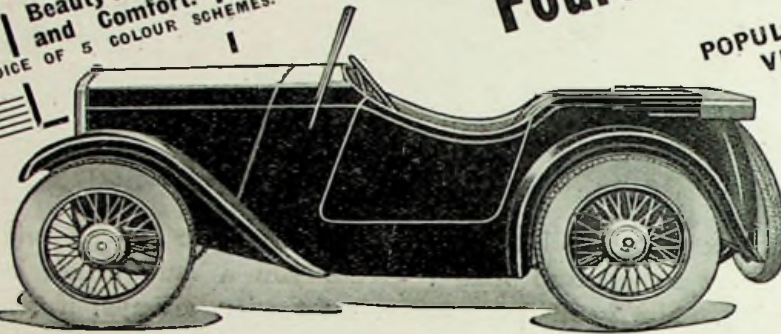
I could tell you much more, but your splendid efforts must have elicited great praise from everywhere; but, throughout our tour, she gained the highest praise from all, especially from two Rolls-Royce experts.

Yours sincerely,
 (Signed) F. R. STANLEY.

Arrow

COACHWORK
Beauty of Line and Comfort.
CHOICE OF 5 COLOUR SCHEMES.

★
DEMONSTRATION GIVEN ANYWHERE IN GREAT BRITAIN THROUGH YOUR LOCAL AGENT.



SIMILAR BODY ON **MORRIS MINOR CHASSIS £165**

Austin Arrow Foursome—£155

Coachbuilt & Cellulosed

POPULAR—AND A VERY FINE EXAMPLE OF EXCLUSIVE BODYWORK.

Arrow Coachwork Also fitted on the **Wolseley Hornet CHASSIS.**

Arrow 2-seater Coachbuilt & Cellulosed on **Austin Chassis £152-10**

Prices of other models on application.

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE.

Name.....

Address.....

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

(Please cross out Models not required.)

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

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

ARROW COACHWORKS,

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

AGENTS.

LONDON: NORMAND GARAGE LTD. 489, Oxford St., W.1.
 BIRMINGHAM: FRANK HALLAM & Co., Bristol Street.
 LIVERPOOL: ROSCOE MOTORS, 62, Roscoe Street.

STUARTSON

Divide that Premium by FOUR!
 You MUST Insure.
 But why not pay **QUARTERLY?**
 WITHOUT EXTRA COST.

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

QUARTERLY INSURANCE FOR ALL CARS, LORRIES AND MOTOR CYCLES. COMPREHENSIVE OR THIRD PARTY RISKS.

Write, Phone, or Call—
STUARTSON (INSURANCE) LTD.
 34, Leadenhall Street, LONDON, E.C.3.
 Telephones: Monument 2151/2, 4270.

"WELLINGTON" LIQUID METAL POLISH

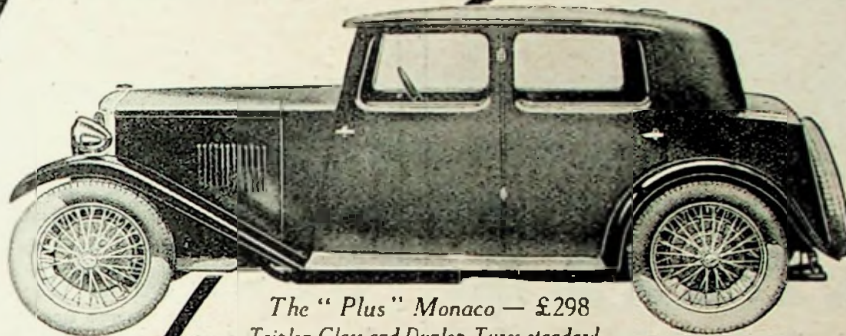
A POLISH THAT, with a minimum of labour, GIVES A REAL BURNISH THAT LASTS.

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

In TINS, 3d., 4½d., 7½d. & 1/3; also in ½, 1 & 1 Gallon Cans.
 Also makers of non-inflammable Liquid Metal Polish.
JOHN OAKEY & SONS, LTD.,
 WELLINGTON MILLS, LONDON, S.E.1.

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

"The Car that depreciates least"



The "Plus" Monaco — £298
Triplex Glass and Dunlop Tyres standard.



You have noted our constant repetition of that statement—

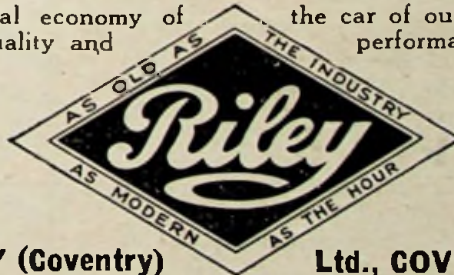
You have wondered why we emphasise it, but—

Don't you realise the value of this "least depreciation"?

Don't you appreciate its influence on your motoring costs?

To-day we must all study economy, and to run a car with a £9 tax, a petrol consumption of 35/40 m.p.g. and an upkeep cost reduced to the absolute minimum—to run it and cover (as most Rileys do) more miles by far than the average car will cover, and then, when desiring a change of model, to find that its depreciation has been practically negligible—WELL, THAT'S REAL ECONOMY!

The real economy of the car of outstanding individuality and performance—the



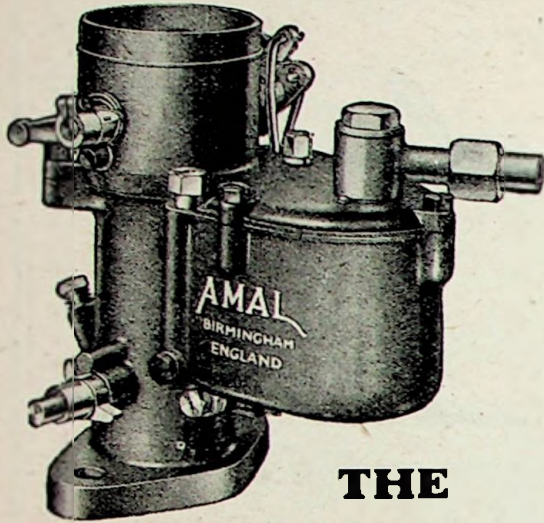
RILEY (Coventry) Ltd., COVENTRY

LONDON: 42, North Audley Street, W.1.

"Such fun to drive."

Ask for demonstration.

For better acceleration



THE
AMAL
DOWN DRAUGHT
PUMP CARBURETTER

In this carburetter the vapour falls into the induction pipe instead of being lifted into it, resulting in an instantaneous response to throttle opening. Whenever the accelerator is quickly depressed the pump forces petrol into the choke, enriches the mixture and maintains the richness until the engine has gained the required speed. The carburetter can therefore be set to give a weaker mixture for normal running, thus saving petrol.

The pump also enables a larger choke to be used, with consequent increase of power. All the other well-known Amal features are included, such as the bridging jet which completely prevents flat spots.

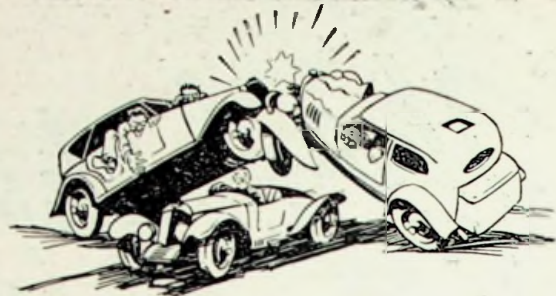
Write for leaflet giving prices and full details.

NOTE.—A Down Draught Carburetter necessitates a special Induction pipe.



AMALGAMATED CARBURETTERS LTD.,
Dept. L.C.7, Perry Barr, Birmingham.

C.F.H.



ONE PASSES THROUGH THE
WORST SAFELY WITH A

DEFENCE POLICY

FULL COMPREHENSIVE POLICIES
Including Road Traffic Certificate, which is available on demand at the counter, or by return of post.

	Payable	Annually	Quarterly
8 h.p.	£100	£6 6 0	£1 13 0
Cowleys	"	£7 13 0	£2 0 0
12 h.p.	"	£8 7 6	£2 4 0

FULL THIRD PARTY POLICIES

with Road Traffic Certificate approximately
ONE-HALF THE ABOVE RATES.

ANY Driver 12½% extra. 10% Reduction for No Claim Bonus.

Applications for agencies are invited.

DEFENCE LTD.,

Insurance Brokers,
40, King William Street, LONDON, E.C.4.
(This office is between the Monument and London Bridge.)
Tel: Mansion House 9022 (six lines).
And at 1, Manchester Road, BRADFORD. Tel.: 5342.



If your leaf Springs rust up, there cannot be flexibility and absorption of shock.

Give them grease and get full benefit from the suspension system.

The "Terry" Greaser thoroughly lubricates them, thus improving the springing and ensuring safety. Fitted to a grease gun it levers the springs open and forces grease down the full length of the opening.

For Leaf Springs 1½ ins. to 2¼ ins. breadth. For Leaf Springs 2½ ins. to 3½ ins. breadth.

8/6

10/6

To fit "Enots" or "Tcalemit" Grease-Gun or to order Buy from agents. If unobtainable order from us. Write for booklet of specialities.

Herbert Terry & Sons, Ltd.,
Redditch, Eng. Est. 1855.



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

Compare these RATES

10% reduction from these premiums if car driven by Owner or named driver only.

Transfers from other Companies accepted without loss of bonus.

Full Value of car not exceeding	TREASURY RATING (excluding Fractions of Horse-power).							
	8	9	10	12	13	15	17	20
£100	7 0 0	7 7 0	8 7 0	9 7 0	10 7 0	11 7 0	12 1 0	12 18 0
£200	8 0 0	8 7 0	9 7 0	10 7 0	10 17 0	12 1 0	12 15 6	13 5 0
£300	8 17 0	9 4 0	10 0 0	11 4 6	11 14 6	13 1 6	13 8 0	14 8 6
£400	—	9 14 0	10 14 0	12 1 0	12 14 6	13 15 0	14 8 6	15 2 0

with what you are now paying.

The above premiums are for Comprehensive Cover. Third Party only—one-half of these rates.

It will be to your advantage to write for a prospectus and Specimen Policy which will be sent, without obligation, by return of post.

BIRMINGHAM: 45 Newhall Street. **CARDIFF:** 8, St. John's Square.

North & South Insurance Corp., Ltd.

(ESTABLISHED 1909).

Head Office:

ORLEANS HOUSE, EDMUND ST., LIVERPOOL.

LONDON: 310, 312, Regent Street, W.1, and 40, King William Street, E.C.4

DERBY: 10, Trinity Street. **EDINBURGH:** 15, View Forth Gardens.

MANCHESTER: Cromford House

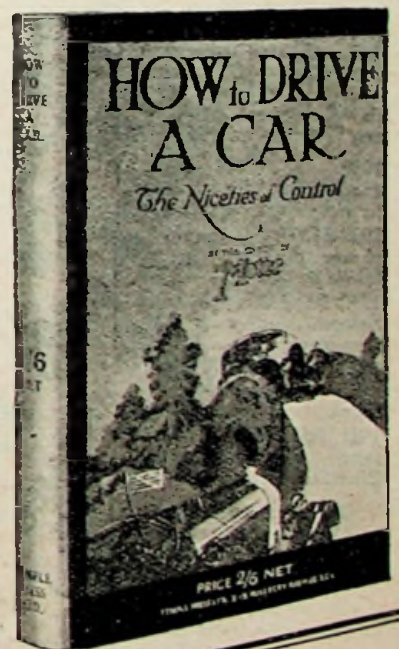
SHEFFIELD: 2, Furnival Street. Cromford Court.

By the Editor of **The Motor**

“HOW TO DRIVE A CAR”

Throws a searchlight upon the vital problem of efficient driving.

Its information is based on a wide experience with hundreds of different cars.

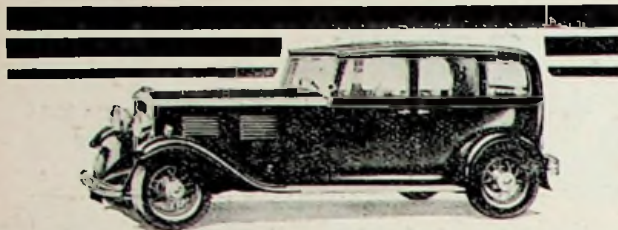


PRICE 2/6 NET

TEMPLE PRESS LTD.,
5-15, Rosebery Avenue, London, E.C.1.

Wholesale Agents:
E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.

Of all bookstalls and book-sellers, or 2/9 post free from the publishers.



1932 STANDARD "BIG NINE" SALOON £285 (Bumpers extra), or on "Service" own financed terms. Deposit £41. and 12 monthly payments of £14 7 0 or 18 " " " " £9 16 0 or 24 " " " " £7 10 4 or otherwise as arranged between ourselves.

Other 1932 STANDARD MODELS.
"Little Nine" Saloon .. £155
" " Special Saloon .. £160
" " 4-seater Tourer .. £145
" " Coupe .. £175
"Big Nine" Special Saloon .. £225
" " 4-seater .. £105

Be first in the 1932 Class

ORDER YOUR NEW STANDARD FROM SERVICE CO. NOW.

FIRST IN THE USED CLASS

"Service" Used Cars are thoroughly overhauled and renovated in our own workshops being offered at the lowest possible price. No obligation to you.

- 1930 INDEPENDENT coach, as new, £150
- 1929 JOWETT, choice of fabric models, £75
- 1930 MORRIS Saloon, usual, One owner
- 1929 JOWETT Four-seater, fabric, £100
- 1931 MORRIS fabric Saloon, finished Blue. One owner £98

Best Possible Deferred Terms over 12, 15, 18 or 24 months.

A visit or p.c. will obtain our complete latest list of used cars.

Be first on the road in a 1932 Standard car—a car that has yet again raised the standard of modern car performance and design. "Service" own deferred terms are available to assist you in attaining the peak in car motoring; there's top price for your present car in change; there's every facility to guarantee that covers satisfaction in nothing by waiting, so UR NEW STANDARD NOW!

WE ARE DEMONSTRATING THE NEW 1932 STANDARD CARS NOW NETT, MORRIS, ROVER, SINGER, TRIUMPH CARS.

The Service Company Ltd

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.

THE

ALTA HEAD for SPEED and RELIABILITY

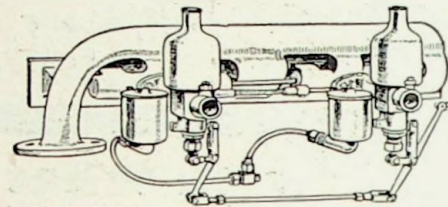
RELAY GRAND PRIX, units fitted to 1st unsupercharged Austin 7 to finish and to the 1924 Austin 7 which completed biggest mileage.

AUSTIN 7
72/6
No Extras.



TRIUMPH 7
79/6

DEEP NOTE EXHAUST SYSTEMS, 37/8. BALANCED INDUCTION PIPES, 25/-. TERRY'S DOUBLE VALVE SPRINGS, 10/6. I.C. GASKETS, 2/-.
Wolseley Hornet Twin Carburettor Unit.



With high efficiency design inlet and exhaust manifold giving an amazing increase of power, better distribution, resulting in very slow running on top gear and a much smoother power output. Acceleration and hill-climbing improved by 25-35%. 74 m.p.h. on top, 50 on second, 21 on first gear. 33 m.p.g. Complete unit includes special inlet and exhaust manifold, with twin S.U. Carburettors, double petrol piping, special controls and ready to fit. £12 - 10 - 0, carriage 3/-.
Twin AMAL Downdraught Carburettor Unit, giving wonderful acceleration and speed. £14-10-0. DEEP NOTE EXHAUST SYSTEMS, 42/-. BEAR PETROL TANKS, complete with Petrolift and all fittings. £5-15-0. DOUBLE VALVE SPRINGS, 14/6 set.

V. W. DERRINGTON, 159, LONDON ROAD, KINGSTON - ON - THAMES.
Phone: 3720. Open 8.30-7.30. Wednesdays: 8.30-1

Save Money on Those Repair Bills!

WITH the aid of "The Motor Repair Manual" the owner-driver can tackle his own simple repairs, adjustments and overhauls — thus reducing repair bills to a minimum.

This invaluable handbook is a complete guide to the subject. It tells how to fit up a repair shop, provide its tool outfit; how to set about the various jobs; how to use the lathe; and scores of other matters. Get your copy to-day!

"THE MOTOR REPAIR MANUAL" 2/6 net.

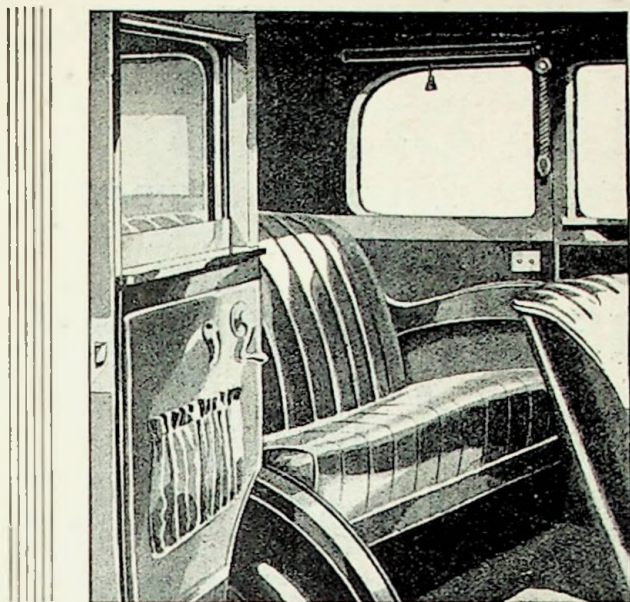
From all bookstalls and booksellers, or direct from the publishers, 2/9 post free.

TEMPLE PRESS LTD., 5-15, Rosebery Avenue, London, E.C.1.

Wholesale Agents: E. J. Lorb, Ltd., 30, Paternoster Row, E.C.4.



D2



For UPHOLSTERY

EXPERIENCE
has shown the many advantages of using leathercloth ——— when it is



"Rexine" Leathercloth is always consistently reliable in quality and strength. It is easy to keep fresh and clean; it will not absorb damp, dust or grease. And in its grain and rich quality of colour "Rexine" Leathercloth is always admired for its realistic character. See that you get "Rexine."

REXINE LIMITED
(A subsidiary company of Imperial Chemical Industries Ltd.)
70, SPRING GARDENS,
M A N C H E S T E R

R A 222

If driving makes you drowsy-



it's time the piston rings were changed!



There's a BRICO Ring for EVERY Engine, specially made from centrifugally cast iron, guaranteed to fit first time without any bedding in.

When the fumes of burnt oil and petrol penetrate the interior of your car—bringing headaches and drowsiness, it is a sure sign that the piston rings are inferior. They cannot be sealing the compression, but are allowing the mixture to escape past the piston with consequent loss of power. You can stop those annoying fumes at once—and restore new car performance—by having a new set of BRICO Piston Rings fitted. They are specially made from centrifugally cast iron, and when fitted form a perfect circle against the cylinder wall, dead true, giving perfect compression.

Any first-class Garage will supply and fit a new set of BRICO Piston Rings to your car at a small cost.

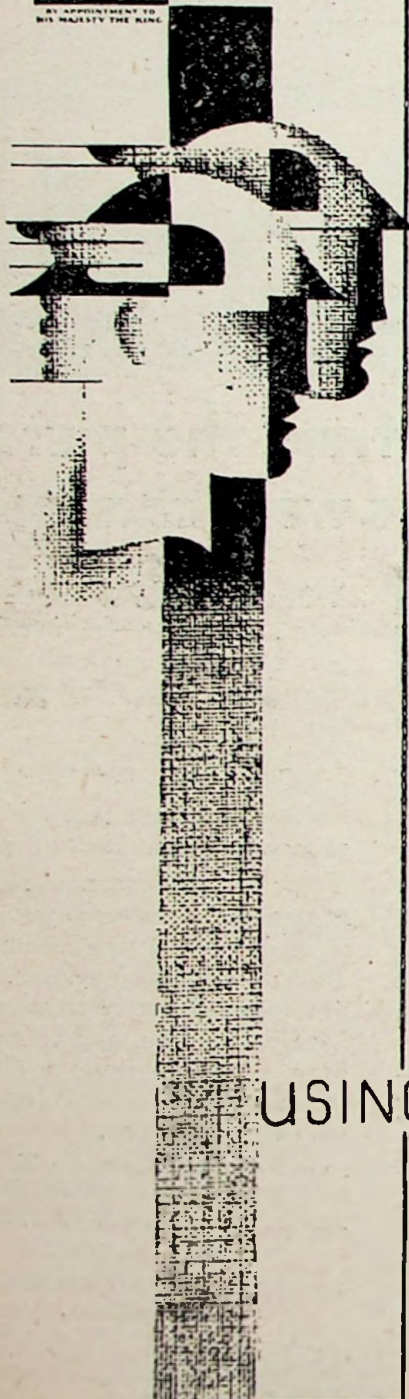
Manufactured by
The BRITISH PISTON RING Co., Ltd.
COVENTRY.



PISTON RINGS
FOR QUALITY & ENDURANCE

H.P

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



CRAIGANTLET HILL CLIMB

NEAR BELFAST, LAST SATURDAY

Fastest Time & Record for the Climb

R. G. J. NASH (FRAZER-NASH)

7 OUT OF 9 FIRSTS

THE WINNERS WERE:—

- G. R. Hamilton (AUSTIN 7)
- H. V. Sloane (WOLSELEY HORNET)
- C. G. Neill (LANCIA)
- W. P. Noble (RILEY 9)
- Victor Ferguson (M.G.)
- R. G. J. Nash (FRAZER-NASH)
- S. J. C. Cupples (M.G.)

USING

WAKEFIELD

CASTROL

—the World's Fastest Oil on Land & Water

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



AWAY DULL CARE! — Far from the stress and strain of cities by the aid of a Morris Minor s.v. saloon. Tourists from a northern manufacturing town enjoying the wonderful view across Lake Coniston. The Lake District is one of the most popular touring centres in the British Isles.

To-morrow at Belfast.

At 11 a.m. to-morrow, Saturday, August 22nd, the last British road race of the year will be starting. Our readers will join with us in wishing success to British entrants and to the light car drivers in particular, and the best of luck to the foreign sportsmen. Let us hope also for fine weather.

A full programme of the race is given in this issue.

Police Activity.

The police in the Home Counties are stopping cars between midnight and 4 a.m. as a check on car bandits and other criminals.

A Contradiction.

Persistent rumours have been current of late that Leon Cushman's 100-m.p.h. Austin Seven had an engine fitted with overhead camshafts. We are able to state that there is no truth whatever in this, and that the engine was a side-valve job. We saw it!

"Non"-census.

During the census of motor and other traffic which caused little sentry boxes to spring up on roads all over the country last week, we heard of one man who, returning by the way he had come, stopped by one of the men who were counting and insisted on explaining that he had passed already that morning, and therefore should not be counted twice!

No. 976. VOL. XXXVIII.

NEWS of the WEEK

Lord Ridley's record-breaking 750 c.c. car: details of its construction (page 352). * * *

The 1932 Triumph programme and a full description of the new 8.9 h.p. model (page 354). * * *

If you do not know what it feels like to drive at 100 m.p.h. turn to page 357 and let "The Blower" tell you. * * *

The construction and working of Luvax hydraulic shock absorbers is clearly explained on page 366. * * *

Cars and drivers in the R.A.C. T.T. Full details of to-morrow's great race, which light cars have a distinct chance of winning (page 369). * * *

"Coming Events"—

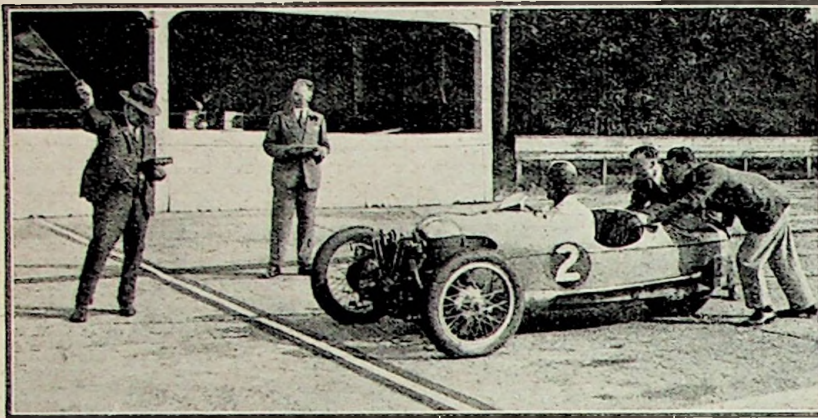
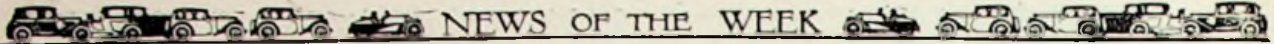
Judging from shadows "cast before" a number of factories hitherto famous for large cars have turned their attention to the 1½-litre category for 1932. Watch this journal for developments!

Mr. Mantell's Problem.

Although no prize was offered, a large number of readers sent in solutions to the difficult-starting problem propounded by Mr. Mantell in "Technical Aspects" last week. Only one reader was correct; most of the others suggested electrical trouble ranging from damp plug insulators to wrongly connected H.T. leads. Turn to page 368 and find out where you were wrong—it may help you when your own engine "goes on strike."

The B.S.A. Four-wheeler.

Although a Midland newspaper has published a brief description of a B.S.A. four-wheeler, inquiry at the B.S.A. works shows that the publication is somewhat premature. The existence of experimental models of this type has been well known in the Midlands for a considerable time, and some months ago our contributor, "Focus," wrote at some length on one of these machines. It need scarcely be added that a full and authoritative description of the new model and its performance on the road will appear in *The Light Car and Cyclecar* as soon as this can properly be done.



AT BROOKLANDS
LAST SATURDAY.

H. C. Lones (Morgan) was the only cyclecar competitor at the B.M.C.R.C. meeting. He ran in two events and won the second at 90.06 m.p.h., beating four sidecar outfits.

Rubber Roads.

Experiments are being carried out in Ceylon with a rubber bitumen emulsion for the construction of road surfaces.

Manœuvres.

Hampshire is the scene of Army manœuvres this week and motorists are liable to come upon troops on the march. Loopway and detour signs have been erected by the motoring organizations on roads affected.

Three Millions for the Roads.

Road Fund grants during July, for road schemes for the relief of unemployment, amounted to £3,279,000.

New Cars in June.

Statistics for June show that 11,771 new cars were registered in that month. The greatest number was in the 8 h.p. class, where 3,464 machines were registered—an increase of over 300 compared with June, 1930.

NEW ORDNANCE MAPS

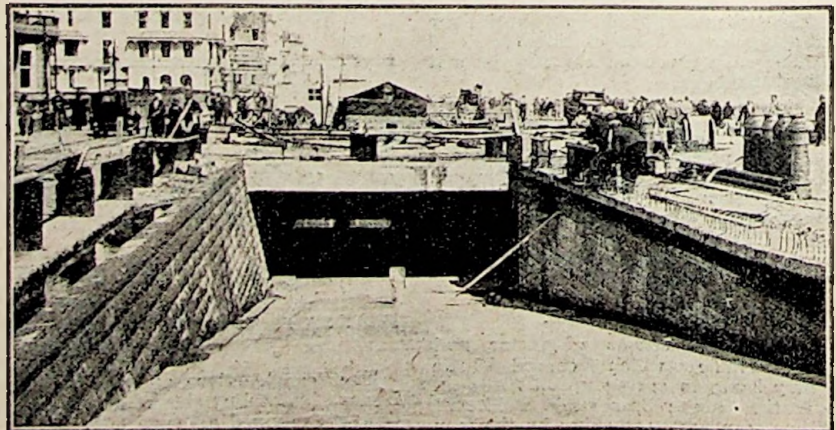
THE first sheet of an entirely new edition of the well-known one-inch Ordnance Survey maps of England and Wales has just been issued by the Ordnance Survey Office, Southampton. It differs in several important ways from the one-inch Popular edition which it will ultimately supersede. The most prominent improvement is the introduction of a modified form of hill shading which has been incorporated without any loss of clarity or detail. Another improvement is the provision of an overlap of 1,000 yards with neighbouring sheets, this, of course, being a great help to users when passing from one sheet to the next; previously there has been no overlap. The sheet lines of the new edition, incidentally, will differ very slightly from the Popular series, but the sheet numbering will be retained.

In general, the new maps represent a distinct improvement on the old, but there is one alteration which motorists, cyclists and walkers will all view with regret; this is the abandoning of the two-mile squares and the substitution of a grid with the lines spaced at 5,000-yard intervals.

It is explained that by means of this grid "the position of a point may be defined with accuracy," but how many road users—who, presumably, will form the great bulk of purchasers of the maps—want to "define a point with accuracy?" What they want is some-

thing that will give them a reasonably accurate idea of the distance between two neighbouring places *in miles*.

Prices of the new edition are 2s. per sheet on paper flat, 2s. 6d. on paper folded, 3s. mounted and folded, and 4s. mounted in sections. The sheet already issued is No. 144, which covers the Plymouth district.



AN UNDERGROUND
COACH STATION.

The Hastings Borough Council are building something new in garages under the promenade. It is entirely underground, will be 1½ miles long, and is to house 500 motor coaches.

Oil in New Zealand.

A well sunk at New Plymouth, New Zealand, produced a flow of 4,000 gallons of pure petroleum on August 11th.

Church Services for Motorists.

We published a paragraph last week stating that a special service for motorists would be held at the parish church of Cirencester. We now hear that the R.A.C. has prepared a list of churches holding services with a special appeal for motorists. Copies may be obtained on application to the secretary of the R.A.C., Pall Mall, London, S.W.1.

Pocket Tyre Gauge.

The Dunlop Rubber Co., Ltd., is now marketing a handy pocket tyre gauge. There are two models, the smaller reading from 6-52 lb. per sq. in. and being suitable for light cars. The instrument fits like a fountain pen into the waistcoat pocket, and is accurate in use.

"Drunk in Charge"—or Poisoned?

The dangers of carbon-monoxide poisoning from the exhaust gases of car engines is dealt with at some length in one of the interesting "Staff Leaflets" issued from time to time to their employees by Alexander Duckham and Co., Ltd., the well-known oil-refining concern. The leaflet calls attention to one important aspect of the case, in which persons accused of being drunk in charge of a motorcar have subsequently been found to have been victims of carbon-monoxide poisoning.

A warning is uttered that in certain cases—such as running an engine in a closed garage—this form of poisoning has proved fatal.

The leaflet goes on to suggest that the root of the trouble is incorrect carburettor adjustment, causing incomplete fuel combustion, and we join with Duckham's in warning motorists to adjust their carburettors correctly—thereby obtaining maximum fuel consumption incidentally—and to open windows and doors when running the engine in a garage.



NEWS OF THE WEEK

New American Austin Model.

The American Austin Car Co. recently announced the addition to the range of a light van priced at 325 dollars (about £82).

Trailer Prosecution Fails.

In a case recently heard at Southam, Warwickshire, the A.A. was successful in defending a motorist charged with driving a motorcar with a trailer at more than 20 m.p.h. The defending solicitor contended that no offence had been committed, as the speed limit had recently been raised to 30 m.p.h. by the Minister of Transport. The Clerk to the Court stated that he had not received the new regulation, which apparently had not been printed at that time; the summons was accordingly adjourned. At the resumed hearing the Bench dismissed the case and awarded costs against the police.

Touring Abroad.

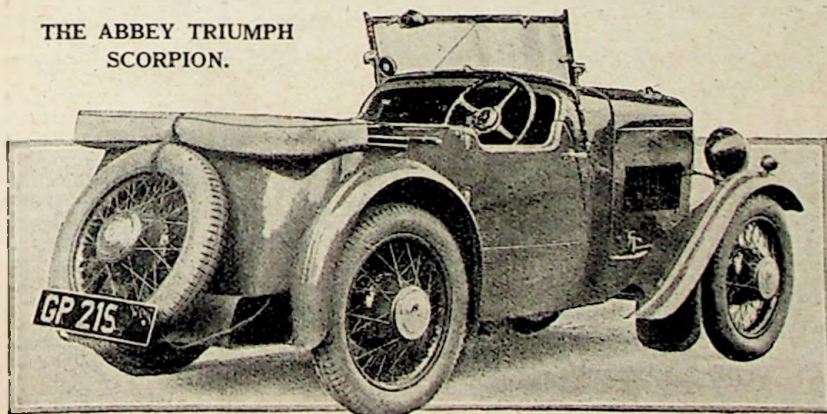
The R.A.C. wishes to draw the attention of motorists contemplating touring abroad to a recent important concession relating to the international driving permit. The new permit enables the holder to drive any car in the category specified, in any country where these permits are recognized. They are valid for 12 months from the date of issue, and the only restriction is that they must not be used for commercial purposes. The old permit allowed drivers to handle only the car specified.

Schneider Trophy Car Parks.

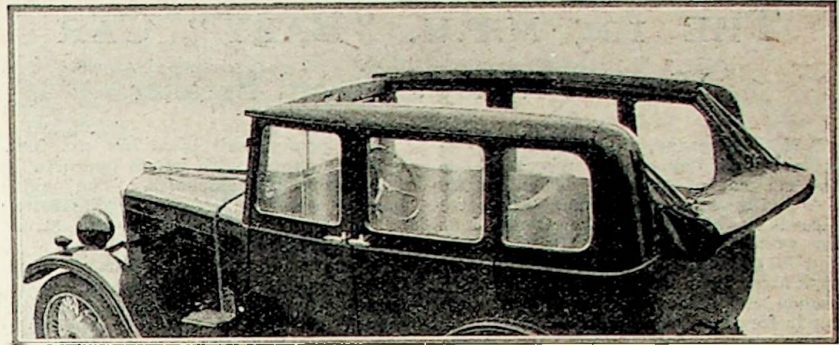
We are informed by National Car Parks, Ltd., Denman Place, Piccadilly Circus, London, W.1, that the concern is organizing the official car parks at West Wittering on behalf of the Royal Aero Club, and at Hayling Island and Gosport, on the occasion of the Schneider Trophy Contest.

The race will be flown over these parks, that of West Wittering being a turning point. Spaces can be booked in advance at the Piccadilly Circus Garage, Denman Street, London, W.1, and at Keith Prowse and Co.'s offices, or their agents. Coloured windscreen labels will be supplied to assist traffic control. A car-park ticket will pass occupants of the car in free.

THE ABBEY TRIUMPH SCORPION.



This attractive sporting four-seater body, by the Abbey Coachworks, of Wimbledon, is now available on the Triumph Scorpion chassis at £245. The specification is similar to the well-known Abbey Wolseley Hornet models.



FOR SUNNY DAYS.

This is the latest design of folding head, by Weathershields, of Birmingham. As the illustration shows, the roof rolls right back and is stowed away at the rear of the car—in this instance, a Singer Ten.

'Ware Wigan!

At a Wigan police court recently 13 motorists were charged with failing to observe the new automatic traffic



A quaint sign seen at Cottesmore—the home of the famous Rutland hunt.

signals, and were fined £1 each. It was claimed for the defence that the lights were indistinct and very badly placed, and that none of the drivers had seen them. The Chief Constable replied that the lights were of the standard type, and that a warning sign had been fixed 100 yards before the signals were reached.

Shelsley Amateur Climb.

Prospective entrants for the Shelsley Walsh Amateur Hill-climb on September 5th are reminded that entries close on August 27th.

Radio Kills Grasshoppers.

Reports have been received in this country recently of plagues of grasshoppers in America and elsewhere, during which not only has vegetation been destroyed, but roads have been blocked! After several methods of extermination have failed, it has been discovered that high-frequency radio waves have the desired effect of killing the insects in swarms.

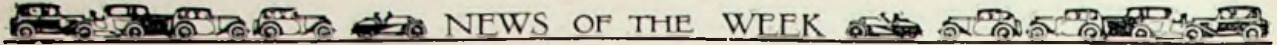
The St. Leger Meeting.

Motorists visiting Doncaster during St. Leger race week are warned that a new scheme of traffic arrangements will be in force during that period. A pamphlet describing the new scheme has been prepared, and copies are obtainable post free on application to the Chief Constable, the Guildhall, Doncaster, or to the secretary of the R.A.C. (Touring Guides Department), Pall Mall, London, S.W.1.

Brittol Fuel Tested.

The R.A.C. has issued a report of a trial of Brittol motor fuel, which took place from July 6th-July 8th. Samples of Brittol motor fuel were submitted for trial in a six-cylinder two-litre car by the Brittol Syndicate, Ltd., 24, Grosvenor Gardens, London, S.W.1, the object being to demonstrate fuel consumption, ease of starting, absence of dilution of crankcase oil, and general performance over a distance of 500 miles on the road.

A total distance of 502½ miles was, in fact, covered at an average speed, excluding stops, of 28.7 m.p.h. The fuel consumption worked out at 20.97 m.p.g. (33.8 ton m.p.g.). A sample of oil taken from the sump after 169 miles' running showed a dilution of 7 per cent. The general performance of the engine, including starting, pick-up, slow-running, idling and power output, was similar to that which might have been expected had ordinary petrol been used. There was no noticeable odour from the exhaust.



NEWS OF THE WEEK

THE 105 M.P.H. "BABY" CAR

Viscount Ridley's Record Breaker

ON Wednesday, August 12th, Viscount Ridley, at the wheel of the 750 c.c. car of his own design, broke the flying mile and flying kilometre records in the International Class H at the wonderful speeds of 104.56 m.p.h. and 105.42 m.p.h. respectively, a few days after Leon Cushman (Austin) had broken the same records at over 100 m.p.h. for the first time in history.

The successful attack on these

The power unit is a 750 c.c. four-cylinder engine with valves operated by two overhead camshafts. The engine has the remarkable cylinder dimensions of 66 mm. by 54.5 mm.—the stroke being thus smaller than the bore.

Features of the design—which is entirely "special" and not in any sense an adaptation of an existing unit—are the use of nitralloy liners for the cylinders, a special three-bearing nitralloy

Ridley "blew" at 16 lb. pressure with a compression ratio of $6\frac{1}{2}$ to 1.

