

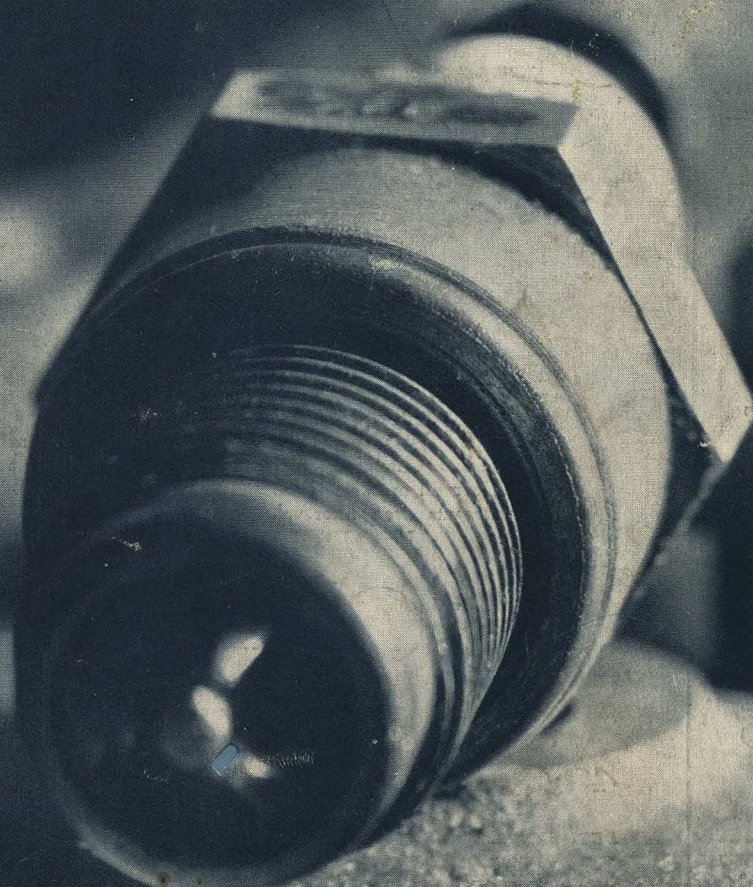
The Light Car & Cyclecar

3rd

The Only
Small Car
Journal
Founded 1912.

Head Office:
5-25, Rosebery Ave., E.C.1
Telephone: Clerkenwell 6000

Vol. XLI. No. 1056
Friday, Mar. 3, 1933
Registered at the G.P.O.
as a Newspaper



THE VITAL SPARK

Without it the engine becomes lifeless; in fact, a car soon reveals symptoms of "slackness" if the ignition system is not maintained in good order. Overhauling is a job for an expert, but any intelligent owner can carry out ordinary maintenance work. Useful hints are contained in an article in this issue.

SELECT

YOUR CAR FROM 100 CARS ALWAYS IN STOCK

Barquains

from our
**USED CAR
DEPARTMENT**

1931 (Delivered '30),
AUSTIN SEVEN
Coachbuilt Saloon.
Tax paid end of year.

£67

1929 **AUSTIN
SEVEN** Saloon. Ex-
cellent condition.
Tax paid end of year.

£53

1928 **AUSTIN
SEVEN** Saloon. Ex-
cellent condition.
Tax paid end of year.

£45

DRIVE YOURSELF HIRE

**AUSTIN 10 H.P.
AUSTIN 7 H.P.
MORRIS-COWLEY
SALOONS**

From 15/- per day and
75/- weekly. Unlimited
mileage.

**SEE ALSO THE
NEW FORD**

**92,
GLOUCESTER
ROAD, S.W.7**

Five doors from Gloucester Rd.
Tube Station.

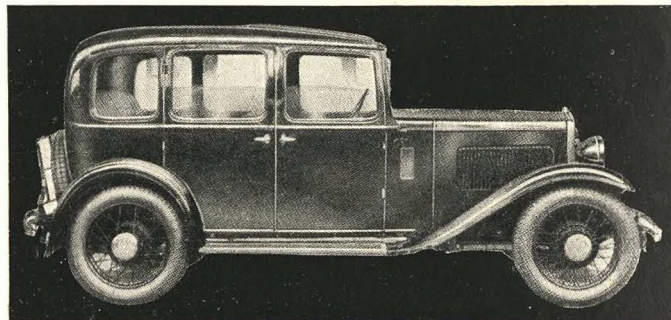
FROBISHER 3037

**OPEN FROM 8 A.M.
TILL 8 P.M. DAILY.**

Saturdays included.

**AUSTIN · FORD · HILLMAN · LANCHESTER · MORRIS · ROVER
STANDARD · TRIUMPH · TROJAN · WOLSELEY · ETC.**

We Finance our own Hire Purchase Undertakings, so that it is possible for us to accept any reasonable proposal to suit individual needs.



The AUSTIN LIGHT TWELVE-SIX

The Traffic Top four-speed gearbox is fitted as standard on the Austin Twelve-Six. Chromium-plated lamps, Magna wheels and Thermostat cooling control are also fitted. This famous **DE LUXE** car represents even finer value than before. **SALOON £218**

MODELS FROM £198.

NORMAND GARAGE LTD.

489, OXFORD STREET, LONDON, W.1
LIGHT CAR SHOWROOM,

BETWEEN SELFRIDGES AND MARBLE ARCH.

11, HAMMERSMITH ROAD,

TROJAN SHOWROOMS OPPOSITE OLYMPIA.

MAYFAIR 6801/2.

W.14.

FULHAM 3477.

AVONMORE PLACE, AVONMORE ROAD,

SERVICE DEPARTMENT.

W.14.

FULHAM 4972.

OPEN UNTIL 6 P.M. SATURDAYS.

JAMES GROSE LTD., the ORIGINAL MOTOR FIRM that was Established in 1876.

Save on Your Oil Bill
by using a **GUARANTEED** and **RELIABLE** MOTOR OIL
Thousands are using this wonderful oil backed by the famous name of **JAMES GROSE LTD.**
5 gals. of this super oil **DELIVERED FREE** within 150 miles radius for 10% Drums free.



Sample Gal. 3/3 Post 9d.

THE LUCAS ROOF LAMP 10/6
Of pleasing design this lamp is fitted with self-contained switch. Complete with bulb. **POST FREE.**



CHAPMAN - JENBRO STARTING HANDLES for
Specially Patented Patent Revolving Handles

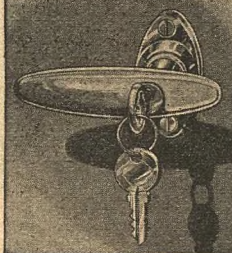
MORRIS MINOR	3/6
AUSTIN 7	4/6
RILEY 9	4/6
TRIUMPH with extra attachment for wheel nuts	6/6

METAL SPARE WHEEL COVERS
CHROMIUM CENTRE BAND For Austin 7, M.G., Singer Junior, Triumph 7, Wolseley Hornet, Standard Little Nine THE FINAL TOUCH OF REFINEMENT.



30/-


STADIUM CHROMIUM PLATED LOCKING HANDLE
for Austin 7 and other Cars. Complete with opposite door catch. Allowance for your old Handle.



12/-

WINDSCREEN HUB WITH VIZOR (Adjustable)
Supplied for most makes of Car. Cures all Headlamp glare. Our Price **35/-**

HUB WITH DRAWAL TOOL
Adjustable for Gears, Ball Races, etc. **25/-**



SETS OF STOCKS AND DIES
Whitworth Standard Thread

3 dies, 3" and 6 taps	6/-
3	7/-
3	8/-
3	9/-

SPORTS EST. 1876 GAMES
JAMES GROSE LTD.
The Original Motorcycle and Accessory Firm.
Cycles and Accessories
379 Euston Road
Great Portland Street
LONDON N.W.1

GARAGE HOSE
25 ft. 5-ply Best Quality Hose, tap union for any size tap. Adjustable **NOZZLE** giving mist, spray and full jet. Complete with **HANGER** .. **18/6**
Ditto, super quality, with oil-resisting rubber jacket **25/-**
As above, but 50 ft. .. **39/6**



18/6

A BOON TO AUSTIN 7 OWNERS. A SPECIAL ROAD AND FOG LAMP 17/6



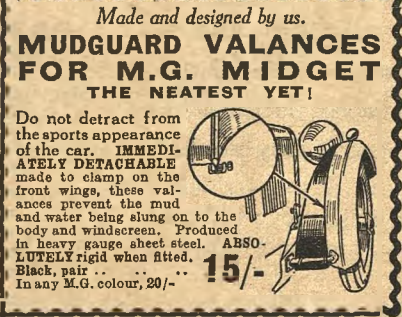
For use in conjunction with the Austin 7 Headlamps. Special Bracket fits to side of radiator. Wired in conjunction with the Headlamps, this lamp comes into use when Headlamps are switched off. Complete with easily detachable fog disc. Instructions for fitting.

STADIUM SUPER HYDRAULIC JACKS
Lifts 7 1/2" to 17" **25/-**
Complete with jointed handle.


STONE-GUARDS for RADIATORS
Chromium Plated. Austin 7, etc., M.G. Midget, **30/-**
Wolseley Hornet **36/-**




Made and designed by us.
MUDGUARD VALANCES FOR M.G. MIDGET THE NEATEST YET!
Do not detract from the sports appearance of the car. **IMMEDIATELY DETACHABLE** made to clamp on the front wings, these valances prevent the mud and water being slung on to the body and windscreen. Produced in heavy gauge sheet steel. **ABSOLUTELY rigid** when fitted. Black, pair .. **15/-**
In any M.G. colour, 20/-



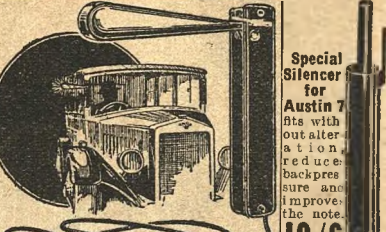
REPLACEMENT BATTERIES
Guaranteed 12 months, made by one of the oldest and most experienced Battery Manufacturers in the trade.
AUSTIN 7, Citroen, etc. - **14/-**
MORRIS MINOR, Austin 20, Jowett, Rover, etc. - **21/-**
MORRIS GOWLEY, A.J.S., Standard, etc. **32/-**
All other makes quoted for. Carriage in U.K. 2/-



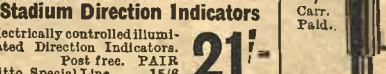
EXTRAORDINARY VALUE! Guaranteed ELECTRIC SOLDERING IRONS 6/6
State Voltage required. Made in England these Soldering Irons represent a product of first-class quality and workmanship.



Special Silencer for Austin 7
Fits with out alteration to A.C.B. reduce backpressure and improve the note. **10/6**
Carr. Paid.



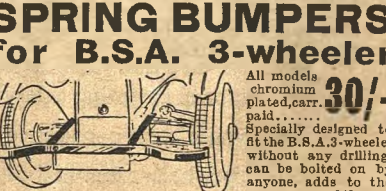
Stadium Direction Indicators
Electrically controlled illuminated Direction Indicators. **21/-**
Ditto, Special Line .. **15/6**



Special HUTCHINSON Replacement SEAT for Austin 7
Taking the place of the existing seat, this AIR cushion makes riding a pleasure for the Austin 7 owner. **20/-**
Carr. free.

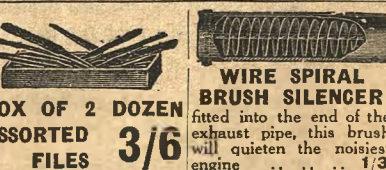


SPRING BUMPERS for B.S.A. 3-wheeler
All models chromium plated, carr. paid. **30/-**
Specially designed to fit the B.S.A. 3-wheeler without any drilling, can be bolted on by anyone, adds to the appearance of the car.



WIRE SPIRAL BRUSH SILENCER
fitted into the end of the exhaust pipe, this brush will quieten the noisiest engine .. **1/3**

BOX OF 2 DOZEN ASSORTED FILES 3/6



CARRIAGE PAID NEW and CLEARANCE CAR TYRES GUARANTEED BY IIS

TYRE SIZE	RIM SIZE	SPECIAL HEAVY CORDS		MICHELIN		GOODYEAR & FIRESTONE		DUNLOP		AVON		TUBES	
		N.	C.	N.	C.	N.	C.	N.	C.	N.	C.	N.D.	N.G.
26 x 3'00 .. (700 x 80 Beaded) ..				24/9	19/-							7/6	3/6
26 x 3'50 .. (3'50 x 19)		20/-	12/9	20/9	16/6	26/6	17/6	24/-	20/-	24/6	16/6	7/-	3/6
27 x 4'00 .. (4'00 x 19)		22/-	15/-	28/9	23/6	30/-	16/6 & 18/6	27/-	24/6	27/-	18/6	7/-	4/-
27 x 4'40 } (4'50 x 19)		25/-	18/6	37/3	31/-	35/-	18/6 & 23/-	35/-	30/-	35/-	23/6	7/6	4/6
28 x 4'50 }													
29 x 5'00 } (5'00 x 19)		28/6	22/-	46/-	—	43/-	22/- & 27/-	43/-	37/-	43/-	—	8/6	5/-
28 x 4'95 }													
30 x 5'00 .. (5'00 x 20)		32/-	25/-	—	—	50/-	28/- & 32/-	50/-	—	50/-	31/6	9/-	5/6
28 x 5'25 .. (5'25 x 18)		35/-	25/-	—	—	47/-	30/-	47/-	—	47/-	31/-	8/6	5/6
30 x 4'50 .. (4'50 x 21)		30/-	22/-	—	—	42/-	26/-	42/-	—	42/-	26/-	8/6	5/-
28 x 4'75 .. (4'75 x 19)		28/-	22/-	—	—	42/-	26/6	42/-	—	42/-	26/-	8/6	5/-

COVERS: N.—NEW. C.—CLEARANCE. TUBES: N.D.—NEW DUNLOP. N.G.—NEW GROSE.
Special Postal and C.O.D. Dept. from Euston Road only. 25% Deposit must accompany foreign C.O.D. Orders. Also at 4, Old Jewry, Champs de

A4

SAFETY



*This driver
has made*
SURE

—Made sure that his brakes—by far the most important factor in motoring safety—are completely efficient.