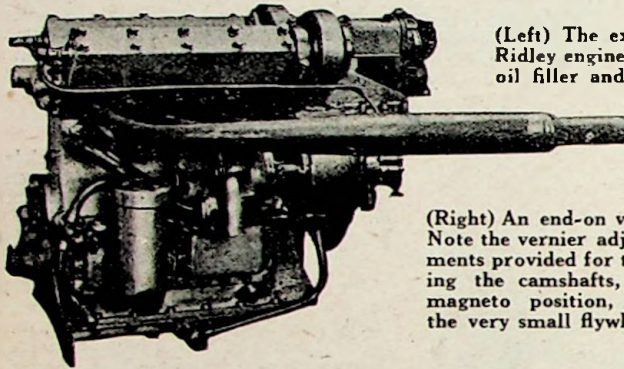
Except for the supercharger and the clutch unit, which is from a Thomas Special, the entire car is Lord Ridley's own design.

The chassis is very long and considerably upswept at the rear. At both front and rear double semi-elliptic springs—very long, flexible and heavily damped—are used, and meticulous care has been taken in the design of the axle, caster and steering angles, so that wheel patter has been eliminated and brake operation is unimpeded whatever the angle of the wheels or deflection of the springs or axle.

Four Inches Off the Ground!

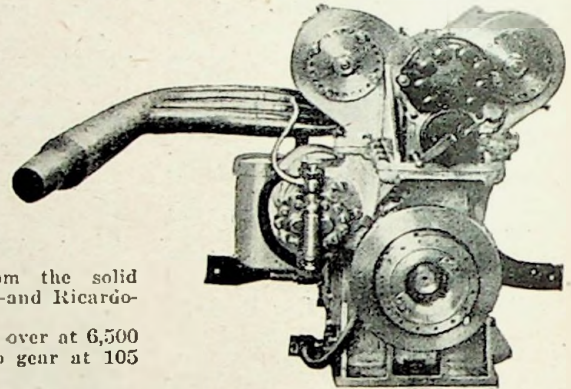
The ground clearance, as can be gathered from an accompanying illustration, is very small—4 ins., in fact!

At 105 m.p.h. Lord Ridley said that



(Left) The exhaust side of the Ridley engine, showing the large oil filler and the water pump.

(Right) An end-on view. Note the vernier adjustments provided for timing the camshafts, the magneto position, and the very small flywheel.



records at the first attempt comes as the fruit of long-continued work in the past few years—work which Lord Ridley made his hobby—and as a lone effort the speeds attained must be regarded as astounding.

The machine was described in *The Light Car and Cyclecar* of June 27th, 1930, but since that date the design has been considerably modified.

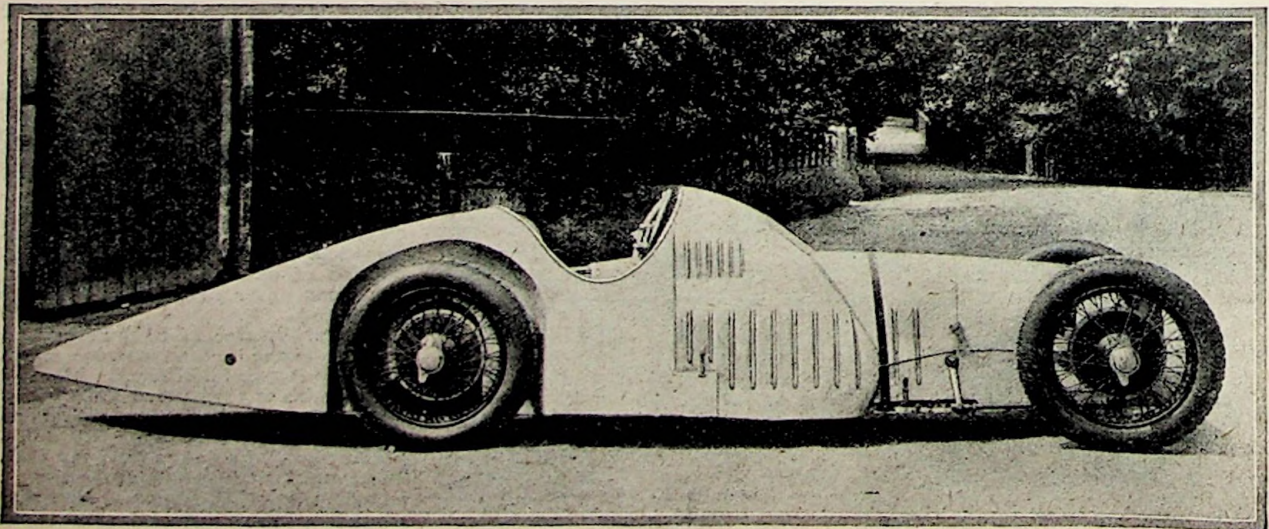
The most important alteration has been the use of a new engine, set upright in the frame in the normal manner; in the original chassis the engine lay, as it were, on its side.

crankshaft—machined from the solid and with disc-type webs—and Ricardo-type aluminium pistons.

The engine was turning over at 6,500 r.p.m. on a 4.93 to 1 top gear at 105 m.p.h.

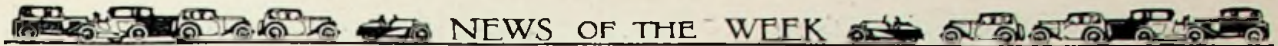
A Powerplus supercharger was used during the record runs, and this is mounted well forward of the engine in a direct air-stream, and flexibly driven by a long shaft from the crankshaft; there is a simple arrangement whereby the driving sprocket of the blower may be changed to obtain different supercharger speeds. For his purpose Lord

the car behaved and steered perfectly, held the track as if on rails and gave him an entirely pleasant "ride." This he attributes to the care lavished on the weight distribution, the steering layout and the suspension and to the fact that the car—with its 7 ft. wheelbase—is comparatively big and heavy.



THE WORLD'S FASTEST "750."

Viscount Ridley's 750 c.c. car of his own design in which he, last week, broke the flying kilometre at 105 m.p.h. in Class H at Brooklands. Note the careful streamlining, low ground clearance and long wheelbase of the wonderful little machine.



NEWS OF THE WEEK

Two Useful Grease-guns.

A. W. Gamage, Ltd., Holborn, London, are marketing the two high-pressure grease guns shown in an accompanying photograph. In each type the lubricant is fed under the pressure of a



Two handy high-pressure grease-guns marketed by Gamage at 6s. 3d. and 3s. 11d. respectively (see text).

plunger, fitted with a non-return valve, into the ram cylinder, thus the guns work effectively with heavy grease and in any position.

Excepting for the brass ram plunger of the large gun, all parts are of steel. The fit of the various sliding portions appears to be very good and all threads are well cut. To ensure non-leaking contact with the nipples the nozzle of each type of gun is provided with a fibre pad. The large gun costs only 6s. 3d. and the small one 3s. 11d.

East African Developments.

The Royal East African Automobile Association informs us that a new road will be open to motor traffic towards the end of this season which will open up one of the most interesting tours in East or Central Africa. The road starts from Kampala and passes along the foot hills of the Mountains of the Moon, past Lake George to Mbarara, where it joins the main trunk road to the Ruanda Province (Belgian Congo). Just beyond the frontier a new Belgian road branches off to Kissenyi, on Lake Kivu, styled the "Naples of Africa." From here the road passes through the wonderful Semeliki Forest to Irumu, and thus to Mahagi Port.

The club proposes to hold a hill-climb for cars in September.

A Rust Preventive.

A preparation which can be recommended for protecting exposed iron or steel from rust is Sozol, marketed by Sozol (1924), Ltd., 20, Copthall Avenue, London, E.C.2. It is in the form of a liquid and can be applied either by spraying or brushing, or, in the case of small parts, by dipping, the result being a thin transparent film which is quite harmless but very lasting. Parts treated will withstand both salt and fresh water, and even immersion in acid for some minutes; similarly, it gives immunity from the severe rusting properties of sal ammoniac. Two grades of Sozol are made, the thin grade being suitable only for spraying or dipping. Both are available in small tins at 1s. 3d. and 2s., or in larger quantities, a gallon, for example, costing 17s. 6d.

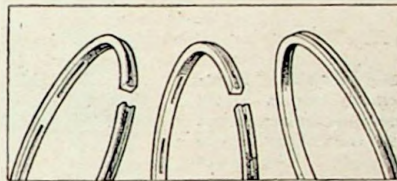
In addition, there is Sozolised Compound, which has similar properties, but is thicker in consistency; as in the case of Sozol it is made in two grades, the thicker of the two being suitable for application with a rag, and the thinner with a brush. Prices are slightly lower than those of Sozol.

Iron Road Opened.

The experimental section of iron roadway was opened last week in Connaught Road, near the Victoria and Albert Docks, London. Results will be watched with interest.

Perfect Circle Piston Rings.

Perfect Circle piston rings, which are extensively used in America, are now being introduced to the English market and are being handled in this country by Messrs. W. T. Driver, 63-64, Chancery Lane, London, W.C.2. Various types are available to suit different needs, but a common feature of each



Three types of Perfect Circle piston rings now obtainable in this country.

type is an annular groove which serves to increase the pressure of the edges on the cylinder walls without breaking the oil film. In the case of the oil-regulating types the base of the groove is slotted at intervals to allow surplus oil to pass to the back of the ring and so return to the crankcase via the usual oil holes in the piston. Descriptive folders, giving details of the various Perfect Circle types, can be obtained on application to the concern mentioned above.

The T.T.—Late News from the Course.

Great excitement prevails in Belfast and the surrounding districts, where the fortunes of the competitors are being eagerly discussed. It is expected that half a million spectators will line the Ards circuit to-morrow during the race.

In the Earl of March's team of supercharged M.G. Midgets, C. Fiennes will take the place of R. Watney, who has been taken ill and will be unable to drive to-morrow.

Thrilling incidents took place during the early hours of practising while heavy rain was falling, and skids and crashes were numerous. B. O. Davis (Mercedes) turned completely round at over 90 m.p.h. on Wednesday, hitting a post and bending a wing. Dudley Froy (Invicta), who was just behind, crashed into the hedge, broke his wrist and the Invicta was wrecked.

F. S. Barnes (M.G. Midget) also had a narrow escape when his car overturned, but escaped with a cut face. The Italian Alfa-Romeo drivers, untroubled by the wet, have been practising with regularity and at high speeds.

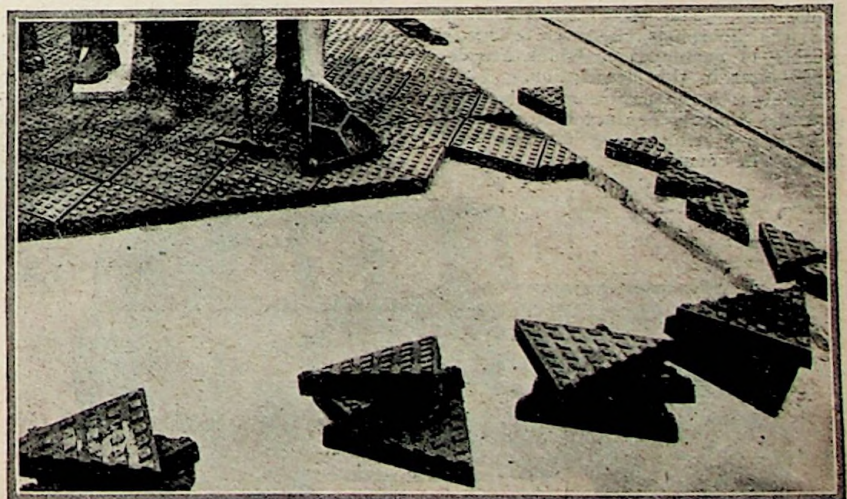
Two Arrol-Asters have been withdrawn from the race.

Ulster Motor Week.

The Rally and Concours d'Elegance held this week in Ulster by the Ulster Automobile Sports Club proved a great success. There were 63 entrants from Ulster, 36 of which were light cars.

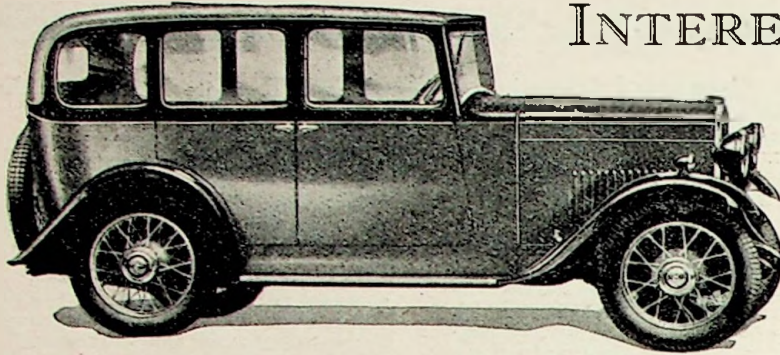
Four competitors started from John o' Groat's, including A. C. Fairclough (Austin Seven) and, by way of contrast, J. B. Bainbridge's Rolls-Royce. Miss Paddy Naismith (Avon Standard) was the only light car starting from Dover, from which point Donald Healey was down to start in his Invicta.

The winners of the first three prizes were all local competitors—J. McCaherty (Austin 16), W. J. White (M.G. Six), and F. W. Earney (Austin Seven).



THE IRON ROAD.

Experimental sections of road surfaced with iron plates were recently opened in London. Here workmen are shown laying the blocks, which have a non-skid surface and are claimed to be perfectly safe when wet.



The new Triumph Super Nine looks good with its four-door body. There is ample seating accommodation and the appearance is pleasing.

TWELVE models constitute the Triumph range for 1932, and although the Super Seven and the Scorpion have been improved in several important respects, the greatest interest naturally attaches to an entirely new chassis—the Super Nine.

In brief, the programme is as follows:—Super Seven two-four-seater, £140; Super Seven tourer, £140; Super Seven sports two-seater, £147 10s.; Super Seven coachbuilt two-door saloon, £150; Super Seven "Pillarless" four-door saloon, £150; Super Seven coachbuilt "Pillarless" four-door saloon de luxe with four-speed gearbox, £165; Super Nine coachbuilt four-door six-light saloon, £175; de luxe model, £185; Super Nine two-four-seater de luxe, £175; Scorpion Six four-door coachbuilt saloon, £185; Scorpion Six four-door coachbuilt saloon de luxe with four-speed gearbox, £205, and Scorpion Six two-four-seater de luxe, £175.

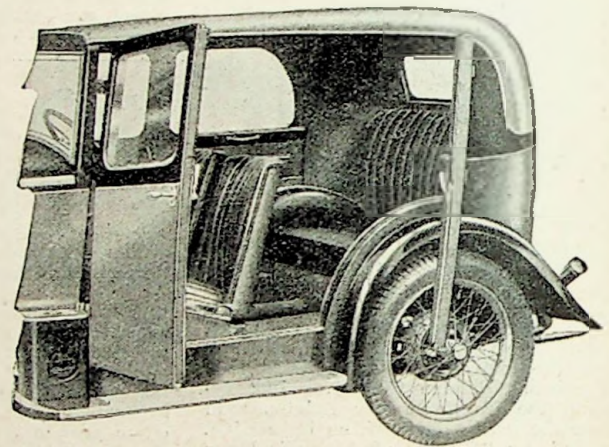
Wider Wheel Track.

So far as the first three models in the list are concerned, there is very little difference from the 1931 models except that, as with all the other 1932 Triumphs, the track is $1\frac{1}{2}$ ins. wider and also the Lockheed hydraulic brake reservoir is now mounted on the front of the dash, where it is much more accessible than in the old position under the floorboards. The other Super Sevens and the Scorpions, however, carry a number of modifications which are detailed later in this description.

Turning to the newcomer, it is clear that the designer has not been confined to features which are already well known in connection with previous

Triumphs. The engine, for example, has several unusual points, foremost amongst them being the location of the inlet valves directly over the cylinder bores, although side exhaust valves are used. The sparking plugs, slightly in-

A "pillarless" four-door saloon body is now being fitted to the Super Seven chassis. The doors are locked both top and bottom when closed and cannot be accidentally opened.



clined from the vertical, are fitted above the exhaust valves, and the greater part of the combustion chamber is concentrated at that point, a narrow channel connecting it to the cylinder bore.

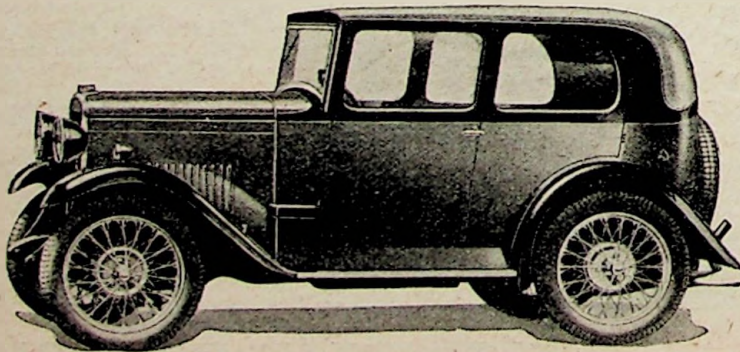
As in most modern engines, the cylinders and crankcase form a single casting with a light sump below. Above the cylinder head casting, the inlet valves and rockers are enclosed by a cast aluminium cover and the exhaust manifold forms a separate unit which is bolted to the side of the head. The exhaust pipe, by the way, is attached

rockers so that lubricant is fed under pressure to the rocker bearings and to the ball sockets at each end of each rocker. It should be explained that, instead of allowing the rocker to bear directly on the valve stem, a hardened steel ball is carried in a socket and a flat on the ball is in contact with the stem so that any likelihood of wear at this point is reduced to a minimum.

Accessible Oil Pump.

The oil pump is mounted in a very accessible position on the near side of the crankcase and cylinder casting. It is driven by skew gearing from the centre of the camshaft, and oil passages are drilled to the three crankshaft bearings from which other passages in the crankshaft lead the lubricant to the big-ends. The connecting rods are H-section steel forgings with split big-ends, into which the white-metal lining is run direct. Special aluminium alloy pistons of a self-compensating type are used.

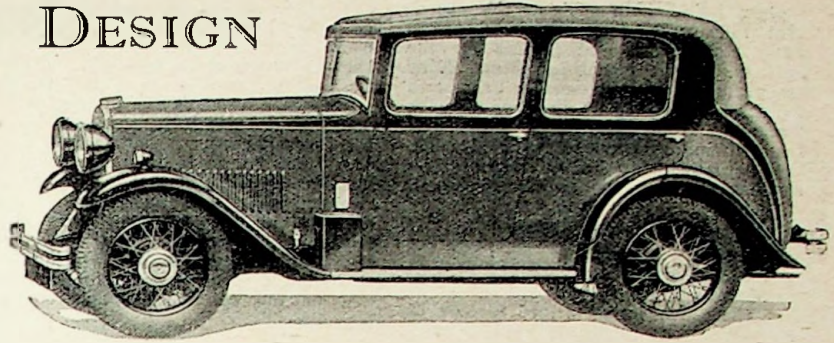
A duplex roller chain drives the camshaft and the dynamo with which the coil ignition distributor is incorporated. The tension of the chain is adjustable by rocking the dynamo, which is flange-mounted on the back of the timing-chain case. At the top of the casing there is the oil-filling orifice, which is very accessible. As on the Super Seven, the fan is driven by means of a flat belt—a system which has been found to be



The Super Seven model as modified for 1932. It will be seen that there is nothing unusual in the appearance of the "pillarless" body when the doors are closed.

ENGINE OF UNUSUAL DESIGN

8.9 h.p. Four-cylinder Engine of 1,018 Four-speed Gearbox. A "Pillarless" Important Improvements and Sub-Super Seven and the Scorpion



Several modifications are incorporated in the 1932 Triumph Scorpions. Ample luggage space is provided at the rear of this body.

thoroughly satisfactory. The cooling water circulation is effected on the thermo-siphon system.

With a bore and stroke of 60 mm. and 90 mm. respectively, the cubic capacity is 1,018 c.c., the Treasury rating being 8.9 h.p., but it is understood that an output of some 32 h.p. is readily obtainable at about 4,200 r.p.m.

At the front of the engine are two brackets which support it on a frame cross-member, rubber buffers being placed above and below the brackets. Between the clutch housing and the main casting a steel plate is clamped, and this is attached to the frame, Silentbloc bushes being interposed. In short, the engine and gearbox unit is supported throughout on rubber.

The clutch has a very light dual segmental spinning member which is gripped between two friction surfaces. As the segments are set at a slight angle, a sweet "take-up" is obtained

to ensure silent operation. The centrally placed lever has a comfortable knob on which are clearly marked the various gear positions.

These follow conventional practice: Reverse on the extreme left; first gear, left and forward; second gear, left and back; third, right and forward; top, right and back. With a direct drive of 5½ to 1, the other ratios are 8½, 12½ and 20½, the reverse gear providing a reduction of 27½ to 1.

From the gearbox a tubular propeller shaft with Hardy-Spicer metal universal joints transmits the power to the underslung worm-drive rear axle. The

of the dashboard under the bonnet—a considerable improvement over the old position under the floorboards.

In the brakes themselves there are two noteworthy features. Adjustment of each pair of shoes is carried out at a single point by means of a tapered screw which expands the shoes through the agency of two short push-rods. Furthermore, provision has been made to allow water to drain away, should it ever get inside the drums. These are drilled, but as water might still collect on the other side of the shoe, the backing plate has a depression formed in it at the lowest point to allow the water to escape. Recent weather conditions have offered ample opportunities to test this arrangement, and it is stated that the results have been eminently satisfactory.

The hand brake operates in a drum immediately behind the gearbox, as on other Triumph models. Certain alterations have been effected, however, as a result of which it is claimed that the action is much sweeter.

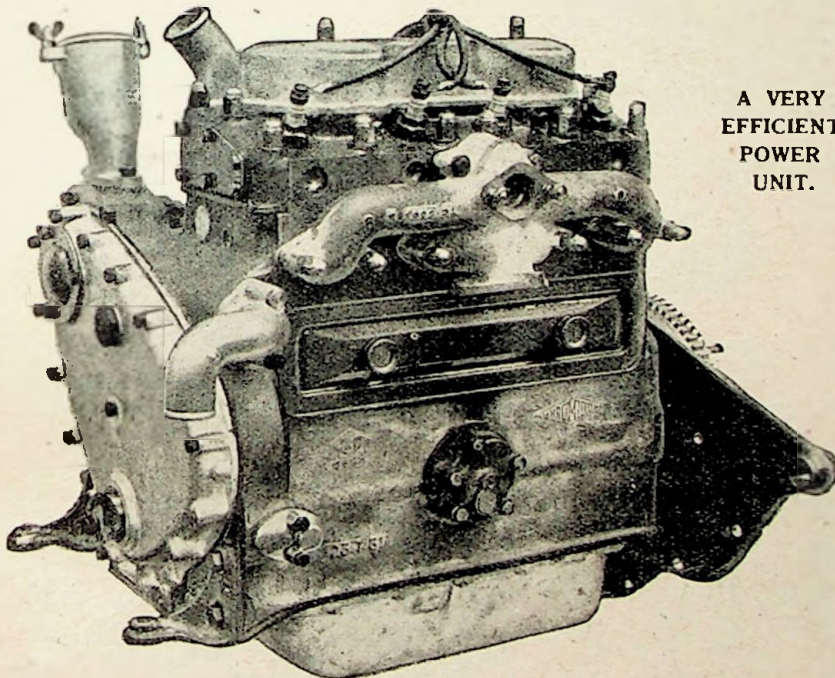
Long Rear Springs.

The chassis frame presents no very unusual features except for the very broad cross-member at the rear, which carries the 5½-gallon petrol tank, from which an Autovac feeds the carburetter. Semi-elliptic springs are used, and it is interesting to note that those at the rear are no less than 43 ins. long, while the front ones measure 30½ ins. Four Luvax hydraulic shock absorbers are fitted, and the five wire wheels with Magna hubs carry 27-in. by 4.40-in. Dunlop tyres. In common with other Triumphs, the steering mechanism is of the complete wheel and worm type and is adjustable.

The wheelbase of the new model is 7 ft. 3 ins. and the track is 3 ft. 7½ ins., while there is an 8-in. ground clearance. Three body types are available. The standard four-door coachbuilt saloon has finger-tip control on the steering wheel for the ignition and for the lighting and the electric horn button is placed in the centre of the wheel. Choke and throttle controls are on the facia-board on each side of the instrument panel, which is illuminated and carries a clock, speedometer, ammeter, oil indicator and the ignition switch.

Leatherette upholstery is employed, and separately adjustable bucket seats are fitted at the front. The single panel windscreen is of Protecto safety glass, which can also be fitted throughout at an extra charge of £3 3s.

In the de luxe saloon there are



A VERY EFFICIENT POWER UNIT.

The engine of the new Super Nine is rated at 8.9 h.p. and develops 32 h.p. at 4,200 r.p.m. Although of unorthodox design its external appearance is quite normal.

owing to the springiness of the parts. A graphite block is used for the clutch withdrawal, as on other Triumph models, and the toggle levers are adjustable.

The gearbox is a well-ribbed iron casting in which four forward ratios and reverse are provided. The construction, together with the use of full-depth teeth of a large pressure angle, goes far

very substantial bevel-type differential gear is mounted on taper roller bearings, as also are all four hubs. A point of interest is that a breather is fitted to the top of the banjo back axle casing in order to prevent oil leakage.

The Lockheed hydraulic brakes operate on all four wheels, of course, and, as already mentioned, the reservoir is mounted very accessibly on the front

certain refinements such as the use of real hide upholstery, Protecto safety glass throughout, and gaiters for the springs. The remaining Super Nine model has an open two-seater body with a dickey for a further two passengers. A "one-man" hood and adjustable metal-framed windows are also provided, while the equipment in other respects resembles that of the standard saloon.

Chassis Alterations.

Reverting to the Super Seven and the Scorpion, certain important chassis modifications are to be found in all except the three lowest-priced models of the Seven. Semi-elliptic springs controlled by Luvax hydraulic shock absorbers are now fitted at the rear and the petrol tank is carried at the back, an Autovac being used to feed the carburetter. On the Super Seven the tank capacity is 5½ gallons, while 7½ gallons can be carried on the Scorpion. In both cases and, indeed, on the new Super Nine, a reserve is provided by means of a two-level tap placed under the dash, so as to be accessible from the driver's seat.

In certain cases the new four-speed gearbox is standardized, and it is obtainable at an extra cost of five guineas on the other models. The Super Seven engine remains practically unaltered, but the Scorpion incorporates several modifications. The bearings, for example, have been improved and care has been taken to eliminate oil leaks, particular attention having been paid to

the matter of keeping the ignition distributor free of all oil mist. Equally useful are the improvements which have been carried out in the belt drive for the cooling fan and the water impeller.

Unique, indeed, is the pillarless four-door saloon which is standardized on the Super Seven. Although four doors are desirable, it is at least debatable whether they do, in fact, carry any advantage when incorporated in a small car. In this case, however, there can be no doubt, because the absence of a central pillar between the two doors means that almost the entire side of the body can be opened without any sort of impediment.

Special Door Bolts.

Instead of the usual type of door lock, a special mechanism has been designed by the Triumph Company. In each door there is a vertical bolt, top and bottom, spring-loaded, so that it projects through the frame of the door. Furthermore, the ends of the bolt are tapered so that the spring, in forcing the bolts into the sockets in the body, causes them to fit tightly and therefore to prevent any rattle.

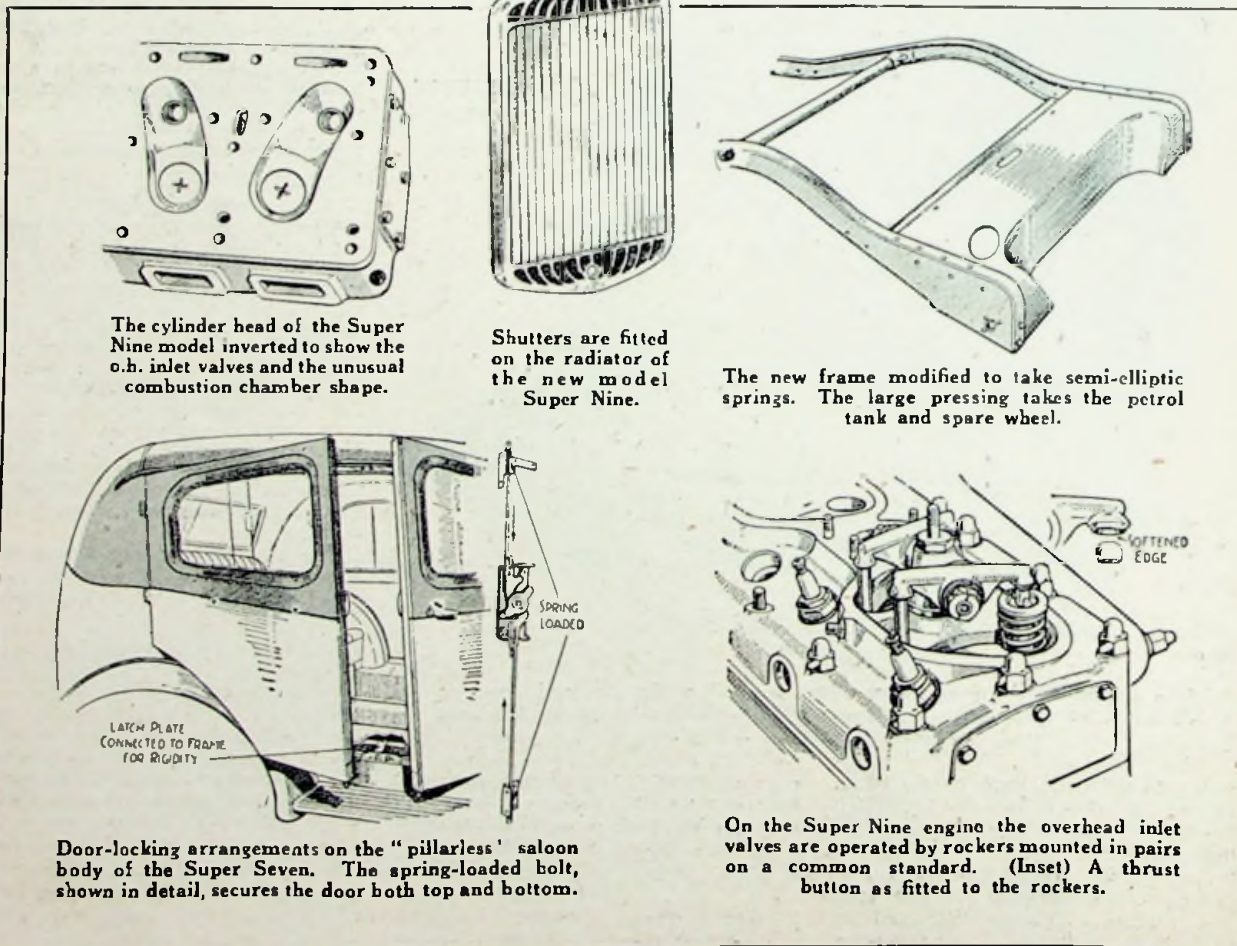
The ends of the bolts are also formed with a slanting surface as on an ordinary lock, so that if the door is pushed to the double-ended bolt will recede and then spring into its socket when that is reached. A handle of conventional ap-

pearance is fitted to withdraw both bolts when it is desired to open the door, and as each door has its own bolts the mere act of opening one of the front doors does not release the one behind it. It is understood that this pillarless body has been tested extensively over all kinds of road surface, including some of the roughest in Wales, and our representative was assured that it is the quietest of all the various closed bodies made by the company.

Choice of Colours.

In general equipment and finish the body is similar to the standard saloon already described in connection with the Super Nine chassis and, as in that case, a de luxe type is also available. In every case there is a choice of five two-colour schemes, namely, black and green, black and maroon, black and blue, blue and grey, or two shades of grey.

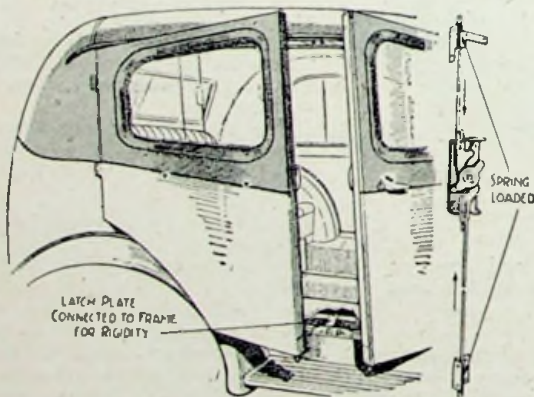
Finally, mention must be made of the new four-door coachbuilt saloon on the Scorpion chassis. As the wheelbase of this model has been increased by 5½ ins. to 7 ft. 8½ ins., the body is much more roomy and the four doors allow the rear seats to be entered without disturbing the front passenger or the driver. All the doors are hinged at the front and a false mud wing is attached to each of the rear ones, so that when they are open only clean surfaces are likely to be touched by the passengers' clothing. In general outline, however, the body closely resembles the two-door Scorpion saloon of 1931.



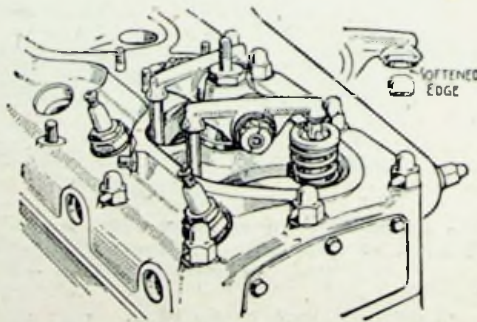
The cylinder head of the Super Nine model inverted to show the o.h. inlet valves and the unusual combustion chamber shape.

Shutters are fitted on the radiator of the new model Super Nine.

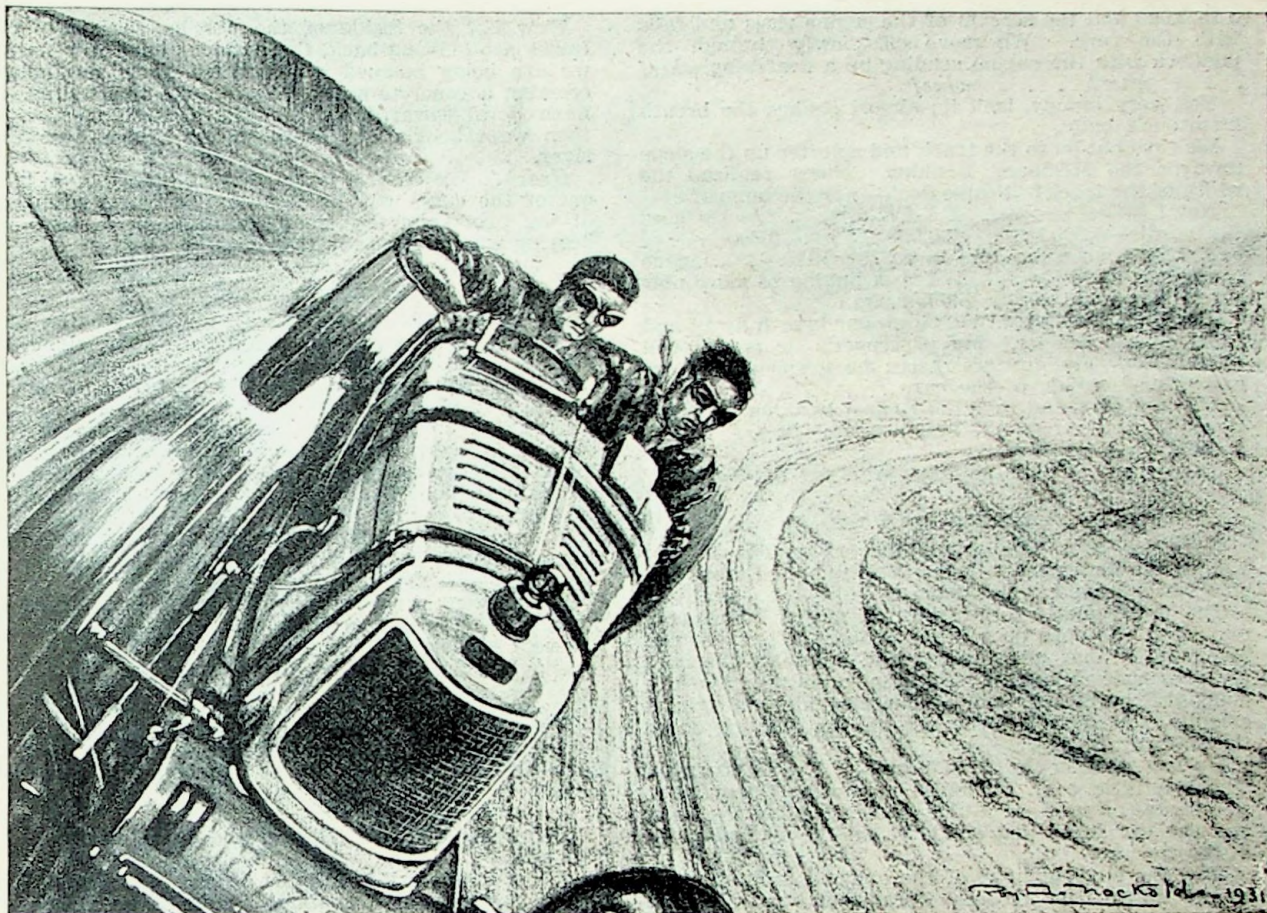
The new frame modified to take semi-elliptic springs. The large pressing takes the petrol tank and spare wheel.



Door-locking arrangements on the "pillarless" saloon body of the Super Seven. The spring-loaded bolt, shown in detail, secures the door both top and bottom.



On the Super Nine engine the overhead inlet valves are operated by rockers mounted in pairs on a common standard. (Inset) A thrust button as fitted to the rockers.



“ . . . meeting the wind here . . . 6,000 r.p.m. . . . a little over 100 miles an hour . . . ”

ONLY 100 MILES AN HOUR

—But No Mean Speed, says “The Blower,” who Gives a Graphic Description of a Three-figure Pace on Brooklands

HOW many people, I wonder, regard high speeds at Brooklands as being a mere matter of sitting with a throttle open and motoring round and round?

Very often, on being asked what is the fastest speed one has ever done, and learning that it is 120, 130, or 140 m.p.h., the questioner asks, “Where?”

On being told “Brooklands,” the almost invariable reply is a disappointed “Oh,” on a steadily falling cadence, as if to say, “That’s nothing!”

And yet is 100 m.p.h. on the track nothing? Come with me a minute.

The track on a day in mid-week. One or two test cars from a famous factory are steadily going round—slowly, you say?

Well, perhaps—if 80 m.p.h. be slow. Don’t believe me? Never mind, you will soon learn that the huge size of Brooklands and the breadth of the track utterly dwarfs speed—for the spectator.

A leather clad and helmeted motorcycleist clatters across the paddock on his gleaming machine and disappears behind the row of sheds. A group of people

stands around a low-built machine destined for record attempts; some last-minute modification has proved troublesome, as we can gather from the worried air of the white-clad mechanics.

Overhead hums a Moth, circling the aerodrome before it lands, and far away across the track comes the clatter of an express train on the main line running parallel with the Railway Straight.

Here is our car with the mechanic filling her up and adjusting shock absorbers.

“Tyres all right, Joe?”

“Yes, sir. Everything O.K., sir.”

“Good.”

Come on, let’s get on board. Take these goggles; you’ll need them. Yes, this is a modern racing 1½-litre car. No wings, no screen, no comfort?—well, this is *not* a tourer.

I switch on, Joe jerks the handle, and a harsh metallic crackle bursts from the exhaust, beating in the ear-drums as an almost tangible thing; the rest of the world seems shut off behind the curtain of that noise—but one gets used to it.

The rev. counter needle flicks spasmodically from

0 to 4,000 and the scream of the engine rises and falls with the revs. We move off slowly through the paddock with the engine sending up a deafening *wheel wheel!* . . . *wheel!* . . . *wheel!*

Yes, very bumpy, isn't it; almost shakes the breath from one's body.

We turn out on to the track and splutter up the slope towards the Members' Banking. Never realized the width of the track? People don't—nor the bumps!

Now! *Whee-ee-ee-ee!* *EE-EE* . . . ! Up goes the needle—5,000 . . . 6,000 . . . 6,500 . . . *bang!* as the engine cuts in on second . . . same again into third . . . We're beginning to move now . . . top gear . . . 5,000 r.p.m.

The wind snatches at us, blows our breath away and tears at our goggles. My passenger's tie is whipped past his ear and flutters there; he gasps for breath and grips the side of the car.

We cant over and take the Byfleet banking half-way up at 80 m.p.h. *Crash!*—only a bump—*bang!* . . . another—and another. . . .

Jolted you? That's nothing; wait for the Fork!

Crossing the Fork

Here we are. The wheel dithers madly in my hands: the instruments dance in a blur; the front off-side wheel leaps up and down.

The thermometer is nearing its proper place now and I begin to open up a little. Swish! That was the Members' Bridge, and there ahead is one of the cars my passenger thought were going so slowly. We are doing just on 90 now and overhauling him slowly and steadily. We pass and bounce off the banking on to the Railway Straight.

We are meeting the wind here . . . 6,000 r.p.m. That's a little over 100 miles an hour. Up and out we scream on to the banking; much higher this time, and the car leaps and shudders on the irregularities in the concrete.

How the strident howl of the exhaust is flung at us as we hurtle past Vickers' works and streak up the hill!

The wind is terrific now; like a solid thing forcing one's head back, so that one humps shoulders and crouches to meet it.

How hot the inside of the car has become! Oil fumes are blowing back, the cushions have moved and we are being bumped and crashed about as though crossing a concrete sea. We are quite high up as we flash down towards the Straight at 110 m.p.h.—and then we take the big bump on the bridge over the river.

Crash! We come to earth, having been thrown half out of the car—or so it seems. The wheel wrenches at my arms and the front wheels seem to have no bearing whatever on the rear ones. . . .

Along the Straight.

We hurtle down to Byfleet again and the tilt of the concrete seems to rush towards us; the next moment there is a flick as we flash under the footbridge.

I glance at my passenger and see a man with wind-whipped face, his cheeks stretched tightly with the terrific force of air; his goggles have shifted sideways, his hair is blown straight back and he is being shaken like a jelly every second as he crouches huddled on a cushion which is rapidly leaving him only bare steel on which to bounce about.

I slow down gently; 6,000 r.p.m. reappears, the exhaust note falls steadily: a hundred—ninety—eighty—seventy—I cut-out. . . .

The silence seems uncanny, the car seems pottering along, the shaking has diminished and we tour round to the Paddock at 60 m.p.h.

Like it? Except for the bumps? Just so.

We turn slowly into the Paddock and pull up. My elbow, I discover, is very bruised, my back aches a little and for the life of me I cannot hold the match steady to light my cigarette!

Joe comes smiling to us.

"Wanted holding a bit over the bump, sir?"

I nod.

"You wasn't half treadin' on it, sir. She took off for about 20 yards. For a minute I thought you was going to have a nasty one, sir."

"So did I," I reply; then, seeing the look of horror on my disbeliever passenger's face, "Come and have a quick one. . . ."

KEEP A DIARY OF YOUR TOUR

"DO you remember —" is one of the most delightful phrases in the English language: it is one of the current coins of friendship and one of the firmest links that ever bound two people together.

It isn't the remembrance of the big things that give us that thrill of pleasure: it is the almost forgotten trifle which brings a glow. So add up your trifles, and when you go for that most delightful of all holidays—a motor tour—keep a diary.

I do not mean the usual sort of diary:—*Monday:* Went over York Minster. Had lunch with Cyril and Mary. Jack got stung by a wasp. *Tuesday:* Two punctures. Had letter from Aunt Mabel. Bought some new collars.

No, the holiday journal is a very different thing.

Get a stout exercise book with a good stiff cover, and leave two or three pages for each day's route. Stick your snapshots on one page, if you like, and opposite note down all the incidents of the day.

Describe the ruined castle that you visited, the lovely view and that unexpected glimpse of the sea or the moors. If you enjoyed your lunch, say so; and note down the place where you had your picnic, whether it was a spot to be visited again, or whether the midges were too insistent.

Set down the name of that village which you felt you must come and explore some day, or the direction of the road which made you feel that you'd love to see what was around the corner.

BIG

Then there is that little bit of local information that the postman gave you when you asked the way, and you can describe that curious-looking individual who stood gazing at the Market Cross. The type of scenery, distances, the surface of the roads, even the gradients thereof can become interesting.

You may find a windmill turned into a delightful dwelling, the curious name of a street or an inn sign, a particularly good garage, a quaint epitaph, an old wooden mill, an enormous reservoir, the works of some firm whose goods you have used for years and never knew where they were made, a strange bird, the date on the old bridge where you ran out of petrol. . . . The list might be expanded indefinitely.

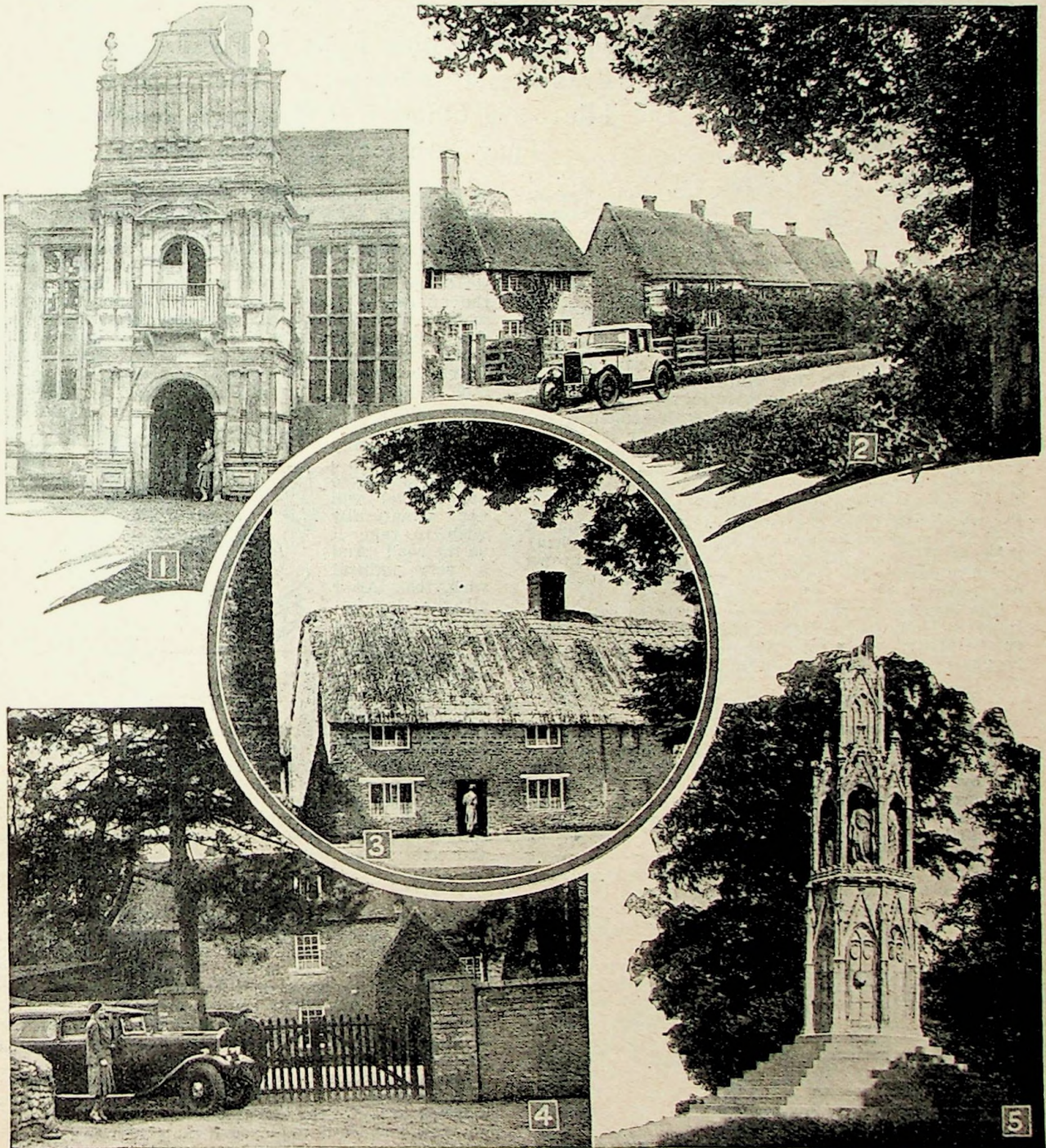
To write well as you travel in the car is impossible and a penny notebook to jot down your thoughts as they occur is desirable. They can be transferred to your diary later.

At first you may find your pages blank, but it is amazing how quickly the power to describe the little things that you notice comes to you. Never mind the polished phrase or the sonorous period; write in your own words, no matter how simple they may seem.

A diary like this is a perpetual joy, for not only can you recapture a glint of summer sunshine on winter evenings, but as, perhaps years later, you travel the same road once more you will feel the happy glow of one who sees again all the quaint, delightful mannerisms of an old friend.

P.P.

TOURING ATTRACTIONS IN NORTHAMPTONSHIRE



(1) Kirby Hall, built in 1570, last inhabited in 1823 by the Earl of Winchilsea and now almost a roofless ruin, has few rivals in architectural magnificence. It is approached from Little Weldon, on the Stamford-Kettering road. (2) A glimpse of the peaceful village of Sulgrave, a haven of pilgrimage for all patriotic Americans. It is 5 miles N.W. of Brackley. (3) Aynho, another of Northamptonshire's show villages; it lies on the Banbury-Bicester road and is noted for its apricot trees trained to the stone walls of the houses. (4) The manor house at Pytchley which is situated close to the site of the original Elizabethan manor house pulled down in 1839. (5) The Eleanor Cross which stands hard by the London road, a mile out of Northampton, and is preserved by the National Trust.

WHY WASTE GOOD OPPORTUNITIES?



"... any ellipticality (or eggism) becomes at once apparent..."

THE neophyte (or tyro) should first see that the wheels are not elliptical, because ellipticality of the wheels is almost certain to be prejudicial to the smooth running of the vehicle and may, indeed, produce serious bodily discomfort on a prolonged trip.

To test the wheels for ellipticality—or, as it is commonly called, eggism—proceed as follows:—Obtain (or procure) a strong coiled steel spring about 5 ins. in diameter by 6 ins. high and fix firmly on to the top of the head by means of a dab of goldsize. Any respectable spring chandler should make up such a spring for a few coppers. Thus equipped, the novice (or beginner) should now sit firmly behind the steering wheel and drive the car at a fast pace along a stretch of good road, when any ellipticality (or eggism) becomes at once apparent by the driver being thrown violently against the roof of the car at each revolution of the wheels.

The function of the spring is merely to soften the repeated blows on the head which otherwise become a source of annoyance, and also to return the tyro (or neophyte) neatly and quickly to the driving seat.

Fit Some Round Wheels.

If the test shows the wheels to be oval, denoting eggism, two courses are open to us. Course one is to fit an entirely new set of nice round wheels, reserving the oval ones for those occasions when the car is borrowed by the Jenkinses, and course two is to make the best of a bad job by always wearing the spring.

A little puncture-mending practice will now not be out of place. Take an outsize in darning needles, press firmly and repeatedly into all the tyres and remove all the wheels. Now remove the inner tubes. One way of doing this is to strip the outer covers first. Another method is to poke the tubes out through the spoke holes

A Car Provides Endless Possibilities for Enthusiastic Owners. The Following Hints are Offered to Beginners for What They Are (or Are Not) Worth

(first removing the spokes) with a crochet needle; but this takes a very, very long time and they are never quite the same afterwards.

Now examine the tubes thoroughly with a good hand lens (or magnifying glass). Having looked at them for 6 hrs. 37 mins. you will no doubt be impressed by the number of spots which look like punctures and which aren't, and also by the number of places that don't look like punctures and which probably are. But don't worry. Patch the lot and stuff the tubes back.

The car being now thoroughly overhauled the enthusiastic tyro (or novice) will not unnaturally wish to take it on the road. And a very natural wish, too. After all, that is what a car is for. At the same time, it should be borne in mind that there are many delightful and intriguing uses over and above those of a purely vehicular nature to which the new saloon car may be put.

One rather bright idea is to jack up the car on a few artistic mossy boulders, remove the wheels and use the body as a chic little summer-house during the hot weather. A final piquant touch is added by tastefully grouping a few tubs of rhododendrons or mustard and cress on the roof.



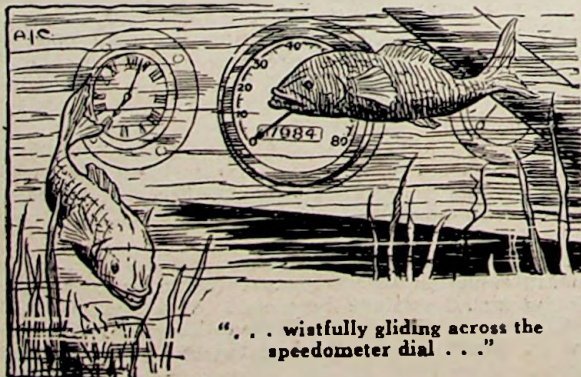
"... poke the tubes out through the spoke holes..."

Fine for Fish.

Perhaps the most engaging characteristic of the saloon car, however, is its ready adaptability for use as a movable aquarium. For this we shall merely need to bore a few holes in the roof with a hot poker, sprinkle a little gravel and a few rocks on the floor, and putty up any likely sources of leakage. Now fill to within 11 1-7 ins. of the top with some reliable brand of water such as is delivered by the corporation or the weather forecast.

When the former is not available, due to non-payment of rates or some such trifling cause, and the latter non-existent owing to the forecast being a wicked untruth, an excellent idea is to go round the garden in the early morning with an egg-cup and a saltspoon and collect the dew from the herbaceous borders. About seven hundred million saltspoonfuls (or saltspoonsful) will be required. Our aquatic pets are now introduced through the ventilator in the roof and fed once every lunar month with a mixture of celluloid, molasses and cotton-waste.

This use of the new saloon is sure to be most fright-



"... wistfully gliding across the speedometer dial..."

fully vogue this season. Lady Woggleton has recently put her new Bumblewump Six to this delightful and instructive use, and writing in *The Puddlethwaite Herald* says, "There can be nothing more uplifting than the spectacle of a full-grown helix stagnalis wistfully gliding across the speedometer dial, while the airy grace of the lesser pink-bellied newt as it rests on the steering wheel must be seen to be appreciated."

Sooner or later, however, there comes a time when the study of pond life palls somewhat and our thoughts

turn with the passing of the years to, let us say, a portable orchard. Nothing could be simpler. Merely open the doors momentarily to let out the water, remove the roof, fill up the body with some nice sandy loam, plant a handful of fruit seed and wait a few years. Result—a nice compact orchard that can be stood on the lawn during the day and wheeled into the garage overnight, thus removing temptation from the village lads.

Good-night everybody. GOOD-night. H.E.

CAMPING IN THE RAIN

THERE is nothing to beat a holiday under canvas, independent of crowded hotels, providing the weather is fine and warm; but although it may promise good weather when you first set out, there is no guarantee against a bad spell of wet. When this happens there is nothing to do save make the best of it or admit defeat and cast yourself on the mercy of the nearest hotel-keeper. No one likes to be beaten, however, so it is just as well to have some idea of the best ways of dealing with the situation.

Supposing it starts to rain just as you are about to make camp. If the tent has a flysheet, this should be erected first, so that the tent itself can be put up under cover. This advantage alone makes a fly-sheet well worth the slight extra weight over the single tent; an even greater advantage, however, is that it keeps quite dry inside even in the wettest of weather.

As the ground will doubtless get soft owing to the rain, two tent pegs should be used for each guy instead of one, the two being knocked into the turf in line and about a foot or a foot and a half apart.

Keeping the Kit Dry.

Pitching a tent on wet, soft ground calls for thought, especially if it is raining cats and dogs at the time. It is a problem unless you go the right way to work. Everything but the outside of the tent must be kept dry; and, as already said, if you have a fly-sheet get this up first. But supposing you have only a lightweight tent; first place all baggage and boxes and blankets on a ground sheet and cover them with other waterproof material. Now get your tent pitched, and when you have this up, and properly secured, transfer the luggage from under the ground sheets into it; if you can afford a spare tent for baggage all the better; get this up first, put your stuff in, and then erect your "living room."

Whilst members of the party are busy getting a fire going, and generally putting things to rights, one man should take a trenching tool or spade and dig a channel round the tent under the eaves to catch the drippings; the trench should end with a lead-off grip to drain the surplus water away. Considerate campers always remove the turf carefully and place it at the side of the trench where it makes the trench more efficient and is ready for easy replacement when the camp is struck.

There will be a difficulty in getting a cheery fire going in wet weather, but if the camp is on a farm a bag of dry logs and sticks can often be obtained for a few pence. One advantage of being on or near a farm is that if your clothes are saturated you can

change into dry togs after the tent is erected and persuade the good wife at the house to dry your wet things at her fire. A good cooking stove settles cooking difficulties when you cannot keep a fire going.

A good tip in rainy weather is to put under the tent pole two pieces of board about 1/2 in. thick; then, if you suspect, during the night, that the guy ropes are getting too tight, lift the pole slightly, knock out one piece of wood and lower the pole again; by doing this you will avoid having to get out of your blankets into the rain, as you can manage the job as you sit up in bed. Always see that the guy ropes are not very tight when rain comes on, and be careful not to touch the canvas roof inside the tent when it is raining, otherwise a leak will result.

It is also wise to be careful when parking the car.

If the field is undulating keep on the higher ground and avoid the hollows, as when the turf is very soft it is an easy matter to get bogged and have some trouble in starting away when the time comes. If camping quite near to a farm it may be possible to leave the car under cover of a shed or garage, and this is a wise plan if you have only a short distance to carry the equipment.



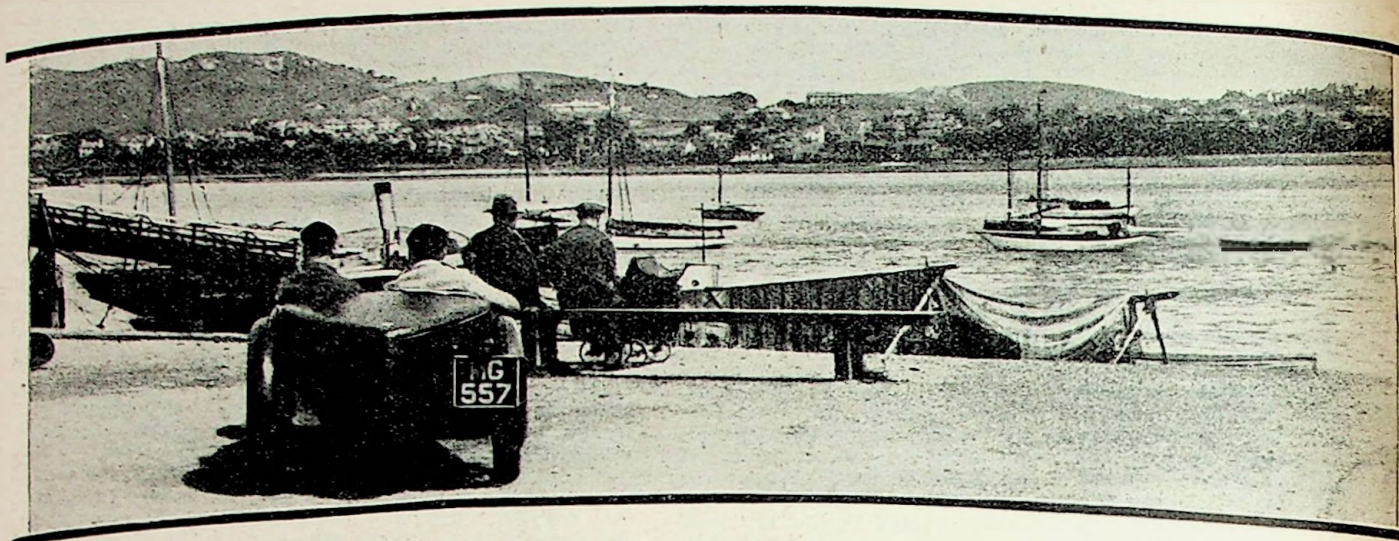
In wet weather a channel should be dug around the tent, under the eaves, to catch the drippings and lead the water away.

Packing Up.

Packing up in wet weather also calls for some consideration. Wet tents are not easy things to handle. It is a wise plan to pack all utensils, food, bedding and so forth, first, and then transfer as many of them as possible into the car; any that have to be packed on the running boards or luggage grid should be placed handy and covered with ground sheets. Next take down the tent, fold it neatly and pack it on the car. The other goods can then be placed in position and kept covered with the ground sheets.

On arrival at home, immediately spread open the tent in an outhouse or spare room, and then take the first opportunity of drying it by opening it full out in the sun. Do not pack up the tent permanently until it is thoroughly dry.

From the foregoing motorists who are thinking of camping, but who have not actually taken the plunge, may imagine that camping is a thoroughly unpleasant business unless the weather is perfect. This, however, is by no means the case once you get to know the ropes, and camping enthusiasts are not in the least put out by a spell of wet. They even, in fact, take a delight in the steady patter-patter of the rain and derive immense satisfaction from the fact that, although it may do its worst, the weather cannot defeat their precautions.



Rhineland in Wales.—Deganwy as seen across the river Conway.

RICH MIXTURE

Light Car Comment and Advice

by *Focus*

At Dovercourt.

ALL through the summer I have been promising myself a week-end on the Essex coast, but it was not until after tea last Saturday that I was able to get away. Taking the northern route through Bishop's Stortford, Dunmow and Braintree to Colchester, I found the roads in a greatly improved condition and, with an ever-present threat of rain, almost entirely free from traffic.

Dovercourt, which adjoins Harwich, provided a very comfortable night's rest at the Cliff Hotel, a Trust House, overlooking the sea. It was the first time I had been to Dovercourt for three or four years, and even in the thick of last week-end's storms and tempests it seemed more alluring than ever. A certain amount of development is going ahead along the lines of providing an amusement park, but Dovercourt is still essentially the very quiet refined family resort that it used to be. At Harwich, near by, one can spend a very interesting morning amongst the flotsam and jetsam of river and sea-going vessels in the harbour.

Camping at Walton.

LEAVING Harwich at about mid-day on Sunday, I went down to Walton, endeavouring to find a quiet spot on the coast road. If you look at a large-scale map you will find sundry small lanes which lead from the Harwich-Walton road to the coast. Some of them, however, fizzle out before they get to the shore, whilst the others communicate with an explosives factory and the way is barred.

At Walton it was very quiet, with great waves breaking over the front. At the northern end of the promenade, roughly speaking adjoining the Eastcliffe Hotel, and in a field partly occupied by

a miniature golf course, I found a sprinkling of light car owners and motorcyclists making the best of the weather under canvas. It is a magnificent camping site, within about 50 yards of the sea, and the ground is hard and well drained. To camp there with a motorcar and tent or caravan costs 2s. 6d. for 24 hours, 5s. for the week-end, or 7s. 6d. for a week. Fresh company's water is laid on to the field and is free, whilst excellent lavatory accommodation is at hand. This enterprise should be well rewarded if it is carried on next year—and I am told that that is the intention.

Frinton Wanted a Bob, so . . .

WALTON, like Dovercourt, impressed me as having popularized itself to some extent since I was last there. The bathing facilities seem now to be first rate, and there was plenty of gaiety in evidence in the area around the shore end of the pier, although one had to dodge the waves when getting about on the promenade.

Frinton, where I went for tea, charges you a shilling now for allowing you to park your car on the wide promenade—so I went on to Clacton and had tea there instead. One pictures this very popular Essex resort as being not the best place in the world for taking tea quietly and peacefully on a Sunday afternoon. At the Grosvenor Court Hotel, however, there was plenty of room in front for leaving a car and the service was prompt and everything just as it should be.

First Rate for a Quiet Sunday.

AFTER tea I went on to St. Osyth's Beach, about which I have heard a good deal of late. This, undoubtedly, is an absolutely first-rate place for a quiet Sunday beside the waves. The beach,

which is three or four miles long, is reached by a well-signposted road from St. Osyth, and, by paying 6d., one can drive on to it and along it to one's right or left from the road, which dead-ends there, for rather more than a mile in one direction and probably rather more than two miles in the other.

Near where the road is left there are rows of bathing huts and little wooden bungalows, but farther away from the road and, of course, still at the water's edge, one can park, picnic, camp, bathe from cars and do whatever one pleases.

64 Miles from London.

AN A.A. man on duty at St. Osyth's Beach told me that the greatest number of cars he has known there at a week-end has been five or six hundred, but that generally the number is much fewer—although growing. I can thoroughly recommend this place to family folk who can enjoy themselves by the seaside without the aid of artificial amusements and who want to be sure of not being chivvied about by officials or otherwise interfered with.

The beach is about 2 miles from St. Osyth, which is a little over 10 miles from Colchester. Colchester, by the way, is only 22 miles from Chelmsford and 52 miles from London.

On a London Stage.

ONE of the most amusing evenings I have spent for some time was passed at the Apollo Theatre in Shaftesbury Avenue, London, last week, when I saw the farce "Queer Fish." It is very amusing from start to finish and one act provides definitely the funniest motoring dialogue since Harry Tate's famous sketches.

A party is en route from London to the country in the middle of the night with an extremely aged Singer Ten tourer, which, of course, breaks down. It has no starter, and every time that Father laboriously takes his seat after cranking it the engine stops again! It begins to rain and stops immediately the hood (after a fearful struggle) has been raised. Simple stuff, but it keeps the house in roars of laughter.

Motoring Set to Music.

WHEN the curtain was about to rise on the motoring act of "Queer Fish" the orchestra played "Get Out and Get Under," a song which must be well over 20 years old.

How odd it is that motoring has no other distinctive song or ditty akin to "A Life on the Ocean Wave," "D'ye Ken John Peel," and so forth. These, admittedly, are not "chickens," but, at any rate, they were composed when sailing the seas and hunting the fox had been practised for a great many years and occupied an established position in the world's affairs. Surely there is fame, if not a fortune, waiting for the man who can set motoring to music.

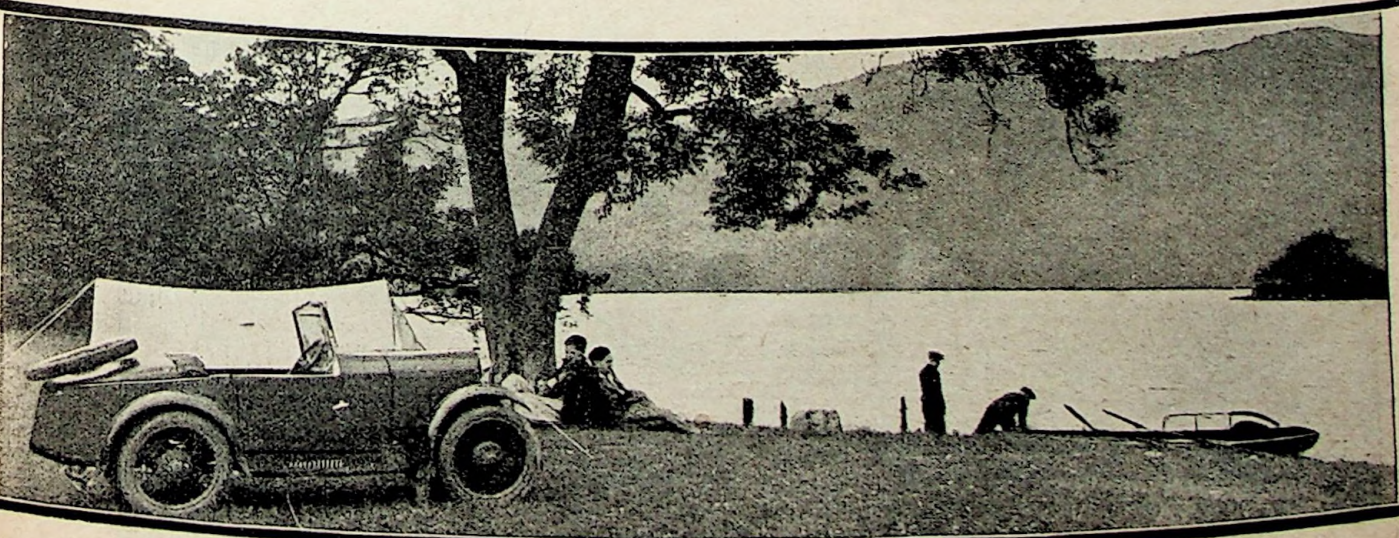
Cyclecars Doing Well—

HAVING always been a champion of three-wheelers, I have been very glad to see them making such considerable progress in public esteem during the past 12 months. The concerted efforts of the makers of the Morgan, the B.S.A. and the Coventry-Victor have borne very useful fruit, as the following figures show. They indicate the number of new machines which have come on to the roads during the past six months:—

	1930.	1931.
January	74	131
February	58	83
March	134	235
April	123	266
May	114	303
June	142	278
	<hr/>	<hr/>
	645	1,296

—And Baby Cars, Too.

FROM the official source from which I obtained these figures I see that during June the £8-tax four-wheeler is continuing its all-conquering career, British sales for the month totalling 3,464, compared with 3,143 last year. In only one other popular class were the June figures this year ahead of those for last year, viz., cars paying a £10 tax. The June sales figures for this year were 1,272, and last year 922.



BESIDE LAKE WINDERMERE. — Camping, in spite of the wet weather, has never before been more popular, particularly in its simplest form with a hiker's tent and the minimum of equipment.

That the trade as a whole did not have a very flaming June is shown by the totals. This year they unloaded on to the public 12,884 cars all told, last year's figures being 13,580. Motorcycle and hackney carriage sales were also substantially down. It seems that the time has definitely come when Chancellors of the Exchequer must call a halt in taxing transport. The goose which has laid such golden eggs is going—like my pullets—into a moult! And next year—unlike my pullets (I hope)—it will lay smaller eggs instead of larger ones.

Compulsory Insurance—a Monstrosity?

IF I were a member of Parliament I should get on to my hind legs after the Recess and ask the Minister of Transport if compulsory third-party insurance has proved to be a cumbersome monstrosity or if it is a success. If the answer to the latter question proved to be in the affirmative, I should be inclined to ask him for figures. I should also be inclined to ask him whether he considered it wise for the scheme to be continued without issuing some more regulations.

No doubt all these questions would be ruled out of order, and I should get no satisfaction. Even so, however, I am convinced that all right-thinking men of every section of the community hold the opinion that with compulsory insurance the only proper plan would be for premiums to give complete legal indemnity and for policies to be so worded that nobody need fear contravening the Act unless they fail to pay their premiums. I think that every motor insurance policy should be entirely free from provisos so far as their compulsory aspect is concerned, and that pissing restrictions should get the insurance company rather than the assured into trouble.

Lord Ridley—Record Breaker.

A FEW days ago I met, for the first time, Viscount Ridley, whom you see here. It was the day after he had so satisfactorily broken the flying mile and flying kilometre 750 c.c. records with a very interesting car of his own design.



When I came upon him he was busily engaged in stripping the engine after its record run. One might have expected to find some evidence of pride in a man who, working entirely on his own, had succeeded in beating so handsomely the best

efforts of the Austin, M.G. and Morris enthusiasts. But one would have been disappointed. True, he seemed quietly pleased with things, but it was with the greatest difficulty that I could get this clever young man to talk of his exploits or the details of his car.

But I did learn that he had been working for a very long time on the car, that, except for the supercharger and the clutch unit, the whole thing was his own design, and that, at 105 m.p.h., it sat on the track as if on rails.

Tall, broad, spectacled and cordial, a very clever designer and, that rare thing, an enthusiast—that is Viscount Ridley.



BETWEEN MANNINGTREE AND MISTLEY. — A delightful view on the banks of the Stour, beside which the road runs for several miles. "Focus" writes this week of the seaside towns in the district.

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Licence Suspensions.

THERE has been a considerable amount of newspaper discussion of late concerning cases of hardship which have arisen under the compulsory third-party insurance section of the Road Traffic Act. It has been disclosed that several drivers have lost their licences for contravening restrictive clauses in their insurance policies and thus putting themselves in the position of being uninsured, and accordingly liable to the penalties prescribed by the Act. These penalties are, in the wording of the Act:—

A fine not exceeding fifty pounds or imprisonment for a term not exceeding three months, or both such fine and imprisonment, and a person convicted for an offence under this section shall (unless the court for special reasons thinks fit to order otherwise [Our italics.—Ed.] and without prejudice to the power of the court to order a longer period of disqualification) be disqualified for holding or obtaining a licence under Part 1 of this Act for a period of twelve months from the date of this conviction.

It will be seen that the hardship from which these unfortunate folk who have had their licences suspended are suffering has been imposed upon them not by the Act but by the courts, for the wording of the Act specifically invites the courts to consider whether licence suspensions should be a part of the penalty. There is no onus upon the magistrates to impose suspension and it seems quite reasonable in cases where they have done so and there has been no evidence of deliberate law-breaking ("special reasons" we suggest) that the Home Office should intervene.

More Light Cars.

THIS week we are able to publish the second of our big light car manufacturers' programmes. Three weeks ago we gave details of a very interesting range of Standard models and this week we describe the new Triumphs. Both these leading Coventry makers have introduced a new light car model for the coming season and it is already abundantly clear that competition for the light car enthusiast's custom during 1932 is to be quite exceptionally keen. His palate will be tickled with many new designs and the predilection he has always had for cars of individuality will be catered for in a very generous manner.

Topics of the Day

We look forward to introducing our readers to a clever new "six" next week, and another the week after. During the next few weeks we shall be giving particulars of the programmes of many other leading manufacturers. We expect to be able to announce that at least two famous makers in the motorcar world, who hitherto have concentrated entirely on medium-sized and large cars, have entered the light car market, whilst a

third, who decided that they would forsake the realm of light cars nearly 10 years ago, will be reappearing with an under-1,500 c.c. model. The portents at the moment are that before very long there will be hardly a British maker left who has not a light car as one of the principal attractions in his catalogue.

In the T.T.

THE Royal Automobile Club's Tourist Trophy race which is due to be held to-morrow has attracted an entry of 51 cars, of which 48 are expected to start. Of this number 31 are light cars—that is to say, they have engines of less than 1,500 c.c. Examining them it is noticeable that the majority are in the 750 c.c. class. There are 18 of these and all save one are supercharged. The results in this class will be very eagerly watched because, for the first time this season, the two principal makes which take part in road races will meet in a big event on a level footing—both with supercharged engines and both with precisely the same handicap.

In the 1,100 c.c. class the six entrants are all of one Coventry make with the exception of one which comes from Italy. The unsupercharged Coventry cars will welcome this foreign challenge. In last year's leading races they had the 1,100 c.c. class too much to themselves. The 1½-litre class has seven entrants and three makes are represented. Again all with the exception of one are unsupercharged.

No doubt, unless one of the light cars comes home first, the cars in the 3-litre, 5-litre and 8-litre categories will get the lion's share of the limelight which this great race will shed. There will be marvellous performances put up, however, in the light car classes, as next week we shall record.

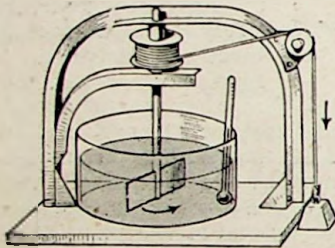
Hints to Users of

LUVAX SHOCK ABSORBERS

The Working Principle of a Popular Hydraulic Damper — Correct Maintenance Methods

TO understand the action of any shock absorber, one must realize that its purpose is to get rid of a certain amount of energy. This may seem to be a curious statement but it is the basis of the whole thing. To bend a spring out of its normal shape, energy is required and that energy is given up by the spring when it unbends.

When a car wheel strikes a bump in the road energy is released or, to be more exact, is diverted from one channel to another. Presumably the engine supplies the energy in the first place and this accounts for the fact that more power is required to travel along a rough road than on a smooth one at the same speed. That is by the way. The important point is that, if nothing



Joule's experiment to show the mechanical equivalent of heat. The revolving paddles raise the temperature of the water, thus converting mechanical energy into heat.

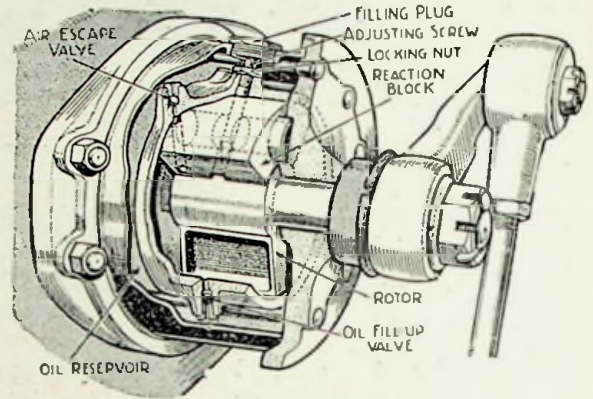
is done about it, the energy will be transmitted to the driver and passengers and will cause them discomfort.