Have you a clear conscience about *your* brakes?

Have they been examined within the last three months?

Have them examined to-day. And if they need re-lining, specify FERODO.

FERODO will ensure maximum efficiency; will give you that sense of security necessary to really enjoyable motoring.

Don't take chances with your brakes. Specify FERODO—and get the *guarantee* that FERODO has been fitted.

THE GUARANTEE

Remember, when you next have your brakes relined, to specify FERODO and look for the FERODO Guarantee Disc. This will be tied to the steering wheel of the car when you take over. It guarantees that the brakes have been fitted with FERODO, made by Ferodo, Ltd., Chapel-en-le-Frith, England. It is a symbol of safe motoring, a guarantee backed by the research and experience of a great organisation.

99 TIMES OUT OF 100—IT'S YOUR BRAKES THAT COUNT

FERODO

for safe braking

REGD. TRADE MARK

FERODO FERODO LIMITED CHAPEL-EN-LE-FRITH

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

Finger-Tip Command

GEAR CHANGE

Conveniently placed, within easy reach, the Riley gear lever operates in a visible gate. The gearbox has four silent gears consisting of helical toothed wheels mounted on large diameter shafts running on generous sized bearings.

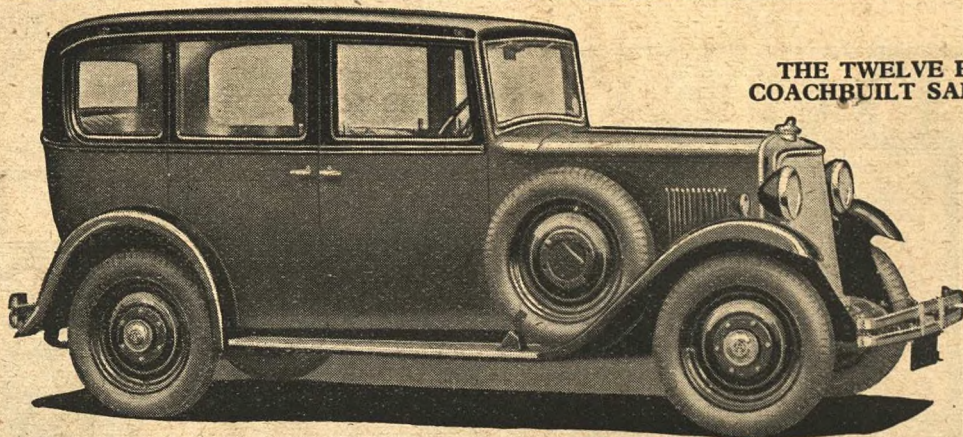


PRESSURE of two fingers and the gear goes home, freely and silently. Each one of the four silent gears can be engaged without effort or need for exceptional skill. The Riley driver is in command and without fatigue can average high speeds for long distances, knowing that no other car provides greater safety, and is so easy to control, even in emergency. Hard fought races, endurance tests and thirty-four years' manufacturing experience have produced a Car that is made to be driven and be a joy to drive.



AWAITING your inspection at all authorised Distributors is the finest range of Riley cars ever produced. The Nine from £298. The Six-Twelve from £338. Triplex Glass and Dunlop Tyres Standard Equipment.

RILEY [COVENTRY] LIMITED
COVENTRY & 42 North Audley Street, LONDON W.I.



THE TWELVE H.P. COACHBUILT SALOON

There is greater travelling comfort in an Armstrong Siddeley body!

THE freshness of driver and passengers at the end of a long run provides the best proof of the restful comfort of the latest Armstrong Siddeley coachwork. The natural, well supported sitting position with plenty of room and freedom for movement, the draughtless ventilation and light and airy interior all contribute towards the greater travelling comfort that is found on the latest Armstrong Siddeley cars.

Economy Saloon £265. Economy Sports Saloon £275. Coachbuilt Saloon £295. Sports Saloon £315

Please write for Illustrated Catalogue. "BE.223."

Armstrong Siddeley Motors Ltd., Coventry. 10 Old Bond St., W.1 & 35 King St. West, Manchester

BP223

INVINCIBLE



MOTOR POLICIES QUARTERLY without extra cost.

BE SAFE! INVINCIBLE INSURANCE is the SOUNDEST Quarterly Proposition.

Lowest rates consistent with solid security. "No claims Bonus" allowed on transfer. R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE. IMMEDIATE COVER can be obtained from

BRANCH OFFICES:

- Birmingham .. 6, New Street
- Blackpool .. 3, Yorkshire Penny Bank Chambers
- Cardiff .. 22, Queen Street
- Croydon .. 36, High Street
- Derby .. 17, Corn Market & 2, Gower Street
- Hull .. 140, George Street
- Leicester .. Allen House, Newark Street
- Liverpool .. 4, Drury Lane, Water Street
- Manchester .. 27, Brazenose Street
- Mansfield .. 17, Brunt Street
- Nottingham .. 111, Carrington Street
- Oxford .. 379, Cowley Road
- Plymouth .. 9, Princess Square
- Portsmouth .. 26, Swan Street
- Southampton .. Verity House, 155, Above Bar
- Swansea .. Westminster Buildings, Church Street
- Wolverhampton .. 3, Market Street

or from **INVINCIBLE POLICIES LIMITED**

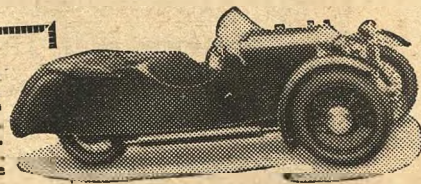
Palmerston House
51, BISHOPSGATE—LONDON, E.C.2
 Telephone .. London Wall 0464/5/6

AGENTS WANTED

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

● THERE'S NO PLACE LIKE **HOMAC'S**

Here is the 1933 Sport Family 4-Seater. Two doors. Interchangeable wheels and spare. £115. All models. 3-speeds and reverse. Send for complete catalogues.



for **MORGANS**

No matter whether it's for New 1933 Morgan's or Used Models, HOMAC'S are the people with whom you should deal. Here you have at your disposal efficient, specialised and dependable Morgan Service as well as a large stock of spares. Pay us a visit and see what you think of the attractive range of 1933 models on view, and our wide selection of Used Morgans too. Remember—a HOMAC'S reconditioned Morgan is a GUARANTEE of Satisfaction.

HOMAC'S FOR MORGANS

243/7, LOWER GLAPTON ROAD, E.5
 (Opposite Lea Bridge Rd.; 2 mins. Clapton Station).
 Works: 46, London Road, E.5
 Phone: Clissold 9616-9617

BELIEVE IT OR NOT!

THE CORRECT PRICE FOR GOOD OIL IS

10/- for 5 Gallons

You take no risk in using Gamage Oil — all you do is to save £1 on every drum you buy.

Both the National Physical Laboratory and the Air Board Test reveal it to be a good Oil.

Motorists run millions trouble-free miles on it annually. What better warrant can you wish for?

What others say - -

Norfolk.
I have used your Oil for nearly five years on two small high efficiency cars, and I have never had any mechanical trouble with an engine, nor a bearing touched yet. A Riley 9 has been over 50,000 miles, and has not been repaired and still does nearly 1,000 miles per gallon of your oil, and this after some very hard driving. It has not been decarbonised for 12,000 miles and does not appear to be very greatly in need of it.

Previous to this, I used the most expensive brands of Oil, and I can see no difference in the results at all.

ALL STANDARD GRADES—AT ONE PRICE

GRADES: A, BB, XL-G, XXL-G, also Special Oils for Austin, Morris, Sleeve-valve Engines and the New Ford.

PLEASE STATE MAKE OF CAR WHEN ORDERING.

CARRIAGE Drums free and free delivery within our motor van area, Otherwise carriage 1/3 England and Wales; 4/- Scotland and N. Ireland.



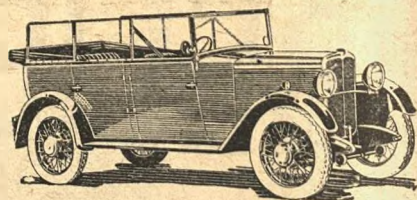
GAMAGE OIL

GAMAGES, HOLBORN, E.C.1 Phone: HOLborn 8484. Also at 107, CHEAPSIDE, E.C.2

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar."

PLEASE SEND CARD FOR CATALOGUE OR DEMONSTRATION, NO OBLIGATION.

JOWETTS



IMMEDIATE DELIVERY ALL MODELS.

"WHY REMAIN IN DOUBT" LET US GIVE YOU A DEMONSTRATION

Service and Repairs carried out by Experts who have had 12 years' experience on Jowett Cars. Full stock of Spares always carried. If it's a Jowett Query, Phone or write.

EASY DEFERRED PAYMENTS. PART EXCHANGES ARRANGED. PRICES FROM **£135**

LONDON'S ORIGINAL JOWETT SALES AND SERVICE STATION,

WESTMINSTER BRIDGE GARAGE & ENGINEERING COMPANY LTD



2nd Turning on right over Bridge.

OPEN DAY AND NIGHT.

5, LAMBETH PALACE RD., LONDON, S.E.1.
Telephones: Works and Spares Dept.: Hop 5279. Car Sales Dept.: Hop 1665.
Telegrams: "Uppermost, Phone, London."

INSURE

Now!

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

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

NO CLAIM BONUS ALLOWED ON TRANSFER
REDUCTION FOR OWNER DRIVER

FULL COMPREHENSIVE POLICIES

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

DEFENCE LTD.

DEPT. 6.

Insurance Brokers

40, KING WILLIAM ST., THE MONUMENT, E.C.4.

TEL.: MANSION HOUSE 9944 (seven lines).

(We are between the Monument and London Bridge. Book to London Bridge or Cannon St. (S.R.), Bank or Mark Lane (3 mins.), Monument (1 min.). And at 1, Manchester Road, Bradford. Tel.: 5342.

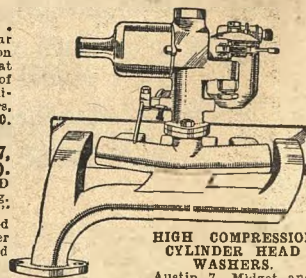
APPLICATIONS FOR AGENCIES INVITED!

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

for better performance!

DOWNDRAUGHT CARBURETTOR UNITS
Mixture assisted by gravity enables far more power to be developed. Tests on HORNET show 2 additional h.p. at 3,500 r.p.m., and at 5,000 a gain of 10 h.p. Unit comprises special manifolds. Downdraught S.U. Carburetors, Petrolite, etc. For Midget, £10-10. Hornet, single, £12-10, twin, £14-0.

FOR AUSTIN, TRIUMPH 7, MORRIS MINOR (S.V.), "ALTA" ALUM CYLINDER HEAD
Shock-absorbing, power-increasing. 'Certainly fulfils all that is claimed.' 34 additional h.p., much improved climbing, acceleration, 6-cylinder smoothness. From stock, fitted while you wait, 72/6. Post 9d.



HIGH COMPRESSION CYLINDER HEAD WASHERS.

Austin 7, Midget and Minor, 2/-; Standard Gaskets, 2/6; Hornet, Magna, 3/8.

TERRY'S "AERO" DOUBLE VALVE SPRINGS.

Austin 7, Midget and Minor, 9/6; Triumph 7, Hornet, Magna, 12/6. Post 4d.



REMOTE GEAR CONTROLS for HORNETS, MIDGETS, MINORS, MINX, and STANDARD LITTLE 9.

Operating mechanism is entirely enclosed in the main body, a highly polished aluminium casting, gate and gear lever chromium plated, 59/6



"BROOKLANDS" Fully Flexible Steering Wheels (alloars), 16in. from 36/-; 18in. from 40/-; Steering Column extensions, HORNET, MIDGET, MINOR, 12/6, post 6d. "BLUEMEL" 16" Spring Wheel, black and colours, from 30/-.

"BROOKLANDS" RADIATOR STONE GUARDS. Chromium plated on solid brass. Easily attached. Morris Minor, 30/-; M.G. GET, MINOR, 32/6 and 35/-; Riley 9, 32/6 and 35/-; Hor- net, 38/-; All makes available. Post 1/3.



THE Supertuning SPECIALIST. MIDGET, HORNET, SALMSON and other light car owners, write for particulars.

V. DERRINGTON

159, London Rd., Kingston-on-Thames

Phone: KINGSTON 3720. Open 8.30 to 7.30 Weds. 1 p.m.

Near Norbiton Station

Sausages!

There's no great difference between one sausage and another.

The stuff goes in at one end of a machine and comes out at the other, and if there are any below the average, they go in with the rest.

It isn't so with Jowett cars. Laboratory analysis of raw materials—expert inspection of finished parts—expert testing of completed cars—individual attention all the way through, ensure that the finished car is worthy to bear our name.

The result is that the Jowett car costs less to run than any other light car.

If you want our body-room, you'll have to buy a 12 horse power car.

We give it to you for £7 tax.

The car for the man who knows what's what!

Try one for nothing. A p.c. will arrange it!

Prices from £135.

JOWETT CARS, LTD., IDLE, BRADFORD

The cheapest time to buy—is NOW!

For a small deposit our Hire Purchase Terms will enable you to purchase a Used Car which will give years of satisfaction. Write for full list of cars and prices. All supplied on Taylors Seven Days' Free Trial. Exchanges.



(Late of Kensington. Established 25 Years.)
**135-7, LONDON ROAD
 KINGSTON-ON-THAMES**
 Telephone: KINGSTON 1283/4.
 HOURS OF BUSINESS:— Weekdays 9 a.m. to 7.30 p.m. Saturdays, 9 a.m. to 6.30 p.m.

£60 and under.

- 25** POUNDS, 1928, Austin 7 Chummy, good tyres, etc., very good condition.
- 28** POUNDS, 1929, Austin 7, Gordon England Saloon, sun roof, bargain.
- 53** POUNDS, 1930, Singer Junior Saloon, very clean good tyres, very nice condition.
- 60** POUNDS, 1930 (late), Austin 7, Coachbuilt Saloon, very good condition.