To prevent this springs are used to absorb the energy, but they will discharge it again at the earliest opportunity. If they are not checked in some suitable way they will give up the energy so violently that it will be transmitted to the car and to the passengers, much as the original bump would have done had there been no springs at all.

Energy can take various forms but seems most ready to assume the form of heat. In reasonably small quantities heat can easily be passed to the surrounding atmosphere, and this is generally the most convenient method of getting rid of it. The problem, then, is to convert the unwanted energy into heat, and this can be done quite easily if the energy, in escaping from the spring, is made to overcome some kind of friction.

An easy way of converting almost any other form of energy into heat by means of fluid friction is to make it force a fluid through a small hole. Place a finger on the outlet of a tyre pump while the plunger is rapidly depressed and it will be noticed that the finger is heated as the air rushes out. This shows that muscular energy has been converted into heat. The same thing happens in a

This section of a Luvax shock absorber shows its ingenious construction. The purpose of the various parts is explained in the text.



Luvax shock absorber, but the pump has a different shape and oil is used instead of air—simply as a matter of practical convenience.

In this case the pump consists of a cylindrical chamber with a spindle mounted along its centre line. Formed in one piece with the spindle is a vane—or rotor, as it is officially termed—shaped so that it fits accurately within the cylinder. If the spindle be turned the rotor will sweep round inside the cylinder and carry all before it. Part of the cylinder, however, is occupied by a metal block so that the space is divided into two parts, one on each side, between the rotor and the block.

On the outer end of the spindle there is a lever which is connected by a suitable rod to the axle, so that as the latter moves up and down the rotor sweeps back and forth in the cylindrical chamber.

The Oil Reservoir.

Around the outside of the cylinder is a casing which forms a reservoir and this, together with the two spaces inside the cylinder, is filled with a special oil—"special" chiefly because its viscosity or frictional quality does not alter appreciably with changes of temperature.

In the fixed reaction block several passages are drilled. Two of them pass from one side of the block to the other and one of these is provided with a ball valve arranged so that the oil can pass only when the axle is moving upwards. This passage is sufficiently large to offer comparatively little resistance to the movement of the oil from one side of the block to the other. Consequently, as the road spring is compressed very little resistance is offered to the process.

The other passage is controlled by an adjustable tapered "needle," which can easily be set to offer much or little resistance as required. Through this the oil must pass as the spring is regaining its normal shape, and it is here that the energy is converted into heat, as has been described.

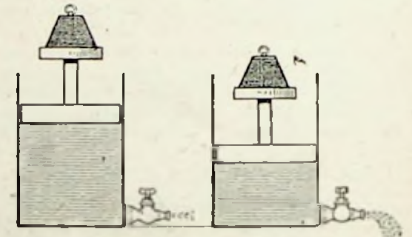
So much for the essentials. Amongst the details may be noted various ball valves controlling holes in the wall of the cylindrical chamber.

Near the lowest part of the cylinder are two or three holes arranged so that oil can flow from the surrounding reservoir into the cylinder and keep it full.

The ball valves prevent it flowing in the opposite direction.

If oil should leak out it is just possible that air might leak in to take its place. It must not be allowed to remain however, therefore holes are drilled at the top of the cylinder to let it out. Here again are little ball valves which close automatically if oil tries to pass through them, but they let the air go without much difficulty.

In these various ways almost every possible trouble is guarded against. Only one point remains to receive attention. The Luvax quite definitely will not work without oil. Thanks to the re-



An hydraulic principle used in the Luvax. The rate of movement of the piston is governed by the size of the fluid escape orifice.

servoir, it carries enough to last for quite a long time, but at least every 8,000 miles it is wise to unscrew the hexagon-headed plug on the top and to fill up with genuine Luvax oil.

As to adjustment, this should rarely, if ever, be necessary after the shock absorbers to the car, but it is a simple job. Take out the same screwed plug and inside will be seen a small slotted screw head. In some cases there is a lock nut which must be undone; in others a spring, bearing on the flat side of the screw head, holds it firm against vibration but allows it to be turned easily with a screwdriver. If the shock absorber is to be "tightened" turn the screw head clockwise. If it is already having too much effect, turn the screw in the opposite direction. Never make more than a quarter of a turn at a time—and do not forget to tighten the lock-nut, if one is fitted.

Morgan Hastings



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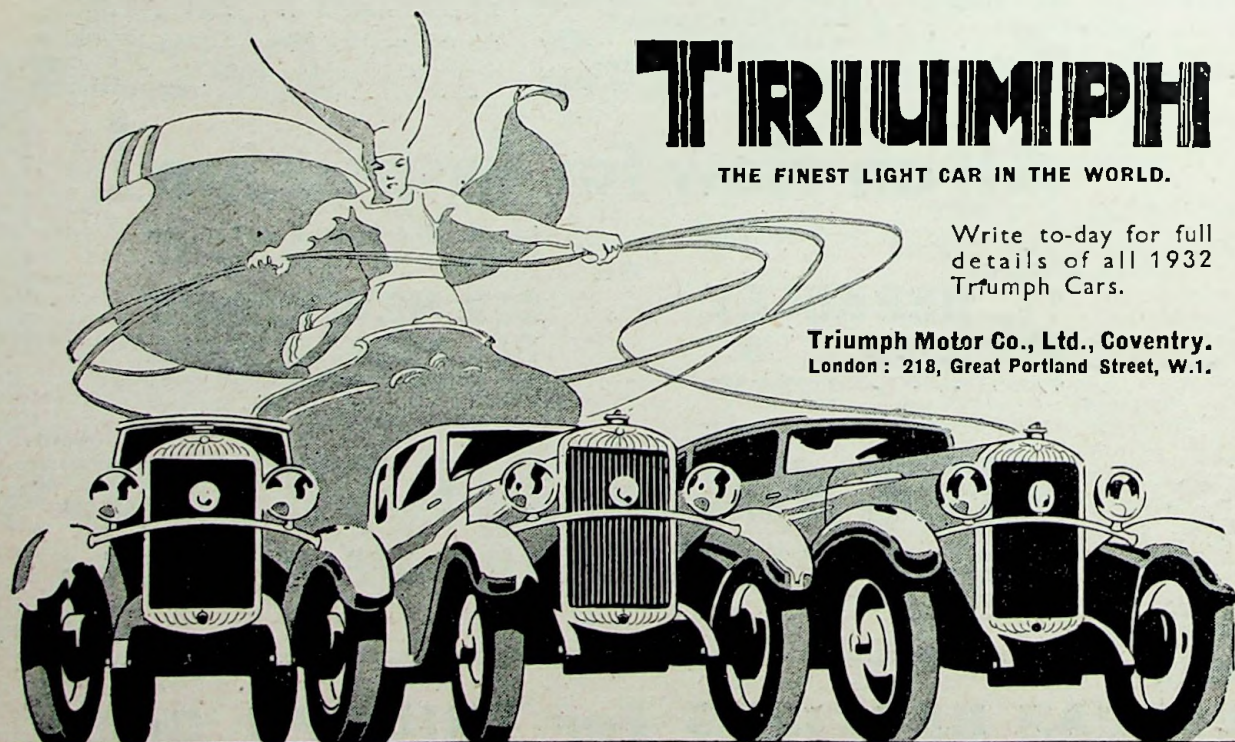
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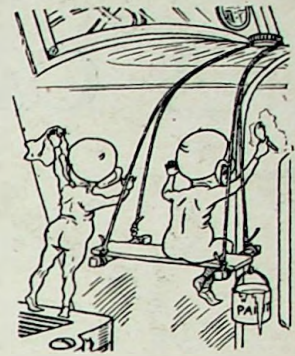
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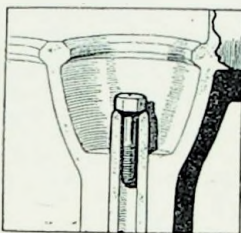
IDEAS

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



A Decarbonizing Hint.

AN important part of decarbonizing—and one that is, incidentally, very often neglected—is cleaning out the valve ports. This is a fiddling job, and in the case of side-valve engines there is an additional trouble



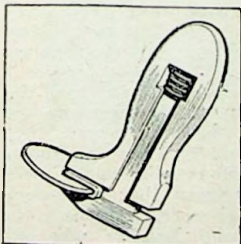
owing to the fact that carbon dust and chippings are apt to find their way into the valve guides and so into the valve chest—in both of which places foreign matter is extremely undesirable. A simple way out of the difficulty is to place in the guide an ordinary bolt, the head of which is slightly bigger than the diameter of the guide, as shown in the sketch. This will effectively prevent carbon dust from entering and, of course, is no trouble to remove.

Exhaust-manifold Nuts.

OWING to the amount of heat generated, steel nuts used for securing the exhaust manifold to the cylinder block are apt to seize on the studs, making removal very difficult. It is worth while, therefore, to substitute brass nuts, as these will not stick. A point to bear in mind, however, is the fact that brass is a comparatively soft metal, especially as it will be in a continuously annealed state when in the form of an exhaust-manifold nut. It is, therefore, important to take care that the spanner used on the nuts is an exact fit, otherwise the hexagon can very easily be burred.

Grinding-in Jowett Valves.

THE normal screw-driver method of grinding-in valves cannot be used on Jowetts without removing the front wings, as the valances restrict the space. On models previous to 1930 the easiest way out was to remove the wings, which could be detached very readily. On the 1930 and 1931 models, however, removal of the wings is a much longer job, owing to the fact that the lamps have to be disturbed. The job can, however, be done quite effectively with the wings in position if an adjustable spanner and a washer are used in place of a screwdriver for turning the valve. The washer should be gripped in the jaws of the spanner with a piece of rubber packing to give a firm grip, the spanner actually being tightened by means of pliers.



It will be found that this improvised valve-grinder makes the job quite easy, and if the jaws of the spanner have been firmly tightened no difficulty will be found owing to the latter constantly working loose.

Leaking Crankcase Joints.

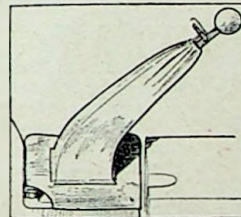
A SLIGHT oil leak from the joint of a crankcase can usually be cured, without the need for removing the sump and fitting a fresh gasket, by painting the outside of the joint with aluminium paint. The oil should be carefully cleaned away first and one or two coats of paint may be given.

A Useful Glass Polish.

IT is claimed that a brilliant polish can be obtained on the windscreen and windows of a car by the use of a polish consisting of 2 ozs. of prepared chalk, 1/2 oz. of liquid ammonia and 6 ozs. of methylated spirits. The ingredients must be well mixed and kept in a corked bottle. The mixture must be well shaken before use and applied to the glass with a cloth. It is allowed to dry and then polished off.

Austin Gear Lever Gaiter.

A GAITER for covering the gate and part of the gear lever of an Austin Seven can easily be made at home. Cut four tapering strips of leather cloth or thin real leather, and sew them together at the corners to form a square box section.



The length of the strips should be 4 ins., and they should taper to provide an opening 1 1/2 ins. square at the top end and 2 1/4 ins. square at the bottom. The top end is hemmed round to take a piece of elastic which will close up the gaiter round the lever, whilst sewn to the bottom end are four further pieces of leather, each 6 ins. wide. These are intended to pass over the gate turret, around which they can be secured by a tight string or an elastic band, the completed gaiter having an appearance similar to that shown in the sketch.

A Cause of Misfiring.

ON cars fitted with coil ignition a tendency towards misfiring can sometimes be traced to a faulty earth connection on the coil or to loose terminals on the low-tension connection to the contact breaker. Furthermore, in some makes of distributor the condenser is connected across the contact points by means of short wires and terminals. Should the terminals become loose, the condenser may be put partly out of action. This will result in excessive sparking at the points, with consequent pitting.

As it is impossible, however, with the normal type of distributor to watch the contact breaker whilst the engine is running, one cannot be certain whether or not excessive sparking is taking place. It is the more important, therefore, that great care be taken to see that all connections are clean and properly tightened.

TECHNICAL ASPECTS

A CAUSE OF
DIFFICULT STARTING

By L. MANTELL

The Solution to Last Week's "Teaser"—Did You Spot
the Trouble?—Two Very Useful Tyre and Radiator Tips

HOW many readers, I wonder, have tried to solve the little starting problem that I propounded last week, and how many will be correct? I imagine that nearly everybody found the solution, for any astute analyst of the position will speedily have noted that I mentioned practically everything that could, in the circumstances, go wrong with an engine and would quickly arrive by elimination at the solution.

Now this was the trouble. The anti-knock competition in modern petrols is now so keen that various refiners are obliged to blend their product with a considerable proportion of cracked compounds to raise the H.U.C.R. value. These fractions, however, are often of too high a boiling point to give, of themselves, easy starting, and in that case the final product is "adjusted," as it is technically termed, with a small proportion of a very light and volatile spirit called casing head or natural gasoline to aid starting. I was running on one of these "adjusted" petrols—entirely excellent in every way, but incapable of remaining for any length of time exposed to the air without the very light fraction evaporating off.

In all ordinary circumstances this is not a fault, for one does not expose petrol to the air for long periods, but the float chamber of a carburetter is of necessity open to the air and after 12 days nearly all of the light fraction had gone. Suddenly remembering this, I merely dropped the float chamber and threw away the contents—half a minute's work with the Solex carburetter—and on a fresh supply coming through from the tank the start was immediate.

I wonder how many cases of hard starting are accounted for in this way even after one night? Most modern engines have their carburetters bolted up on to an intensely hot-spotted inlet manifold, and when the engine is stopped after a fairly hard run the heat quickly creeps down and warms up the float chamber considerably.

With small cars the mass of metal is probably insufficient to maintain the heat long enough to permit of any very considerable fractionation of the lighter parts of the petrol in the float chamber, but in big engines I can quite imagine that this might occur and therein I begin to see an explanation for many cases that I hear of where copious flooding is necessary to start in the morning even with a strangler.

With an average strangler flooding is theoretically quite unnecessary, because this device, if it fits properly, can easily choke any engine and the only thing therefore that additional flooding can possibly do is to permit a copious influx of fresh petrol into the float chamber.

The foregoing is a possibility worth remembering in cases of difficult starting first thing in the morning, especially as the trend of petrol production is becoming more and more a matter of suitable blending of the less volatile anti-knock compounds with natural gasoline adjustment for starting purposes.

I fear I have now encroached too much upon my allotted space to be able to deal very comprehensively with any specific technical subject, so I will devote the remainder to one or two tips. Here is a really useful one that few seem to know:—

On nearly every fairly well-worn front wheel cover with almost any form of anti-skid tread one will see the outer row of the projections—of whatever pattern they may be—worn into a peculiar saw-tooth kind of pattern modified often into fantastic designs, but all repetitions of each other and all on the back half, as it were, of the projection.

The reasons offered for this curious form of wear are manifold, but I think the most feasible is that the outer ring of projections is placed on the slope of the tread and therefore at a slightly shorter diameter from the hub than the more central ones. The resulting reduction in the circumference at this part of the tread tends to give it a different rate of rotation in relation to the ground.

In these circumstances slip must therefore occur, and as the greater contact area and therefore grip of the central parts gives these the advantage and keeps them in correct rolling contact it would seem that the outer positions must slip a little, especially in dish wheels and in cornering.

As the slight but continuous scrubbing action is mainly in one direction, the saw-tooth type of wear would easily be thus accounted for, as the projections being, of course, flexible, will cant a little in the direction of the frictional pull.

The tip, therefore, is—change over the two front wheels periodically. The effect of this is to reverse the direction of rotation which, of course, changes

similarly the direction of the scrubbing and stops this kind of wear.

Occasionally changing round the covers themselves on their rims is also a wise move where the front wheels are concerned, as is also keeping them as hard as the springing will permit. If a car has a tendency towards wheel wobble at speed the trouble is always reduced by pumping up the front tyres. This phenomenon also is variously explained, but I think there is little doubt that it owes its origin largely to the foregoing cause, aggravated, of course, by general looseness of the stubs and swivel pins. Increased air pressure probably cures it by raising the toothed projections clear of the ground.

Another tip which I have found very useful is as follows:—

Some time ago I was asked for advice regarding an old engine which had gradually but very insistently acquired a tendency to knock and overheat. All ordinary preventive measures had been tried but failed to arrest the growing tendency. Suspecting the existence of undue furring of the radiator and water jackets, I suggested to the owner—without much confidence in the advice, I must admit—that he should obtain some "boiler tablets" and put them in his radiator.

I had forgotten both the tip and the inquirer when a short time ago I was met and warmly greeted by him. The boiler tablets, he assured me, had quite rejuvenated his engine, which now neither knocked nor boiled. I promptly passed on the same tip to a similar complainant and learned recently from him that it was successful in his case also. It therefore appears worth publishing in the interests of those whose engines exhibit this annoying tendency as they get older.

I was careful to ascertain from the second gentleman exactly where he got the required "tablets" because, not being a steam engineer, I have no knowledge either of their constitution or their vendors. I now learn that they were obtained from Boilerec, Ltd., 885a to 897, Old Kent Road, London, who advised him as to the quantity and method of application. I also understand that by this means the furring can be completely dissolved out and the cooling efficiency, especially in old engines, greatly improved. It is stated that an average radiator will lose about 20 per cent. of its cooling efficiency after 20,000 to 30,000 miles.

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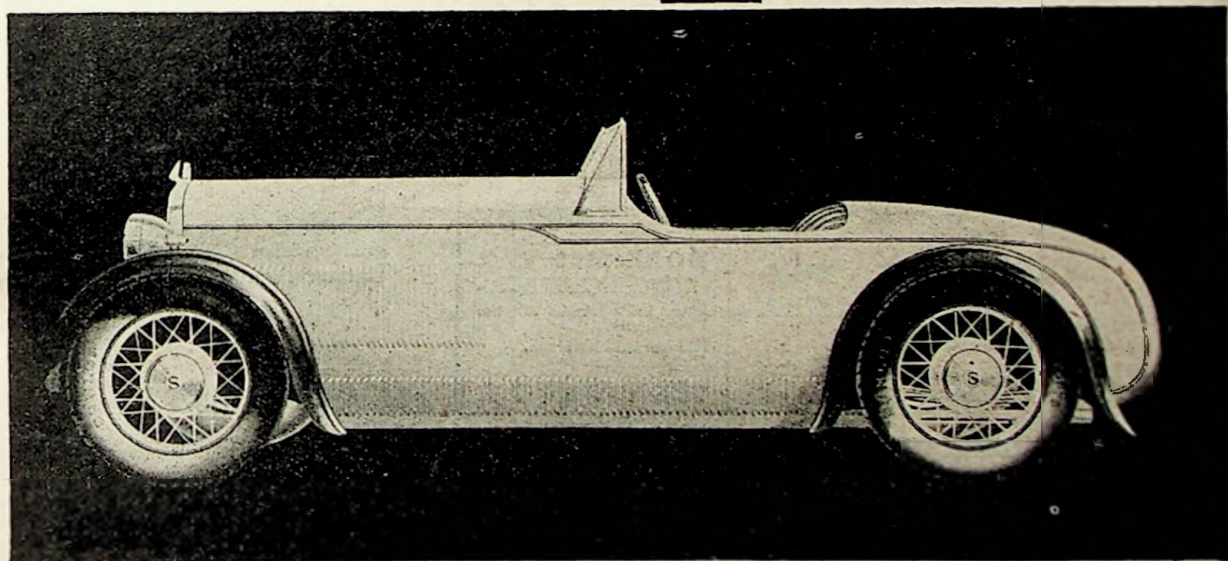
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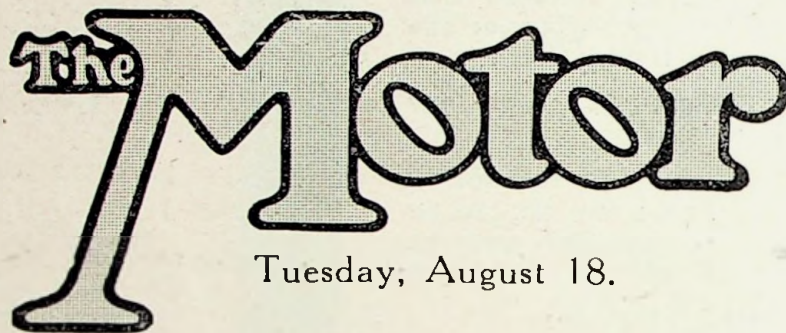


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Fifty-one Entries in To-morrow's Great International Road Race on the Ards Circuit, Belfast. Thirty-one Light Cars Down to Start. Bugattis Withdraw at Last Moment

TO-MORROW, Saturday, August 22nd, the 10th International Tourist Trophy Race of the R.A.C. will be run on the famous Ards circuit, near Belfast, Ulster. In all, there are 48 cars down to start, representing the fastest sports models of Great Britain, Italy and Germany. Among this number are no fewer than 31 cars in the light car category—seven 11-litre models, six "1,100's" and 18 in the 750 c.c. class, where 13 M.G. Midgets face five Austin Sevens.

The race starts at 11 a.m., and the driver who first completes 30 laps of the 13½ miles' course—including credit laps—will be adjudged the winner.

Actually, only the over-1,500 c.c. cars are called upon to complete 30 full laps, the light cars being given from one to five credit laps.

The race is, of course, confined to sports cars, as defined by the A.I.A.C.R.—the international ruling body. They must be available to the public and catalogued as such, and they may depart from standard only in detail modifications. All cars must race equipped with lamps, wings, screens and so on.

The Ards circuit, over which the T.T. is being run for the fourth year in succession, measures 13½ miles to the lap, and is roughly diamond shaped.

The start and finish are on the straight between Dundonald hair-

AT A GLANCE

The Race: The International Tourist Trophy of the Royal Automobile Club, open to sports cars only. Starting to-morrow, August 22nd, at 11 a.m.

The Distance: Thirty laps of the 13½-miles Ards circuit, near Belfast, Ulster—in all 410 miles.

The Cars: Fifty-one entries, ranging from the 750 c.c. Austins and M.G. Midgets to the 7½-litre Mercedes.

The Nations: Great Britain, Italy and Germany.

pin and the dangerous Mill Corner, after which the course runs uphill to Bradshaw's Brae and down into the small town of Newtownard. Here cars stream across the wide market place, and leave the tow for the two-mile straight, which is the fastest stretch on the course. At this point the road is safe for speeds up to 130 m.p.h.

A few miles of twisting road with Moate corner and the bend past the cemetery leads into Comber, where there is a sharp right-hand corner.

From here to Dundonald is probably the most gruelling part of the course, for the road is straight only for short distances, and overtaking calls for skill and daring. At Dundonald the course "hairpins" to the right and the grand-stands and pits come in sight.

The entire course has received careful attention by the road authorities, and it is safe to say that never before has it been in such first-class condition. Bad bumps have been levelled, dangerous kerbs which last year menaced skidding cars as they slid into bends with brakes hard on have disappeared, and the whole road surface has been dressed with an anti-skid material, so that in the event of rain risks will be minimized.

For this race the R.A.C. has adopted the "credit laps" system of handicapping in addition to the actual time starts. These vary with

THE CARS AND THEIR DRIVERS.

Class H (750 c.c.).
Austin (5 cars): H. Kayley, G. V. B. Cooke and H. I. Robinson, C. Goodacre, J. D. Barnes, L. Cushman.
M.G. Midget (15 cars): D. Higgin, H. C. Hamilton and G. K. Cox, F. M. Montgomery, F. S. Barnea, E. R. Hall and H. A. Smith, S. W. B. Hailwood, R. R. Jackson, R. T. Herton, Major A. T. G. Gardner, R. Watney, N. Black, H. D. Parker and the Earl of March, S. A. Crabtree.

Class G (1,100 c.c.).
Maserati: H. Widengren and R. F. Oats.
Riley (5 cars): A. P. Ashby and R. Pauling, W. P. Noble and D. C. MacLachlan, C. Staniland, C. R. Whiteroit, V. Gillow.

Class F (1,500 c.c.).
Lea-Francis: T. G. Clarke.
Aston-Martin (3 cars): C. M. Harvey and S. Newsome, H. W. Cook and J. Bezzant, A. C. Bertelli.
Frazer-Nash (3 cars): T. G. Moore and W. S. Braidwood, C. Penn-Hughes and D. A. Aldington, H. J. Aldington.

Class D (3 litres).
Arrol-Aster (3 cars): "R. Ormonde" and N. Garrad, "W. P. Lockwoode" and C. Southwell Piper, and one unnamed driver.
Maserati (2 cars): E. Fronteras, G. E. T. Eyston and G. Ramponi.
Talbot (4 cars): T. E. Rose-Richards, J. S. Hindmarsh, B. E. Lewis, W. Esplen.
Alla-Romeo (5 cars): Sir Henry Birkin, Earl Howe, T. Nuvolari, B. Borzacchini, G. Campari.

Class C (5 litres).
Invicta (2 cars): D. Froy, G. Field and Major F. H. Cairnes.
Bugatti (3 cars): A. Varzi, A. Divo, L. Chiron. Spare driver, A. Bourkat. (Note: This team has been withdrawn.)

Class B (8 litres).
Mercedes-Benz: B. O. Davis and A. C. Taylor.

each class and supercharged cars carry a heavier handicap than unsupercharged models of similar cylinder capacity.

From the table herewith it will be seen that the actual start will not be en masse; instead, there will be a series of starts as cars equally handicapped roar off together.

The first cars to leave will be the Talbots, which will thus have a clear course before them—an appreciable advantage.

The rest of the entry will start in their handicap order at a few minutes intervals, the effect being that

THE HANDICAPPING.				
Class		Credit laps.	Plus time start m. s.	
750 c.c. . . . .	.. ..	5	—	
750 c.c. (S) . . . .	.. ..	4	8 0	
1,100 c.c. . . . .	.. ..	3	5 0	
1,100 c.c. (S) . . . .	.. ..	2	8 48	
1,500 c.c. . . . .	.. ..	2	8 48	
1,500 c.c. (S) . . . .	.. ..	1	9 18	
3 litres . . . . .	.. ..	—	10 0	
3 litres (S) . . . .	.. ..	—	4 0	
5 litres . . . . .	.. ..	—	4 0	
5 litres (S) . . . .	.. ..	—	2 0	
8 litres (S) . . . .	.. ..	scratch	—	

(S) indicates supercharged.

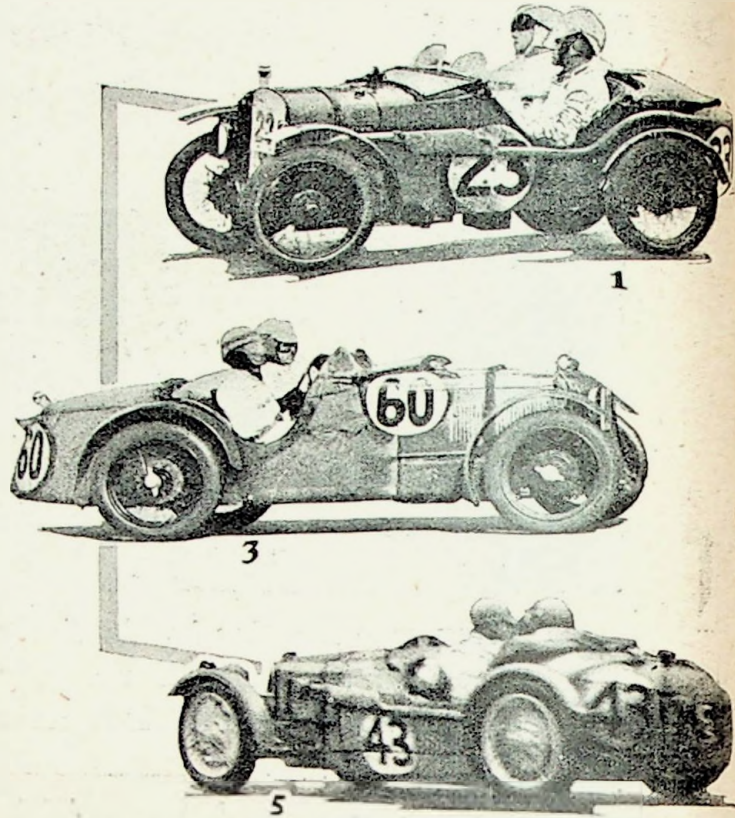
the faster cars will get clear of the slower machines at the outset, and will not be thus hampered—in overtaking other machines—in the early stages of the race.

As can be gathered from the entry list given on the previous page, there will be a terrific battle in the light car classes, where not the least interesting struggle will be fought in the 750 c.c. class between the 13 Midgets and five Austins.

Superchargers Popular Among Light Cars.

Superchargers are being used extensively among the light cars, for no fewer than 19 out of 31 cars are thus equipped. The unsupercharged cars are the Aston-Martins, the Frazer-Nashes, the Rileys, and one of the M.G. Midgets.

The Austin team will be the same as that which won the recent Relay Grand Prix—Leon Cushman, Charles Goodacre and J. D. Barnes. Cushman, of course, recently broke the flying mile and kilometre records with his Austin at over 100 m.p.h. and is a road-racing driver of experience. Goodacre finished second in the 1,100 c.c. class of the gruelling Italian Thousand Miles Race at the wheel of an Austin, and Barnes needs no introduction to our readers. In the Midget camp—one almost says "army"—figure many well-known drivers of resource and experience. R. Watney, Major Gardner and E. R. Hall have handled larger cars with success in past road races.



Here are examples of the light cars which will be racing to-morrow (1) Austin Seven, (2) the Italian 1,100 c.c. straight-eight Maserati, (3) the 750 c.c. M.G. Midget, (4) the 1½ litre Frazer-Nash, (5) the 1,100 c.c. Riley and (6) the 1,500 c.c. Aston-Martin.

All five Austins are of the side-valve supercharged type which has raced with such consistency and success in every big British race for the past few years, and are not in any sense freak machines.

The M.G. Midgets are what have become known as Montlhéry models, and with supercharged overhead-camshaft engines are very fast.

None of the Rileys is supercharged, this o.h.v. four-cylinder car having proved fast enough in its present design.

The interest in the 1,100 c.c. class is enlivened by the fight between Widengren's Maserati and the five Rileys. The Italian car is a straight-eight supercharged model of the latest conventional design, and Widengren has

Major A. T. G. Gardner
(M.G. Midget)



R. Watney
(M.G. Midget)



Leon Cushman
(Austin)

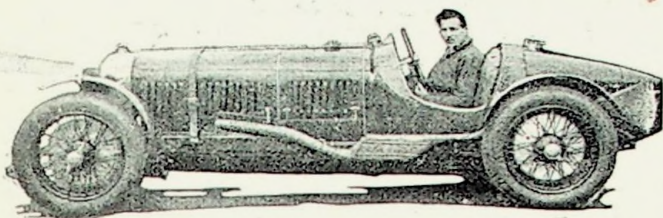


A. F. Ashby
(Riley)

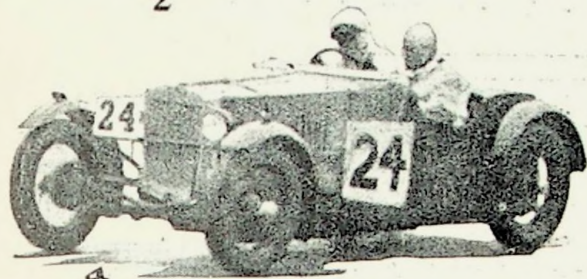


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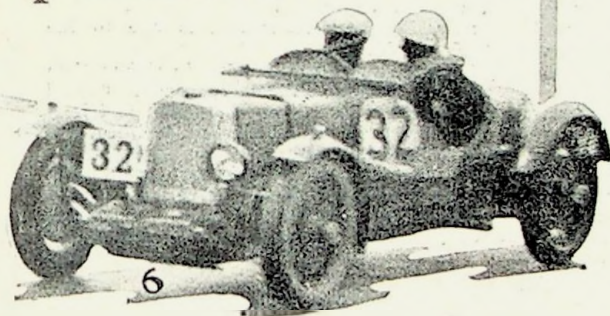
REPRESENTATIVE LIGHT CARS IN THE RACE



2



4



6

prepared the car very carefully for the race. His partner will be that steady driver who always finishes—R. F. Oats, of O.M. fame.

C. S. Staniland, Bugatti driver, motorcyclist and airman, is in the Riley contingent, and with him are Ashby and Pauling, who between them won their class in the "Double-Twelve." Victor Gillow, of course, is a particularly dashing Riley driver, who won the 1½-litre class in the Dublin Grand Prix last year.

In the 1½-litre class we have the two light-car concerns specializing in sports cars—Aston-Martin and Frazer-Nash, still rivals although to some extent allied in business.

The Frazer-Nashes—the only chain-driven cars built

to-day, are all running without blowers, Moore's, which ran blown in the "Double-Twelve," is a side-valve engine, the other two are o.h.v. units.

H. J. Aldington, the presiding genius of the concern, will himself handle a Frazer-Nash, and there is no driver who can handle these cars with quite the verve and dash of "Aldy." Not for nothing did this meteoric driver, who is at once cool and dashing, earn for himself the style "star of the Mountain course."

A. C. Bertelli, who will drive an Aston-Martin, in addition to being an outstandingly fine driver, is the designer of A.M.'s in their present guise. C. M. Harvey, also in this team, won fame with Alvis cars, Newsome drove Lea-Francis cars for years in road races, and H. W. Cook, steady and cool-headed, is well known at Brooklands.

About the "Big Stuff."

Above the light car classes the race takes on a more international and a more grim aspect. The crowds which throng the stands and line the course to-morrow will see Continental drivers—men who race every week-end of the season on terrifically fast courses.

The 2½-litre straight-eight supercharged "Alfas" will be handled by Tazio Nuvolari, who brilliantly won this race last year, Giuseppe Campari, that portly but magnificent *conducteur*, and Borzacchini, who still holds the world's 10-kilometre record at 152 m.p.h.—on the road!

Besides this official team are two British "Alfa" entries, Sir Henry Birkin and Earl Howe, who are fresh from strenuous endeavours in Continental races.

Italy is also represented by two 2½-litre straight-eight Maseratis driven by E. Fronteras and George Eyston. Against the formidable foreign array in the 3-litre class are the four unsupercharged Talbots, the unruffled, fast and very quiet cars which always appear to run like clockwork.

Dudley Froy, who drove a Riley to victory in it class in the recent German Grand Prix, will handle one of the two Invictas to-morrow, and the fortunes of the cars in their first road race will be eagerly followed.

Last, but no means least either in size or potentiality, is the giant blue German Mercedes to be driven by B. O. Davis. This huge 7½-litre six-cylinder supercharged car has a maximum speed of about 130 m.p.h. coupled with amazing acceleration and rock-steady road holding—attributes at a premium on the Ards circuit.

It is a difficult matter to attempt to forecast the result of the race this year. Never before have the "750's" shown so much speed, and never before has the Continental element been so menacing.

We hear as we go to press that, after all, the team of Bugattis will not start, which makes the Alfa-Romeos the most formidable foreign entry. It must be remembered that last year Alfa-Romeos occupied the first three places at almost precisely the same speed—70 m.p.h. Further T.T. news is on page 353.

C. S. Staniland (Riley)

H. Widengren (Maserati)

H. J. Aldington (Frazer-Nash)

A. C. Bertelli (Aston-Martin)



ME
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AR
VERS



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.

NEW IDEAS IN COACHWORK

Why Not Drop-head Four-seater?

Having read all the correspondence regarding open and closed cars, I certainly feel that the problem is up against body designers. What about a drop-head four-seater? My own idea is an entirely folding roof on the same principle as a roll-top desk, the sides running in grooves and disappearing from sight into a well at the back. The only trouble would be the question of making it waterproof.

Roll-top Roof Suggested.

The present sunshine roofs are a poor makeshift at the best. The lack of visibility when touring is the chief drawback.

D.V.

of smell—in a closed car is the great danger to health, causing headache, nausea, depression and anæmia. The latter condition may become serious and is due to the poisonous products of combustion.

We cannot help but notice also the increase in rheumatism of the neck and shoulders among saloon occupants. Closed vehicles, however, are necessities of our daily life, and it is surely up to the manufacturers of chassis and bodywork to produce a car which is free from such obvious imperfections.

My own feeling is that the sooner we have the engine transposed to the back of the car the sooner will we get rid not only of the deadly fumes, but of the eddies and draughts, by enabling the body builder properly to streamline his coachwork.

M.B.

Doctor Suggests Streamlined Construction—

As a medical man I have been deeply interested in the open and closed car controversy. I am sure most of us agree that, provided we are endowed with fairly normal health, driving in an open car with the fresh tang of the good air all about us, is conducive to invigorating the constitution by directly oxygenating the whole cellular system of which we are composed; the oxygen (our most vital and precious element) enriches the blood, scavenging the lungs and giving tone to the nervous energy in us.

My own experiences of saloons tell a very different tale; the presence of fumes—not always perceptible to the sense

—With Engine at Rear.

Hood Controlled from Driving Seat.

I thought your summing up of the open v. closed car controversy a masterpiece of sound advice and impartiality and I certainly agree with your plea for entirely new ideas in coachwork. Personally, I think that the ideal lies in an improvement of the tourer rather than further development of the "openable" saloon. I picture an open body with a really well-made and substantial hood capable of being raised and lowered from the driving seat by means of a handle, the side screens being of glass and arranged to drop into the doors entirely out of sight when not in use.

Improved Form of Tourer.

H. CAREW.

Catering for Tourists—Holiday-makers' Complaints

Exorbitant Cornish Resorts.

I quite agree with Mr. H. C. Hocombe in his complaint about the excessive charges of hotels and restaurants at Cornish holiday resorts. Having had my holiday spoiled by the grasping attitude of those who cater for holiday-makers' needs in Cornwall this year, I have determined to find a fresh touring ground next. Can any of your readers who have just returned from holidays in other parts of the country offer helpful suggestions?

J.H.

What of Other Touring Grounds?

Unpublished Hotel Charges.

Reading Mr. Hocombe's letter on the subject of hotel prices in Cornwall, it occurs to me as a strange thing that the business of catering for travellers should be the only one where it is possible to hear "expostulation as to excessive charges," as your correspondent puts it. In every other trade the customer knows what he is buying and how much it will cost. Even in a restaurant there is a menu, often exhibited outside and always easily

Why the Mystery?

B34

accessible anyway, showing the exact charge for every item down to the most trivial.

Although some of the hotel lists published contain the prices for certain services, these give only the vaguest idea of what the bill will amount to. It is undignified to inquire the charges beforehand, and one cannot keep asking the price before ordering any item of food! Therefore the business, so far as the customer is concerned, must remain a mighty gamble. I wonder whether this need be so? I feel sure it discourages touring.