Over £60.

- 79** POUNDS, 1931, Singer Junior Saloon, one owner, sun roof, choice of two.
- 90** POUNDS, 1932, Morris Minor, Saloon, one owner, sun roof.
- 169** POUNDS, 1933, Hillman Minx, Demonstrator, de Luxe model, small mileage, taxed.
- 179** POUNDS, 1933, Triumph, Super Nine Saloon, Demonstrator, small mileage, taxed.
- 269** POUNDS, 1933, Riley Nine, Monaco Saloon, Demonstrator, taxed.

STUARTSON

(INSURANCE) LIMITED.

**THE PIONEERS
 OF
 MOTOR INSURANCE
 BY**

QUARTERLY

**PAYMENTS
 WITHOUT EXTRA
 COST**

INVITE YOUR INQUIRIES.
 CALL, WRITE OR PHONE
34, LEADENHALL ST. E.C.3
 Telephone: Monument 235/6 (6 lines)

INSURANCE

AGENCY APPLICATIONS INVITED



**This footrest
 makes all the
 difference**

The last word in car comfort. It absorbs all floor vibration and prevents cramped feet and legs and the desire to get out for a "stretch." Install now and give your passengers a treat.

(Patent applied for).
 Regd. Design
 767870/31.

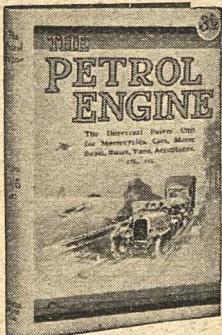
- No. 1169.** Oak frame. Copper oxidised steel fittings. Rubber tread. Size 14½" x 10" **12/6** each.
- No. 1169a.** Upholstered in mixture Moquette. Price **17/6** each.
- No. 1169b.** "Baby" Model. 11½" x 10" Price **10/6** each.

Write for descriptive folder of latest models.

THE TERRY'S SPRING FOOTREST

From Agents. If unobtainable locally, please write to us.

HERBERT TERRY & SONS, LTD
 REDDITCH, ENG.. EST. 1855



A Comprehensive Book on Petrol Engines

"The Petrol Engine" deals vividly and fully with the petrol engine in all its manifold modern applications. Every page is of keen interest. The story of the development and modern application of the petrol engine as applied to cars, motorcycles, commercial vehicles, motor boats and aircraft

is told fully in simple but fascinating language supported by a host of splendid illustrations. Written by the staffs of "The Motor," "The Commercial Motor," "Motor Cycling" and "The Motor Boat." This is a book not to be missed! Get your copy now.

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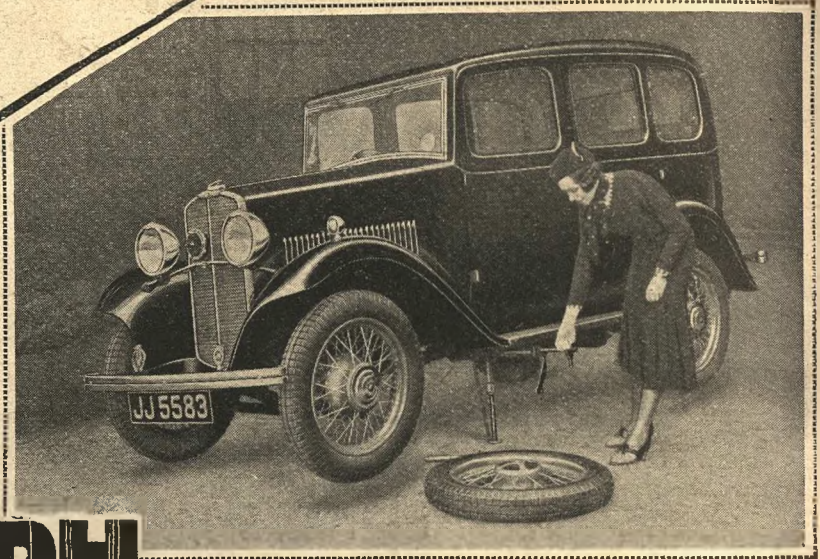
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



RECOGNIZE IT? — Yes, of course, it's the Members' Banking at Brooklands, but how many folk—even members—have seen it like this? The photo was taken last Saturday when the outer circuit was tested—and found wanting—in connection with the J.C.C. Rally.

At a Glance . . .

Items of Interest to All

ONLY 11 days to the start of the R.A.C. Rally.

VERY HEARTY congratulations to Sir Malcolm Campbell on his magnificent achievement at Daytona.

SIR HERBERT AUSTIN expressed himself recently as unalterably opposed to the findings of the Salter report.

SHELSLEY. We learn that for this year the S.M.M. and T. have sanctioned two hill-climbs for trade participation. The dates, of course, are May 27 and September 30.

THE DANGER of a driver removing his eyes from the road ahead in order, say, to quieten an unruly dog acting as a passenger in the car, is emphasized by the secretary of The Order of the Road.

THE VIGOROUS campaign in favour of motoring which Herr Hitler is organizing is worth emphasizing. The German Chancellor intends to link up the motor industry with a new department for air, gradually to remove taxation burdens, to carry out a comprehensive plan of road building, and to popularize motor racing. Mother of Parliaments, please note.

No. 1056. Vol. XLI.

LIGHTING-UP time in London tomorrow, Saturday, March 4, is 6.14 p.m.

PEOPLE are becoming so car-minded that the continuation of the series of annual horse shows at Olympia is threatened.

ARE YOU a regular reader of *The Light Car and Cyclecar*, or do you borrow your friend's copy? For a modest threepence the paper is yours "to have and to hold." Think it over.

AS IT WAS "rather a special application," an Exeter hotel has been granted an extension of licensing hours from midnight until 6 a.m. on March 16. Exeter is on the route of the R.A.C. Rally, March 14 to 18.

THE CAR-CARAVAN expedition from London to Cairo has safely arrived at its destination. Another triumph for the Hillman concern and no mean tribute to the Car-cruiser caravan itself.

CARS will be eligible to take part in this year's Scottish Six Days (May 15 to 20). Full details are obtainable from Mr. H. M. Arnott, The Edinburgh and District Motor Club, 4 Castle Terrace, Edinburgh.

TWENTY-TWO sets of traffic robots are to be erected in Trafalgar Square, London.

OLYMPIA is to be still further extended; in fact, accommodation is to be doubled by the erection of a new building.

A BATHING POOL will be one of the attractions of the Travel, Sports and Holidays Exhibition at Olympia from May 12 to 20.

THE ROYAL Scottish Automobile Club is going ahead with its plans for a great rally in June. English entries, we learn, are being received in gratifying numbers.

GAMAGE'S tell us that plans have been made for "Blue Bird" to be on exhibition at the famous Holborn store when the record-breaking car is shipped back to England.

STANDARD owners taking part in the R.A.C. Rally are invited to get together at Hastings with a view to discussing the formation of a Standard Club. Mr. Alan Hill, The Standard Motor Co., Ltd., Canley, Coventry, will be glad to give details of the scheme.

IN OUR ISSUE dated October 28, 1932, Dr. A. H. Stuart dealt authoritatively with certain aspects of the behaviour of sparking plugs. Dr. Stuart's interesting article is supplemented by the first part of a treatise on the maintenance of the ignition system which begins in this issue.

NEWS

From North, South—

GREAT WELCOME TO CAMPBELL

When He Returns on March 8

A MAGNIFICENT ACHIEVEMENT

SIR MALCOLM CAMPBELL—the figures of whose recent attempt on the land speed record at Daytona, Florida, have been duly confirmed—will be given a national welcome when he returns to this country.

He is expected to disembark from the "Aquitania" at Southampton on Wednesday, March 8, and it is hoped that, following the reception at the quayside, he will broadcast his impressions to thousands of eager listeners. London will also give him a rousing reception, and on March 10—on the eve of his 48th birthday—Sir Malcolm will be the guest of honour at a banquet arranged by the Hon. Esmond Harmsworth.

Sir Malcolm is justly acclaimed as the King of Speed, but it is to be hoped that his exploits at the wheels of light cars will not be overlooked. These, it will be recalled, include winning the 200-Mile Race in a 1,500 c.c. Delage some years ago. He has, moreover, championed the cause of the small car and has always been ready to encourage men who would emulate his example on road, track—and even on the sands of Daytona.

Sir Malcolm's welcome from an official point of view will lack nothing in dignity, effectiveness or sincerity; the public, it is anticipated, will see that his "unofficial" welcome is just as warm.

Details of the Run

ONCE again Sir Malcolm Campbell has broken the World's Land Speed Record, and once again he has demonstrated to the world that British pluck, British brains and British engineering are pre-eminent in the sphere of automobile engineering.

1 mile at 272.108 m.p.h.

1 kilom. at 271.636 m.p.h.

5 kiloms. at 257.295 m.p.h.

These are the phenomenal records which Sir Malcolm put up at Daytona Beach, Florida, on Wednesday, February 22. His old records were 1 mile at 253.968 m.p.h.; 1 kilom. at 251.340 m.p.h. and 5 kiloms. at 247.941 m.p.h.

His fastest run in the remodelled "Blue Bird"—now powered with a supercharged Rolls-Royce Schneider Trophy-type engine—was on the first, from

north to south. The speed was the highest recorded—273.556 m.p.h.

The conditions under which these speeds were achieved were hardly conducive to ultra-high-speed driving. Sir Malcolm himself described it as the "worst ride he ever had in his life." The beach was very rough, and the consequent wheelspin robbed him of much speed. Steering was very difficult, and at no time was "Blue Bird" travelling "flat-out."

Readers will join with us in congratulating Sir Malcolm on achieving once again a great triumph for British engineering.

Sir Malcolm will be honoured by The British Racing Drivers' Club on March 14—a banquet at the May Fair Hotel, London, having been arranged.

WHAT IS A BLIZZARD?

No Excuse for Ignorance Now!

TWENTY years or more ago, you will remember, Arthur Prince, the famous ventriloquist, used to ask his "partner":

"What is a blizzard, my boy?"

"A blizzard, sir, a blizzard?" came the answer, "why, sir, a blizzard . . ."

"Yes, yes, what is a blizzard?" Then, triumphantly—

"Why, sir, a blizzard is the inside of a goose!"

Recollection of that story may have served momentarily to lighten the burden of those who saw the worst side of the real thing last week. It began in earnest on Friday morning; in the afternoon inches of snow lay on the ground, and it had been whirled there

almost in the form of a fine spray that blinded and stung, and quickly built itself up in great drifts, changing the whole character of the countryside.

Many folk with whom one talked had to make long return journeys by car. The majority wisely abandoned the attempt.

Read the testimonial of "Focus." I had an exciting run from London to Leeds, he writes, on Saturday, as passenger in a 1932 Ulster Austin Seven driven by C. M. Davis, who is well known as a competitor in M.C.C. reliability trials.

Serious drifts were first encountered just north of Stevenage, and snow lay deeply on the Great North Road for almost the whole of the distance. In

The Law To-day

NO. 5

LICENCE PENALTIES

THE following are the main penalties in connection with driving licence offences, the maximum penalty being given in each case:—

Failure to sign the licence—£5 fine.

Driving without a licence—£20 fine for the first offence and £50 fine or three months' imprisonment for subsequent offences.

Failure to produce licence for police inspection either on the spot or in person at a named police station within five days—£5 fine.

Applying for, or obtaining a licence whilst disqualified or driving whilst disqualified—six months' imprisonment or £50 fine or both.

Applying for, or obtaining a licence without giving particulars of endorsements—three months' imprisonment or a £50 fine on summary conviction; on indictment, six months' imprisonment or a fine.

Forging, altering, lending or allowing a licence to be used by any other person with intent to deceive—two years' imprisonment on indictment; on summary conviction, four months' imprisonment or a £100 fine or both.

Knowingly making false statements for obtaining a licence—£50 fine or six months' imprisonment or both.

(Next week: Car licensing and registration.)

parts it was hard beaten and intensely slippery, but in many places it afforded a good grip and permitted speeds up to 50 m.p.h. Nothing could have been more thrilling than the occasional sudden transitions from a surface on which the wheels obtained a good grip to one on which they could obtain practically none.

The return journey on Sunday was a story of strenuous endeavour. After a further heavy fall of snow on Saturday night it took nearly an hour to get the little car out of its garage adjoining a friend's house and down the drive into the road.

In Leeds the police said that it was impossible to get through to the south, and many motorists who had attempted to reach Doncaster had been compelled to admit defeat. The thaw had set in, however, and it was decided to make an attempt.

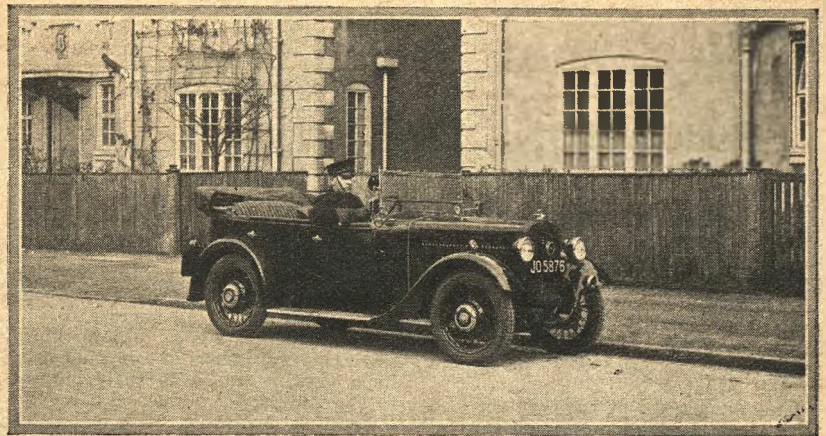
On the road to Pontefract the snow and slush was over a foot deep for almost the entire distance, and the little Austin had to fight every inch of the way. Sometimes it was necessary to bounce in the seat to enable the wheels to get sufficient grip for the car to force its way through the snow which piled up in front of it.