A. L. OSMONDE.

Hotel or Tea House?

How have your readers fared this summer at the hands of hotel keepers as compared with the "cheaper" places one meets by the roadside? These days there is a tendency to get tea at odd places with the idea of saving money, but just lately I have been "stung" well and hearty. I was charged 2s. for a pot of tea—four cups only—and the tea was, to say the least of it, very indifferent. Although I protested I was met by the remark that I could take it or leave it.

One Pot of Tea—2s.

D.S.

A new safety feature a new mileage development . . "Prismed Buttresses"

☉ This new 1931 tyre engineering improvement, in the new Standard All-Weather Tread by Goodyear, gives increased grip on corners and enables the tyre to carry a 10% thicker centre tread, 50% thicker shoulder tread, giving in actual test 24% longer tread wear!

● Here are thousands more safe miles — without a penny on the price —

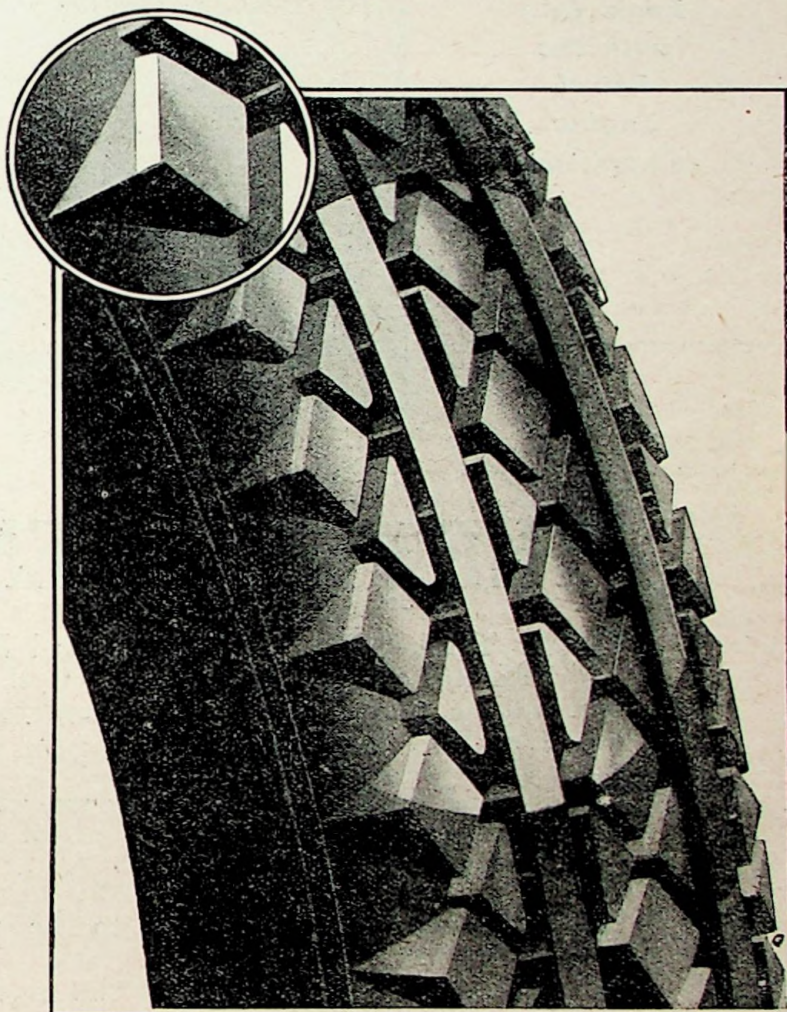
See these Remarkable Prices

39' — for size 4.40 - 19 (27 x 4.10)

48' — for size 5.00 - 19 (29 x 5.00)

These prices do not apply in the Irish Free State

The Goodyear Tyre and Rubber Company
(Great Britain) Limited, Wolverhampton



Change to the new Standard All-Weather Tread by

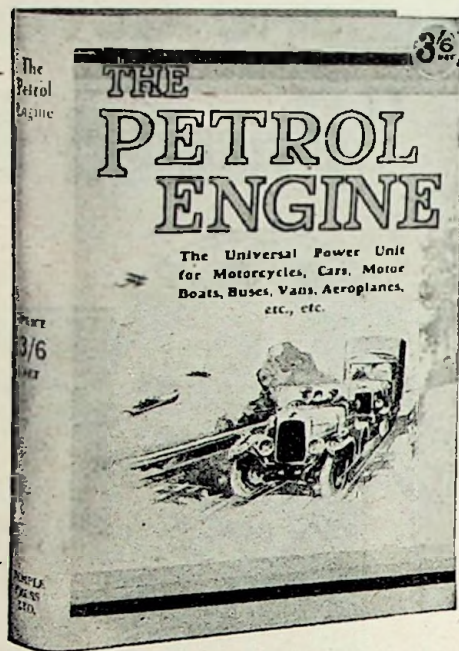
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OUR READERS' OPINIONS (contd.)

Lights on for Thunderstorms.

On the practice of driving with lights on during a thunderstorm, mentioned by "Focus," I have heard various stories and theories in Nottingham and elsewhere. Apparently it originated when trams switched on their lights on account of the frequent darkness during a thunderstorm. People began to get the idea that in some way this prevented the lightning striking the overhead cables or the lines. It was then a simple step for some drivers of motorcars and other vehicles to argue that they might as well have the benefit of such "protection" themselves, and so lights began to appear generally during a storm, whether it was dark or not.

The notion that through some electrical action this is a safeguard against lightning is surely as near to a superstition as one can get!

Nottingham
Drivers'
Superstitions.

LACEMAN.

Should Old Cars be Banned?

The letters which have appeared from various correspondents in reply to mine on the subject of "Old Cars" have been very interesting, and I find much that I can agree with in nearly all of them. I notice, however, that a few writers have introduced a certain amount of personal abuse, which is very regrettable, and I have been accused of being a selfish person who can afford an up-to-date car and, therefore, wants to see the roads cleared of old models.

I have been motoring continuously since 1906 with a perfectly clean licence and in all this period I have never once owned a new car, simply because I could not afford it. I am at present without a car and, being still unable to afford a new one, I intend shortly to acquire another used one.

Mr. Hudliss refers to my remarks concerning improvement in brakes, etc., as "childish." Only a month ago I saw a 1931 car, driven by a thoroughly experienced and competent chauffeur, pulled up within an inch of a baby in a pram. "Old Hand" says it is the driver, not the car, that matters. Here you have one of the best drivers, but if that car had been one having only two-wheel brakes I am perfectly certain there would have been fatal results.

BM/OVHJ
Answers His
Critics.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

LACEMAN.

Most of your correspondents seem to have missed the real point of my letter. I, too, would be sorry for many reasons to see old cars banned. What I said was that I considered "the time was not far off when steps would have to be taken to reduce the number of cars, perhaps by banning old ones." I fear that some means of reducing the number will, in the future, become necessary. There are other ways of doing this—increasing the licence, for instance; but this would have a detrimental effect on the industry. Old cars are being banned to a considerable extent now by the heavy annual tax which, in many cases, is higher than the value of the car, as pointed out by "Focus," and it was the wisdom of his suggestion that a reduction of tax should be made that I questioned in my original letter.

BM/OVHJ.

France Encourages Veterans.

The suggestion that cars of a certain age should be scrapped would cause amusement in France, where their use is actually encouraged by the revenue authorities. Any car which can be shown to have passed

its ninth birthday pays only half the normal tax. Exactly why this should be so it is rather difficult to say, but the official mind is inclined to be obscure in all countries. In France, however, the official mind sometimes has a bit of common sense at the back of it, especially in financial matters. Were this not so the Bank of France would scarcely be in a position to offer England an "overdraft" at the present moment!

My own opinion is that the French authorities are thinking of petrol consumption. Petrol is very heavily taxed indeed in France and old cars are inclined to use a good deal of it. Hence the revenue people may think that what they lose on the swings they gain on the roundabouts.

Be that as it may, there were well over 60,000 cars registered in France last December as 10-year-olds. Now if these old vehicles really constituted a danger on the road, as has been suggested, their use would most certainly not be encouraged, or even tolerated in such a practical country.

Many of the half-tax cars running in France are very old indeed—not 10 years but 20. As "A.S." remarks, the only real disadvantage in an old car is the lack of front wheel brakes. It is in traffic, however, rather than on the open road that this disadvantage makes itself felt, and very old cars are seldom used in Paris.

Paris.

L.G.D.

Those Average Speeds—Replies to "The Blower"

Sports Car Owner's Confession.

Your contributor "The Blower" is a very courageous person and I very much admired his plain speaking with regard to average speeds. To average over 40 m.p.h. over any considerable distance certainly requires tremendous concentration and a very good car. Although I drive a sports car I have done it only once, and that was up the Great North Road in the still watches of a fine night. On that occasion I covered 84 miles in 2 hours. Everything, however, was in my favour, for the North Road is far faster than any other and on the occasion in question there was practically no traffic.

Averaged Over
40 m.p.h. Only
Once.

G.G.R.

Is 70 m.p.h. Maximum Needed—

I agree with "The Blower" when he infers that averages of 40 m.p.h. over long distances exist more in the imagination than in fact, and a point which these perhaps unintentional Ananias forget is that high averages are very often beyond human limits, quite apart from those set by the car itself. My experience, however, makes me disagree with the author in one particular. He says, "To average 40 m.p.h. for long . . . requires a car capable of 70 m.p.h. and of holding that speed indefinitely." I believe that a high maximum is not nearly so important as exceptional acceleration.

To give my reasons I must fall into the trap of recording one of my experiences. On a recent Tuesday I left Wood Green, London, at 9.47 a.m. with the deliberate endeavour to average 40 m.p.h. to Doncaster. Actually I pulled up in the centre of that town at 1.57 p.m. The time, therefore,

was 4 hours 10 minutes, and the total mileage according to speedometer was 161. This is apparently correct as the A.A. Handbook gives it as 163 from Central London. The average speed works out at a little over 38 m.p.h.

The car was a 1931 Standard Big Nine coachbuilt saloon with a four-speed box, and the maximum speed is a speedometer 56 m.p.h. On the run in question I seldom exceeded 50 m.p.h. As a further matter of interest my hourly progress was as follows:—1st, 34 miles; 2nd, 71 miles; 3rd, 113 miles; 4th, 155 miles.

The Great North Road is, of course, one of the best roads for high averages, so that "The Blower" will probably think that I have refuted his statement under the best possible conditions. He might also think that I drove dangerously, but I can only say that I do not think I did.

I should add that my car has a modified induction system which has improved acceleration considerably, but has not increased the maximum speed.

H. W. GADSDEN.

Has "The Blower" Exaggerated?

Has not "The Blower" rather exaggerated the difficulties of putting up high average speeds? I have three friends—on whose word I can rely—who have averaged 40 m.p.h. or more for upwards of 100 miles in cars

The Question of Maximum. with an absolute maximum of 60 m.p.h. and I have done the same thing myself on two occasions. In all cases the general cruising speed has been about 50 m.p.h., with occasional bursts of more on favourable stretches.

In fairness to "The Blower," however, I must add that we have all been driving for at least 10 years and can claim to have more road sense than seems to be possessed by the average driver to-day.

OLD HAND.

OUR READERS' OPINIONS (contd.)

Who Has the Best of It?

Who has the best of it financially on a yearly basis of 20,000 miles—the man who buys a new car annually or the man who runs his car for, say, four years? At present I run a Singer Junior and change over annually on a cash depreciation of £50 approximately. Under this system I have to pay for no repairs or tyre replacements. From a financial point of view would I do better to keep my old car or change over annually as at present?
G.B.M.

Tax-dodging in Austria.

Your leading article last week dealing with the running of private cars for carrying commercial products reminds me of the very different state of affairs existing in Austria.

A Contrast to England. While in our own country the licence duty on private cars is, generally speaking, lower than that on commercial vehicles, the reverse is the case in Austria. When I was there last I met casually a local expert in tax-dodging. He explained to me how, by the smallest of alterations, a private car can, in many of the provinces of Austria, be technically brought into the commercial class, thus giving its owner the benefit of the lower scale of taxation.

I do not sigh for a change to a similar condition of things here. The result would all too surely be that, so far from the commercial scale of tax being reduced to bring it below the private-car scale, the latter would be increased to over-top the commercial scale!
G.F.H.

Austin Seven Running Costs.

The following running costs of a 1929 Mulliner Austin Seven two-seater purchased in August, 1930, may be of interest. I am the third owner, and fitted a new set of tyres, a Bodelo brake coupler, Newtex windscreen, and certain small accessories. This brought up the purchase cost to £86 10s. I have completed 8,412 miles to the beginning of this month, the average petrol consumption being 46 m.p.g. and oil consumption over 1,500 m.p.g. The tyres are hardly marked. The only troubles experienced have been the failure of the coil and distributor and one puncture.

Items.	Cost.		Cost per mile. d.
	£	s. d.	
Capital cost	86	10 0	
Less value, August, 1931 ...	65	0 0	
Depreciation	21	10 0	.025
Insurance	11	0 0	.315
Tax and driving licence ...	8	5 0	.235
Oil, 5½ gallons	2	2 1	.060
Petrol, 183 gallons	12	6 0	.350
A.A. subscription and badge	1	5 6	.035
Repairs, etc.:—			
New plugs, new distributor and coil, repainting, relining brakes, sundry tools, etc.	8	14 4	.248
Garage, gratuities, etc.	1	3 1	.034
	£66	6 0	1.892

The total mileage of the car appears to be about 20,000; and it seems so sound that I hope to get through another year with no more trouble than the last!

C. KING-HUTLEY.

A Reply to Sir Thomas Polson.

The letter from Sir Thomas Polson which appeared in your issue of August 7th calls for some reply. I have had the pleasure of reading "Mass Production," the attractive brochure by Sir Eric Geddes, in which

Neglecting Overseas Markets. he attempts to persuade us that mass production cannot exist without tariff assistance, but I cannot agree with your correspondent that his argument contains any reply to Mr. Lloyd George's criticism of the motor industry under Protection.

What Free Traders have ventured to assert is that the motor industry has neglected its opportunities overseas, where the size of the markets might have been expected to

attract the enterprising manufacturer, and they have suggested that this neglect has been mainly due to the inducement which the tariff offers the manufacturer to concentrate his activities on the home market.

So long as the manufacturers are content with such a limited field there can never be the large-scale production Sir Eric Geddes longs for. Free Traders believe that the removal of the tariff would make this industry realize that an assured home market is not enough, and they believe that in a very short time the industry would take its rightful place in the world markets.

R. M. FINDLAY, Assistant Secretary,
The Free Trade Union.

CONDENSED CORRESPONDENCE.

Writing on the subject of Austin Seven sports model speeds, Mr. T. S. Calder (Ilford) says he has found that his Austin sports (unsupercharged) is always capable of holding its own. He even goes so far, in fact, as to write of "touring" past other cars, with his own engine "doing a quiet 5,700 r.p.m. on second gear." He further claims that his best top-gear speed up to the present has been 81 m.p.h., which has twice been achieved under favourable conditions.

READERS' WANTS.

RHODE.—An instruction book for the 1923 model M.—G. T. Mantle, 1, Waterloo Street, Dudley.

CITROEN.—An instruction book for the 1925 7.5 h.p. model.—J. Litster, 50, Ryhope Street, Ryhope Colliery, Co. Durham.

AMILCAR.—An instruction book for the 1923-4 8.9 h.p. model.—A. E. Vollam, Junr., Post Office, Gloddaeth Street, Llandudno.

SWIFT.—An instruction book for the 1925 10 h.p. model.—H. C. Rossiter, "Hollycot," Quarry Park, Honicknowle, near Plymouth, Devon.

LOST.—Between Andover and Retford, via Oxford, Kettering and Stamford, on Sunday, August 9th, the blue enamel name plate from a Clyno radiator.—A. Legar, The Cottage, Flora Avenue, Darlington.

SWIFT.—Information regarding the hotting-up and general tuning of the 1925 10 h.p. model, with particular reference to raising the compression.—J. P. Bayly, 37, St. Quintin's Avenue, North Kensington, London, W.10.

ASKED AND ANSWERED.

P.L.M. (Haywards Heath).—You can obtain spare parts for your Clyno from R. H. Collier and Co., Ltd., South Yardley, Birmingham.

H.C.T. (Doncaster).—You are correct in supposing that the Austin Seven was first introduced in 1922. It was not, however, until 1923 that the car appeared on the road in any large numbers.

H.L.C. (Bristol).—Where aluminium pistons are concerned the normal clearance between the pistons and cylinders in an engine of 60 mm. bore is .012 in. at the piston crown and .005 in. at the skirt. If these clearances exceed .02 in. and .01 in. respectively it is best to have the cylinders rebored and new pistons fitted.

W.D. (London, N.4).—You need have no fear that the fitting of the Brooklands radiator stone guard marketed by Frank Ashby and Sons, Ltd., Bournville Stamping Works, Charlotte Road, Stirchley, Birmingham, will damage your radiator, as special rubber mounting buffers are provided. A member of our staff has had one of these guards in use on an M.G. Midget for a considerable time, and is entirely satisfied with it.

U.M.D. (Croydon).—In view of the fact that the screen of your car is of the non-adjustable type and presents a fairly large windage area, we certainly advise you to remove it for the speed trials in which you are thinking of taking part, as it is likely to make an appreciable difference to the maximum speed of your car. An idea of the great part played by wind resistance in speed was given by some tests carried out at Brooklands many years ago, in which it was found that whereas a certain car was capable of 73.8 m.p.h. with a windscreen having an area of 2 sq. ft., the maximum speed of the same car fell to 47.85 m.p.h. when the area of the screen was increased to 30 sq. ft. This, of course, was an extreme case, but it certainly illustrates the value of cutting down wind resistance.

SPORTS JOTTINGS

"The Terror" Breaks Hill-climb Record—Shelsley Notes—The T.T.—and Other Things of Interest

R. G. J. NASH, with his famous Frazer-Nash "Terror," added to his Shelsley laurels on Saturday last by making the fastest climb of the day at the Ulster Automobile Sports Club's Hill-climb at Craigtantlet, near Belfast. On his first ascent Nash made a new record for the hill at 49.79 m.p.h. (the previous record made by Earl Howe last year was 41.48 m.p.h.).

Nash's performance is the more outstanding as heavy rain fell during the event, and the "Terror" skidded badly on the first bend.

Mr. and Mrs. T. H. Wisdom, in the Frazer-Nash which they drove at Shelsley, also put up an outstanding performance, and, driving the car in turns, clocked precisely the same figures each time, some 10 secs. slower than the "Terror." Both climbs were considerably faster than Lord Howe's two-litre Alfa-Romeo, and made second fastest climbs of the day.

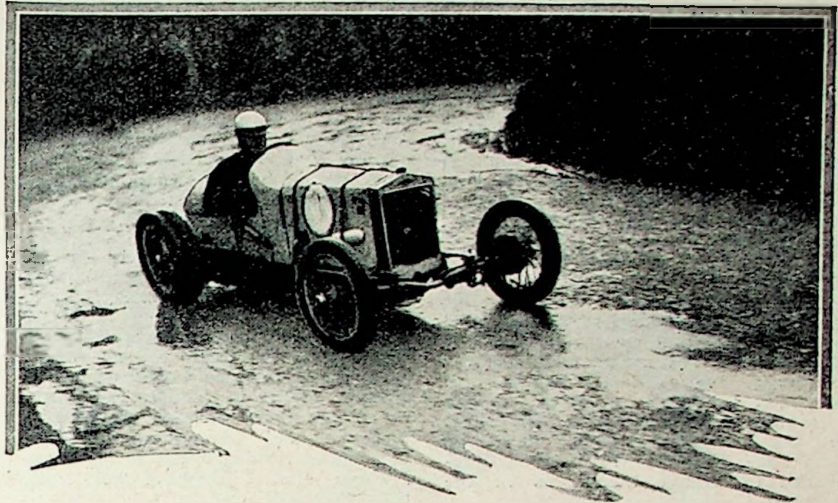
The 860 c.c. sports car class was won by F. M. Montgomery, in a 750 c.c. M.G. Midget. This driver is, of course, competing in the T.T. to-morrow. W. P. Noble, a member of the Riley T.T. team, won the 1,100 c.c. class.

I give the results of the hill-climb under "Club Items."

Which reminds me, *The Daily Express* on Saturday came out with bold headlines and lovely posters inscribed "The Terror" in Ireland." Frazer-Nash enthusiasts rushed to buy copies, but were disappointed to find that the excitement related to civil commotions in the Emerald Isle and not sensational doings by R. G. J. Nash and his famous car. Appropriately enough, the same afternoon "The Terror" lived up to its reputation and broke the Craigtantlet Hill-climb record, as I mentioned above.

IF ever a man earned a little laudatory comment I think that man is Viscount Ridley, who last week not only broke, but shattered, the flying kilometre in the 750 c.c. class at 105.42 m.p.h. with his remarkable "home-made" motorcar.

The words "home-made" may conjure up visions of a weird hybrid G.N.-ish affair "à la Shelsley," but the Ridley Special is not such a one. It is a brilliantly designed and beautifully executed racing car which any professional designer would be proud to have built, and its records show that it is as good as it looks. It bristles with clever features and has been built, bit



R. G. J. Nash, in the Frazer-Nash "Terror," skidding the bottom bend at the Craigtantlet hill-climb last week-end. He made a new record for the hill in the pouring rain. Another Frazer-Nash was second fastest.

by bit, by a man who obviously revelled in his task.

I take my hat off to Lord Ridley.

I HAVE fallen into error. Of course, I blame the printer, but you know how it is. I printed last week a beautiful table of most accurate (figures by "Ebby" himself) lap times for the Relay Grand Prix. But error crept into the text and put the name C. Anthony (Aston-Martin) over the column which

you don't know what you're talking about."

I gather the writer does not agree with me.

My correspondent never averages less than 43 m.p.h. from Birmingham to London and never exceeds 55 m.p.h. his T.T. Austin in doing it. I will not suggest that he entirely bears out my argument—i.e., that to average this sort of speed over a long distance requires something very like a racing car. Although the cruising speed on such runs may be well below the maximum, the car must be a 70 m.p.h. vehicle.

I am sorry, Mr. Calder, but I still think so.

FORTHCOMING EVENTS.	
August 22nd.	R.A.C. International T.T. Race, Ards Circuit, near Belfast.
August 23rd.	Berkhamsted and D. M.C. Speed Trials. Stamford Bridge Speedway M.C. Sports Meeting. Norwood M.C. Paper Chase. Coventry Triangle M.C. Gymkhana. Hornet Car Club. Social Event.
August 29th.	Coventry Triangle M.C. Social Run.
August 30th.	Austin Seven C.C. Social Run.
September 5th.	Midland A.C. Shelsley Walsh Amateur Hill-climb. Brighton and Hove M.C. Brooklands Meeting.
September 12th.	M.C.C. High-speed Trial. Sunbeam M.C. Speed Trials.

really belonged to P. Marriage (Austin Seven) and vice versa with the result that Mr. Marriage rang up and said really, he had not gone as fast as all that!

What is more odd is that Mr. Anthony has not been looking for me with a blunt instrument saying really, he did not go as slowly as all that!

I shall feel happier if those interested will take a pencil and transpose the names in the table.

RE my recent article on average Rspeeds, I have had a letter from a gentleman who writes, "I suggest you are talking through the back of your neck, that you're up the pole and that

BY the time these words appear in print the R.A.C. T.T. will be only a matter of hours away, and those who have seen the practising will have a shrewd idea as to the results of the race.

I hear, as I write this and before departing for Ireland, that the Bugatti team will not materialize after all, so that if this be true the light cars have one less Continental opponent to fear.

On paper the victory would appear to lie with the Alfa-Romeos, which, of course, finished first, second and third last year; but the "105" Talbots have to be reckoned with. It would give me—and many thousands around the course—intense pleasure to see a 750 c.c. car hold its initial lead until the end, and if it rains I should not be unduly amazed to find this happen. Whether such a car will be a Midget or an Austin is entirely another matter. . . .

MR. LESLIE WILSON, of the Midland Automobile Club, has now sent me the supplementary regulations of the Shelsley Walsh Amateur Hill-climb which takes place on Saturday, September 5th, at 1 o'clock.

The programme, I see, is divided into two events, the first for teams of racing cars and the other for the fastest climb in the sports and racing classes.

There are all sorts of awards and special cups for the fastest team aggregate by cars which ran in the Relay

Grand Prix, for the fastest lady driver, fastest non-trade driver of a car entered in 1931 international races and, of course, for the driver breaking the record for the hill (42½ secs).

The light car classes are 850 c.c., 1,100 c.c. and 1,500 c.c. There will be practising on the day before the event. Entries close on August 27th and full particulars are available from the hon. secretary, Mr. Leslie Wilson, Midland Automobile Club, 415, Stratford Road, Birmingham.

THOSE whose tuning operations I have kept them so occupied that time has passed unnoticed should wake up to the fact that entries for Shelsley close on Thursday next, August 27th.

Entries, Leslie Wilson writes, are coming in very well indeed, and among them are several non-trade motors which did not live up to expectations at the open climb, but which have been persuaded to behave themselves in the interim.

I also hear that one or two drivers have sworn mighty oaths to break the record for the hill this time, and as they possess machinery which certainly looks to me as suited to the job, I should not be altogether amazed to see

Von Stück's record lowered on September 5th.

By the way, the team event is going to be great fun, as several of the Relay Grand Prix people are going to do battle. Not satisfied with scrapping on the level (well, supposedly level) track, they are thirsting to show their rivals a thing or two up a hill. A very hot team of three Bugattis is the latest addition to these ranks.

THE Round-Kent Ancient Vehicles Run has, I see, been "ante-poned" from October 3rd to Saturday, September 26th.

The run is open to all motorcars built before 1908 and there are all sorts of lovely trophies to be won by the daring drivers. What is quite to the point is that there is no entrance fee and—as an additional attraction—competitors will be entertained to tea at the finish.

From what I know of "old-crock" runs they will need it.

THE score for the Mountain Championship of Europe, by the way, stands as follows at the moment:—Zanelli (15 points), Tort (13 points),

Lehrfeld (5 points), Hartmann and de la Riva (2 points). In the sports class R. Caracciola leads with 10 points.

I PUBLISH on this page a picture of the Riley team for the T.T. and very nice they look. What with Dudley Froy's win at Nürburg in the 1,100 c.c. class and George Eyston's records at 108 m.p.h. at Montlhéry, someone seems to have extorted a shocking amount of b.h.p. out of the Riley power unit, and I look for some noteworthy lap speeds on the Ards circuit to-morrow.

With Staniland, Ashby and Gillow in the ranks, I do not think I shall be disappointed.

IN these days when speed trials and speed hill-climbs have become something in the nature of extremely rare aves, I am always pleased to hear from those clubs fortunate enough to be in a position to hold these events.

The Berkhamsted M.C. are holding speed trials near Aston-Clinton on August 23rd, for which sports and touring (not racing) cars up to 1½ litres are eligible to compete, but open to club members only. THE BLOWER.

CLUB ITEMS AND SPORTING EVENTS

CRAIGANTLET HILL-CLIMB.

The following are the results of the Ulster Automobile Sports Club hill-climb held on Saturday last:—

Standard Touring Cars (860 c.c.)—1, G. R. Hamilton (Austin); 2, J. Desano (Austin); 3, H. C. McFerran (Austin). (Winner's time, 2 mins. 9 2-5 secs.)

Standard Touring Cars (1,500 c.c.)—1, H. V. Sloane (Wolsley Hornet); 2, F. M. Montgomery (Wolsley Hornet); 3, H. C. McFerran (Lea-Francis). (Winner's time, 1 min. 59 4-5 secs.)

Standard Sports Cars (860 c.c.)—1, F. M. Montgomery (750 c.c. M.G. Midget); 2, S. J. C. Cupples (847 c.c. M.G. Midget); 3, D. Montgomery (Austin). (Winner's time, 1 min. 55 3-5 secs.)

Standard Sports Cars (1,100 c.c.)—1, W. P. Noble (Riley); 2, V. S. Ferguson (750 c.c. M.G. Midget); 3, S. W. B. Hailwood (750 c.c. M.G. Midget). (Winner's time, 1 min. 48 1-5 secs.)

Standard Sports Cars (up to 1,500 c.c.)—1, V. S. Ferguson (750 c.c. M.G. Midget); 2, W. P. Noble (Riley); 3, W. Sullivan (Wolsley Hornet). (Winner's time, 1 min. 45 4-5 secs.)

Standard Sports Cars (up to 2 litres)—1, Mrs. E. M. Wisdom (1,496 c.c. Frazer-Nash); 2, Earl Howe (Alfa-Romeo); 3, Victor S. Ferguson (750 c.c. M.G. Midget). (Winner's time, 1 min. 39 4-5 secs.)

Racing and Sports Cars (unlimited c.c.)—1, R. G. J. Nash (1,496 c.c. Frazer-Nash "Terror"); 2, T. H. Wisdom (1,496 c.c. Frazer-Nash); 3, Earl Howe (1,750 c.c. Alfa-Romeo). (Winner's time—new record for the hill—1 min. 29 1-5 secs., 49.79 m.p.h.)

THE LIGHT CAR CLUB.

The next important event of the club will be the Buxton to Buxton trial, which will be held on September 20th and which is open by invitation to members of the Berkhamsted and D. M.C.C., the Brighton and Hove M.C., the London Eagle M.C., the North London M.C. and the North-West London M.C.

Entries close on September 5th, and should reach the hon. secretary of the meeting, Mr. J. F. de Laitre, 113, Sunny Gardens, Hendon, London, N.W.4, before that date. The entry fee for Light Car Club members is 7s. 6d. and for invited club members 10s. 6d.

The trial will start and finish at the Eagle Hotel, Buxton, Derbyshire, and a conducted party will leave the Salisbury Hotel, Barnet, at midnight on Saturday, September 19th, to reach Buxton in good time for the start.

All particulars of the trial may be obtained from the hon. secretary, Mr. John Yule, "Kirkney," High Road, Whetstone, London, N.20.

Members of the club are reminded that they are invited to compete in the Brighton and Hove M.C. Brooklands meeting on September 5th.

HORNET CAR CLUB.

Captain J. E. P. Howey, owner of the Romney, Hythe and Dymchurch miniature railway, has invited the club to pay a visit to the running sheds and works of the railway on Sunday, August 23rd. The club will meet at noon on the main road from Maidstone to Folkestone at the 52nd milestone from London. The event will take place whether wet or fine.

The results of the speed-judging competition, run in very wet weather on July 26th, are as follow:—Winner, A. Irwin Smith; runner-up, H. B. Browning. There were 12 entrants and 11 starters.

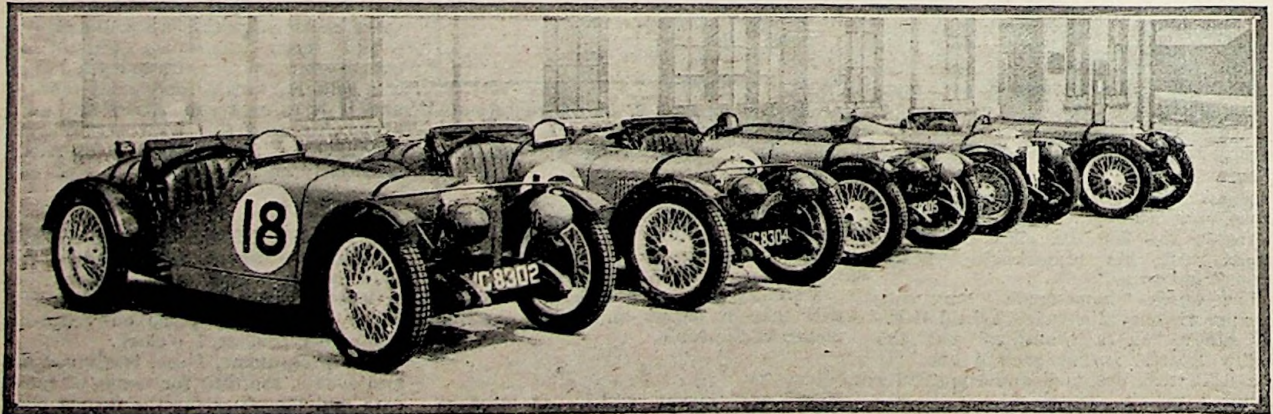
The next event will be a reliability trial to be held on Saturday, September 20th, full particulars of which are obtainable from the hon. secretary of the club, Mr. F. S. Hutchens, 12, Berkeley Street, London, W.1.

Club badges are now available, price 7s. 6d. (postage 6d. extra).

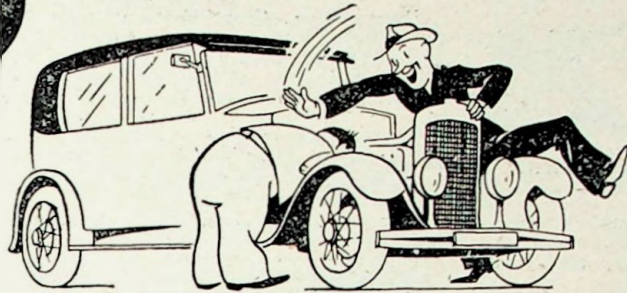
BERKHAMSTED AND D. M.C.C.

The club is holding speed trials on a private course near Aston Clinton on Sunday, August 23rd, starting at 1.30 p.m. There are classes for motorcycles, for sports and touring cars up to 1,500 c.c. Racing cars are not eligible to compete. The event is confined to Berkhamsted club members.

Details are available from the hon. secretary, Mr. S. F. Seyfried, 57, Nether Street, Church End, Finchley, London, N.12.



THE RILEY RANKS. — The array of the famous "Nines" ready for to-morrow's T.T. Race. They will be driven by A. F. Asby, W. P. Noble, C. S. Staniland, C. K. Whitcroft and Victor Gillow.



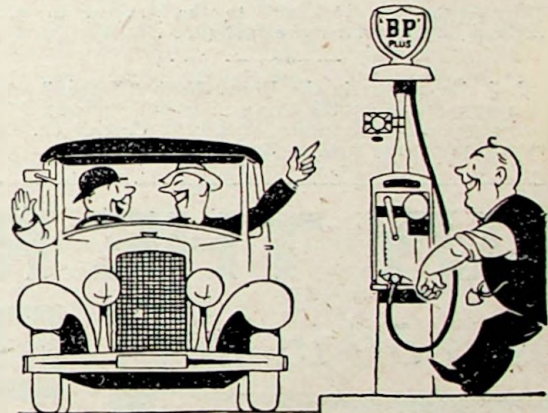
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the cause of economical motoring.*

AROUND THE TRADE

A Solex carburetter was fitted to the Austin Seven which recently broke the kilometre and mile International Class II records at over 100 m.p.h.

A number of combined rear lamps and spot lamps are now being offered at the very competitive price of 6s. 6d. by James Grose, Ltd., 379, Euston Road, London, N.W.1.

Mobiloil was used by W. J. Morton, who recently drove a Ford from Cape Town to Johannesburg in 22 hours 38 minutes, thus beating the record for the journey set up in 1927.

The Service Equipment Co., Ltd., Drayton House, 30, Gordon Street, London, W.C.1, inform us that they have just supplied the Air Ministry with a number of their S.E. car-washing machines.

An indication of the popularity of Gamage motor oil, which sells in five-gallon drums at 14s. 6d., is provided by the fact that Gamages state that over 37,000 gallons have been sold since February 1st this year.

An Amherst Villiers supercharger was fitted to the O.M. in which R. F. Oats obtained two first places at the B.A.R.C. August meeting, and to the Amilear in which W. E. Humphreys secured one first place.

R. G. J. Nash, who in the Frazer-Nash "Terror" established a new record at the Craigtanlet hill-climb at Ulster on Saturday last, was using Wakefield Castrol oil. The record was previously held by Earl Howe.

A range of power percussion screw presses for large sheet-metal stampings is marketed by John Hands and Sons, Ltd., Cardigan Works, Belmont Row, Birmingham. Car manufacturers interested should write for full particulars.

Brown Bros., Great Eastern Street, London, E.C.2, are now offering a range of six-volt starter batteries suitable for such cars as Austin Sevens, Singer Juniors, Triumph Sevens and so on, at the very low price of 27s. 6d. These batteries are obtainable through all motor dealers.

We understand that the crankshaft, camshafts, timing gears, crown wheel and bevel, together with certain other parts of the Ridley Special which broke the Class II mile and kilometre records recently, were made by the Laystall Motor and Engineering Works, Ltd., Ewer Street, London.



The imposing array of trophies won by Capt. Arthur Waite during his motor racing career. For the past ten years he has been a familiar figure at the wheel of an Austin Seven and, although he has now retired from active participation, he still maintains his connection with the sport in the capacity of Austin team manager.

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 Over 50 in stock **BARGAIN**

1931 SINGER JUNIOR, coachbuilt saloon, sunshine roof, as brand new. Taxed.	£125
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1929 ROVER 10/25, sportsman's coupe, sunshine roof, wire wheels, as new.	£105
1930 M.G. MIDGET, sports 2-seater, red fabric, many extras, new condition.	£115
1929 ROVER 10/25, Riviera sunshine saloon, perfect condition. Taxed.	£110
1930 TRIUMPH Super 7, de luxe coachbuilt saloon, duo tone, as new.	£110
1930 AUSTIN 7, Stadium sports 2-seater, black and red fabric, many extras.	£89
1930 JOWETT 7, fabric saloon, extras, absolutely first-class condition.	£79
1930 MORRIS MINOR, coachbuilt saloon, sunshine roof, duo tone, as new.	£89
1929 SINGER SENIOR, de luxe coachbuilt saloon, new tyres, duo tone, as new.	£85
1930 TRIUMPH Super 7, de luxe fabric saloon, blue and sportop, extras, as new.	£95
1930 MORRIS MINOR, "Arrow" coupe, many extras, one owner, pretty car.	£98
1929 STANDARD 9, Teignmouth fabric saloon, sunshine roof, several extras. Taxed.	£98
1930 SINGER JUNIOR, coachbuilt saloon, duo tone, ready smart car. Taxed.	£89
1929 AUSTIN 7, Garden England fabric saloon, very good condition.	£48
1929 SINGER JUNIOR, coachbuilt saloon, duo tone, wire wheels, very smart.	£65
1929 SWIFT 10, de luxe fabric saloon, leather, fullest equipment, as new.	£88
1929 HUMBER 9/20 de luxe tourer, full equipment, rear petrol tank, as new.	£49
1929 AUSTIN 7 Tourers, choice of three excellent cars, all very sound.	£48



Don't waste money by buying a so-called "Bargain." You can be sure of a genuine high-grade bargain if you buy from Naylor & Root, who are renowned throughout the country for fair and square dealing. Any car will be sent up to 50 miles from London for a free trial, and the most convenient of deferred terms will be arranged. Write now for current list of Bargains.