The run, "Focus" concludes, was a remarkable demonstration of how a light car can win its way through under the most adverse road conditions when big cars get hopelessly marooned.

—East and West

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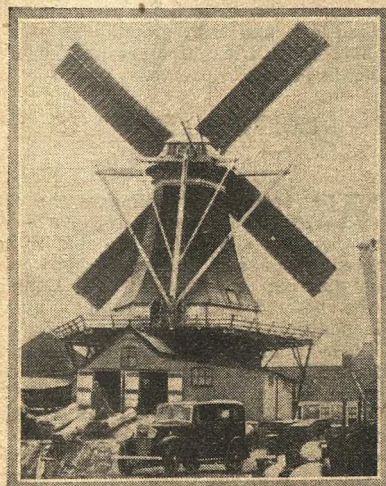
This Morris 10 h.p. tourer has just been delivered to the Oxford Constabulary. Economical, roomy and capable of 60 m.p.h., it should prove excellent for their purposes.



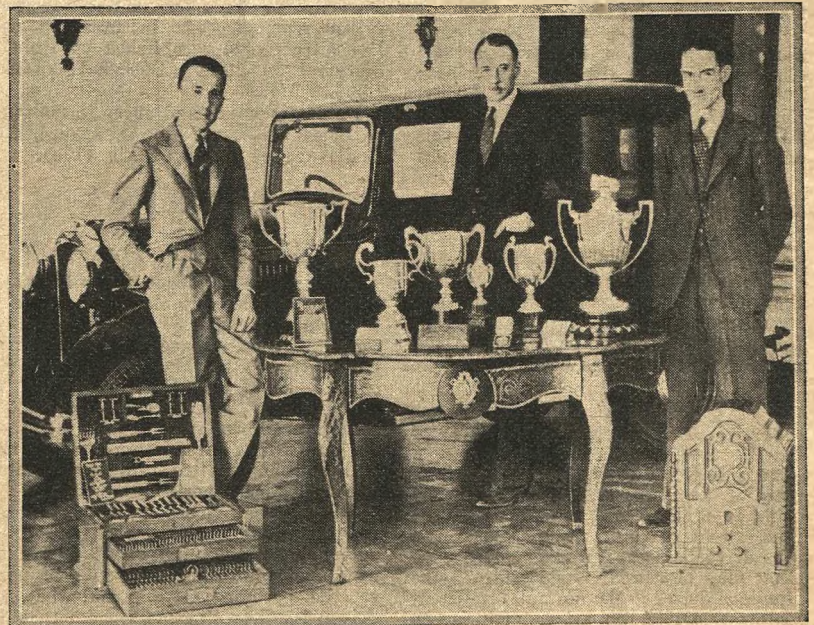
Gala week in Great Portland Street, London—"the street of cars"—concludes this week-end. A view of the decorated shop fronts which attracted great attention, as a wide range of models was on view.



A helping hand: Sir Harold Bowden, of the Raleigh concern, assisting in the display of a Raleigh three-wheeled van, on the eve of the British Industries Fair, Birmingham.



"Down beside a Dutch canal"—a Triumph Nine in a typical and very striking setting in Holland.



Members of the Hillman Minx team who gained every possible award in their class in the recent R.A.C. Cape Town Rally, with their trophies. From left to right the drivers are: H. C. Leon, C. Jurgens and A. Anderson.

NEWS

From North, South—

FEDERATION SUPPORT BOL D'OR

Race Recognized by French National Body

THE Federation Nationale des Clubs Automobiles de France has decided to support the 24-hour race known as the Bol d'Or and is devoting its annual cash prize of 10,000 francs to this event.

This announcement has been received with great satisfaction by small car and cyclecar enthusiasts in France, for the Bol d'Or "24" is an exceedingly popular event and grows in importance each year. Whilst certain official teams always compete, the affair is essentially an amateur drivers' race, and one which needs no little endurance, as the same driver must keep the wheel during the whole 24 hours.

70,000 Spectators.

Held at Whitsuntide, the Bol d'Or is usually, although not always, favoured with excellent weather and enormous crowds go out from Paris to see it. "Gates" of 70,000 are not unusual, and very many spectators make an all-night picnic of it.

The race is open to cars and three-wheelers up to 1,100 c.c., and the Bol d'Or trophy itself goes to the driver covering the greatest distance in 24 hours, irrespective of category. The winner usually covers 1,100 miles or more. This may not sound a very great distance, but it is a gruelling performance on such a trying little circuit, for whilst the road surface is excellent, the course is so small that cornering is incessant and drivers get no relief in the way of long straights.

The circuit measures only 2½ miles, and the longest straightaway is only about three-quarters of a mile. Four categories are arranged in the "racing" class and four in the "sports" class: 350 c.c., 500 c.c., 750 c.c. and 1,100 c.c. 350 c.c. may sound a bit small for a 24-hour race, but cyclecars in this category—amateur-built for the most

part—have put up excellent performances in every Bol d'Or race since the event was founded 12 years ago.

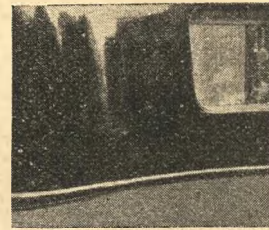
The racing class is a "formule libre" affair, no restrictions of any kind being imposed with regard to supercharging, fuel employed, or design of car. The Federation Nationale prize of 10,000 francs is to be awarded to the winner of the Bol d'Or trophy, that is to say, the driver covering the greatest distance irrespective of class or category so long as his vehicle has four wheels. Three-wheelers are not eligible for the cash prize and should the Bol d'Or be won by one of these machines, the money will go to the car driver covering the greatest distance. The Federation does not recognize three-wheelers as "automobiles."

British Entries Invited.

There are several makes of British small car which should have an excellent chance in this very sporting event, and amateur drivers with endurance enough to remain at the wheel for 24 hours would receive a warm welcome. As a matter of fact, any British firm caring to show the flag and enter a team might find themselves well repaid from the general publicity standpoint. The race attracts a great deal of attention across the Channel, where it is recognized as a sort of junior Le Mans.

The Bol d'Or cup is a challenge trophy held at the moment by Automobiles La Licorne. One prize which is offered each year and has never yet been won is the Robert Sénéchal Cup. This will be given outright to the first driver who succeeds in breaking the Bol d'Or record established by Robert Sénéchal in 1926. Sénéchal covered 1,205.32 miles.

Full particulars and entry forms may be obtainable from M. E. Maure, 87, Boulevard de Reims, Paris (17e).



Photopuzzle No. 6

DO you pride yourself on your powers of observation? If so, here is a chance to test your abilities. Above is a photograph of part of a modern light car—amuse yourself by attempting to identify the make.

If you think you have succeeded, send in your solution on a postcard to reach us not later than first post on Tuesday next, March 7. Half-a-guinea will be awarded to the sender of the first correct solution examined by the Editor after entries have closed.

Entries MUST be made on a postcard marked "Photopuzzle No. 6," addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1. The Editor's decision is final.

Shell's B.I.F. Display.

Until recently, the majority of domestic oil burners—for central heating, hot-water supply and so forth—on the British market were of American manufacture.

The present economic situation has opened the way for increased activity in this market by British manufacturers, and one of the features of the British Industries Fair, Birmingham—which closes to-day—is the display of automatic domestic oil burners on the Shell-Mex and B.P. stand. These are all of British manufacture and embody the latest improvements.

COLMORE RESULTS

The Rhode Cup.

WE regret that owing to the confusion between the initials of the brothers Langley, who competed in the recent "Sunbac" Colmore Trophy with outstanding success, A. B. Langley was credited with his brother's award in addition to his own.

The Colmore Trophy, for best performance by a car in any category, was made by A. B. Langley (J2 M.G. Midget). The Rhode Cup, for best performance by a 1,100 c.c. car, was, however, won by A. Langley (Singer Nine). Both brothers lost no marks, and "A.B." beat "A." in the driving test with a time of 17.8 secs. against 18.2 secs. A. Langley was a member of the Singer team which won the Committee Team Prize.

Southport Season Opens.

To-morrow, Saturday, March 4, the Southport Motor Racing Club is to hold its opening sand race-meeting. A very full programme has been drawn up and a good entry has been received.

Are You Plus or Minus?

Mr. W. A. Hurst, general manager of the Motor Union Insurance Co., in a lecture delivered to the Insurance Institute of London, said that motorists could be divided into three classes: the plus, standard and minus men. The plus driver is a rare product gifted with what may be called "road sense"; the standard driver is the normal, intelligent motorist; while the minus man is the cheerful idiot who, hoping always for the best, takes the chances and incurs risks in the hope that he will get away with them.

We have met several minus men . . .

The Parking Tower.

A new form of garage which has been tried with success in America, designed to help in solving the car-parking problem, where space is limited, has been introduced by Henry Simon, Ltd., of Cheadle Heath, Cheshire. This is the Parking Tower—consisting of a structure with two vertical endless chains passing over sprockets at top and bottom. Between the two chains are suspended cages for the cars.

When a car comes in to be garaged the attendant presses a button corresponding to the number of a vacant cage, and this cage is at once brought to the bottom position and the car driven in. The designers claim that 18 or more cars can be parked in a space which normally would take only two.

A model of the device is shown in the Birmingham section of the British Industries Fair.

—East and West

WEEK-END SPORT IN PICTURES

How They Fared in the Chiltern Hundred Trial, the Eynsham Speed Trials and the J.C.C. Rally

(Full reports on ensuing pages.)



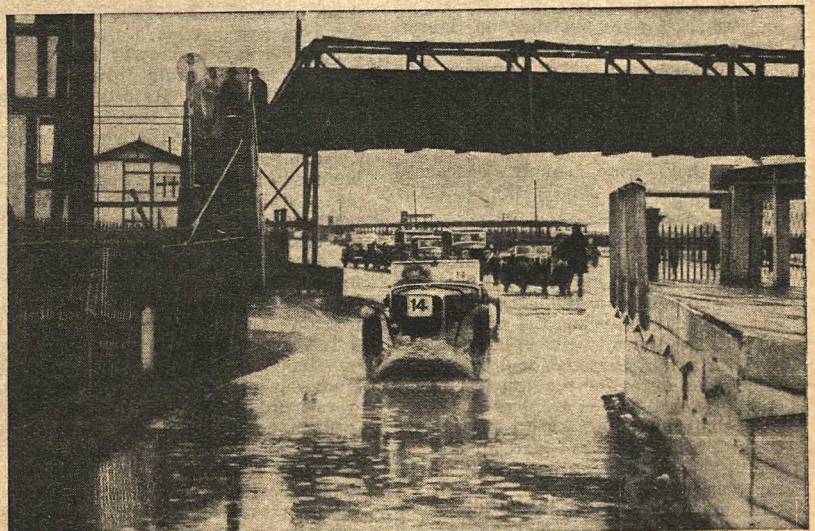
(Above) In the Chiltern Hundred Trial last Saturday—Mrs. C. G. Scudamore ploughing through thick snow on Little Lane in her sports Singer Nine. (Left) Getting wet at Eynsham—A. L. Hicks (Morgan) waiting for the starting signal.



(Right) R. J. P. Morley (A.C.) in the stop-and-restart at Brooklands—a replica of the R.A.C. Rally test.

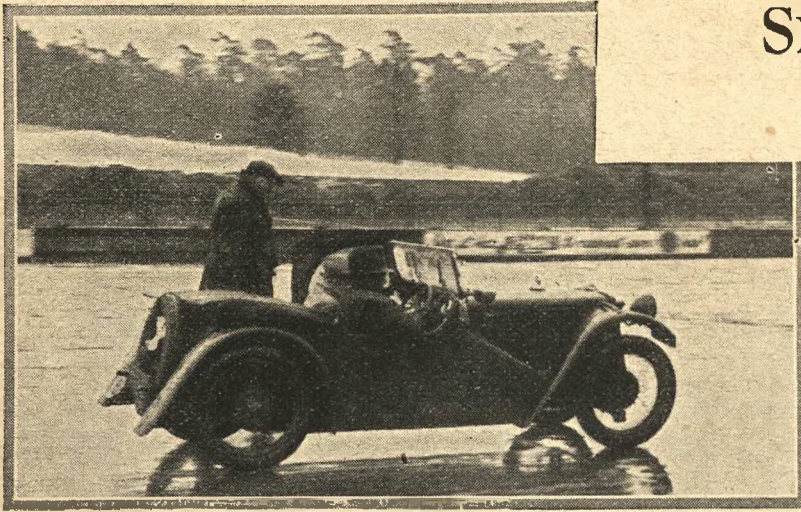


More J.C.C. Brooklands Rally snaps. (Above) N. E. Bracey (Wolseley Hornet) in the kerb-driving test. (Right) Not on the programme—D. Maclean (M.G. Midget) takes the splash at the foot of the Test Hill.



NEWS

From North, South—



(Above) In the slow-running-in-top tests—Frank A. Longman, at the wheel of the Andre V6. (Right) Enough to damp anyone's spirits—the scene in the paddock before the start.

SNOW AND SLUSH BROOKLANDS

The J.C.C. Stage Excellent "Dress Rehearsal" of Tests Which Will Form Part of R.A.C. Rally

TING-A-LING . . . Ting-a-ling. "Hullo, hullo, is that Mr. Dyer's house? . . . Oh! it is. . . Thank you. I just wanted to know if the rally at Brooklands will take place to-day as arranged. . . . What's that . . . it will? . . . Thanks."

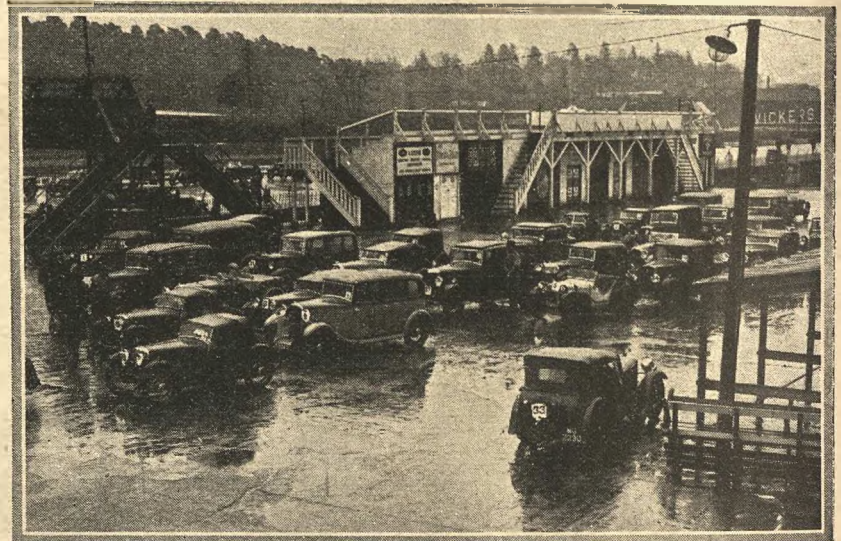
Only one person was sorry that the blizzard hadn't blown that particular line down last Saturday morning, and that was the ever-patient secretary of the Junior Car Club. Call succeeded call.

* * *
Brooklands, 2 p.m. The better part of the entries waited their turn to take part in the first of the tests, and from a far easterly corner of the heavens—as though impelled from the open mouth of the largest supercharger ever—there swept down on the track a howling wind and a deluge of rain and sleet.

Were they deterred? Did they seek shelter or complain about anything but their bad luck? They did not. Coats and "macs" were buttoned up tighter, hat brims pulled down lower, and the determination to carry on—let the weather do its worst—registered. And here we hasten to add that we refer to the officials and not to the competitors, most of whom had the better part, because they were snugly ensconced within saloons. That's the (J.C.C.) spirit.

* * *
The course was well and truly laid out down the finishing straight, Mr. H. J. Morgan having tramped about in snow and slush in the early hours to accomplish this. When the trials began the slush had mostly given place to large pools of water. Drivers had to forsake their glasshouses for the first test—easy starting—standing in front of their cars until the word "Go." Most of them got through with honours—glad, in fact, of the need for sprinting back to the driving seat again.

Then came slow running in top. Cars approached the beginning of the observed



section ticking loudly like giant grandfather clocks and shaking as with an ague brought on by the weather. Like many a good grandfather, too, many of them were obviously too fast. They came to rest astride a line, a marshal dropped a flag, and away they went as fast as they could over the next measured section. Results were judged—as they will be in the R.A.C. Rally—on a time basis for the whole distance.

Next came a reversing test, the car having to be brought to rest with its off-side wheels on a line 9 ins. wide. Competitors, strangely enough, found this far easier than the ensuing "obstacle," which required that they should draw up beside a "kerb" in a forward direction, with their near-side wheels not touching the kerb and not more than 6 ins. away from it. The small cars, one imagined, would find it easy, but, from our observations, the bigger cars were handled far more skillfully.

Then to the test hill, where, safely ensconced in little tents that made the slope look like Bexhill early in the season, officials carefully took note of the efforts of the drivers to stop and restart on the treacherous gradient. Per-

formances here were, all things considered, very good.

Finally, that Devantian piece of gear-lever manipulation calling for an ascent of the test hill—starting in top and going through every gear. Quite successful apart from the fact that, judging by sounds, one or two drivers gained the last-minute impression that they ought to make quite sure that they had not missed any.

Actually, there was to have been a speed test over the half-mile of the outer course, but the site had been given over to spectators eager to play the ancient and noble game of snowballing.

Incidentally, it is worth noting that although there were more non-starters than usual, owing to the atrocious weather, the percentage was higher amongst the competitors than amongst the officials.

The J.C.C. is to be congratulated on running a well-organized and thoroughly instructive event under particularly difficult conditions. Neither the weather nor the date was their fault, since the gods decided the one and a very full sporting calendar the other.

(For results see Club Items.)

HAMPER EVENTS AT AND EYNESHAM

Depleted Starting List but Plenty of Enthusiasm at Oxford University Club's Speed Trials



(Above) G. A. D. Smith's Trinity Wolseley Hornet at the start. A. M. Laing, the secretary of the course, is seen beside the car. (Left) K. D. Evans (supercharged M.G. Midget) putting up the best time of the day.



IT was cold, bitterly cold, on Eynsham by-pass last Saturday, when Oxford University Car Club held Inter-Varsity acceleration tests. A biting wind blew, icy rain fell, and the surrounding fields were covered with snow.

The timing apparatus—lent by Cambridge University C.C.—refused to work. The time-keeper's fingers were blue with cold as they tried to persuade lengths of thread to stay put in screw clamps; but when the apparatus worked, it worked well.

Owing to conditions of ice and snow, only 22 starters out of 96 entries turned up at the beginning of the course.

Oxford University C.C. are fortunate in having such a good stretch of road so near home for speed work. Eynsham by-pass, which is not yet open to the public, has a good surface, and the section on which the measured kilometre is set out has only a gradual curve and undulates slightly.

The meeting was open to members of the Cambridge University Car Club also—of whom there were nine representatives. The only representative of the three-wheeler class was A. L. Hicks, of

Cambridge, with an 1,100 c.c. sports Morgan. His time for the standing kilometre was 41.1 secs.—an average speed of 54 m.p.h.

The best time in all the car classes was put up by K. D. Evans, who drove a supercharged Monthéry Midget. He sped down the course in 33.6 secs. (66 m.p.h.).

H. W. Inderwick's Frazer-Nash, which has covered about 100,000 miles, took 44.9 secs., his speed being approximately 50 m.p.h. The two Brookland's Rileys—R. A. Mitchell's and S. W. Jackson's—were fast, taking 45 secs. and 42.1 secs. respectively.

Of the three supercharged M.G. Midgets, K. D. Evans' Monthéry model put up the best time of the day, as has already been mentioned. Kim Collet, who made rather a slow start, averaged 58 m.p.h., and J. G. C. Ruston covered the kilometre in 43 secs.

A. M. Laing, the secretary of the meeting, drove a neat red Aston-Martin at an average speed of 49 m.p.h.

The only Wolseley Hornet that turned up at the meeting was G. A. D. Smith's Trinity Special. This car, which was finished in green and grey,

had a neat drop-head four-seater body, and ran with full touring equipment. Smith put up the good speed of 45 m.p.h.

A. C. Fairtlough (Salmson) was exciting. As he topped the slight rise in the middle of the course, all four wheels of his car apparently left the ground. His time was 47.1 secs.

In spite of the bad weather and the continual rain, the meeting went off quite satisfactorily, and, apart from the weather conditions, everybody enjoyed himself thoroughly.

THE CHILTERN HUNDRED Difficult Trial Over Snow

ARCTIC conditions prevailed for the West Herts Auto Club's eighth annual Chiltern Hundred Trial on February 26. Most of the route was covered with snow and ice and, to add to the competitors' discomforts, it was bitterly cold and raining.

The result was that about half the competitors retired, and those who struggled on were so far behind time that it was decided to finish the trial at Grove Farm, some 20-odd miles from the "Humming Bird," on the Watford-St. Albans road, which was originally to have been the finishing point.

The start was from the "Humming Bird," and 35 miles, which included six observed sections, had to be covered before the lunch stop at Wendover. The observed sections were Shantock Hall, Pudds Cross, White Hill, Little Lane, Scrubbs Wood and Hang Hill.

After lunch two more non-stops, Whoops Dearie and Doolittle Lane, were followed by Grove Farm. This section was nearly a mile in length, and the surface was a mixture of semi-frozen mud, water and snow.

J. A. Kemsley (972 Singer sports) and Mrs. C. Greenwell-Scudamore were both excellent, and C. Hindley (B.S.A.), was quite fast.

NEWS

From North, South—

COMPLETE ENTRY LIST FOR R.A.C. RALLY

March 14 to 18—357 Entries in Great Touring

Event to Finish at

Hastings

LONDON CONTROL.

CLASS 1.
(Over 16 h.p.)

1. H. E. Symons (4,960 Armstrong Siddeley).
2. A. W. F. Smith (2,511 Alvis).
3. Miss B. J. M. Streater (2,511 Alvis).
4. V. A. Prideaux Budge (20 h.p. S.S.I.).
5. Raymond Way (2,565 Rover).
6. L. Maxwell and A. Kipling (2,276 Talbot).
7. F. J. McGrady (2,951 Lagonda).
8. B. S. J. Unite (2,468 M.G.).
9. Miss J. M. Varley (2,276 Talbot).
10. L. Hall (2,276 Talbot).
11. W. H. Betts (2,810 Hillman).
12. K. Hutchison (24 h.p. Ford).
14. Dr. E. C. Weiss (2,810 Hillman).
15. F. Bilton (7,668 Rolls-Royce).
16. A. G. Bainton (7,100 Mercedes-Benz).
17. G. H. P. Noble (22 h.p. De Soto).
18. Col. E. M. Cowell (2,560 Essex).
19. J. M. Cartwright (2,468 M.G.).
20. R. A. Yallop (4,624 Chrysler).
21. Lord Curzon (2,511 Alvis).
22. C. M. Ward (3,669 Rolls-Royce).
23. R. G. Edwards (3,190 Armstrong Siddeley).
24. D. Krauss (2,050 Singer).
25. S. F. R. Holmes (2,511 Alvis).
26. F. Gordon-Crosby (3,517 Sunbeam).
27. N. Martin (3,517 Sunbeam).
28. Miss M. O. Warby (4,030 Delage).
29. Lt. P. Richards-Brown (3,665 Chrysler).
30. Miss Robina Maughan (3,622 Ford).
31. Mrs. D. I. Broadley (3-litre Bentley).
32. F. G. McKim (2,650 Citroen).
33. Miss Audrey Sykes (2,511 Alvis).
34. Lady Patricia Waleran (2,511 Alvis).
35. C. E. Harrington (2,511 Alvis).
36. C. B. Follett (2,511 Alvis).
37. J. Mercer (5,296 Daimler).

CLASS 2.
(10 h.p. and up to 16 h.p.)

38. C. C. W. Burrage (2,054 Standard).
39. C. J. Hawkes (1,498 Alvis).
40. Miss D. L. Bean (1,493 Aston-Martin).
41. Mrs. G. Daniell (1,991 A.C.).
42. Miss B. Daniell (1,271 Wolseley Hornet).
43. Mrs. W. L. Lamb (1,805 Morris-Oxford).
44. F. W. Baker (1,861 Austin).
45. E. H. Mayer (14 h.p. Delage).
46. J. L. Fraser (1,250 M.G.).
47. S. A. Roebuck (1,991 A.C.).
48. R. W. Cracknell (1,805 Daimler).
49. J. A. Mackie (1,805 Daimler).
50. E. L. Ashton (1,271 Wolseley).
51. Mrs. G. K. Cox (2,054 Standard).
52. G. F. Hurlock (1,991 A.C.).
53. W. McEwen (2,110 Hillman).
54. N. E. Bracey (1,271 Wolseley Hornet).
55. L. Baynes (2,249 Austin).
56. Miss V. Wild (1,271 Wolseley Hornet).
57. Mrs. J. Cliff (1,250 M.G.).
58. C. E. Clark (1,271 Wolseley Hornet).
59. B. Crosthwaite (1,493 Aston-Martin).
60. Mrs. T. Harford (2,054 Standard).
61. W. A. Stilcock (1,869 Marendaz Special).
62. D. M. K. Marendaz (1,869 Marendaz Special).
63. C. E. Coppen (1,869 Marendaz Special).
64. F. W. A. Goulden (1,271 Wolseley Hornet).
65. M. Usick (1,954 Lagonda).
66. R. A. de Groot (1,337 Standard).
67. R. J. B. Seaman (1,250 M.G.).
68. F. H. Redfern (1,271 Wolseley Hornet).
69. Mrs. M. Vaughan (1,271 Wolseley Hornet).
70. B. King (1,767 Citroen).
71. A. G. Throssell (1,458 Riley).

CLASS 3.
(Up to 10 h.p.)

72. Miss M. G. Chiesman (1,089 Riley).
73. J. Hobbs (1,089 Riley).
74. W. J. Morgan (1,122 Triumph).
75. F. A. Price (747 Austin).
76. H. H. Oak-Rhind (847 M.G.).
77. J. T. Hacking (1,185 B.S.A.).
78. L. A. Sandford (972 Singer).
79. J. A. Driskell (950 Ford).
80. C. J. Turner (1,122 Crossley).
81. M. P. Tenbosch (972 Singer).
82. Miss Paddy Naismith (1,006 Standard).
83. F. R. G. Spikins (972 Singer).
84. C. O. Jackson (1,125 Austin).
85. E. Farley (1,089 Riley).
86. M. H. Scott (1,203 Lanchester).
87. A. L. Hicks (1,074 Alta).
88. L. H. Cade (1,203 Lanchester).
89. D. H. Mastin (1,122 Crossley).
90. E. A. Rance (1,089 Riley).
91. J. H. Clutterbuck (972 Singer).
92. P. McEntee (1,089 Riley).
93. K. D. Evans (847 M.G.).
94. C. J. Joyce (1,122 Crossley).
95. Miss D. E. Mein (1,203 Lanchester).
96. R. Gornall (1,006 Standard).
97. E. J. Neal (1,006 Standard).
98. J. N. Marsden (1,006 Standard).
99. Lt. Col. A. M. Wilkinson (1,122 Crossley).
100. O. H. Barron (847 M.G.).
101. F. A. Longman (6 h.p. Andre).

BATH CONTROL.

CLASS 1.
(Over 16 h.p.)

102. E. E. Browning (7,668 Rolls Royce).
103. T. D. W. Weston (2,565 Rover).
104. B. Stott (4,467 Invicta).
105. The Hon. Mrs. Chetwynd (3,662 Ford).
106. D. G. Hopkins (2,648 Daimler).
107. L. Williams (3,324 Packard).
108. H. L. Wood (24 h.p. Buick).
109. E. C. F. Louthorpe-Lutwidge (2,931 Lagonda).
110. N. Black (28 h.p. Essex).
111. D. Healey (4,467 Invicta).

CLASS 2.
(Over 10 h.p. and up to 16 h.p.)