1929 RENAULT 9, de luxe tourer, f.w.b., reupholstered, full equipment, as new.	£49	1927 SWIFT 10, de luxe tourer, f.w.b., clock, speedometer, leather, very smart.	£38
1927 ROVER 9/20, Semi-Sports 4-seater, f.w.b., wire wheels, red and cream.	£58	1929 TRIUMPH Super 7, de luxe tourer, choice of three, genuine bargains.	£65
1929 AUSTIN 7, Cup model sports 2-seater, black and red, many extras, smart.	£49	1930 B.S.A., Sports 3-wheeler, starter, side-screens, extras, dark blue, etc.	£78
1927 AUSTIN 7, Tourer, choice of five similar cars, all sound, from	£35	1930 TRIUMPH Super 7, Sportsman's Coupe, wire wheels, many extras, as new	£98

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

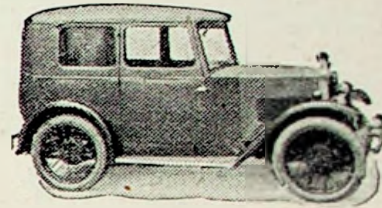
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Rowland Smith's of Hampstead are the people. By the way, their telephone number is Hampstead 4881 (6 lines).

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KIRK & MOTOR CYCLES & CO

An Example from our Huge Stock



This 1931 MORRIS MINOR, Coachbuilt Sunshine Saloon, Triplex glass, fully equipped, with bumpers, etc., low mileage, absolutely like brand new. Tax paid. (Paddington) £105

We have over 150 CARS similar to this in stock, EACH COVERED BY A WRITTEN GUARANTEE FOR THREE MONTHS.

EXCHANGES. TERMS OVER 24 MONTHS.

A small selection from a stock of over 150 cars, etc.

- TRIUMPH, 1930, Black Fabric Gordon-England Saloon, red pneumatic upholstery, fully equipped, hydraulic brakes, Splintex glass, a very smart and economical car, carefully used, one owner, fully insured and taxed. (H.) .. £88 10
- MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, chromium fittings, f.w.b.s., Triplex, in fine condition, 2-colour brown finish, low mileage. (P.) .. £79
- RHODE HAWK, 1929 Model, 10.8 h.p., 4-door Sportsman's Saloon, all black fabric body, luxuriously fitted interior, red leather upholstery, wheels to match, a magnificent car, tax paid December. (P.) .. £75
- SINGER PORLOCK, 1930 model, 8 h.p. Sports 2-seater, full dash, wire wheels, f.w.b.s., collapsible hood, sidescreens, etc., special 2-colour buff finish, very fast and attractive. (P.) .. £75
- SINGER JUNIOR, 1929, 4-door Coachbuilt Saloon, f.w.b.s., bumper bars, full dash, numerous extras, magnificently finished Maroon and Black, negligible mileage, one owner. (H.) .. £69
- AUSTIN, 1929, Gordon-England Saloon, blue Fabric finish, exceptionally fine condition throughout. (P.) .. £62
- AUSTIN, 1929, Black "Wydor" Fabric Saloon, all equipment, plush upholstery, most carefully used, very economical little car. (P.) .. £62
- MORRIS MINOR, 1929, 8 h.p., Fabric Saloon, full dash, special brown finish, smart appearance, suitable for a lady. (P.) .. £62
- AUSTIN, 1929, Chummy 4-seater, full dash equipment, f.w.b.s., automatic screen wiper, etc., rigid all-weather equipment, original Maroon cellulose finish. (P.) .. £57
- JOWETT, 1929 model, 7 h.p., Fabric Saloon, fully equipped, full dash, very economical and roomy car. (H.) .. £55
- AUSTIN, 1928, 7 h.p., Gordon-England Cup Sports 2-seater, usual equipment, finished red and cream, sound mechanical condition. (P.) .. £49
- SINGER, 1928, 8 h.p. Junior, 2-seater, double sunken dickey, f.w.b.s., rigid all-weather equipment, very smart and economical, carefully used, one owner. (H.) .. £48
- LEA-FRANCIS, 1926, 11 h.p., 4-seater, 4-door Tourer, O.H.V., 4-speed, f.w.b.s., full dash, clock, speedometer, leather upholstery, magnificently finished 2-colour, very fast and in excellent condition throughout. (H.) .. £45
- AUSTIN, 1927, 7 h.p. Chummy, dynamo lighting, self-starter, speedometer, very fine mechanical condition. (P.) .. £39
- CITROEN, 1927, 4-seater, 4-door Tourer, f.w.b.s., Servo, full dash, speedometer, clock, original finish Maroon, unscratched. (H.) .. £22
- SINGER, 1923, 9 h.p., 4-seater Tourer, dynamo lighting, self-starter, leather upholstery, magnificently re-finished, very reliable and in excellent condition throughout. (H.) .. £19
- ROVER, 1929, 9.5 h.p., 4-seater, full equipment, recently re-coach-finished in crimson, fine condition. (P.) .. £11
- SALMON, 1924, 9 h.p., O.H.V., 2-seater Sports, double sunken dickey, dynamo lighting, self-starter, fast and of excellent appearance. (H.) .. £14
- CITROEN, 1923-4, Cloverleaf 3-seater, fully equipped, fine, serviceable car. (P.) .. £10

28-30-32, HIGHBURY CORNER, N.5.

Phone: North 4784.

22-49, PRAED ST., PADDINGTON, W.2.

Phone: Paddington 6049 and 6892.

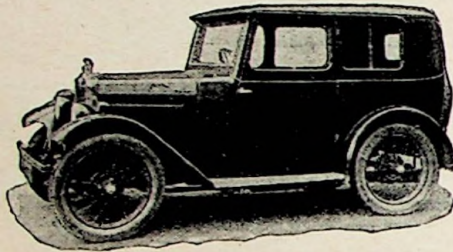
Close 8 p.m. Weekdays. Sunday: 11 a.m.—1 p.m.

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

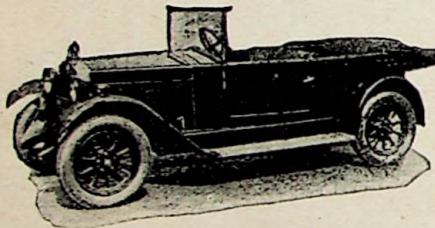
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Business may be bad, but still you can afford to change your car the Benmotors way. There's no depression at Benmotors—we're too busy looking after those wise people who realise that, by buying a used car from a reliable firm, they can save a large amount of money and still get good, faithful service. Every used car we sell is guaranteed and backed by our 7 days' trial offer. Moreover, you can save time because there's bound to be just the car you want among our stock of nearly 200 modern small cars all

UNDER £100



MORRIS MINOR, 1920/30, Saloon, many extras, exceptionally well kept £69



FIAT "9," 1928, 4-door de luxe Tourer, original condition throughout, tip-top £59

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We will deliver any car anywhere in England, Scotland and Wales and collect your present one for an extra charge of only £2-10-0. Credit terms arranged to suit all requirements.

If you cannot visit our Showrooms you will get a definite offer for your present car or motorcycle by post—an offer we will stand by. Fill in the coupon now.

Benmotors

THE REPAIRING-HOUSE FOR SMALL CARS

128-130, East Hill, WANDSWORTH, S.W.18.
Phone: Battersea 2425-2426,
Hours: 9.0—8.0; Saturdays 9.0—7.0

EXAMPLES FROM TO-DAY'S STOCK. TWO-SEATERS.

- 59 Pounds. **AUSTIN** 7, 1928-9, Cup sports, all extras, very well equipped. Choice 4 others.
- 59 Pounds. **AMILCAR**, 1926, Petit sports, tip-top mechanically throughout, excellent tyres—4 new. Choice 2 others.
- 89 Pounds. **AUSTIN** 7, 1929, Swallow sports, 2-str. all extras and equipment, almost unmarked. Choice 4 others.
- 75 Pounds. **ALVIS** 12/50, 1926, super sports, all aluminium, outside exhaust, f.w.b., exceptionally fast. Choice 2 others.
- 45 Pounds. **CLYNO** 12/35, 1929, de Luxe, sunk dickey, superb condition throughout, all extras. Choice 3 others.
- 49 Pounds. **FIAT** 9, 1928, de Luxe, 2-str., bodywork and equipment tip-top, all extras. Choice 4 others.
- 49 Pounds. **JOWETT** 7, 1929, short 2-str., mileage 12,000, one owner, superb throughout.
- 78 Pounds. **LEA-FRANCIS**, 1927, 12/40, 2-str., dual cellulose finish, specially tuned engine, speeded. Choice 2 others.
- 85 Pounds. **MORRIS**, s.v., 1931, 2-str., very small mileage, one owner, almost as new.
- 65 Pounds. **PEUGEOT** 12, 1929, D.H. coupe, sunk dickey, cost nearly £300.
- 39 Pounds. **ROVER** 9/20, 1926, all aluminium sports, f.w.b., excellent tyres. Choice 6 others.
- 78 Pounds. **ROVER** 10/25, 1929, de Luxe, 2-str., dual finish, remarkably attractive. Choice 2 others.
- 65 Pounds. **SINGER** 8, 1929, Horlock sports, dual cellulose finish, bodywork tip-top, well kept, £29 worth of extras.
- 95 Pounds. **SALMON**, 1929, grand sports, innumerable extras, streamline body, specially tuned. Choice 3 others.
- 59 Pounds. **SWIFT** 10, 1928, de Luxe, sunk dickey, bodywork and equipment tip-top. Choice 4 others.
- 79 Pounds. **SINGER** 8, 1929, sportsman's coupe, trunk on rear, very well kept. Choice 3 others.
- 59 Pounds. **TRIUMPH Super** 7, 1928, 2-str., sunk dickey, hydraulic brakes, wire wheels, fullest equipment.
- 59 Pounds. **TALBOT** 10/25, 1927, 2-str., sunk dickey, f.w.b., excellent tyres, wonderfully well kept.

TOURERS AND SALOONS.

- 99 Pounds. **AUSTIN** 7, 1931, Wydor saloon, full standard equipment, interior and bodywork tip-top. Choice 7 others.
- 69 Pounds. **AUSTIN** 7, 1929, Wydor saloon, very well kept, one owner, tip-top throughout.
- 99 Pounds. **ALVIS** 12/50, 1927, sports tourer, 4-door, fullest equipment, all extras. Choice 2 others.
- 89 Pounds. **AMILCAR**, 1928, 4-door, fabric saloon, wire wheels, excellent tyres, fast and attractive.
- 58 Pounds. **CLYNO** 12/35, 1929, Royal dame back 4-door saloon, almost as new.
- 59 Pounds. **FIAT** 9, 1927, coachbuilt saloon, superb condition throughout, almost unmarked. Choice 3 others.
- 59 Pounds. **FIAT** 9, 1928-9 (illustrated), 4-door tourer, original cellulose finish, wonderfully well kept, fullest equipment. Choice 2 others.
- 59 Pounds. **GWYNNE** 10, 1927, 4-door tourer, interior and equipment tip-top, many extras. Choice 2 others.
- 78 Pounds. **HUMBER** 9/20, 1928, 4-door tourer, very well kept, all extras. Choice 3 others.
- 75 Pounds. **JOWETT** 7, 1930, long tourer, chromium plating, bodywork unmarked.
- 98 Pounds. **LEA-FRANCIS** 1929, 12/22, 4-door tourer, superb condition throughout, one owner, small mileage.
- 69 Pounds. **MORRIS** Minor, 1930, coachbuilt sunshine saloon, spotless condition throughout. Choice 4 others.
- 95 Pounds. **MORRIS** Minor, 1930, coachbuilt sun-saloon, interior and bodywork tip-top, excellent tyres. Choice 1 other.
- 99 Pounds. **ROVER** 10/25, 1929, Riviera sun-saloon, interior and equipment tip-top, excellent tyres. Choice 7 others.
- 99 Pounds. **ROVER** 10/25, 1928, 4-door tourer, bodywork very well kept, 2 new tyres, excellent throughout.
- 85 Pounds. **RENAULT** 9/15, 1930, 4-door tourer, excellent tyres, fully equipped, small mileage. Choice 2 others.
- 79 Pounds. **SWIFT** 10, 1928, low built fabric saloon, very well kept, fullest equipment. Choice 5 others.
- 69 Pounds. **SWIFT** 10, 1927-8, 4-door coachbuilt saloon, wonderfully well kept, small mileage. Choice 2 others.
- 79 Pounds. **SINGER** 8, 1928, 4-door dome back saloon, one owner, superb condition throughout.
- 59 Pounds. **STANDARD** 9, 1928, 4-door tourer, dual finish, almost unmarked. Choice 2 others.
- 69 Pounds. **TRIUMPH Super** 7, 1929, tourer, hydraulic brakes, fully equipped. Choice 4 others.

All open to A.A. or R.A.C. examination willingly. Get lists of 200 others post free. ETC. ETC. ETC.

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

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

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

SECOND-HAND**AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE**

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

RATES.

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

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application. Cheques, Postal Orders, etc., should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

REGULATIONS.

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

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to 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 1½ per cent. (2d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, 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 arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

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

Whilst every precaution is taken to ensure accurate printing, the publishers will not be responsible for printers' errors, or for errors arising out of telephonic instructions relating to advertisement copy, or will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year. Insets, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD., the responsible printers of the journal.

Head Offices: 5-15, Rosebery Avenue, London, E.C.1.
Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).
Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

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

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

A.C.s. Your opportunity. See page 20. 976-733

A.J.S., £165. 1931, very latest model saloon, almost shop-soiled, unregistered, genuine bargain. Box No. 2917, c.o. "The Light Car and Cyclecar." 977-456

A.J.S., £159; Nine saloon, 4-door, new condition, A.A. inspection invited. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-552

AMILCARS. Amilcars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Large stock of used Amilcars from £50. Chancery B623 zzz-167

AMILCAR. £2 deposit, 25 guineas cash. 1926 Grand Sports 2-seater, primrose and red, very good condition, free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 976-774

AMILCAR, £49; exchanges!!! 1927-8 Grand Sports, black and red, very fast and attractive car, taxed. Chidley, 579b High Rd., Tottenham. Phone 2920. 976-795

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

AMILCAR, 1928, 9hp Grand Sports, £75.

AMILCAR, 1926 Grand Sports 3-seater, £45. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 976-805

AMILCAR, 1927 2-seater special sports, new tyres, newly painted, 55 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 976-34

AMILCARS. Your opportunity. See page 20. 976-734

AMILCAR, 1928 Surbaise Grand Sports streamlined 2-seater, very fast car, £89. Deomans, 132-5 Long Acre, W.C. Open week-ends. 976-855

AMILCAR Grand Sports 3-seater, fabric body, pressure oiling, 4 new tyres, f.w.b. bargain, £27. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 976-968

ARMSTRONG SIDDELEY, 1929 12hp 6-cylinder saloon, taxed year, good condition, £85. Below.

H. C. Paul and Co., 114 Gt. Portland St. Museum 4117. 976-972

ASTON-MARTIN 1925 sports 4-seater, excellent condition throughout, taxed, £110. Leeds and Oxley. Paddington 5845. 976-69

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

AUSTIN 7. We have several saloons and tourers for disposal, prices ranging from £35 to £100. All cars offered are in good condition. Deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Hattersea 5360. zzz-350

AUSTIN 7, 1927 2-seater duple sports, colour green and ivory, exceptional condition, taxed, 50 guineas. Martin's Garages, Highgate Village. Phone, Mountview 1228. 976-546

AUSTINS. Taylors for Austin 7s.

1930 Wydor saloon, £82 10s.

1928 Mulliner saloons (2), £52 10s.

1928 Chummy, taxed year, £55.

1925 Chummy, £27 10s.

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

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

AUSTIN 7 tourer, 1926, good condition, taxed September. 27 Woodlands Avenue, Redhill, Surrey. 976-964

AUSTIN Cup, £10 deposit, 1927, recellulosed black and red, new hood, good tyres, taxed, in super condition throughout both mechanically and in appearance, £49 10s. Motormyles, Ltd., 218 Gt. Portland St., W.1. Museum 6756. 976-763

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

AUSTIN 7, 1927-28 tourers, from £35.

AUSTIN 7, 1928 coachbuilt saloon, exceptional condition, £32 10s.

AUSTIN 7, 1929 coachbuilt and fabric saloons, from £65.

AUSTIN 7, 1930 (September) Arrow special sports 2-seater, taxed December, absolutely as brand new, £95.

AUSTIN 7, 1930 coachbuilt 2-seater, black and green, indistinguishable from new, £85.

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

H. Glover-Motors, 3-5 Chelverton Rd. Putney 7134. Open Sunday morning. 976-760

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, £46; 1928 fabric saloon, red leather upholstery, many extras, licensed, good condition, genuine bargain. King, 164 King's Rd., Kingston. 976-g260

AUSTIN 1930 saloon, coachbuilt, excellent condition, any trial, £75. Cars supplied on repurchase basis, on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-448

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

AUSTIN 7, 1930 Wydor saloon, guaranteed mechanically, good set of tyres, moderate mileage; unique deferred terms; £77. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-748

AUSTINS. Ruffell's Motors, Austin 7 Specialists.

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

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

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

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

Exchanges, deferred terms. Open Sundays 1.30.

Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 976-771

AUSTIN 7. 100 cars in stock, list free; exchanges. Rowland Smith. Below.

£9 deposit, 89 guineas cash. 1931 model, coachbuilt saloon, opal blue, sliding roof, one owner, practically brand-new condition, free tax, free insurance to cash buyers. Below.

£8 deposit, 82 guineas cash. 1930 fabric super sports 2-seater, blue and red, exceptional condition, free year's tax, free insurance to cash buyers. Below.

£7 deposit, 72 guineas cash. 1930 model Wydor fabric saloon, maroon, exceptional condition, free tax, free insurance to cash buyers. Below.

£4 deposit, 45 guineas cash. 1927 Gordon England Cup, very good condition, free tax, free insurance to cash buyers. Below.

£3 deposit, 29 guineas cash. 1925 tourer, brown, very good condition, free tax, free insurance to cash buyers. Below.

15 guineas, 1923 tourer, blue, very good condition. Below.

Rowland Smith 78-81 High St., Hampstead. Open all week days, including Saturdays. 9-8, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881-6. 976-775

AUSTIN 7, 60 guineas, 1929, maroon, tourer, just overhauled and decarbonized by Austins, tyres and condition good. 4 Luarel Avenue, Englefield Green, near Egham. 976-g984

AUSTIN 7 tourer, tax, insurance, O.K. condition, new tyres. £32. Builder, 2 Curwen Rd., Shepherd's Bush, W.12. 976-g986

AUSTIN. F.O.C.H. Late 1931 coachbuilt saloon, sunshine roof, maroon, one owner, run a few miles only, brand new condition, taxed, 102 guineas. Below.

F.O.C.H. 1928 4-seater chummy, good tyres, new hood and side curtains, very good condition, taxed, 39 guineas; exchanges, deferred. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215. 976-783

AUSTIN 7, 1929½, fabric saloon, exceptionally sound condition, safety glass all round, one-shot lubrication and many other extras, taxed to December, £65, or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 976-788

AUSTIN. 5 tourers and saloons, 1926-27-28, from £20; exchanges. Chidley, 579b High Rd., Tottenham. Phone 2920. 976-796

AUSTIN 7, 1929 Mulliner sunshine saloon, full equipment, numerous extras, tax paid, first-class condition throughout, £58. 73 Atkins Rd., Balham, S.W.12. 976-b25

AUSTIN 7, 1929 Swallow saloon, exceptionally good condition, £82 10s. Jones, Motors, Bognor Regis 976-b23

AUSTIN 7, 1928 (1927 delivery) chummy, taxed, £38. 5 Victoria Avenue, Surbiton, Elmbridge 3301. 976-b20

AUSTIN 7, 1929 Wydor fabric saloon, brown, little used, £65. Lima, Church Rd., Northolt. 976-b19

AUSTIN 7, 28 guineas or offer; 2-seater, dicky, 1926, repainted, overhauled, balloons, extras, any trial. Lang, Twywell, Kettering. 976-b18

AUSTIN 7, £69; 1930 model fabric saloon, taxed, insured year, new tyres, one owner, superb condition throughout. 221 Maida Vale, W.9. 976-b14

AUSTIN 7, £45; black and cream Mulliner saloon, 1928, new tyres, taxed, insured, many extras. Meeks, 16 Avenue Rd., W.6. 976-b13

AUSTIN 7, 1928 Gordon England Cup, high-compression engine, very fast, recently cellulosed, spot lamp, taxed, insured, £50. 205 St. John's Hill, S.W.11. 976-b5

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

AUSTIN 7 special sports 2-seater, in excellent condition throughout, bodywork in red and black, very smart appearance and fast, taxed and insured, £32; 1926 sports 2-seater with Jarvis body, £40; 1927 chummy, perfect condition throughout, taxed, £36; terms and exchanges on any of the above. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 976-h5

AUSTIN 7, 35 guineas exchanges; 1928 fabric saloon, leather pneumatic upholstery, Triplex, two new tyres, splendid condition, taxed. Maynards, 241a High Rd., Wood Green. 976-801

AUSTIN 7, 1931, black and red fabric saloon, sliding roof, taxed, small mileage, £99. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 976-813

AUSTIN 7, 1926 chummy, upholstery as new, splendid running order, £58. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 976-812

AUSTIN 7, 1930 supercharged special sports, black and red, amazing acceleration, exceptional condition throughout, £135. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 976-810

AUSTIN 7, 1929, 4-seater de luxe, magnificent order and condition and complete, £60; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 976-815

AUSTIN 7s!!! Humphreys, Ltd., offer—

1930 chummy, blue, excellent tyres, almost new condition throughout, taxed December, £75. Below

1929 Stadium sports 2-seater finished blue and silver, Triplex screen, all-weather equipment, pneumatic upholstery, excellent tyres, magnificent order, £75. Below.

1929 chummy, maroon, plated radiator, comprehensive equipment, magnificent condition, £63; motorcycles taken in part exchange; deferred payments, 120-2 Hampstead Rd., N.W.1 (2 minutes from Euston Station). Phone, Museum 9513. Open Sunday mornings. 976-826

AUSTIN 7. No deposit. 1930 Swallow saloon, taxed, £115. Below.

AUSTIN 7. 1929 Stadium 2-seater, £67 10s. Below.

AUSTIN 7. 1928 Cup, silver and blue, £50. Below.

AUSTIN 7. 1926 Cup, £35; exchanges. Page, 199b Upper Richmond Rd., Putney. 976-827

AUSTIN 7, 1930 Wydor saloon, mileage 8,000, as new, £80. Below.

1928, 2-seater, taxed, black and cream, £57 10s. Below.

1926, chummy, taxed year, one owner, new tyres, £32 10s. Below.

Special C.E. Brooklands model, 1928, entirely rebuilt (second), 1928 200 race, £67 10s. Paul and Co., 51 and 53 The Mall, W.5. Faling 4633. 976-836

AUSTIN 7, 1928 tourer, first-class condition throughout, small mileage, taxed and insured, £45, choice of two. Below.

AUSTIN 7, 1929 tourer, finished blue, exceptionally good condition throughout, well equipped, licensed December, £55, choice of two. Below.

AUSTIN 7, 1930 tourer, finished blue, excellent appearance and condition, licensed December, £72. Exchanges, terms arranged. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2565. Open Sunday mornings. 976-844

AUSTIN. Several 7hp saloons, 1928, £65; 1929, £79; 1930, £95. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 976-849

AUSTINS. Your opportunity. See page 20. 976-735

AUSTIN 7 1931 model coachbuilt saloon, blue, excellent condition, loose covers, fire extinguisher, spare wheel cover, muff, etc., one owner, moderate mileage, tyres as new, taxed to December, £90. 670a Old Kent Rd., S.E.15. 976-h38

AUSTIN 7. Arrow sports, 1930, cost £175, small mileage, 90 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 976-868

AUSTIN 7 saloon, 1931, 4,000 miles, black and red, taxed December, loose covers, direction indicators, condition as new, £98; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 976-872

AUSTIN 7. The Light Car Co. offers B.C. 2-seater, finished in black and cream, exceptionally fast, £95; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 976-881

"MOTOR REPAIR MANUAL."

A complete guide to the repair of motor vehicles for the owner-driver and amateur mechanic. 2/6 net. 2/9 post free.

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 Wydor fabric saloon, black and red, in very good condition throughout, £62 10s. H. and G. Motors, 69 Church Rd., Upper Norwood, Livingstone 5122. Open Sundays 11-1 p.m. 976-886

AUSTIN. See the Naylor and Root bargains on page 18. 976-935

AUSTIN 7 fourer, 1927½, green, taxed, insured, perfect condition, good tyres, clock, oil gauge, daylight, inspection lamp, 5 lamp lighting, any trial, £37. Chandler, 32 Fairacres Rd., Oxford. 976-965

AUSTIN 7 September, 1929, Stadium 2-seater, one-shot lubrication, coupled brakes, gear lever extension, mirror, one owner, carefully driven, perfect mechanical condition, 55 guineas; any trial; evenings only. 35 Kingsmead Rd., Tulse Hill, S.W.2. 976-917

AUSTIN 7, 1926 tonner (4), taxed September, insured March 1932, just overhauled, new spare tyre, £27 10s. Phone, Croydon 2044 between 9.15 and 10.15 a.m. for appointment or 36 Artran Rd., Catford, between 7 and 8 p.m. 976-914

AUSTIN 7, Aug. 1929, saloon, splendid condition, one owner, selling illness, taxed December, insured July 1932, only wants seeing, £65. 5 Prince's Square, E.1. Royal 5340. 976-809

AUSTIN 7hp. A. Rix offers:—1931 coachbuilt sunshine saloon, in very nice order, £112 10s. 153 Euston Rd., N.W.1. Museum 1618. Open 8 p.m. and 1 p.m. Sundays. 976-727

AUSTIN 7, 1928, tourers and saloons, from £30. Rose and Young, Ltd., 97 Streatham Hill (opposite "Locarno"). Tel., Streat. 9520-1. 976-13

AUSTIN 7, Brooklands Motor Co. offers: 1931 fabric saloon upholstered in leather, mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 5145-4. 976-18

AUSTIN 7s. 1928 Mulliner fabric saloon, blue, £57 10s.

1928 Mulliner fabric saloon, maroon, £57 10s.

1928 Mulliner fabric saloon, brown, £55.

1929 model fabric saloon, maroon, £72 10s., all in good condition. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 976-11

AUSTIN 7, 1927 special sports 2-seater, cream and green, very smart, perfect runner, taxed, price £45. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 976-9

AUSTIN 7, £20 to £50 buys an excellent Steele Griffiths reconditioned Austins during August sale—necessary to make room for 1932 models. Free driving tuition and R.A.C. certificates included. The following is an example from selection of 20 used guaranteed Austin 7 cars:—1928 Austin 7 saloon, tax paid £38. Abbey House, Victoria St. (facing Westminster Abbey), Victoria O467. 976-7

AUSTIN 7 1930 model Swallow saloon, taxed year, beautifully kept, small mileage, £105. Below.

1928 Barghley 2-seater, fitted with Alta head, special Zenith carburettor, spotlight, many extras, £52 10s.; motorcycles in part, deferred terms, Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 976-54

AUSTIN 7s. "There's no place like Holmes." Special show and sale of saloons. We invite comparison with any other firm in London. These cars are overhauled and will maintain our reputation for entire satisfaction.

1930 Wydor saloon, black and red, perfect car, £90; 1929 Wydor saloon, one owner, engineer, faultless, £75; another, £78; 1928 Mulliner saloon, blue, very clean, mechanically perfect, £65; another, a real bargain, £55; also 1928-9 (October) Cup model, blue and red, magnificent performance, £65; 1928 tourer, very good car, £45; 1927 tourer, very smart, £39; easy terms, including insurance, exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414. 976-979

AUSTIN 7, 1931 saloon, taxed year, mileage 3,000 only, condition as new throughout, £100. Below.

AUSTIN 7, 1930 Wydor coachbuilt saloon, taxed year, £67 10s. Below.

H. C. Paul and Co., 114 Gt. Portland St. Museum 4117. 976-970

AUSTIN 7, 1931, sunshine saloon, excellent condition, bargain, £85. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 976-977

AUSTIN 7, 1925 coupe, taxed, excellent condition, £27 10s. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 976-973

AUSTIN 7, 1928, chummy, original finish, maroon, hood and side screen perfect, good tyres, taxed December, bargain, £39. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 976-969

AUSTIN 7. If you are looking for a good second-hand Austin 7 tonner or saloon, write to-day for Premier's latest bargain list. Splendid selection of overhauled and guaranteed models at the right prices. Free delivery, extended terms. Premier Motor Co., Astor Rd., Birmingham. 976-963

AUSTIN 7 1931 coachbuilt sunshine saloon, chocolate and red, pneumatic upholstery, clock, carrier, many extras, a really charming little car, perfect condition, indistinguishable from brand new, all ready (weather permitting) for tour; owner would teach intending buyer to drive; taxed year, insured, £98 10s. Berrett, 18 Belford Grove, Woolwich. 976-h57

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

AUSTIN 7 Swallow saloon, delivered and registered in 1930, tax paid, small mileage, in exceptionally good condition, £100. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 976-1

AUSTIN 7 1929 supercharge Brooklands special sports 2-seater, capable of a very fine performance, £100; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6655. 976-999

AUSTIN 7 1930 Swallow saloon, 2-tone blue, absolutely as new, taxed, genuine bargain at £120. 298 Fulham Rd. Flaxman 8239. 976-988

AUSTIN 7. Cooke's Motors offer 1925 chummy, taxed and insured, £18. 1928 chummy, £35; 1929 G.E. Wembley saloon, £75. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 976-986

AUSTIN 7, 1928, chummy, blue, very nice condition throughout, taxed to the end of the year, £40. Haskins, 155 Ladbroke Grove, North Kensington, W.10, adjoining the Metropolitan Station. Park 5541. 976-945

AUSTIN 7, 1929, Wydor saloon, condition almost as new, £62 10s.; also 1927 saloon, £37 10s.; exchanges, terms. Yarwoods, Stonelee South, High Rd., Tottenham. Phone 3122. 976-958

AUSTIN 7. E. A. Cullum, A.M. Inst. B.E. M.I.M.T., offers:—

Chummy, mileage under 10,000, taxed and insured, unused during winter, exceptional condition, £45. 36 High St., Eton. Phone Windsor 508. 976-950

AUSTIN 7, £45!!! Genuine Brooklands model Austin 7 2-seater, polished aluminium body, outside exhaust, fitted lamps, starter, wings, hood, etc., chassis reconditioned 1929, unused since, practically new tyres. Whole car in excellent condition throughout. Ideal competition car. Exchanges deferred. Park Garage, Skeltons Lane, High Rd., Leyton, E.10. Leytonstone 1437. 976-962

AUSTIN 7 saloon, 1931, coachbuilt, 2,000 miles only, licensed and insured, £90. 12 Cornwall Terrace Mews, up by Mme. Tusaud's, N.W.1. Phone, Welbeck 2933. 976-23

AUSTIN 7, slightly soiled, 1931, 2-seater sports, delivered new from makers July, 1931, mileage guaranteed under 1,200, taxed and several extras, cost about £130, our special price £107 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 976-29

AUSTIN 7, 1931 supercharged sports 2-seater, practically brand new, mileage 2,000, bargain, £155, cost £225; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 976-41

AUSTIN 7, 1924 model chummy, 17 guineas; terms, exchanges. 7 J Carlton Vale, Kilburn. Open Sunday mornings. 976-33

AUSTIN 7hp, 1929 Mulliner coupe, taxed December, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 976-26

AUSTIN 7s. Carlton Garage, 1928 Cup sports, new tyres, 49 guineas; 1929 model Wydor saloon, 53 guineas; 1930 Wydor saloon, nice order, 85 guineas. Terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 976-35

AUSTIN. Protect yourself with a "Three Months-Written-Guarantee." Exchanges, terms over 24 months. Kirk and Co. Below.

AUSTIN, 1929, Black "Wydor" fabric Saloon, all equipment, plush upholstery, most carefully used, very economical little car, £62. Kirk below.

AUSTIN, 1929, Gordon England Saloon, blue fabric finish, exceptionally fine condition, throughout, £62 10s. Kirk below.

AUSTIN, 1929, Chummy 4-seater, full dash equipment, i.w.b.'s, automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish, £57. Kirk below.

AUSTIN, 1928, 7 h.p. Gordon-England Cup Sports 2-seater, usual equipment, finished red and cream, sound mechanical condition, £49. Kirk below.

AUSTIN, 1927, 7 h.p. Chummy, dynamo lighting, starter, speedometer, very fine mechanical condition, £39. 150 other cars.—Kirk and Co. 22, 49, Praed Street, Paddington, W.2. Close 8 p.m. weekdays. Sundays 10 a.m. till 1. 976-64

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

1931 series 7hp coachbuilt sliding-roof saloon, maroon, moderate mileage and very attractive, £88.

1930 7hp coachbuilt saloon, blue, beautiful condition throughout, £75.

1930 7hp Gordon England Stadium 2-seater, blue and silver, absolutely faultless, £75.

1929 7hp coachbuilt saloon, maroon, exceptional order throughout, £55.

1928 7hp coachbuilt saloon, stone and brown cellulose, nice appearance and very sound, £47.

1928 7hp chummy model, maroon, very good order, £39.

1926 7hp chummy model, blue, smart and sound, £25.

Newnham House, 237 Hammersmith Rd., W.6. Riv. 4646. 976-893

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2s. 6d. net. 2s. 9d. post free.

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

AUSTIN 7. End-of-season Sale. August 15th-25th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter. Below.

1931 coachbuilt sunshine saloon, dark blue, leather upholstery, used few demonstrations, £120. Below.

1931 model fabric saloon, black-red line, leather upholstery, clean condition throughout, guaranteed, £87. Below.

1930 saloon, black-red, mileage few thousand only, spare unused, leather upholstery, £75. Below.

1930 sunshine saloon, new April, mileage 7,200, grid, spotlight, first-class order, £84. Below.

1930 4-seater, blue, in as new condition, including tyres, taxed September, £67. Below.

1929 saloon do luxe, Triplex throughout, leather upholstery, taxed December, £65.

1929 (July) Stadium 2-seater, bronze-brown, very small mileage, any trial and guarantee, £75. Below.

1929 (March) Swallow saloon, cream-maroon, in 1931 condition, new tyres, taxed, £95. Below.

1929 Wydor saloon, black-red, 4 good tyres, electric and bulb horns, petrol can and carrier, very attractive, £60. Below.

1929 4-seater, dark blue, exceptionally sound mechanically, usual guarantee, taxed year, £56. Below.

1928 Mulliner saloon, maroon, new tyres, dock grid, beautiful order, taxed, £48. Below.

1928 4-seater, very sound mechanically, just coach-painted brown, one change ownership, £40. Below.

1928 Gordon England saloon, pneumatic upholstery, safety glass, numerous extras, new tyres, taxed, £47. Below.

1927 (June) 4-seater, maroon, one change ownership only, direction indicators, grid, very attractive, £36. Below.

1926½ 4-seater, rigid sidescreeens, maroon, very fully equipped, taxed September, £30. Below.

1926 (July) 4-seater, blue, speedometer, clock, good tyres, splendidly kept, rigid sidescreeens, £30. Below.

1925 4-seater, kingfisher blue, speedometer, good all-weather equipment, excellent runner, taxed, insured May, 1932, £50. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 976-921

AUSTIN 7 sunshine saloon, maroon, 1931 (May), as new, fully insured until May next, taxed December, 100 guineas; snip; low mileage. 26 Karkmir Road, Old Charlton, S.E.7. 976-h40

AUSTIN 7, 1925 chummy, new tyres, etc., £27. 82 Cricklewood Lane, N.W.2. Gladstone 3311. 976-892

AUSTIN 7, £49!!! Wydor 1928 saloon, excellent mechanical order. Bell Motor Mart, Ltd., Bath Rd., Clippenham, near Slough. Phone Burnham 149. 976-65

AUSTIN 7s. Prim's Motors offer special bargain.

AUSTIN 7, 1928 sports 2-seater, special body, V-screen, cycle wings, pneumatic upholstery, painted black and cream, taxed and insured, a most attractive car, £57 10s.

AUSTIN 7, 1928 Mulliner saloon, perfect throughout, taxed, £57.

AUSTIN 7, 1927 chummy, perfect throughout, taxed, £37. Park 0210, 2 Codrington Mews, Blenheim Crescent, Ladbroke Grove, London, W. 976-904

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-917

AUSTIN. Smith-conditioned spells safety for used car buyers.

AUSTIN 7. 1928-9 saloons, choice of several, from £65.