112. W. G. McMinnies (1,950 Armstrong Siddeley).
113. T. C. Maon (1,954 Lagonda).
114. Miss H. Asbury (1,271 Wolseley Hornet).
115. Mrs. N. A. Moss (1,869 Marendaz Special).
116. H. A. Barham (1,954 Lagonda).
117. Miss M. B. Russell (1,665 Talbot).
118. A. S. V. East (1,805 Daimler).
119. V. Heberlein (1,271 Wolseley Hornet).
120. C. Dugdale (1,991 O.M.).

CLASS 3.
(Up to 10 h.p.)

121. Miss I. M. Burton (1,006 Standard).
122. The Hon. Mrs. Victor Bruce (907 Jowett).
123. Miss I. H. Ivingstone (1,089 Riley).

The total number of cars entered in the Rally is 357. Of these 114 are in the 10 h.p. class, 130 in the 16 h.p. class and 113 are over 16 h.p.

The starting controls—with the number of competitors due to set out from each—are London (100), Bath (30), Norwich (29), Leamington (74), Buxton (29), Harrogate (33), Liverpool (31), Newcastle (17) and Edinburgh (14).

124. V. E. Leverett (1,089 Riley).
125. Mrs. R. C. Firth (1,006 Standard).
126. A. S. Bassett (1,089 Riley).
127. W. M. Couper (1,089 Riley).
128. E. N. Ward (1,089 Riley).
129. M. H. Lawson (972 Singer).
130. J. Lloyd, Junr. (1,006 Standard).
131. Mrs. C. G. Scudamore (972 Singer).

NORWICH CONTROL.

CLASS 1.
(Over 16 h.p.)

132. F. B. Allen (3,190 Armstrong Siddeley).
133. R. L. G. Norgate (20 h.p. Vauxhall).
134. J. R. V. Dutton (2,916 Sunbeam).
135. W. G. M. Buckley (25 h.p. Bentley).
136. J. H. Wade (18 h.p. Sunbeam).
137. A. J. Morris (3,163 Essex).
138. Major M. S. Dawson (7,668 Rolls Royce).

CLASS 2.
(Over 10 h.p. and up to 16 h.p.)

139. J. Harrison (2,043 Ford).
140. G. F. Searle (1,577 Rover).
141. D. E. Calder (1,454 Armstrong Siddeley).
142. E. M. and H. C. Liddell (1,954 Lagonda).
143. W. A. E. Hurlock (1,991 A.C.).
144. Mrs. A. G. Gripper (1,271 Wolseley Hornet).
145. D. W. Thompson (1,271 Wolseley Hornet).
146. N. Huntley-Walker (1,633 Riley).
147. G. Furneaux (1,803 Morris Major).
148. S. Sanders (1,250 M.G.).
149. Miss R. M. Harker (2,023 Rover).
150. Mrs. E. Fendall (1,803 Morris Major).
151. Mrs P. Johnson (2,054 Standard).

CLASS 3.
(Up to 10 h.p.)

152. H. W. Henshall (847 Morris).
153. H. G. Cooper and C. H. Day (972 Singer).
154. F. A. Thatcher (1,122 Triumph).
155. J. G. Osborne (1,292 Morris).
156. C. A. Hall (972 Singer).
157. J. H. Kemsley (1,089 Riley).
158. C. A. Hasting (1,488 Trojan).
159. R. St. G. Riley (1,089 Riley).
160. W. H. Cowley (847 M.G.).

LEAMINGTON CONTROL.

CLASS 1.
(Over 16 h.p.)

151. S. C. H. Davis (4,960 Armstrong Siddeley).
162. Miss E. V. Watson (4,467 Invicta).
163. B. E. Fursdon (32 h.p. Chrysler).
164. J. Margerison (3,317 Sunbeam).
165. F. C. Ashby (3,622 Ford).
166. Mrs. M. Lyall (2,562 Standard).
167. L. Pascoe (2,969 Talbot).
168. Miss Fay Tylour (3,622 Ford).
169. J. E. Scott (2,969 Talbot).
170. J. G. Grose (2,565 Rover).
171. H. Parkinson (25 h.p. Morris).
172. G. B. Gush (24 h.p. Vauxhall).
173. W. R. Brown (2,276 Talbot).
174. E. F. Ranger (2,050 Singer).
175. J. Reynolds (2,552 Standard).
176. J. R. Allcroft (2,504 Lanchester).
177. J. T. Smith (4,034 Delage).
178. D. M. Chance (25 h.p. Bentley).
179. H. H. King (3,190 Armstrong Siddeley).
180. W. V. Cross (20 h.p. S.S.I.).
181. S. Harris (3,669 Rolls Royce).
182. A. C. Conner (2,565 Rover).
183. Miss L. Greenway (Sunbeam).
184. Miss B. Skinner (2,468 Morris).

CLASS 2.
(Over 10 h.p. and up to 16 h.p.)

185. Major D. E. M. Douglas Morris (1,498 Invicta).
186. Miss M. V. Milne (1,434 Armstrong Siddeley).
187. Miss L. M. Roper (1,434 Armstrong Siddeley).
188. W. Turner (2,054 Standard).
189. Lt. J. H. Fuller (1,498 Alvis).
190. Mrs. K. A. Ackerley (1,271 Wolseley Hornet).
191. A. H. Oxenford (1,497 Standard).
192. C. A. Harrison (1,496 Austin).
193. S. B. Wilks (1,577 Rover).
194. Miss S. F. Handley (1,271 Wolseley Hornet).
195. H. G. Denham (1,805 Daimler).
196. W. E. C. Watkinson (1,250 M.G.).
197. D. S. Ship (1,271 Wolseley Hornet).
198. B. N. Wilmott (1,577 Rover).
199. S. V. Holbrook (1,271 Wolseley Hornet).
200. J. H. Parsons (1,498 Alvis).
201. J. Hodder (2,054 Standard).
202. H. M. Avery (2,054 Standard).
203. R. P. Gardner (1,954 Lagonda).
204. F. Gordon-Crosby (1,633 Riley).
205. Miss N. M. Hill (1,805 Morris Major).
206. C. W. Hough (1,611 Singer).
207. S. B. Cliff (1,498 Alvis).
208. Mrs. C. V. Berggren (2,023 Rover).
209. J. R. Maudsley (2,054 Standard).
210. Mrs. C. Burns (2,054 Standard).

CLASS 3.
(Up to 10 h.p.)

211. Mrs. E. E. Lambert (1,089 Riley).
212. Mrs. R. Gough (1,089 Riley).
213. Miss A. B. S. Hooper (1,185 Hillman).
214. Mrs. M. M. Riley (1,089 Riley).
215. E. Nash (1,125 Austin).
216. G. A. Richardson (1,089 Riley).
217. V. W. Oubridge (847 M.G.).
218. S. Darby (1,185 B.S.A.).
219. J. A. Flewitt (1,125 Austin).
220. A. W. Hubble (1,122 Crossley).
221. E. J. Smart (1,089 Riley).
222. H. N. Gillitt (1,005 S.S.2).
223. Miss Z. L. Burn (1,089 Riley).
224. M. Whitfield (1,006 Standard).
225. F. C. Rolfe (972 Singer).
226. F. P. Smith (847 M.G.).
227. A. Warwick (1,185 Hillman).
228. F. S. Barnes (972 Singer).
229. J. R. Baker (972 Singer).
230. A. Langley (972 Singer).
231. F. Norman (950 Ford).
232. M. Turner (847 M.G.).
233. J. S. Fruin (972 Singer).
234. F. Thomas (1,006 Standard).

BUXTON CONTROL.

CLASS 1.
(Over 16 h.p.)

235. C. D. Siddeley (4,960 Armstrong Siddeley).
236. G. G. Wood (2,276 Talbot).
237. J. Roberts (2,560 Essex).
238. G. E. Stott (3,568 Daimler).
239. H. Ingham (2,504 Lanchester).
240. F. Godfrey (7,372 Isotta-Fraschini).
241. Miss J. Weekes (3,622 Ford).
242. Major R. C. Empson (25 h.p. Bentley).
243. J. W. Whalley (3,622 Ford).
244. Dr. C. H. Smith (2,468 Morris).

CLASS 2.
(Over 10 h.p. and up to 16 h.p.)

245. R. J. B. Coath (1,930 Armstrong Siddeley).
246. J. L. Higgins (1,271 Wolseley Hornet).
247. H. Hodgkinson, Junr. (1,271 Wolseley Hornet).
248. Capt. E. H. Hill (1,954 Lagonda).
249. M. Barton (1,496 Lea-Francis).

—East and West

NEWS

- 250. Mrs. A. Needham (1,496 Frazer-Nash).
- 251. M. C. Wilks (1,577 Rover).
- 252. L. C. Hudson (1,954 Lagonda).
- 253. D. L. Woolfenden (1,498 Invicta).
- 254. Miss J. Richmond and Mrs. K. Petre (12 h.p. Riley).
- 255. J. A. Woolfenden (1,954 Lagonda).
- CLASS 3.**
(Up to 10 h.p.)
- 256. R. W. Hancock (847 M.G.).
- 257. J. H. Lowick (1,089 Riley).
- 258. E. G. Hughes (747 Austin).
- 259. A. W. Hubble (1,122 Crossley).
- 260. W. E. Moore (832 Triumph).
- 261. E. Wood (972 Singer).
- 262. J. Harrop (847 M.G.).
- 263. W. E. Clay (847 M.G.).
- HARROGATE CONTROL.**
CLASS 1.
(Over 16 h.p.)
- 264. J. A. Middleton-Joy (3,190 Armstrong Siddeley).
- 265. E. A. Morris (2,951 Lagonda).
- 266. C. E. J. Mann (3,622 Ford).
- 267. E. L. Watson (3,772 Buick).
- 268. Col. A. H. Loughborough (2,504 Lanchester).
- 269. T. R. Mallen (2,276 Talbot).
- 270. N. Grimshaw (3,498 Humber).
- 271. J. H. Whittaker (2,504 Lanchester).
- CLASS 2.**
(Over 10 h.p. and up to 16 h.p.)
- 272. Mrs. E. M. Wisdom (1,930 Armstrong Siddeley).
- 273. D. Pamphlett (1,665 Talbot).
- 274. A. L. Marshall (1,496 Frazer-Nash).
- 275. D. Munro (1,498 Invicta).
- 276. J. Kingston-Whittaker (1,086 M.G.).
- 277. Mrs. M. W. Stanton (12 h.p. Riley).
- 278. Dr. H. L. Rogerson (1,250 M.G.).
- 279. A. G. Pointing (1,458 Riley).
- 280. R. J. T. Hewitt (1,577 Rover).
- 281. Miss M. Jennings (1,577 Rover).
- 282. Miss G. Morris (1,803 Morris).
- 283. Major A. D. Carey (1,458 Riley).
- CLASS 3.**
(Up to 10 h.p.)
- 284. A. Squillario (847 Morris).
- 285. E. A. Denny (1,089 Riley).
- 286. H. R. Hardcastle (1,089 Riley).

- 287. R. J. Forbes (1,125 Austin).
- 288. J. Heaton (950 Ford).
- 289. W. Waddicor (1,089 Riley).
- 290. Capt. C. F. Moseley (1,185 Hillman).
- 291. J. F. Pemberton (1,203 Lanchester).
- 292. J. E. Benn (747 Austin).
- 293. Miss D. C. N. Champney (1,089 Riley).
- 294. G. S. L. Johnson (847 M.G.).
- 295. B. Monk (1,488 Trojan).
- 296. G. Dennison (1,089 Riley).
- LIVERPOOL CONTROL.**
CLASS 1.
(Over 16 h.p.)
- 297. Sir J. D. Siddeley (3,190 Armstrong Siddeley).
- 298. Mrs. O. M. Olive (4,398 Bentley).
- 299. R. J. Hurst (28 h.p. Moon).
- 300. G. H. R. Chapin (3,622 Ford).
- 301. E. Ainsworth (2,552 Standard).
- 302. G. G. Zeigler (2,468 M.G.).
- 303. F. Dixon-Nuttall (3,622 Ford).
- 304. T. M. Pearson (2,148 Alvis).
- CLASS 2.**
(Over 10 h.p. and up to 16 h.p.)
- 305. R. B. Tetley (1,498 Alvis).
- 306. E. A. Cullum (1,805 Daimler).
- 307. F. R. Shaw (1,271 Wolseley Hornet).
- 308. J. H. Bowring (2,054 Standard).
- 309. A. N. McKechnie (14 h.p. Rover).
- 310. L. Pridoux Brune (1,493 Aston-Martin).
- 311. F. A. Rhodes (1,493 Aston-Martin).
- 312. C. M. Anthony (1,493 Aston-Martin).
- 313. J. Fowler (1,645 Alvis).
- 314. F. P. Smith (1,271 Wolseley Hornet).
- 315. J. E. Garland (2,054 Standard).
- 316. W. Courtenay (1,930 Armstrong Siddeley).
- CLASS 3.**
(Up to 10 h.p.)
- 317. A. W. Tickle (1,089 Riley).
- 318. J. K. Bennetts (847 Morris).
- 319. W. Sullivan (847 Morris).
- 320. I. G. Alexander (847 Morris).
- 321. A. F. Waghone (1,185 Hillman).
- 322. L. S. Hooley (1,122 Crossley).
- 323. Miss M. Whitney (1,185 Rover).
- 324. H. J. Rickwood (1,488 Trojan).
- 325. Sir F. O. Bowring (747 Austin).
- 326. W. M. D. Montgomery (972 Singer).
- 327. Miss M. E. Woodhouse (1,488 Trojan).

- NEWCASTLE-ONTYNE CONTROL.**
- CLASS 1.**
(Over 16 h.p.)
- 328. J. B. Bainbridge (3,669 Rolls-Royce).
 - 329. K. Hutchison (3,622 Ford).
 - 330. F. Runciman (2,511 Alvis).
 - 331. F. J. McKenzie (28 h.p. Essex).
 - 332. I. W. H. Thomson (3,622 Ford).
 - CLASS 2.**
(Over 10 h.p. and up to 16 h.p.)
 - 333. F. Reah (1,434 Armstrong Siddeley).
 - 334. Blacket Gill (15.9 h.p. Bentley).
 - 335. A. G. Douglas Cleave (2,054 S.S.1).
 - 336. G. H. Strong (1,337 Standard).
 - 337. Miss E. M. Eastcott (1,271 Wolseley Hornet).
 - 338. G. Ross (2,023 Rover).
 - 339. Miss K. M. Brunnell (1,991 A.C.).
 - 340. R. I. Kynaston (1,217 Wolseley Hornet).
 - CLASS 3.**
(Up to 10 h.p.)
 - 341. Mrs. J. W. Marcus Brown (1,089 Riley).
 - 342. Mrs. L. Butchart (1,089 Riley).
 - 343. Barry E. R. Appleby (1,185 Hillman).
 - 344. F. J. Read (1,488 Trojan).
 - GLASGOW CONTROL.**
CLASS 1.
(Over 16 h.p.)
 - 345. I. Fraser Marshall (2,511 Alvis).
 - 346. G. H. Gregor (25 h.p. Bentley).
 - 347. M. L. Curtis (3,622 Ford).
 - 348. J. R. Weir (2,276 Talbot).
 - 349. C. S. Grant (2,276 Talbot).
 - CLASS 2.**
(Over 10 h.p. and up to 16 h.p.)
 - 350. J. C. Wilson (1,434 Armstrong Siddeley).
 - 351. D. G. Robertson (1,665 Talbot).
 - 352. Miss V. N. Wilby (1,271 Wolseley Hornet).
 - 353. R. J. P. Morley (1,991 A.C.).
 - 354. G. W. Olive (2,054 Standard).
 - CLASS 3.**
(Up to 10 h.p.)
 - 355. G. C. S. Turner (1,089 Riley).
 - 356. J. M. Archer (1,203 Lanchester).
 - 357. N. Garrad (1,097 Crossley).
 - 358. W. T. Platt (1,089 Riley).

A NEW OLYMPIA BUILDING

£1,500,000 Project to Double Display Space

THE accommodation of Olympia—already greatly enlarged by the fine new building comprising the National and Empire Hall—is to be further increased.

Mr. Philip Hill, Chairman of Olympia, Ltd., has announced a scheme to make the famous hall the largest exhibition centre in Europe.

The new building will be erected on

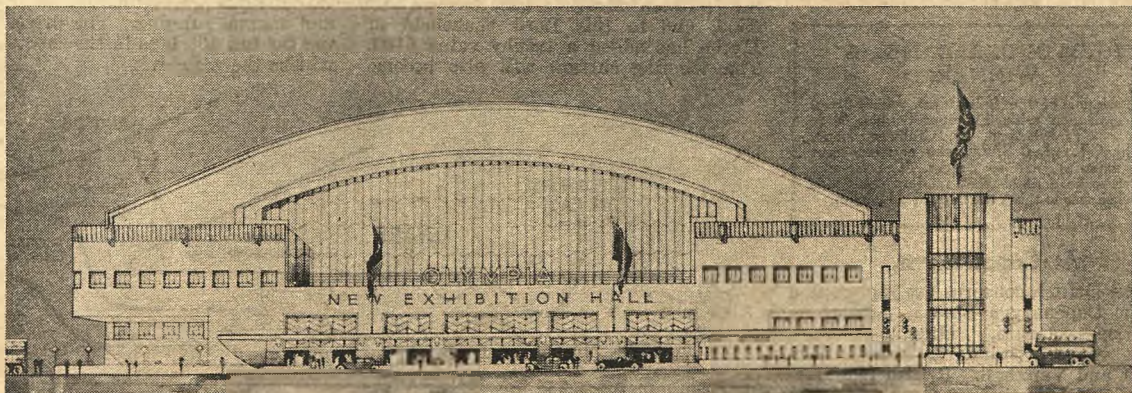
a 7½-acre site on the south side of Hammersmith Road, with a frontage of 450 ft. in this thoroughfare and of 600 ft. in Warwick Road—nearly twice the present Hammersmith Road frontage. There will be parking space, a cab rank and a bus station in front of the new building.

Addison Road Station is to be moved to the centre of Hammersmith Road

bridge—in the centre of the Olympia buildings, to which there will be access by bridges and subways.

Goods yards and sidings will adjoin the new building, enabling goods to be unloaded from trains direct into Olympia, and lorries can be driven into the 50,000 sq. ft. unpacking area by four doors 30 ft. wide.

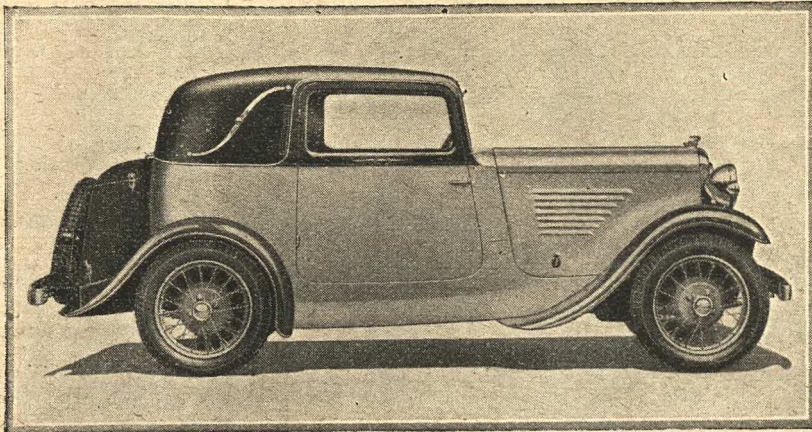
The new hall will be 100 ft. longer, 100 ft. wider, and 20 ft. higher than the existing Grand Hall, and the roof will be supported by only 14 columns. The designs allow for three restaurants seating 1,000 people in each, cocktail and snack bars, bathrooms, dressing rooms, barber shops and an exhibitors' club. There will also be high-speed lifts and escalators.



The architect's drawing of the facade of the proposed new £1,500,000 Olympia hall which is to stand on a 7½-acre site on the opposite side of Hammersmith Road, near the railway bridge. Addison Road Station is to be moved nearer to the main road.

NEWS

From North, South—



THE LATEST
PEERLESS COUPE.

A new product of Coventry Motor and Sundries Co., Ltd., Spon End, Coventry—a Peerless close-coupled four-seater coupe on the 10 h.p. "fluid-flywheel" B.S.A. It is listed at £268.

NEWNHAM'S SPRING SHOW
Olympia in Miniature

TO-MORROW, Saturday, March 4, Newnham's—the well-known London agents—open their annual spring show of new cars. This year the display will be bigger and better than before, as the large premises have been considerably extended. There is accommodation for over 200 cars.

The showrooms, gaily decorated with flowers, banners and bunting, will be open each day until 9 p.m.—including Saturdays—from March 4 to 18. The display will include some 20 different models of the Austin, Morris and Standard ranges, together with models of Armstrong Siddeley, Hillman, Humber, Lanchester, M.G., Riley, Rover, Singer, Talbot and Wolseley—an Olympia in miniature.

Newnham House, 237, Hammersmith Road, is about 100 yards from Hammersmith Broadway, and can be reached by District, Piccadilly and Metropolitan Railways. A private park is available for customers arriving by road.

It is one of the claims of this old-established house that a car can be chosen, registered, insured—and, if needed, "hire-purchase" arranged—within an hour.

Miniature Newnham shows will be held during the same period at the branches of the concern at Streatham, Fulham and Golders Green.

PHOTOPUZZLE NO. 5
WINNER.

The winner of the half-guinea prize offered in connection with Photopuzzle No. 5 is Mr. H. T. Wiseman, 45, Crabtree Lane, Fulham, London, S.W.6, who correctly gave the make of car as Singer. The mistake which quite a number of readers made this week was to think the car was a Hillman.

At Copenhagen.

Nine British concerns are represented at the Copenhagen Show:—Armstrong Siddeley, Austin, Hillman-Humber, M.G., Singer, Standard, Morris, Triumph and Vauxhall. British manufacturers are following up their successful attack on the Continental market made at the Brussels and Amsterdam shows, and much is expected of their displays at the Danish Salon.

B16

INTERNATIONAL TROPHY
REGULATIONS

Entries by Invitation Only

THE supplementary regulations of the International Trophy, organized by the Junior Car Club and due to be run off at Brooklands on May 6, are now available from the general secretary of the club, Empire House, Thurloe Place, Brompton Road, London, S.W.7. Would-be entrants are reminded that the event is open only by invitation, the actual selection being in the hands of the committee of the J.C.C.

The explanation is that this race—employing "hazards," by means of which the relative speeds of the classes taking part will (it is hoped) be levelled out to a fairly even lap speed, thus enabling all cars to start from scratch—is the first of its kind: the safety of all concerned must be considered, and only approved entries accepted, thus eliminating wild and unskilled driving.

All the hazards—which take the form of sandbanks—will be situated at the Fork, so that an excellent view of all that is going on will be obtained by the public.

Once again the J.C.C. is able to offer a fine list of awards; it is headed by Sir William Morris's generous gift of £500, and to this Lord Wakefield of Hythe has added a trophy value £100. The winning entrant will also become

the holder of the S.M.M. and T. Challenge Trophy. Other prize-givers include Joseph Lucas, Ltd., the Dunlop Rubber Co., Ltd., the Automobile Training College, and the M.G. Car Co., Ltd.

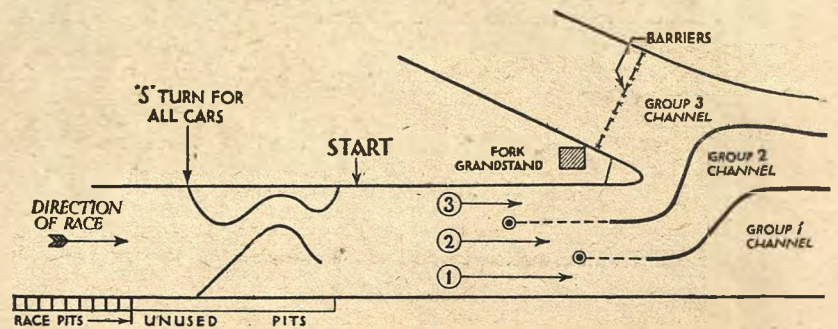
The length of the course will be 260 miles (100 laps).

The race is open to racing or sports cars in racing trim, fitted with any type of open body. Mechanics will not be carried, but racing mirrors must be fitted.

The entry will be divided into three groups for the negotiation of the three channels. These are:—

Group 1: 750 c.c. supercharged and up to 1,500 c.c. unsupercharged (excluding eight-cylinder cars). Group 2: Between 750 c.c. and 1,750 c.c. supercharged (excluding "eights"), and between 1,500 c.c. and 3 litres unsupercharged (excluding "eights"). Group 3: Over 1,750 c.c. supercharged and over 3 litres unsupercharged. Eight-cylinder cars with Group 1 and Group 2 engine capacities will compete in Group 3.

There will be a simultaneous start (at 2.30 p.m.), with drivers at the wheel and engines running. The driver covering the full 100 laps in the shortest time will be the winner.



A map of the Fork area, showing the three routes to be taken by the three groups into which the entry will be divided. Group 1 embraces the slowest cars in the International Trophy race.

—East and West

NEWS

SWEDISH GRAND PRIX

An Alfa-Romeo Win

THE Swedish Grand Prix, writes "The Blower," was run under terrible conditions of snow and ice last week-end, according to a cable just received from Stockholm. No fewer than 24 crashes took place in practice or during the race, and out of 31 starters only 13 finished!

The winner was V. Widengren (2.3-litre Alfa-Romeo), brother of Henken Widengren, who is well known in British racing, and who was down to drive an Invicta in the Swedish event.

Widengren went into the lead as the field swept across the ice-covered lake of Ramen from the start, and he stayed in front throughout the race. The favourites crashed one after the other and second man home was Bjornstad (Alfa-Romeo).

Widengren averaged over 51 m.p.h. for the 230 frozen miles of the course and raised the record lap from 54.99 m.p.h. to 57.42 m.p.h.

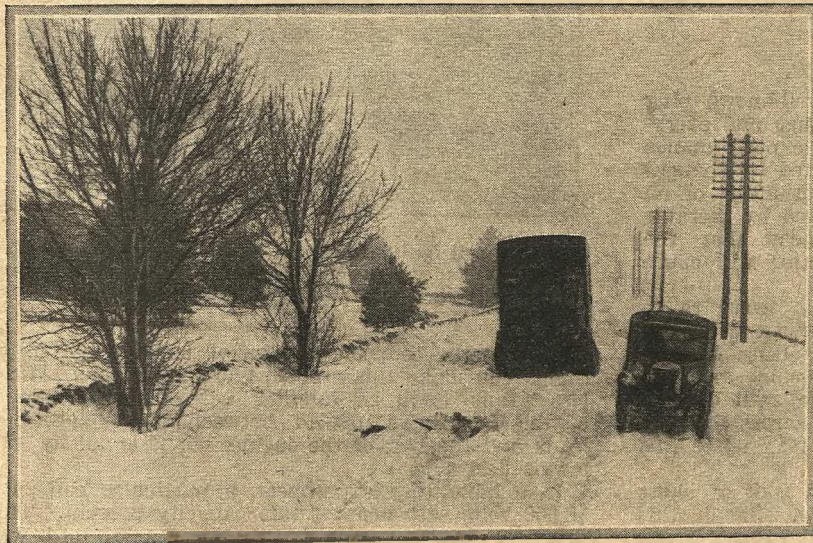
MR. PYBUS RESIGNS

New Minister of Transport

THE recently announced resignation of the Minister of Transport, Mr. P. J. Pybus, came as something of a shock to motorists. Although his brief period in office was not characterized by any epoch-marking developments, Mr. Pybus evinced an interest in motor sport, it will be recalled, by his visit to The Light Car Club Relay Race last year.

Mr. Pybus has been succeeded by the Hon. Oliver Stanley, M.C., M.P., formerly Parliamentary Under-Secretary of State for Home Affairs.

The new Minister is a son of Lord Derby and has a distinguished war record. He is looked upon as a brilliant Parliamentarian and as a "coming man."