AUSTIN 7. 1930 coachbuilt saloon, colour kingfisher blue, only done small mileage, deposit £20, balance £75.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 976-71

AUSTIN 7, 1923 tourer, good condition, unlicensed, accept £15. 9 The Ridge, Kessingland, Lowestoft. 976-b90

B.S.A. three-wheeler, 1931 sports model, three months old, mileage just over 2,000, dynamic lighting, speedometer, starter, safety glass, spare wheel unused, taxed end of year, colour black with red wheels. This car is as new. Cash, deferred, or part exchange for modern motorcycle, £80. 85 Bedford Hill, Balham. Streatham 8278. 976-728

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

B.S.A. three-wheeler. £15 deposit paid on, unable to take delivery, offers. 189 Earlsfield Rd., S.W.18. 976-g962

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

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

B.S.A. from Hackford Motors, Ltd., for exchanges and easy terms. 189 Acro Lane, Brixton. Phone 3062. zzz-368

B.S.A., 1930, sports 3-wheeler, starter, speedometer, other extras, very small mileage, dark blue, £78; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 976-945

B.S.A., 10-24 90 twin o.h.v., starter, lighting, 4-seater, taxed, insured, cheap, £15; exchanges. 12 Kynance Mews, Gloucester Rd., S.W.7. 976-b43

BUGATTI. We specialize in these cars. 1929, 1928 and 1927 in stock, prices from £75. Largest stock of sports cars in Great Britain. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 976-806

BUGATTI, 11.9 2-seater, really exceptional condition, £29 10s. Metro Motors, 45 Newman St., W.1. Museum 9953. 976-48

CITROEN 7.5hp coupe, in excellent condition throughout, new tyres, taxed and insured, £15; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 976-h6

CITROEN, 7hp, 1926 (latest type), cloverleaf 3-seater, very well kept, licensed, £16, exchanges. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 976-843

CITROENS. Your opportunity. See page 20. 976-736

CITROEN 1927 saloon, overhauled and repainted, fitted new tyres, £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. 976-862

CITROEN, £50. 1927 12-24hp 4-door saloon, complete equipment, new tyres, exceptional condition; exchanges, deferred. 86 Acro Lane, Brixton. Phone 3401. 976-h47

CLYNO 9, 1928 4-seater, f.w.b.s., full equipment, very economical, serviceable car, £24; also 1926 11hp, Royal tourer, excellent condition, £18; exchange; terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 976-842

CLYNOS. Your opportunity. See page 20. 976-737

CLYNO, 11hp, 1927½ 4-seater Royal, red leather upholstery, super f.w.b., immaculate condition, fully licensed, £22 10s.; exchanges. "Bungalow," Verbena Gardens, St. Peter's Square, Hammersmith. 976-g959

CLYNO 9, late 1928 4-seater, taxed and insured, nearly new tyres, mechanically sound, privately owned, must sell, £36; evenings only. 540 Lea Bridge Rd., Leyton, E.10. 976-g953

CLYNO, 1928 2-seater, dicky seat, f.w.b., etc., whole car in wonderfully good condition, recommended, £27 10s. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 976-40

CLYNO coupe, £25. 1926-27 12-24hp Mulliner body, f.w.b., low mileage, excellent order; exchanges. 86 Acro Lane, Brixton. Phone 3401. 976-h49

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-911

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"I should be glad if you would cancel further insertions of my advt. re Morris Minor, as, through the large circulation of your excellent journal, I was able to dispose of it yesterday.—W.A.K."

"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).

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

CLYNO, 1928 9hp 4-seater, blue, good order throughout, to clear, £18. Newhams, 237 Hammersmith Rd., W.6. Riv. 4646. 976-894

CLYNO, 1926 4-seater, blue, new hood and all-weather equipment, particularly nice, taxed, £16. Below.

1927 (February) 4-seater, f.w.b., blue, clean and well kept, owner taking saloon, £22 (£8 down, balance instalments). Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. 976-922

FIAT 9, 1929 2-seater, leather upholstery, very fine condition, £40; exchange, deferred. Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 976-764

FIAT 9, 2-seater, f.w.b., overhead camshaft, very fast, taxed and insured, £29. Ruffell's Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 976-770

FIAT, 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £25, exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 976-816

FIATS. Your opportunity. See page 20. 976-738

FIAT 9 4-seater, 1927, f.w.b., engine repolished, new upholstery, good tyres, 28 guineas or exchange. Austin sports, with cash adjustment. Box No. 2982, ca. "The Light Car and Cyclecar." 976-h36

FIAT 9. No deposit. 1 1/2 2-seater, as new, £55; exchanges. Page, 199b Upper Richmond Rd., Putney. 976-828

FIAT, 1927 9hp 4-seater, f.w.b., clean, well-kept condition, buying new saloon, £33. Smith, 407 Edgware Rd. 976-923

FIAT. Carlton Garage. 1926 10hp drop-head coupe, 24 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 976-36

FIAT, 1929, perfect condition, only done 6,000 miles, 2-seater, large dickey, any trial, £65. 116 Pettits Lane, Romford. Phone, Rodney 4054. 976-h93

FRAZER-NASH Cars offer for sale the following—Interceptor, I model, 4 speeds, 2-seater, black fabric body, green chassis, wheels and upholstery; 1926 Buick, reconditioned in 1929 to 1929 specification, London Rd., Isleworth. Hounslow 3171-2. zzz-551

FRAZER-G.N. Special 924 o.h.v. 4-cylinder 4-seater, starter, lighting, taxed, insured, cheap, £25; exchanges. 12 Kynance Mews, Gloucester Rd., S.W.7. 976-h44

GWYNNE 8 late model, 23-seater, lighting, starter and numerous extras, beautiful order and condition, £18; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 976-817

GWYNNE 8, chummy, 17 guineas, really exceptional condition, starter, practically new balloon tyres, taxed, Maynards, 241a High Rd., Wood Green. 976-800

GWYNNE, £59!!! 1928 10-40 sports 2-seater and dickey, Perrot f.w.b. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-859

HUMBER, 1929 (October), 9hp 4-door saloon, colour blue, leather upholstery, f.w.b., taxed December, 135 guineas. Lees and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paddington 9550. 976-814

HUMBER. See the Naylor and Root bargains on page 18. 976-941

HUMBER, 9-15 1930 coachbuilt de luxe saloon, taxed year, wire wheels, condition as new throughout, £175. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 976-975

JOWETTS, 1928 long 4-seaters and 2-seaters, £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £101; 1927 4-seater, as new, £30; and several other Jowetts. Westminster Bridge, Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-85

JOWETTS, Manchester 1927, 1928, 1929 and 1930 saloons, tourists and 2-seaters, always in stock. Main distributors, Saxon Jeffers Ltd., Deansgate. Phone, 1010 Central. zzz-65

JOWETT. Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1052 984-525

JOWETT 7, 1925, 2-seater, £26, excellent mechanical condition and coachwork, starter, trip speedometer dickey, etc., 67 Saxon Rd., Southall, Middlesex. 976-g168

JOWETT. For 1931 shop-soiled long saloons, apply the Westminster Bridge Garage and Eng. Co., 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665. zzz-545

JOWETT, 1925 2-seater, excellent condition, starter, trip speedometer, dickey, extras, bargain, £26. 67 Saxon Rd., Southall, Middlesex. 976-g530

JOWETT, 1929 saloon, £7 tax perfect throughout, £75; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 976-765

JOWETT, 1929 long saloon, taxed, carefully kept, nearest £75. Hughes, 142 Cavendish Rd., S.W.12. 977-h26

JOWETT, £12, 1923 long 4-seater, taxed year, excellent condition throughout. Codicote, Park View Rd., New Eltham. 976-g983

JOWETT. F.O.C.H. Jowett distributors and specialists. Full range new and second-hand in stock. Below.

F.O.C.H. 1928 model 7hp long 4-seater, blue, starter, new hood, exceptionally good condition, 36 guineas. Below.

F.O.C.H. 1927 7hp long 4-seater, navy blue, screen wiper, one owner, exceptionally good condition, 26 guineas. Below.

F.O.C.H. 1926 model 7hp long 4-seater, black, starter, screen wiper, exceptionally good condition, taxed, 23 guineas; exchanges, deferred.

F.O.C.H. Ltd., 5 Heath St., N.W.3, Hampstead 2215. 976-784

JOWETTS. Your opportunity. See page 20. 976-739

JOWETT 1926 7hp long chassis, 4-seater, blue, good condition, £30.

JOWETT 1929 7hp 4-door fabric saloon, very small mileage, £70. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 976-884

JOWETT. See the Naylor and Root bargains on page 18. 976-944

JOWETT, 1924 2-seater, starter, splendid order, £19; exchanges. Park 0210. 2 Cudrington Mews, Blenheim Crescent, London, W.11. 976-905

JOWETT, £27 10s. 1927 long chassis taxed, exceptionally good condition, bargain. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 976-907

JOWETT. End-of-season Sale. August 15th-25th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter, Below.

1930 Black Prince saloon, long chassis, black-red, very sound, small mileage, taxed year, £113. Below.

1926 (July) full 4-seater, blue, never changed hands, numerous extras, exceptionally well kept, £24. Below.

1925 2-seater, dickey, starter, complete and in running order, £12. (£3 down, balance 10s week) Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 976-924

JOWETT, long four-seater tourist, mileage 14,575, perfect, equal new, insured, £45. Vicar, St. Paul's, Ramsgate. 976-g973

JOWETT 1930 Black Prince saloon, one owner only, like new, £105; several others from £50. Bunting's, Jowett Agency, Wealdstone, Harrow. 976-4

JOWETT, 1929, short fabric saloon, good condition, £49. Below.

JOWETT, 1929, short chassis 4-seater, new hood taxed, £45; exchanges terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122 976-960

JOWETT, 1930, Black Prince saloon genuinely in new condition throughout, taxed, £115; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 967-947

JOWETT, 48 guineas. 1929 saloon, short chassis, finished blue, remarkably good condition, one owner; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 976-59

JOWETTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Jowetts.

JOWETTS. £25 to £55. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-910

JOWETT (April, 1930), long 2-seater, adjustable screen, Splintex, taxed year, any trial by appointment, £70. Wyatt, 41 Elgin Ave., Maida Hill, London. 976-h39

JOWETT, 1926, 4-seater, blue, very good condition, new tyres, £22 10s. Regent Garage, 349 New King's Rd., S.W.6. Putney 7141. 976-x805

JOWETT, £28, 1927 (late) long 4-seater, in splendid condition; another 2-seater, £22; 45 miles per gallon. 34a Hereford Rd., Westbourne Grove, W.2. 976-h87

LEA-FRANCIS, 1927 4-door fabric saloon, 12-40, overhauled, untaxed, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 976-858

LEA-FRANCIS. Your opportunity. See page 20. 976-740

LEA-FRANCIS 10hp 2-seater, excellent condition. Highmoor, Hutton Moor, Ripon, Yorks. 976-h58

LEA-FRANCIS 1929 supercharged sports 2-seater, just reconditioned at cost of £65, bargain, £125; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 976-39

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

LEA-FRANCIS 1927 12.40hp 2-seater, excellent condition throughout, £65. Leeds and Oxley, Paddington 3843. 976-70

M.C. The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by expert. A selection of cars always in stock. Phone, Primrose 1161 and Hitchin 494. zzz-375

M.C. Midget, 1929, sports 2-seater, blue, excellent, £90. Titjen and Hillier, 110 Wood Vale, S.E.23. Sydenham 2432. zzz-527

M.C. Midget, late 1930, perfect, £100; after 6. 187 Croydon Rd., Beckenham. 976-h4

M.C. Midget, 1929, excellent condition, overhauled, new tyres and hood, £85. Burwell, 68 South St., Romford, Romford 195. 976-h17

M.C. Midget, £11 deposit; 110 guineas cash. 1930 model super-sports 2-seater, blue, very exceptional condition; free tax, free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 73-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 976-776

M.C. Midget, 1930, 2-seater, finished black with red wheels, Triplex screen, pneumatic upholstery, excellent tyres, chromium plating, small mileage, exceptionally fine condition throughout, £115. Exchanges, deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1 (2 minutes from Euston Station). Phone, Museum 9515. Open Sunday mornings. 976-825

M.C. Midget, 1931 model 2-seater sports, blue, one owner, small mileage, £139. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 976-811

M.C., 1931 Midget, latest type, mileage 3,000, £140.

M.C., 1931 Midget, latest type, £130.

M.C., 1930 Midget, superb condition, £115. Largest stock of sports cars in Great Britain. Exchanges, deferred. Barlett, 27a Pembridge Villas, Notting Hill Gate. 976-804

M.C. Midget, Boon and Porter, Ltd., 1931 2-seater brand new but shon-soiled, latest type, price £165. 159 Castelnau, S.W.13. Riverside 4444. 976-802

M.C. Midget, 1930 coupe, mileage 8,000, perfect throughout, tax 1 year, £155. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 976-833

M.C. Midget, £125, 1930, red and black, absolutely indistinguishable from new H and A Motors, 69 Church Rd., Upper Norwood, Lambeth 3122. Open Sundays 11-1 p.m. 976-887

M.C., 1930 Midget sports, red, mileage 3,000 only, quite spotless and as new, ribbed brake drums, £120. Smith and Hunter, Ltd., 407 Edgware Rd. 976-925

M.C., £104 10s. 6d., taxed, 2-seater, fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634. 976-918

M.C. Midget, 1930 (July), as new, small mileage, £135. Chisold 5432. 976-718

M.C. Midget coupe, Brooklands Motor Co. offers 1930, black and green, exceptional condition, £145. Below.

M.C. Midget coupe, 1931, black and green, mileage under 2,000, £185; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 976-19

M.C. Midget, 1930, large sump, small mileage, £115; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 976-57

M.C. Midget, Cooke's Motors offer—1929 sports 2-seater, red, £89; also 1930 ditto, £109. 54 and 56 Brighton Rd., Sutton. Open weekdays 9, Sundays 5. Phone 5800. 976-905

M.C. 1931 Midget 2-seater, new, unregistered, latest type wings, makers' full guarantee, slightly showroom soiled, £159. Below.

M.C. 1931 Midget 2-seater, black and red, numerous extras, one owner, perfect, £139; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon 2182, 1688. 976-3

M.C. 1929 Midget 2-seater, very smart little car, taxed, good tyres, excellent condition, bargain, 79 guineas. Below.

M.C. 1930 sportsman's coupe, black and red, taxed December, splendid condition, £139; exchanges, deferred. Empire Motors 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 976-38

M.C. Midget, 1930 (May), small mileage, black, special double 12 carburettor engine, good car, £110; no offers. Private owner. Limefield House, Chesham Hill, Manchester. 976-h88

MORGAN. Beards of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. Phone 5148. zzz-49

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

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, Homas's, 243 and 247 Lower Clapton Rd., E.5. Phone, Chisold 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 5723. zzz-122

MORGAN. 1930 Super sports, M. chassis repainted red, new chain, 3 new Port Dunlops, taxed, indistinguishable from new, £96. Nether, scales, Matrain Rd., Stalybridge. 976-g169

MORGAN. 1925, G.P., taxed, insured, electric lights, overhauled, painted, £22. Miller, St. Andrew's St., Mildenhall, Ely. 976-g591

MORGAN. 1925 M.A.G. water-cooled, good condition, £20. Deferred. Martin's Gasages, Highgate Village, Mountview 1228. zzz-537

MORGAN. 1930 super Aero, M-type chassis, mileage 4,000, absolutely as new, £97 10s.

MORGAN. 1929 super Aero, read and cream, very fast and in show-room condition, £80.

MORGAN. special Aero, o.h.v. Blackburne, wide track chassis, front-wheel brakes, £30.

MORGAN 2-seater de luxe, s.v. J.A.P., perfect, £25; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 976-766

MORGAN. de luxe, w.c. M.A.C. dynamo lighting, mechanically perfect, recently repainted, £10. Fullers Garage, St. John's Rd., Wembley. Phone 2085. 976-h24

MORGAN. 100 cars in stock; list free; exchanges. Rowland Smith, Below.

£10 deposit, 105 guineas cash. 1931 model, super-sports specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, hood, practically unworn tyres, reduced steering, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit, 75 guineas cash. Late 1929, super-sports specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, reduced steering, carefully used, exceptional condition; free tax, free insurance to cash buyers. Below.

£6 deposit, 65 guineas cash. 1930 Aero, Eleven Hundred o.h.v. specially tuned racing J.A.P., red, f.w.b., dynamo lighting, reduced steering, hood, small mileage, very exceptional condition; free tax, free insurance to cash buyers. Below.

£5 deposit, 55 guineas cash. 1929 model Aero, 8hp o.h.v. Anzani. Blue, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, exceptional condition; free tax, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. Late 1927 Aero, 8hp J.A.P., black and yellow, f.w.b., dynamo lighting, reduced steering, very good condition; free tax, free insurance to cash buyers. Below.

£3 deposit, 35 guineas cash. 1926 Aero, 10hp racing o.h.v. Blackburne, red, dynamo lighting, f.w.b., reduced steering, straight-through exhausts, foot accelerator, electric horn, very good condition; free tax, free insurance to cash buyers. Below.

£2 deposit, 25 guineas cash. Late 1926 Family, 8hp w.c. J.A.P., dynamo lighting, practically unworn tyres, foot accelerator, electric horn, very good condition; free tax, free insurance to cash buyers. Below.

19 guineas. 1924 Grand Prix, 8hp w.c. J.A.P., dynamo lighting, electric horn, carefully used, very good condition, year's tax, insurance policy to September 26th. Rowland Smith, 78-81 High St., Hampstead. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881-6. 976-777

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

MORGAN. £25: 2-seater, J.A.P. engine, w.c., 8hp electric light, hood, good condition throughout, taxed and insured September 30th, any trial. J.B., 28 Benwell Rd., Holloway, N.7. 976-h12

MORGAN. G.P. J.A.P. 1924, new dynamo, battery and tyres, foot accelerator, excellent condition, taxed, insured to April, 1932, bargain, £24 10s. 81 Collinwood Gardens, Ilford. 976-h11

MORGAN. F.O.C.H. 1928 super-sports, primrose and cream, Eleven Hundred o.h.v. racing J.A.P., f.w.b., dynamo, Bosch, Bonnicksen, clock, rev counter, bumper, Keno Thomas wheel, many extras, extremely smart, very fast, exceptionally good condition, taxed, 75 guineas F.O.C.H. Ltd., 5 Heath St., Hampstead, N.W.3. Hampstead 2215. 976-782

MORGAN. Bargain. Colmore offer 1931 super-sports 10.40 J.A.P., overhead valve, water-cooled engine, new type model M chassis, colour blue and beige, unregistered, used only for few trial runs, £120; you save £25 and get a better car. Easy payments from £20 down, balance 12, 15 or 18 months. Colmore Depot, 31 Colmore Row, Birmingham. 976-965

MORGANS!!! (Several.) Family 4-seaters, Grand Prix 2-seaters, water-cooled, dynamos, from 16 guineas; exchanges, deferred. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 976-787

MORGAN, late 1928 Aero, racing J.A.P., just overhauled and re-painted dual-tone finish. High frequency horn, speedometer, chromium-plated, in absolutely superb condition and one of the prettiest Morgans on the road, £7 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 976-819

MORGANS. No deposit. Below.

1929 Super-sports 10.40 o.h.v. racing J.A.P., f.w.b., starter, geared steering, taxed year, £77 10s.

1927 Aeros, o.h.v. Blackburne, w.c., starter, f.w.b., £37 10s.

1927 Aero J.A.P., f.w.b., repainted 2-colour blue, new hood, superb order throughout, £45.

1926 Aero, o.h.v. Blackburne, geared steering, f.w.b., foot accelerator, £32 10s.

1925 Aero J.A.P., dynamo. £27.

1925 Grand Prix, o.h.v. M.A.G., w.c., foot accelerator, dynamo, £25.

1924 Grand Prix, dynamo, f.w.b., geared steering, special constructed body, £25.

1922 Grand Prix, fitted 1924 engine, electric, speedometer, £15.

1928 De Luxe J.A.P., w.c., dynamo, excellent condition, £31.

1930 Family Morgan-J.A.P., starter, f.w.b., dynamo, gear steering, taxed, £57 0s. 1/2, 199b Upper Richmond Rd., Putney. 976-829

MORGAN, Family, perfect order, dynamo lighting, windscreens, new hood, speedometer, best offer. Clarke, Limesdale, Cromwell Rd., Peterborough. 976-h27

MORGANS. Andrews Automobiles, Gigault clearance sale (alterations and decorations) includes Morgans.

MORGANS. £30 to £45. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-909

MORGAN, 1924 de luxe, 8hp J.A.P., Lucas dynamo, side screens, mirror, discs, taxed to 1932, £24. Below.

MORGAN, 1928 Aero J.A.P., f.w.b., balloon tyres, hood, chrome nickel, perfect, one owner, taxed to 1932, £58. Below.

MORGAN de luxe Aero, 1931, 10.40 o.h.v. J.A.P., cream and green, the very last word in improvements, 2 1/2 in. tube with improved bevel box and centre fixing, supertype front, improved brakes and guards, £116 10s.; let me quote you for your old car: I can allow you the biggest price in part-payment cash or hire-purchase. Douglas for Morgans St. Mary's Square, Ealing, W.5. 976-50

MORGAN. Homac's have the best reconditioned Morgans in the trade:—1931 super-sports, o.h.v. J.A.P., hood and screen, very fast, as new, Mercedes red, 100 guineas. Below.

1928 De Luxe, 8hp J.A.P., Lucas Dyno, f.w.b., practically new tyres, excellent condition, quarter's tax, £42 10s. Below.

1927 Aero, 8hp w.c. J.A.P., Lucas Dyno, front brakes, speedometer, dashlamp, motor meter, etc., taxed year, £45. Below.

1927 Family, 8hp J.A.P., Lucas Dyno, speedometer, side screens, etc., perfect, £59 10s. Below.

1926 Family, 8hp w.c. J.A.P., starter, speedometer, Lucas dynamo, side screens, etc., taxed year, £35. Below.

1925 Aero, 10hp o.h.v. Blackburne, Lucas Dyno, large plated outside exhausts, nice order, £32 10s. Below.

1925 Grand Prix, 10hp w.c. Blackburne, Lucas Dyno, Aero wings, bumpers, speedometer, many extras, £29 10s. Below.

Deferred terms arranged. All spares. Repairs from any distance.

Homac's, The Official London Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 976-6

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

MORGAN, 1930 (May) Family model, J.A.P. starter, rigid slidescreens, speedometer, mileage 5,000, absolutely as new, taxed year, insurance included, £65. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. 976-926

MORGAN, £17 10s., 1925, 8hp big-port J.A.P., dynamo lighting, new hood, speedometer, excellent tyres, very lively and economical, any trial. Barnes, The Cottage, 25 Leigham Court Rd., Streatham. Phone 9221. 976-998

MORGAN, Family model, water-cooled J.A.P., excellent condition, new hood, side screens, taxed, £22 10s.; exchanges. Yarwoods, Stoneyly South, High Rd., Tottenham. Phone 3122. 976-961

MORGANS. Any reasonable offer accepted to clear quickly. Two de luxe Morgans, 1924 and 1926, w.c., dynamo, good appearance and running; would sell separately. 19 Holmdene Avenue, Herne Hill, Brixton O384. 976-952

MORGAN. Naylor and Root, Ltd., offer:—

£110. 1931 super-sports, M chassis, o.h.v. J.A.P., as new.

£95. 1930 super-sports, M chassis, o.h.v. J.A.P.; extras.

£79. 1929 super-sports, o.h.v. J.A.P.; many extras; as new.

£69. 1929 Aero, o.h.v. J.A.P., starter; several extras; taxed.

£65. 1930 Aero, s.v. J.A.P., speedometer, f.w.b., very smart; taxed December

£39. 1928 Aero, o.h.v. J.A.P., f.w.b., speedometer, geared steering.

£52. 1928 Aero, s.v. J.A.P., f.w.b., new tyres, very smart.

£39. 1927 Aero, f.w.b., speedometer, cycle wings, good tyres, smart.

£62. 1930 Family M chassis, starter, f.w.b., speedometer, extras.

£32. 1930 Family, a.c. J.A.P., f.w.b., side screens, etc.; taxed.

£45. 1929 Family, a.c. J.A.P., f.w.b., speedometer, electric horn, etc.

£29. 1925 Family, v.c. J.A.P., speedometer, dynamo, good condition.

£49. 1930 de luxe, a.c. J.A.P., M chassis, starter, speedometer, etc.

Easiest of easy terms over 12 or 18 months. Highest exchange allowance for your present motorcycle, car or Morgan. Write for descriptive list to-day or, better still, call.

Naylor and Root, Ltd., Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 976-942

MORGAN saloon, repainted, rebuilt throughout, materials costing £35, sell £27 10s.; exchange racing G.N. 9 Ranelagh Gdns., Stamford Brook, W.6. 976-x803

MORGAN, 1927 1/2 Aero, super-sports o.h.v. J.A.P., f.w.b., good condition, fast, sporty, £40. Moore, New Rd., High Barnet. 976-b89

MORRIS Minor, 1930 fabric saloon, perfect condition, £70. Harding, 149 Higham Rd., Tottenham. 976-g543

MORRIS Minor, 1931 1-ton, taxed December, as brand new, mileage 4,000, £89; exch. ex. deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0305. 976-646

MORRIS Minor coachbuilt saloon, in new condition throughout, £75. H. Glover-Motors, Chelverton Rd., Putney 7154. 976-759

MORRIS Minor, 1930 saloon, one owner, nice appearance and tyres, very carefully handled for moderate mileage; unique deferred terms; £69. 516-522 Streatham High Rd., S.W.16. Phone, Colliers 4444. 976-749

MORRIS Minor, 1931, s.v. coachbuilt saloon, unused, list price £219, our price £100, makers' guarantee. Stubbs' Garages, Ltd., Loughborough. 976-h16

MORRIS Minor, £59. 1929-30 saloon, in wonderful condition, many extras, taxed. Chidley, 579b High Rd., Tottenham. Phone 2920. 976-797

MORRIS Minor, £7 deposit; 72 guineas cash. 1930 fabric saloon, blue, carefully used, exceptional condition; free tax, free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 976-778

MORRIS Minor. Several 1928, 1929 and 1930 saloons, all in first-class condition, from £50. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 976-850

MORRIS Minor, 1931, coachbuilt sunshine saloon, finished maroon. Trip-lex glass all round, chromium plating, mileage negligible, scarcely used, as new, taxed December, £105; exchanges, deferred payments. Humphreys Ltd., 120-2 Hampstead Rd., N.W.1 (2 minutes from Euston Station). Phone, Museum 5515. Open Sunday mornings. 976-823

MORRIS Minor 1930 touring car, like new, taxed, £75. Denman, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-857

MORRIS Minor 1930 coachbuilt sunshine saloon, as new, bargain price. Denmans, 132-3 Long Acre, W.C. Open week-ends. 976-851

MORRIS Minor 1929 fabric saloon, mileage 9,000, excellent condition, £59, taxed. 118 Beulah Rd., Walthamstow. 976-h35

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

- MORRIS** Minor. See the Naylor and Root bargains on page 18. 976-959
- MORRIS** Minor, £78. 1930 coachbuilt sunshine saloon, complete equipment, low mileage, new condition; exchanges, deferred. 86 Aco Lane, Brixton. Phone 3401. 976-h46
- MORRIS** Minor. End-of-season Sale. August 16th-25th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter. Below.
- 1930 (May) coachbuilt sunshine saloon, small mileage, tyres still as new, superb order, taxed, £83. Below.
- 1930 fabric saloon, blue, Triplex, one change ownership, complete equipment, £70. Below.
- 1929 (September) saloon, blue, superb order, just renovated, taxed December, £60. Below.
- Smith and Hunter Ltd., 40, Edgware Rd. Ambassador 1011. Evenings 8. Saturday 6, Sunday 10-1. 976-927
- MORRIS.** Newhams always have an excellent selection of used cars available. Full list on request.
- MORRIS** Minor 1930 8hp coachbuilt opening-roof saloon, blue, beautiful condition, £79.
- 1929 8hp fabric saloon, blue, nice appearance and beautiful little runner, £55.
- Newnham House, 237 Hammersmith Rd., W.6. Riv. 4646. 976-895
- MORRIS** Minor, 1930, fabric saloon, in really first-class order throughout, £78. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel. Wallington 1917. 976-43
- MORRIS** Minor, 1930 8hp fabric saloon, excellent condition, one owner, £85 cash, or £8 10s. down and 10 monthly payments of £8 10s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 976-47
- MORRIS** Minor 1930 saloon, taxed year, excellent order 60 guineas; motorcycles in part, deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 976-53
- MORRIS** Minor saloon, 1929, June, taxed, splendid condition, £58. 58 Black Lion Lane, Hammersmith. Riverside 4652. 976-994
- MORRIS** Minor saloon, blue, 1930, Triplex, chromium plating, exceptionally good condition, £68. 58 Black Lion Lane, Hammersmith. Riverside 4652. 976-995
- MORRIS** S.V. Ward and Co. offer brand new—
- MORRIS** S.V., £87 10s. 1931 2-seater, complete to makers' specification, list £100. Below.
- MORRIS** S.V., £97 10s. 1931 fabric saloon, list £114. Below.
- MORRIS** Minor, £97 10s. 1931 fabric saloon, negligible mileage, spotless condition; exchange terms.
- Exchange or time payments arranged on any of the above; 50 cars in stock. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 976-908
- MORRIS** Minor, 1931 coachbuilt sunshine saloon, registered but not delivered, brand new, full guarantee, £115; exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 976-31
- MORRIS** Minor, 1931 saloon, taxed December, as brand new, mileage 4,000. £89; exchanges, deferred. Empire Motors, 506 High Rd. Chiswick, W.4. Hours 9-9. Chiswick 0303. 976-37
- MORRIS** Minor, £97 10s.; saloon, 1931 model, very clean, small mileage, in excellent condition throughout.
- MORRIS** Minor, £67 10s.!!! Saloon, 1929, in excellent mechanical condition, very clean, taxed to end of year. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 976-66
- MORRIS** Minor, 1930 model saloon, in splendid condition, one owner, just decarbonized, £70. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 976-57
- NEW-HUDSON** 3-wheeler, 10hp M.A.G., 3 speeds, reverse, spare wheel, any trial, £15. Argent, 30 Gipsin St., Peterborough. 976-h28
- PEUGEOT.** The Light Car Co. offers 1931 10hp sports drop-head coupe, comfortable, economical car, practically brand-new, £165; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 976-850
- PEUGEOT** 7 1928, drophead coupe with dickey, excellent condition, licensed 1932, £34; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 976-841
- PEUGEOT** 7, 1927 4-seater, full equipment, very good condition, reliable and economical, £22. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 976-h51
- RENAULT.** 9hp, 1927 4-seater, exceptionally smart, f.w.b., taxed, new battery, £25 10s. 20 Quicks Rd., Wimbledon. 976-h33
- RENAULT.** 1926 4-seater, 9hp, recently repainted blue, very good condition, £25. H. and A. Motors, 69 Church Rd., Upper Norwood, Livingstone 3122. Open Sundays 11-1 p.m. 976-885

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

- RENAULT** 9, 1925 4-seater tourer, f.w.b., starter, good tyres, taxed £15. 70 Woodlands Rd., Isleworth. 976-h10
- RENAULT.** See the Naylor and Root bargains on page 18. 976-940
- RENAULTS.** The following cars, together with several others, carry our usual guarantee. Deferred terms; part exchanges arranged. Call and inspect. 20 cars in stock. Welham, Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1873.
- 1931 Monasix, special English body, leather upholstery, adjustable seats, Tealemit, automatic lubrication, carrier, trunks, etc., cost £280, accept £170 with tax year, property of the proprietor.
- 1929 9-15 saloons de luxe, coachbuilt and Weymann, bumpers, carriers, chromium, wire or disc wheels, choice of 3 from £70 to £85.
- 1928 9-15 saloon de luxe, coachbuilt and Weymann, bumpers, tax paid, overhauled, new batteries, etc., choice of 4 from £50 to £65.
- 1928 12.5 Monasix saloon de luxe, bumpers, indicators, completely overhauled, new batteries, taxed year, £65.
- 1927 9-15 tourer de luxe, 4-seater, 4-door, taxed, £27; earlier model, £24. 976-773
- RENAULT** 9, 1926 4-seater, in perfect condition, completely overhauled, new tyres, taxed, £19; terms and exchanges. Cross, 54 Durban Rd., S.W.20. Phone, Wimbledon 2558. 976-h7
- RENAULTS.** Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Renaults.
- RENAULTS,** £20 to £42. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.
- Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-912
- RENAULTS.** Your opportunity. See page 20. 976-741
- RHODES.** Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Rhodos.
- RHODES,** £25 to £45. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.
- Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-913
- RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474
- RILEY** 9, £90!!! 2-seater, 1928 model. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 976-856
- RILEY** Monaco saloon, 1929, Triplex glass, blue, exceptional condition, £115.
- RILEY** 9 tourer, 1928 (late), spring steering wheel, completely overhauled, centre change, spotless condition, £99; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 976-871
- RILEY.** End-of-season sale, August 15-25th. 150 cars to clear, huge reductions; cash or deferred. Send for list. Smith and Hunter. Below.
- 1930 Monaco saloon, wire wheels, same owner throughout, perfectly kept, usual guarantee, taxed, £155. Below.
- 1929 Monaco saloon, Mark IV, splendidly equipped, privately owned, taxed September, £140. Below.
- 1928 (June) Monaco, central change, twin carburettor, maroon, mile age 19,000, one owner throughout, £98. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 976-928
- RILEY.** Redwing, sports 2-seater, new tyres, tax paid, entirely overhauled and tuned by ourselves, £42 10s. Exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 976-820
- RILEY,** £137 10s. 1929 Mark IV 2-seater, spotless condition throughout; exchange, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 976-905
- RILEY** 9, 1930 Monaco saloon, black and red, as new, £155. Below.
- H. C. Paul and Co., 114 Gt. Portland St. Museum 4117. 976-971
- RILEY.** Smith-conditioned spells safety for used-car buyers.
- RILEY** 9, special series sports 2-seater, practically new, twin carburettors, 70-75 m.p.h., taxed for year, deposit £35, balance £140.
- RILEY** 9, 1930 Monaco saloon, good condition, deposit £35, balance £125.
- RILEY** 9 Monaco, 1928, engine just been rebored, very fast, deposit £20, balance £78.
- F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 976-73
- RILEY** 9 Special tourer, twin carburettors, just overhauled, body in perfect condition, 2 new tyres, any trial, really fast (75 m.p.h.), £105, or offer. Adlards Motors, Ltd., 3 Keswick Rd., Putney. 2334. 977-g628

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

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

RILEY 9 special sports sunshine saloon, late 1930; this car is exceptionally fast, has won Brooklands gold medals, is as new throughout and fully guaranteed, 190 guineas. Chinery, 3 Hammersmith Rd., Kensington, W.14. Fulham 4217-8. 978-559

RILEY, 1931. Plus model Monaco sunshine saloon, black-brown cream wheels, only slightly used, unmarked, £250, guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 976-834

RILEY Nine, 1928-9 Monaco saloon, in spotless condition throughout, perfect chassis, leather upholstery, taxed, price £95. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.50. 976-10

ROVER, 9-20 1926 4-seater tourer, f.w.b., taxed December, good condition, £20. Pates, 551 Holloway Rd., Archway 5134. 976-g167

ROVER 10, 1931 coachbuilt sunshine saloon, carefully used for demonstration purposes, makers' guarantee, taxed, unique deferred terms, £137. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-751

ROVER sports, late 1927, aluminium body, red disc wheels, concealed hood, very smart appearance, good order, £50. Davis, 54 Stannton Rd., Kingston-on-Thames. 976-732

ROVER, 1929 10-25 sportsman's coupe, sunshine roof, in magnificent condition, taxed, £115. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 976-729

ROVER 10, 1931 shop-soiled new sunshine saloon, £194, big allowance for your old car or substantial discount for cash. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 976-852

ROVER 10 1930 sunshine saloon, very smart car, just overhauled by makers, Weymann body, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-861

ROVER 9, £25!!! 1926 4-seater, also 2-seater, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-864

ROVER 10 1928 sports 4-seater, bucket seats, reconditioned in blue, very fine order, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-865

ROVER, 1927-8 2-seater sports, double dickey, smart and sound, first £35 secures, no offers. Cornish, 47 Meads Lane, Seven Kings. Phone, S.K. 2182. 976-b32

ROVER 9 saloon, 4-door Weymann fabric body, blue, 1927 model, f.w.b., taxed, insured, completely overhauled, any trial, £37 10s. Phone before 6 o'clock, Park 6633; after 6, 258a Latimer Rd., N. Kensington, W.10. 976-b57

ROVER, 1929 10-25 Riviera sunshine saloon, black-red, new tyres, superb order, taxed year, £98. Below.
1922 8hp 2-seater, good running order, 2 new tyres, to clear, £8. Below.
Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011 Evenings 8, Saturday 6, Sunday 10-1. 976-929

ROVER 10, 1931 coachbuilt 5-seater saloon, first registered Easter, one owner, small mileage, positively ex-works condition throughout, full guarantee, taxed, unique deferred terms, £125. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-752

ROVER. See the Naylor and Root bargains on page 18. 976-937

ROVER, 9hp, 4-door 4-seater, 1926, f.w.b., 3 new tyres, in excellent condition throughout, £15. 181 The Grove, Goldhawk Rd. 976-818

ROVER 9. No deposit. 1927 model coupe, good tyres, £30; exchanges. Page, 199b Upper Richmond Rd., Putney. 976-830

ROVER, 19 guineas, 1926, 9hp 4-door 4-seater, carefully used, very good condition. 100 cars in stock; list free. Open all weekdays, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 976-779

ROVER, guaranteed 1927-28 2-seater, dickey, dynamo, starter, f.w.b.s, all-weather equipment, only 39 guineas; motorcycle part, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 976-786

ROVER, 8hp 2-seater, 1925, perfect condition throughout, new tyres, £8; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 976-h9

ROVER 10, 1927, 4-door 4-seater, f.w.b. and fullest equipment, smart appearance, splendid chassis, taxed year, £35; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 976-b50

ROVERS. Your opportunity. See page 20. 976-742

ROVER 10, 1929 Riviera sunshine saloon, one owner, exceptionally nice condition throughout, written guarantee, unique deferred terms, £85. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-750

ROVER 8, 1924, chummy, good order, smart, price £8 10s. 66 Nunhead Lane, S.E. 976-g777

ROVER 10, 1928, tourer, bumpers, excellent condition, £50. Sneddon, 7 Biggin Hill Crescent, Coventry. 976-980

ROVER 10 1930 4-door saloon, sun roof, taxed, one owner, condition as new, £135. Below.
Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 976-974

ROVER, 1928, 10-25hp semi-sports 4-seater, one owner, wonderful condition throughout, £60. 58 Black Lion Lane, Hammersmith, Riverside 4652. 976-996

ROVER, 1927 9-20 sports 4-seater, cream and red, excellent condition, accept £42. 298 Fulham Rd. Flaxman 8239. 976-989

ROVER, Cooke's Motors offer brand-new shop-soiled 10hp sunshine saloon, fitted with special Holbrook body, list price £225, our clearance price £189; also 1928 10hp Weymann fabric saloon, £68. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sunday 5. Phone 3800. 976-987

ROVER 9 1927 sports 2-seater, f.w.b., recently overhauled, new hood, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 976-959

SALMSONS. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.
£25. 1926 model sports, Grand Prix body, Vee screen, smart.
19 guineas. 1926 sports skiff, Vee screens, wiper, starter, fast, smart.
20 guineas. 1926 o.b.v. 4-seater, taxed, new hood, f.w.b., balloons.
19 guineas. Twin camshaft coupe de luxe, dickey, divided windows, starter, very comfortable and roomy car.
32 guineas. 1927 model sports, f.w.b., balloons, Vee screens, taxed September, smart.
40 guineas. Smart, streamlined, long-tail, 1926, Grand Prix, twin o.b.v., f.w.b., Vee screens, Hartfords, pneumatic upholstery.

SALMSONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 976-809

SALMSON, 1929-30 Grand Prix, twin camshaft, sportsman's coupe, overhauled and renovated throughout, tax paid, numerous extras, guaranteed 70 m.p.h., £70; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 976-821

SALMSON, 1925, sports 2-seater, Grand Prix-type body, raked steering, outside hand brake, tax paid, nearly new tyres, in exceptionally good condition throughout, £15; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 976-822

SALMSON, aluminium 2-seater sports, taxed and insured, £18, sacrifice. 95a Perry Vale, Forest Hill, S.E.23. 976-g966

SALMSON, £35. 1928 10hp coachbuilt coupe, folding head, maroon and black, winding windows, concealed dickey, wire wheels, splendid order; deferred terms. Phillips and Powis, 10-24 South St., Reading. Phone 2600. 976-876

SALMSON, 1926 sports 2-seater, maroon, in very good condition, £35. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sundays, 11-1 p.m.) 976-883

SALMSON, £25, 1927 model, 10hp 4-door fabric saloon, f.w.b., extremely good condition, exchanges. 86 Acre Lane, Brixton. Phone 3401. 976-b48

SALMSONS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Salmsons.
SALMSONS, £30 to £50. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.
Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-914

SALMSONS. Your opportunity. See page 20. 976-743

TH. SCHNEIDER, 10-30. No deposit. 1927 4-door fabric saloon, taxed, £65; exchanges. Page, 199b Upper Richmond Rd., Putney. 976-831

SCHNEIDER 1928 sports 4-seater, cantaway driver's side, 14-litre, 11hp, Oxford and Cambridge blue, £115. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-869

SCHNEIDER 1927 9hp fabric sports saloon, very clean and sound, economical runner, £47 10s. Metro Motors, 45 Newman St. W.1 Museum 9935. 976-49

SINGER Junior, 1931 coachbuilt sunshine saloon, 4 speeds, rear petrol tank, spotless condition throughout, first registered April, completely equipped, fully guaranteed, unique deferred terms, £105. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-754

SINGER Junior 1929 4-seater, £52; 1928 Singer Junior 4-seater, £35. Taylors, 155 London Rd., Kingston. Phone, Kingston 1264. zzz-592

SINGER, £79!!! Junior coachbuilt saloon, duo blue, late 1930 model, exceptionally good condition. Below.

SINGER, £35!!! 1928 8hp 2-seater, excellent condition throughout. Morgan Huggins, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-518

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

- SINGER, £15111** 10hp tourer, excellent tyres, one owner, perfect throughout, taxed. K.J. Motors, Bramley, Ravensbourne 3456-7. 976-535
- SINGER, 1930** Junior tourer, very fine condition, one owner, A.A. inspection invited, 7 days' free trial, £27 10s. Taylors, 49 Sussex Place, South Kensington Station. 'Phone, Kensington 8841. zzz-452
- SINGER, 1928** Junior coachbuilt saloon, really good condition, any inspection, 7 days' free trial, £55; also several touring models. Taylors, 49 Sussex Place, South Kensington Station. 'Phone, Kensington 8841. zzz-544
- SINGER Junior** tourer, 1928, taxed December, insured April, 3 new tyres, owner must sell, £27. 'Phone, Wallington 1150. 976-b30
- SINGER Junior, 1931** sunshine saloon, black, red leather, as new, spare unused, mileage 5,000, genuine bargain, £110. Brockley, Lake Rd., Chandlersford, Hants. 976-b34
- SINGER 10, £25111** Very smart tourer, f.w.b., new hood and paintwork. Denmans, 132-3 Long Acre, W.C. Open week-ends. 976-866
- SINGER 1927** 8hp tourer, very smart, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-860
- SINGER 10, 1925** de luxe saloon, in excellent condition throughout, taxed, £22; terms and exchanges. Cross, 64 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 976-b8
- SINGER Junior 8hp 4-seater 1927½**, good hood, balloons, smart appearance, economical, last bargain, 26 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 976-807
- SINGER Junior, 1929**, Porlock sports 2-seater, finished green and grey, dickey seat, all-weather equipment, excellent tyres, taxed, beautiful order throughout, £25; exchanges, deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1 (2 minutes from Euston Station). Museum 9515. Open Sunday mornings. 976-824
- SINGER Junior, 1927**, tourer, moderate mileage, excellent condition, £35. 44 Hartington Grove, Cambridge. 976-b21
- SINGER 8**. No deposit. 1928 2-seater, taxed year, £47 10s. Below.
- SINGER 8, 1929**, tourer, £60; exchanges. Page, 199b Upper Richmond Rd., Putney. 976-832
- SINGER Junior, 8hp, 1928**, 2-seater and dickey, exceptionally well kept, very smart appearance, licensed, £40. Below.
- SINGER Junior, 8hp, 1930**, 2-seater and dickey, mileage negligible, positively new condition throughout, licensed, £75; exchanges, terms arranged. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 976-840
- SINGER Junior, 1929**, saloon, coachbuilt, excellent condition throughout, £40.
- SINGER Junior, 1928**, 2-seater, dickey, bargain, £55; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 'Phone, Central 0972. 976-767
- SINGER Junior, 1928**, saloon, excellent condition, tyres good, A.A. inspection, 7 days' free trial, £45. Taylors, 49-53 Sussex Place, South Kensington Station. Ken. 8841. zzz-554
- SINGER, 1928** Junior tourer, bargain, £35. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-556
- SINGER, 1928** Junior tourer, smart appearance, A.A. inspection, 7 days' free trial, £45. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-555
- SINGER, 1929** Junior tourer, excellent condition throughout, bargain, £48 15s. H. Taylor and Co., Ltd., 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-558
- SINGER, 1929** Junior tourer, good condition, good tyres, bargain, £57 10s. H. Taylor and Co., Ltd., 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-557
- SINGER 10, 1931** sunshine coachbuilt de luxe saloon, one owner, small mileage, pleasure use only, spotless condition throughout, guaranteed, unique deferred terms, £132. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards-4444. 976-753
- SINGER**. See the Naylor and Root bargains on page 18. 976-936
- SINGER Junior, 1930** coachbuilt saloon, one owner, excellent mechanical, nice appearance and tyres, taxed, unique deferred terms, £85. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 976-755
- SINGER, late 1929** Porlock sports, one owner-driver, excellent condition, new tyres, £50. Murray, Corselands Hotel, Hindhead. 'Phone, Hindhead 474. 977-g875
- SINGER Junior** tourer, 1930, small mileage, all-weather equipment, bumpers, extras, condition as new, unscratched, cared for like a child, A.A. examination willingly, £79. F. Whitbread, 21 Sussex Place, South Kensington. Kensington 1183. 976-g915
- SINGER Junior, 1928-9**, very nice condition, taxed, one owner, £23. Fagg, Arbury Orchard, Histon, Cambs. 'Phone 26. 976-g874

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

- SINGER 10hp, 1926-7** de luxe 2-seater and double dickey seat, condition and appearance as new, small mileage, £22 10s., or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 976-789
- SINGER Junior, £4** deposit, 59 guineas cash. Late 1928 fabric 4-door saloon, f.w.b., very good condition. Free tax, free insurance to cash buyers, 100 cars in stock; list free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 4881-6. 976-780
- SINGER sports, 8hp, 1929** Porlock 2-seater, small mileage, guaranteed, 59 gns. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-853
- SINGER Junior** saloon, 1931, sunshine, black and green, spare wheel unused, small mileage, condition as new, £115; exchanges, deferred. Allory and Bernard, 344 King's Rd., Chelsea. Plaxman 4633. 976-873
- SINGER, late 1930**, Junior sports, perfect condition, one owner-driver, taxed year, any trial, £85, or offer. Melbourne, Breakspare Avenue, St. Albans. 976-b41
- SINGER**. Newnham's always have an excellent selection of used cars available. Full list on request.
- 1931 8hp coachbuilt sliding-roof saloon, dual colours, beautiful condition, £115.
- 1930 8hp coachbuilt saloon, maroon and black, very attractive, £85.
- 1928 8hp 4-seater, blue, good order throughout, £35.
- 1928 8hp coachbuilt saloon, dual brown, smart appearance, very sound, £48.
- Newnham House, 237 Hammersmith Rd., W.6. Riv. 4646. 976-896
- SINGERS**. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Singers.
- SINGER Juniors, £35 to £55**. No reasonable offer refused. Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.
- Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-915
- SINGER 10, 1927-28** 2-seater and dickey, f.w.b. and full equipment, reconditioned maroon, splendid condition in all respects, £35; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 976-b52
- SINGER 10, 1925** 4-seater, full equipment, 4 new tyres, really good order throughout, £14. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 976-b53
- SINGER**. End-of-season sale, August 15-25th. 150 cars to clear; huge reductions; cash or deferred. Send for list. Smith and Hunter, Below.
- 1931 Junior sunshine saloon, black-cream, used few demonstrations only (mileage 150), full guarantee, £133. Below.
- 1930 Junior sunshine saloon, dual brown, wire wheels, small mileage, tyres still first-class, taxed, £98. Below.
- 1929 Junior coachbuilt 4-door saloon, leather upholstery, dual brown, one change only, A1 condition, very clean, £65. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 976-930
- SINGERS**. Your opportunity. See page 20, 976-744
- SINGER, £7** accepted for quick sale. 1923 2-seater, dickey, starter, clock, speedometer, spare wheel, runs well. 19 Holmdene Avenue, Herno Hill, Brixton 0384. 976-951
- SINGER 10, 1931**, coachbuilt sunshine saloon, cost £225, bargain, £140. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno," Telo, Streat. 9520-1. 976-14
- SINGER**.
- Save your time and money. Consult a specialist on your Singer problems.
- 1931 Junior saloon, black and cream, demonstrator, unregistered, makers' guarantee, negligible mileage, £135.
- SINGER** Sales, service spares. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 976-890
- SINGER, 1928**, 8hp 2-seater with dickey, taxed, beautiful condition throughout, £35; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earsfield, S.W.17. 'Phone, Wimbledon 0607. 976-28
- SINGER Junior, 1930** 2-seater and dickey, taxed, fawn and brown, unscratched, low mileage, £85; exchanges or deferred. 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-9617. 976-5
- SINGER, 1931** Junior sportsman's coupe, very smartly finished in black with green wire wheels, grey pile carpets and upholstery, built-in luggage trunk, tax paid, only 2 weeks' old, mileage under 200, full guarantee, quite as new, cost £155, accept £130. Whitby's, Singer Distributors, 1 and 7 The Vale, Acton, London, W.3. 976-991

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

SINGER 1930 Junior saloon, sliding roof, chromium plating, usual price £87 10s., during our sale special bargain price £79. Whitty's, 1 and 7 The Vale, Acton, W.3. Shepherd's Bush 1513. 976-992

SINGER Junior, £14 10s. deposit, £47 cash; 1928 8hp 4-seater de luxe, magnificent condition. Whitty's. Below.

SINGER Junior, £20 deposit or £75 cash; 1930 8hp saloon, chromium plating, tax paid, one owner. Whitty's, 1-7 The Vale, Acton, London, W.3. 976-993

SINGER Cooke's Motors offer brand new shop-soiled 10hp saloon de luxe, complete and guaranteed, list price £210, our price to clear £158. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 976-981

SINGER Junior, 1928, 4-seater, exceptionally nice condition, 43 guineas; exchanges and deferred. Palmer's, 53 York St., Twickenham. Popesgrove 1454. 976-42

SINGER Junior, 1930 model, chromium plating, coachbuilt 4-door saloon, one owner, taxed to 31st of December, good tyres, deferred terms, bargain, £82 10s. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 976-58

SINGER saloon, 1927, 10hp, repainted as new, f.w.b., very smart and cheap car to run, £38. 34a Hereford Rd., Westbourne Grove. W.2. 976-h86

SINGER Perlock Sports, 1929 model, unused and unlicensed until February, 1931, carefully run-in under seal at week-ends only, mileage 2,700, too small for owner, in very fine condition throughout, cost with screens £142 10s., genuine bargain, £85. Barnes, Canal Office, Keady, Scunthorpe. 976-h91

STANDARD, £175!!! 1931 big 9 special saloon, black and red, safety glass throughout, bumpers, mileage 3,000 only, absolutely perfect and indistinguishable from new, taxed December. Below.

£117 10s. 1930 Standard 9 Teignmouth saloon, blue, bumpers, sliding roof, as new. K.J. Motors, Bromley, Ravensbourne. 976-556

STANDARDS. 400 car list post free, 1924 to 1931 new and used cars in stock, saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m. week-ends included; exchanges and terms, distance no object. The Northern Motor Olympia, Bangers, near Birkdale Station, Southport. Phone, Birkdale 66161. Branch showrooms, 4 Guildford St., Leeds; 16 Cambridge St., Sheffield. 976-425

STANDARD, £12; 1924 11 4hp 4-seater de luxe, complete equipment, extras, bumpers, exceptional car. 86 Acro Lane, Brixton. Phone 3401. 976-h45

STANDARD. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 Big Nine sliding-roof saloon, dual colours, faultless condition, £155.

1930 9hp coachbuilt sliding-roof saloon, brown, moderate mileage only, £129.

1930 9hp short chassis sliding-roof saloon, black and cream, nice order throughout, £92.

Newnham House, 237 Hammersmith Rd., W.6. Riverside 4646. 976-897

STANDARD 9, 1928 model 4-door fabric saloon, well equipped, £55; exchanges, terms arranged. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 976-839

STANDARD, brand new 1931 Big Nine saloon, sliding roof, wire wheels at 169 guineas (listed £215, plus £2 10s. delivery), unregistered, slightly shop-soiled only, never used for demonstration. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 976-808

STANDARD 9, 1929 sunshine saloon, one owner, very nice condition throughout, guaranteed, unique deferred terms, £82. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-756

STANDARD 9. 1929 Fulham fabric saloon, a very clean, smart car, good tyres, taxed year, £75; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. 976-877

STANDARD 9. 1930 Avon Special sports 2-seater, black and red finish, absolutely unscratched and like new throughout, £149; terms, exchanges. Makin and Harrison, 492 Chiswick High Rd., W.4. Phone, Chiswick 0558. 976-h29

STANDARD. See the Naylor and Root bargains on page 18. 976-938

STANDARD. End-of-season sale, August 15-25th. 150 cars to clear; huge reductions; cash or deferred. Send for list. Smith and Hunter. Below.

1931 Big Nine coachbuilt sunshine saloon, black-cream, shop-soiled only, full guarantee, £180. Below.

1930 (March) Teignmouth saloon, black-white line, first-class throughout, usual guarantee, £115. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 976-931

STANDARD, £116 10s. 6d., taxed year, 1930 Teignmouth saloon (sunshine), fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634. 976-919

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

STANDARDS. Your opportunity. See page 20. 976-745

STANDARD, 1931 Big 9 coachbuilt saloon, demonstration only, taxed, £190. Britton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 976-25

STANDARD 9, 1929 Teignmouth saloon, sliding roof, mechanical condition, perfect, £97 10s. motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 976-52

STANDARD 9. Cooke's Motors offer 1931 Swallow saloon, practically brand new, 4-speed, smartest Swallow on the road, £185. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 976-983

STANDARD 9. Cooke's Motors offer 1929 Teignmouth sunshine saloon, long chassis, £89. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 976-984

STANDARD 9 1929 Teignmouth fabric saloon, sliding roof, black and cream, £100. Below.

STANDARD 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £85. Leeds and Oxley. Paddington 3843. 976-68

STANDARD 9, 1930 Teignmouth sunshine saloon, one owner, carefully used and in spotless condition, bargain, £109. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 976-56

STANDARD. Smith-conditioned spells safety for used-car buyers.

STANDARD 9 Swallow 1930 saloon, practically new, maroon and cream, very fast; deposit, £40, balance £135.

STANDARD 9, 1929 special saloon, sliding roof, safety glass, black and cream, exceptionally good condition, £25; balance £85.

STANDARD, 1930 4-cylinder, high-compression engine, 3 speeds forward and reverse, detachable and interchangeable wire wheels and spare, usual complete equipment, including air speed indicator; only done 2,000 miles; fitted with standard Avon Swan sports 2-seater body with cycle-type wings and disappearing hood, colour scheme plum red with cream wheels and line; upholstery to match. A very attractive car, exceptionally fast, 65 m.p.h. Deposit £35, balance £115.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 976-72

SWIFT, 1928 (April) 10hp 4-door saloon, leather upholstery, one owner throughout, beautifully kept, £70. Below.

1926 9hp 4-seater, f.w.b., rear screen, grid, good balloons, very clean, taxed, £30. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 976-932

SWIFT, £88 10s. 6d.; taxed year, 1929 saloon, fully guaranteed, irreproachable condition. Inquire before buying elsewhere; we save you money. South London Car Sales, behind Brixton Palladium, S.W.2. Branch, opposite "Swan," Stockwell, S.W.9. Brixton 6634. 976-920

SWIFTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Swifts.

SWIFT 10's, £35 to £70. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 976-916

SWIFT 10 £52 10s.; 1929 tourer, dual colour scheme, rigid screens, faultless condition; exchange, terms. Ward and Co., 5 Upper Richmond Rd., East Putney. 2918. 976-906

SWIFT. Newnham's always have an excellent selection of used cars available. Few examples below, but full list on request.

1931 8hp Cadet fabric sliding-roof saloon, black and green, hardly soiled, £99.

1931 10hp drop-head coupe, maroon, absolutely faultless car, £155.

1931 10hp Migrant sliding-roof saloon, maroon, hardly soiled, £155.

1930 10hp Fleetwing sports sliding-roof saloon, blue, particularly fast, very smart, £155

1930 10hp Paladin coachbuilt saloon, brown, one owner, most attractive, £125.

1930 10hp drop-head coupe, dual colours, beautiful condition, £119.

1929 10hp Nomad saloon, brown, with cream wire wheels, exceptional opportunity, £88.

1928 10hp Nomad saloon, black and red, special attraction, £59.

1928 10hp 4-seater tourer, brown, nearly new tyres, etc., £45.

Newnham House, 237 Hammersmith Rd., W.6. Riverside 4646. 976-896

SWIFT, 1926 8.9 2-seater, f.w.b., good condition, taxed, insured, £27. Streatham 5171. 976-h42

SWIFT, 1931 (April) Crusader sunshine saloon, bumpers, uniformly excellent condition throughout, taxed, unique deferred terms, £135. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-757

SWIFTS. Your opportunity. See page 20. 976-746

"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).

SWIFT £35!!! 10hp de luxe 4-seater, leather upholstery, f.w.b., new tyres, bumpers, electric dipping lights, an excellent car with an outstanding performance and very economical, taxed till 1932. Chidley, 579b High Rd., Tottenham. Phone 2920. 976-798

SWIFT 1927 10hp 2-seater de luxe, recently overhauled, very smart car. £29; deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 976-870

SWIFT 1926-7 4-seater, f.w.b., 10hp, real leather, any trial, £28. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-867

SWIFT 10. £155!!! 1930 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 976-865

SWIFT. See the Naylor and Root bargains on page 18. 976-942

SWIFT Paladin 4-door saloon, taxed, hardly used, £145. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Street. 9520-1. 976-15

SWIFT 10, brand new, unregistered, unused, sunshine 4-door saloon, £165. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Street. 9520-1. 976-16

TALBOT 8hp 2-seater, fully equipped, good running order, £8 10s.; exchanges or deferred terms. Comerford's, Chief Branch, Portsmouth Rd., Thames Ditton. Emberbrook 2523. 976-21

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 7, 1930, maroon, de luxe, perfect condition and taxed year. £98. Olympia Motor Co., 3 Hammersmith Rd., opposite Olympia, Kensington, W.14. Fulham 4217. zzz-538

TRIUMPH, 1930 Gnat sports 2-seater, as new and unblemished throughout, taxed, £145. Smith, 407 Edgware Rd. 976-935

TRIUMPH, 1928 Super 7 tourer, Lockheed brakes, a luxury car, superb condition, £50; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 976-768

TRIUMPH, 1931 Scorpion saloon, 6-cylinder, sunshine roof, duo-tone blue, used for our demonstrations only, otherwise brand new, untaxed, makers' guarantee, special cash price £175. Wellford's Motors, Brighton. 976-762

TRIUMPH, 1931 Super 7 Tickford sunshine saloon, definitely indistinguishable from new, very small mileage, guaranteed, unique deferred terms, £125. 316-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 976-758

TRIUMPH Super 7 saloon, 1930 de luxe model, real leather upholstery, fully insured, a genuine bargain at 98 guineas, no dealers. Knight, 17 Palmerston St., Derby. 977-958

TRIUMPH 7. £55, 10,000 miles. 1928 1/2 blue de luxe tourer, taxed. Warren, 24 Kelmscott Crescent, Watford. Saturday, Sunday, or after 6 o'clock. 976-961

TRIUMPH Super 7, 1930 tourer, brown and sand, taxed, under 8,000 miles, £105 or offer. Dewhurst, Marley House, Haslemere. 976-960

TRIUMPH 1929 fabric saloon, completely overhauled, licensed, genuine bargain, £65. Bond, Brasted 80. 976-719

TRIUMPH. 1928 touring car, faultless condition, very smart, £50, untaxed. Denmans, 132-3 Long Acre, W.C. Open week-ends. 976-854

TRIUMPH. The Light Car Co. offers brand-new shop-soiled fabric saloon, £145. Below.

TRIUMPH. 1930 de luxe saloon, perfect condition, £98; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 976-882

TRIUMPH. 1930 Gordon England de luxe saloon, very small mileage, beautifully kept, £99; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. 976-878

TRIUMPH. See the Naylor and Root bargains on page 18. 976-943

TRIUMPH, 1930, Super 7 fabric saloon, leather upholstery, excellent tyres, in brand-new condition throughout, 95 guineas. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 976-8

TRIUMPH 7s. 1928 tourer, just repainted, hydraulic f.w.b., side curtains, perfect, one owner, £55. Below.

1929 tourer, maroon, hydraulic f.w.b., very good condition throughout, £80. Chantry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 976-12

TRIUMPH super 7 2-seater, 1930, low mileage, taxed, one owner, choice of two, at £95; exchanges and deferred terms. Open till 8. Phone, Popesgrove 1035. Spikins (Twickenham), Ltd., Heath Rd., Twickenham. 976-27

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

TRIUMPH 1930 fabric saloon, in splendid order and taxed year, £89. Below.

TRIUMPH 1931 Scorpion, 6-cylinder, coachbuilt sliding roof saloon, mileage under 2,000, taxed, £189.

TRIUMPH 7 1930 de luxe fabric saloon, black and red, several extras, exceptional condition, taxed, £98. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 976-44

TRIUMPH. Morgan Hastings, Ltd. Largest distributors of Triumph cars, offer a few slightly shop-soiled saloons at reduced prices; also the following second-hand bargains:—

£105!!! 1930 de luxe Gordon England fabric saloon, carefully driven by one owner.

£85!!! 1929 Gordon England de luxe saloon, carefully driven by one owner since new, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-500

TRIUMPH 7, 1930 sports saloon, black and red, real leather, safety glass, specially tuned engine, mileage 8,106, like new throughout, £120; 2-seater part payment. 35 Neston St., Liverpool. 976-992

TRIUMPH Super 7 coachbuilt saloon, 1931 sliding roof, tax paid, small mileage, £145. Below.

TRIUMPH 1930 Super 7 Gordon England saloon de luxe, small mileage, tax paid, £92 10s. Below.

1930 2-seater and double dickey de luxe model, 2-tone blue, small mileage, in extremely good condition, complete with all tools, £97 10s. Below.

TRIUMPH 1930 Super 7 fabric saloon, finished blue and sportop, real leather upholstery, etc., small mileage, used carefully by one owner, £105. Below.

TRIUMPH 1929 Super 7 coupe, blue and black, in good condition, a really smart car, several extras, £85. Below.

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TRIUMPH, brand-new 1931 model Scorpion saloon, maroon finish, list price £237 10s., one only, offered at £195; deferred terms arranged. Surplice, Poole Hill, Bournemouth. Phone 1793. 976-976

TRIUMPH Super 7 sportsman's coupe, 1930, black and red, usual equipment, exceptionally nice condition, £98; exchanges and deferred. Naylor and Root 25 East Hill, Clapham Junction, S.W.11. Phone. 976-946

TRIUMPH Super 7 1928 saloon, f.w.b., Triplex glass, taxed, £49; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 976-957

TRIUMPH, £95!!! Super 7 tourer, 1930, very clean, complete with all-weather equipment. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 976-67

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WINDSOR. To enthusiasts. Harold Simons, Ltd., offer the following:—

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a "used" small car, or any small-car equipment, for disposal, try the effect of a small advertisement in these pages.

There is no better or quicker means of finding a customer.

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

WINDSOR. 1928. 10-15 coupe, taxed, repainted, overhauled, exceptionally nice condition, £57 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 976-837

WOLSELEY. 11-22hp late 1925 tourer, mechanically perfect, new tyres; offer. Jolley, "Orcombe," Westerham Rd., Keston Park, Kent. 976-g416

WOLSELEY. 1930 (July) Hornet coachbuilt saloon, front and rear bumpers, one owner, mileage 7,800, £108. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 976-954

WOLSELEY. 10hp, late 1923, 2-seater, new tyres, battery, starter, £6. Bryar, 29 Stanford Rd., Norbury. 976-h15

WOLSELEY Hornet, 1931 sports 2-seater, blue and grey, slight demonstration use, otherwise brand new, untaxed, fully guaranteed, special cash price £189. Wollord's Motors, Brighton. 976-761

WOLSELEY Hornet, 1931, June, 6-cylinder Swallow 2-seater, mileage under 1,000, as new, several extras, cost over £230, tax paid for year, £189. Stiles, 3a Baker St., London, W.1. 976-726

WOLSELEY. 1924. 11hp 2-seater and dicky, starter, leather upholstery, good tyres, excellent appearance and in very good running order, a cheap light car. £12; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 976-772

WOLSELEYS. Your opportunity. See page 20. 976-747

WOLSELEY Hornet, Brooklands Motor Co. offers: 1931 sports Boyd Carpenter, very fast, exceptional condition, taxed, £185, exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 976-20

WOLSELEY. 1931 Hornet coachbuilt sunshine saloon, as new, £140. Lionel H. Pugh, 55 South Molton St., W. Mayfair 4433. 976-978

WOLSELEY Hornet, Cooke's Motors offer 1930 saloon, good order, 499, 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 976-982

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(continued).

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NEW LIGHT CARS AND CYCLECARS

NEW LIGHT CARS AND CYCLECARS
(continued).

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JOWETT. Godfreys are trade and retail distributors. Large stocks for immediate delivery. For easy terms and fair exchanges. Godfreys, Ltd., 366-368 Euston Rd., London, N.W.1. Phone, Museum 3401-2. zzz-52

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(Supplement xvii.)

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 price given. 51 Marshall St., New Cross, Manchester. Central 3072.
 976-g703

ROWLAND SMITH MOTORS, LTD., want Amilcars for spot cash.
 Highest prices paid. Open all week-days, including Saturdays, 9-8.
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ROWLAND SMITH MOTORS, LTD., want Citroens for spot cash.
 Highest prices paid. Open all week-days, including Saturdays, 9-8.
 Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead
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WANTED, 1930 Triumph 7 coupe, in exchange for slightly used 1931
 Triumph Scorpion saloon, cash adjustment. Hyams Bros. and Heard,
 19 Beynon Rd., Carshalton. 976-45

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ROWLAND SMITH MOTORS, LTD., want Vernon-Derby for spot cash.
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CYLINDER GRINDING. (continued).

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DYNAMOS, starters and magnetos, 1,000 different reconditioned replacement types, from 25s. each. See below.

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CHROMIUM plating. Quality work at moderate charges by the original chrome plater in Manchester and district; also nickel, silver plating and enamelling. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-374

CHROMIUM plating, high-grade work on heavy nickel deposit, with latest plant, price from £6 10s. per car upwards, exclusive of dismantling radiator, windcreens, lamps, door handles, wheel nuts. Cars taken into our service department. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-5. zzz-482

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F.O.C.H. specialize in exchanges. Comprehensive stock of modern sound light cars. Highest allowances, easiest terms. F.O.C.H. Ltd., 5 Heath St., Hampstead. Open 9-8 Mondays to Saturdays inclusive; Sundays 9-1. Phone, Hampstead 3752. zzz-495

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ROWLAND SMITH MOTORS, LTD., Austin agents. Immediate delivery of 7hp model. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-155

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GRAFTON hood re-covering sets. Fix in own garage. Convenient, cheap. All sewing completed. Carriage paid, passenger train. Details, samples and prices gratis. State make, year, h.p. and seating capacity when writing. Morris and Austin 7 in stock. Guaranteed materials. Many testimonials.

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COX. Celluloid English, 29 ins. by 18 ins. by 20-1,000 in., 2s. 9d. sheet; other sizes pro rata.

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HARRISON'S. Replace celluloid while you wait or by return post or rail.

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HOODS AND SCREENS (continued).

ASMUS. Hood re-covering, best materials, 2-seaters from 30s., 4-seaters from 40s., screen recelluloided cheaply. 65a High St., Clapham, S.W.4. (Next to Jay's). Macaulay 5042. zzz-501

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THE "OPEN ROAD" Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply at the Army, Naval and General Assurance Association Ltd., Trafalgar House, Waterloo Place, Pall Mall, S.W.1. Telephone, Regent 0984-5.

COMPARE these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liver-pool. zzz-221

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RENNO'S. Enormous stock British Sphinx lamp bulbs, side and tall, 6d.; head, 1s.; double filament, 1s. 9d.; postage 2d.; every voltage, contact, candle-power; secure now for holidays, avoid road trouble. 252-54 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 976-324

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PRESSED-STEEL luggage carriers, latest type, fitted without drilling, for Austin 7, 17s.; Morris Minor, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. Young's, 32 Tooling Bec Rd., S.W.17. zzz-475

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IMMEDIATE magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Supergower, Batt., London." zzz-84

FOR these units we have the most up-to-date testing and service machinery in London. See below.

TROUBLE located and the faulty unit exchanged while you wait, from 50s. per unit. See below.

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PRIDE AND CLARKE. Radiator thermometers, latest type, dash fitting, 15s. 6d.; Boyce meters, large, 8s. 9d.; gradient indicators, 1s. 6d.; air speed indicators, 5s.; pressure gauges, 5s. 9d.; approval; postage extra, or e.o.d. 158 Stockwell Rd., S.W.9. 976-950

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AEROPLANE wheels, with Palmer tyres and axle, 50s. per pair, carriage forward; screw pickets, 12-in., 9d.; motor repair outfits, 1s. 3d.

WINDSCREEN frames, 13 by 34-in., 1s. 9d.; 6-volt Stewart horns, new, 17s.; chamois leathers, 16 ins. square, 1s. 9d.; bolts, nuts, washers, 7 lb. bag assorted, 4s.; spanners, Gedore, etc.

ABOVE post paid. Send for free list. Coley, Ltd., Ordnance Works, Kingston-on-Thames. zzz-543

TRIOX cleans upholstery, fabric, Bedford cord and floor carpets. Not a polish but a "Magic Stain Remover" and renovator. Ask your garage, or direct from Triox Products, Ltd., 6 Colonial Ave., E.C.3. zzz-547

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MUDGUARDS for Austin 7, Morris (all models), Morgan, Rover, Singer, Standard, Clyno, Swift, Triumph, from 35s. set, cycle-type for Austin 7, 70s. set. Young's, 32 Tooting Bec Rd., S.W.17. zzz-480

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CAST aluminium polished plate. Beadless 3s. 9d. each, beaded 4s. 6d. and 5s. 6d. each. Post free. Moseley and Son, Founder, Wolverhampton. zzz-35

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BALE'S solid aluminium plates, Vanguard model, bold, raised, polished figures, mirror finished, 4s. per plate, post by return.

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BALE'S aluminium (pressed) plates, London model, raised figures and beading, 5s. 6d. per pair net.

BALE'S are makers of good and expensive plates with raised lettering, for all purposes, such as streets, houses, doctors, dentists, registered offices, direction signs, etc. zzz-72

3s. 9d. Aluminium number plates, raised and polished figures, 3s. 9d. each, 7s. 6d. pair; postage 9d. De luxe model, heavy cast, 5s. 9d. each, 11s. 6d. pair; postage 1s., delivered by return. Marble Arch Motor Supplies, Ltd., 133-135 Edgware Rd., London, W.2. 976-895

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MOTOR oils. Blenders of over 50 years' standing offer motor oils (state car): 5-gallon drums for 12s. 6d.; Ford oil, 11s. 6d.; cash with order to John Hatch, Ltd., 25 St. James's St., Islington, N.1. 984-1191

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CONWAY, the cheapest man in the trade for good sound second-hand radiators (all makes). Phone, Chiswick 5531. Gloucester Rd., and High St., Acton. 976-61

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AUSTIN 7's. Let the official appointed agents and service station execute your repairs. All work guaranteed. Advice given. Spares stocked. Phone, Battersea 5350. Write or call, if in trouble. Ingrave Motors, Ingrave St., Falcon Rd., Clapham Junction, S.W.11. zzz-331

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MASKELL for Morgans; officially appointed distributors and repairers by the Morgan Motor Co., Ltd. Every Morgan spare part actually in stock, new and second-hand; trade supplied; repairs by Morgan mechanics; spare list gratis. 6 and 8 Station Rd., Camberwell, S.E.5. Tel., Brixton 6727. zzz-432

JOWETT repair specialists; advice and estimates free; standard repair charges, guaranteed work. T. W. Coater, A.M.Inst.B.E. 110 Cantorbury Rd., West Croydon. Thornton Heath 2487. zzz-162

REPAIRERS (continued).

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GENERAL MOTOR AND TYRE CO. 976-391

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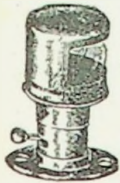
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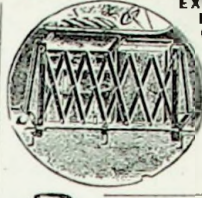
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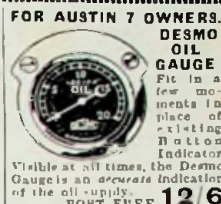
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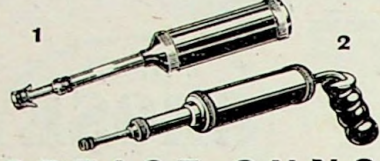
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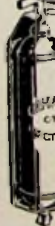
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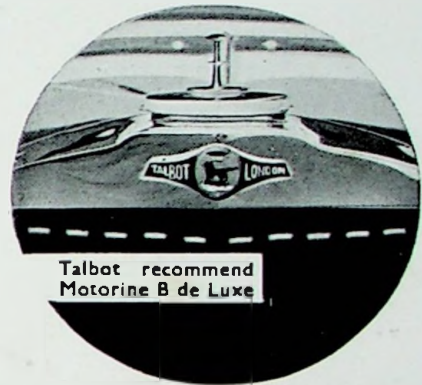


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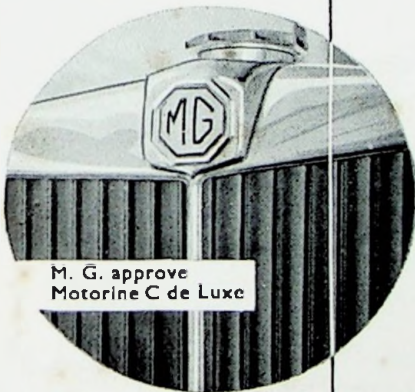
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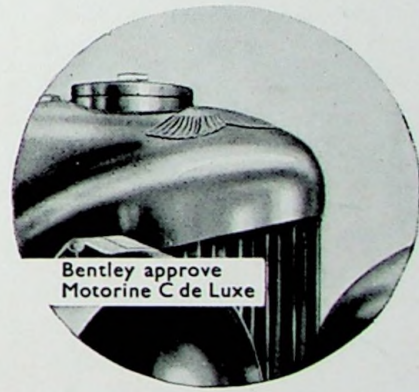
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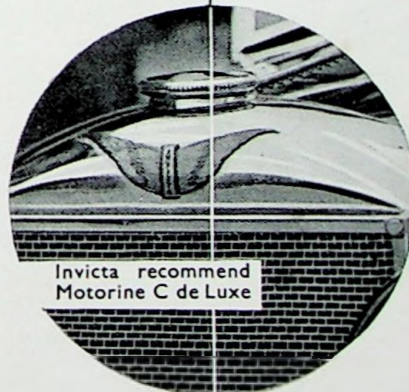
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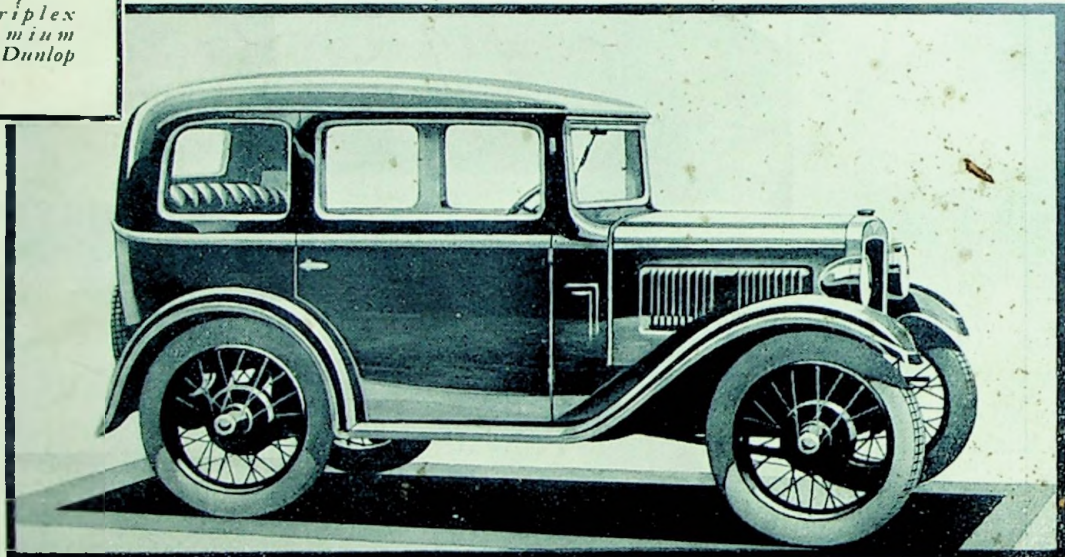
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