THE "DEPTH" OF WINTER.

A photograph taken during the recent arctic weather, on the road between Northleach and Cheltenham. The Austin ploughs its way past an abandoned lorry—demonstrating another advantage of the small car.

Among the Accessories

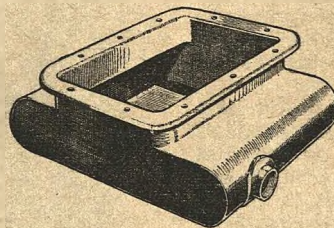
NEW "CRACKLE" FINISH

A Chemico Innovation and an Oversize Sump

A NEW finish which can be applied over cellulose to give an imitation leather or "crackle" finish, has just been introduced by the County Chemical Co., Ltd., Chemico Works, Bradford Street, Birmingham, 5. Known as Chemico Crackle Cellulose, it is intended for spraying and is put up in 4-oz. tins for fitting to the Sprayon gun at 1s. 9d. in black or colours. The makers believe that they are the first concern to market a finish of this type for amateur use.

Oversize Sumps.

All sporting drivers are aware of the need for keeping the oil in the sump reasonably cool if an engine is working under strenuous conditions. Appreciating this point, Messrs. V. Derrington,



The Derrington oversize sump.

159, London Road, Kingston-on-Thames, are marketing a series of oversize sumps for four popular makes, the principle being, of course, that the more oil there is in reserve in the sump the

cooler it keeps. Actually, the capacities of these sumps are approximately double those of the standard types, and the cars for which they are available are the Austin Seven, M.G. Midget (1929 and early 1930 models), Morris Minor and Wolseley Hornet. The Austin model costs 20s., the M.G. and Morris models are available at 30s., and the price of the Wolseley model is 40s. In the case of all but the Austin, an allowance of 8s. will be made for the old sump.

GALA IN "MOTOR STREET" Great Sales Drive

ALL this week the normal prosaic if business-like appearance of Great Portland Street, London, has been superseded by an air of carnival, in which garlands, flags and bunting decorate the shops where motor agents buy and sell.

The Gala Weeks was declared open on Thursday, February 23, by Alderman John Fettes, Mayor of Marylebone. Among those present were Lady Campbell, Mrs. J. A. Mollison, Lord Brecknock, Sir George Hamilton and Sir William Letts.

The object of the gala is to stimulate interest and to encourage buyers to patronise the motor traders of the street earlier in the year than usual.

Many fine window displays are to be seen (for the best of which a prize is being offered), that of Basil Roy, Ltd., the Triumph distributors, being particularly striking.

Direction Indicators.

After many months of deliberation the Departmental Committee on Traffic Signs appointed by Mr. Pybus before his resignation has announced its findings with regard to the question of direction indicators on cars. Among other things, the committee states that these fittings should not be compulsory, that the ideal colour for illuminated arrows is amber, that flashing signs should not be used, and that a red or amber "Stop" sign should be employed.

Brooklands Next Week.

Readers are reminded that the opening meeting of the B.A.R.C. season will take place at Brooklands to-morrow week, Saturday, March 11. Racing will commence at 2 p.m.; the programme will consist of eight events—three short and two long handicaps, and three five-lap "Mountain" races.

A good entry has been received and spectators will be assured of seeing the track racing season "get off to a good start."



Although slight variations in plug gaps may have little effect, it pays to set the points with a feeler gauge.

Things You Should Know—

About THAT VITAL SPARK

The Ignition System is the Heart of an Engine—This Article Tells You How to Make Sure That Your Car Will Not Suffer From Heart Failure

IGNITION, and all that has to do with it, is frequently regarded as a subject wrapt in mystery and savouring of the occult. It must be admitted that electricity is not even yet understood with scientific completeness, but that can be said of most things. How many people really know, for instance, why water runs down hill? We know it does, and for practical purposes that knowledge is sufficient. Electricity is no less mysterious.

Perhaps the most neglected parts of an ignition system are the sparking plugs. Let them be dealt with first. Since to understand a thing is the first essential if one is to deal with it satisfactorily, what is there to be said about plugs? A certain expert was accustomed to ask one simple question of those who came to him for a solution of their plug troubles. "Cooked or coked?"

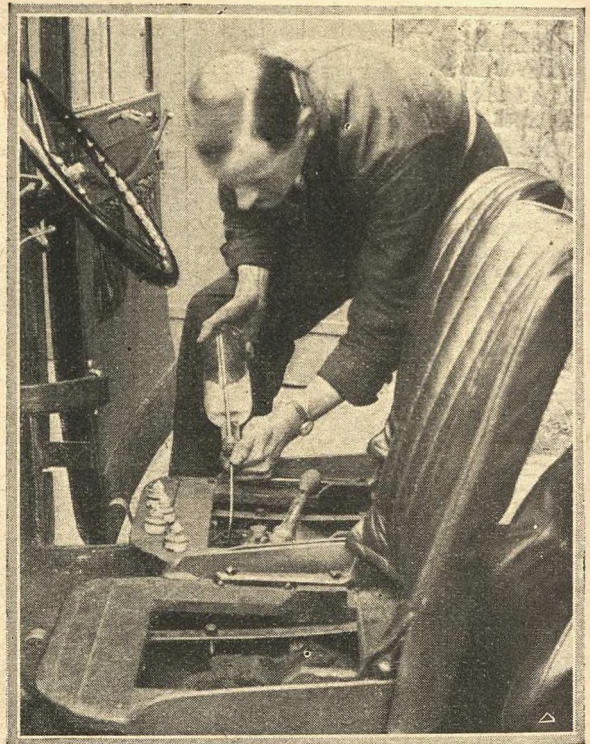
For some purposes it is sufficient to know whether a plug has been overheated or whether it has operated at too low a temperature, as indicated by an accumulation of carbon. This evidence, however, is chiefly of service in choosing a type of plug, and on that point the car maker or the plug manufacturer can usually be relied upon for sound advice.

Tests with Different Gaps.

Investigations carried out by one well-known plug manufacturer show that, with clean plugs and everything else in good condition, the engine performance from idling to full power is not affected by changes in gap width from ten to thirty thousandths of an inch. Narrowed gaps are easily bridged by metallic or carbon particles. Wider ones mean that the smallest trace of carbon on the insulator will cause misfiring.

However, in practice several factors conspire to cause misfiring, and for that reason about fifteen to twenty "thou" is a good all-round setting for the gap. Given a clean plug and a reasonable gap, the coil or magneto (unless it is defective) will develop a voltage high enough to push a spark across the plug points, but, as stated, several factors may upset this happy state of affairs.

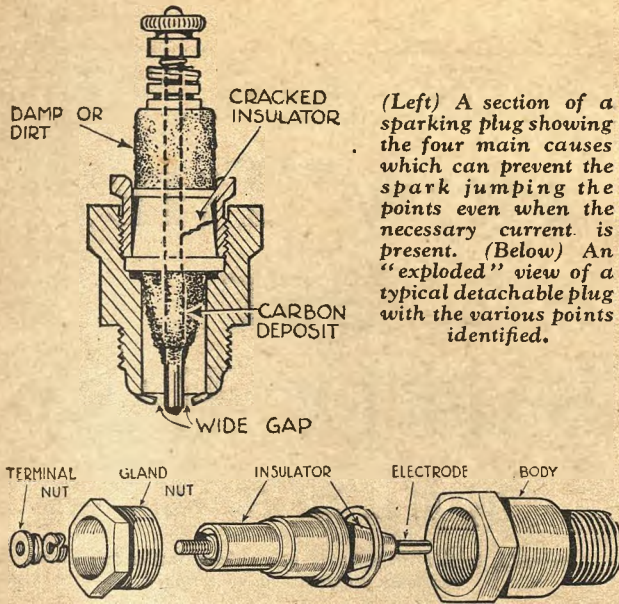
If the insulator is dirty, it forms a leak or short circuit through which current can flow. Should this happen the voltage built up by the coil will not be as high as it would otherwise be—compare the state of affairs with pumping up a tyre in which there is a small puncture, if that makes it any clearer. Consequently, the spark will be a weak one, or, in an extreme case there will be no spark at all.



Where coil ignition is concerned, it is important to keep the battery in good trim by topping up with distilled water at least once a month.

That is the commonest form of trouble, but other things can make this trouble more noticeable. Wireless "fans" will be familiar with capacity. Some of this is always present between the high-tension leads and the rest of the engine, but it is not by any means desirable.

In a laboratory experiment, a particular coil gave 18,000 volts with none of this capacity present. This dropped to 13,000 volts when a mere .0001 mfd. was introduced, that capacity being equal to just about the smallest condenser used in a wireless set. With five times that capacity, the voltage dropped to 9,000. These figures may mean very little to most of us, but they do suggest rather strongly that the H.T.



(Left) A section of a sparking plug showing the four main causes which can prevent the spark jumping the points even when the necessary current is present. (Below) An "exploded" view of a typical detachable plug with the various points identified.

leads should be kept as clear as possible of all other parts of the car. The metal tubes which are sometimes used to house the leads are certainly neat, but they seem to mean that plugs must be cleaned more frequently.

A rich mixture also is undesirable. Not only does it help to form carbon—and therefore a short circuit—on the insulator, but it calls for a higher voltage before the spark can jump the plug gap. An unduly weak mixture, on the other hand, will overheat the plug electrode, and this will shorten the life of that part.

A certain amount of corrosion or disintegration of the electrode will take place in any case, of course, because the metal will gradually be attacked by acid formed from the sulphur which is present to some extent in all fuels. By using good fuel and a proper mixture this corrosion of the electrode may take place so slowly as to be barely noticeable after a long mileage. Even so, the electrode may have become defective in another way.

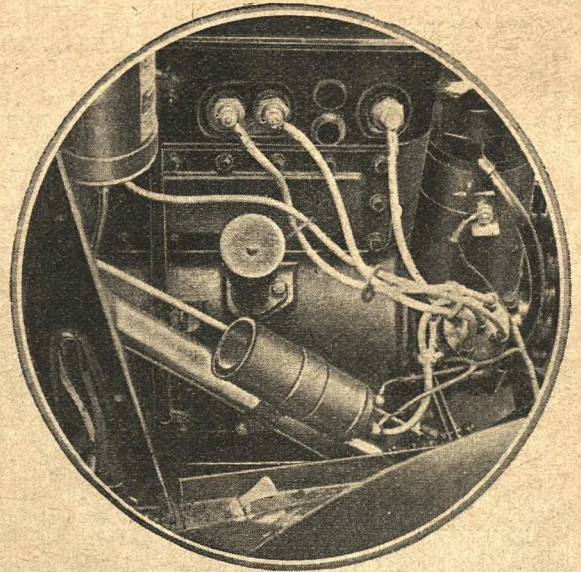
Before the Spark Can Jump . . .

Before the spark can jump the gap, the air in that gap becomes ionized. Here, as in the case of the water running down hill, it is best to accept the fact that there is an electronic emission from the electrode, and that the stronger that emission is, the easier it will be for the spark to jump. But no ordinary metal can continue to emit electrons indefinitely, and in time this effect weakens. When that has happened, sparking may be irregular.

This is one reason why it really does pay to fit new plugs after a time, even though the old ones look quite nice. Another reason is that in most petrol there is a certain amount of iron. Gradually a film of iron oxide is formed on the insulator, and although it seems to be no more than a brown strain, it forms a considerable leak when it is hot. What is worse, no simple method of removing it is known.

Boiling all this down, it is desirable to keep the plug leads away from other parts of the engine, to use good fuel and a well-tuned carburetter, to clean the plugs from time to time, and in any case to fit a new set after a period which depends on the type of plug, the engine and the way the car is driven. Probably once a year is a good average.

With regard to the cleaning, this is fairly simple if the plug is of the detachable type. When it is taken to pieces, the carbon can be removed without much difficulty, but care should be taken not to injure the insulation. Even more care must be taken when



Although they may not look so neat, plug leads are better kept well away from other parts of the engine owing to the "capacity" effect mentioned in the text.

re-assembling the plug to ensure that there is no gas leak at the joints. Generally, there is a copper washer, and it is a good plan to use new ones each time. They are not expensive, but unfortunately they are not always easily obtained. If, therefore, the old ones are to be used again, they should be annealed. To do this, string the washers on any old piece of wire and make them red hot. Then drop them into cold water.

Another matter which may cause misfiring has its seat at the other end of the ignition system. With coil ignition the voltage generated by the coil varies almost in direct proportion to the battery voltage. With a fully charged battery there may be 10,000 volts available from the coil, but if the battery is pretty badly down, this figure would drop to perhaps 7,000 volts. In such a case, with the electric starter also in use, the figure might even be as low as 5,000 volts.

Even this voltage would probably produce a spark if the plugs were in really good condition, but it would need very little to prevent the engine from starting in such circumstances. Therefore, it pays to keep the battery in good form.

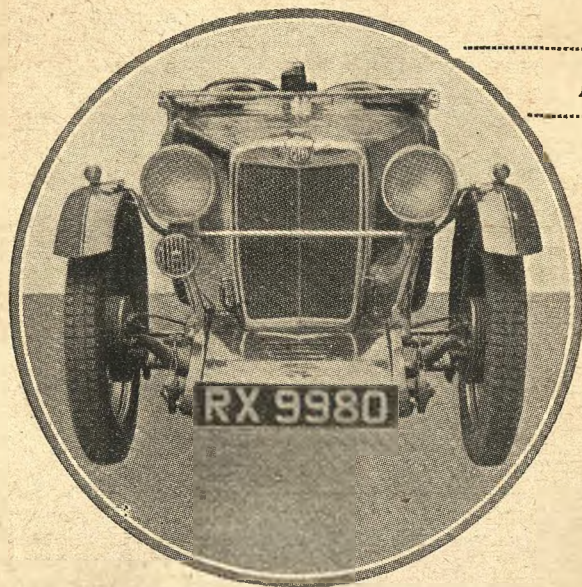
Remember the Battery.

In that connection, one of the essentials is to "top-up" at regular and frequent intervals. Provided the battery is accessible—and matters have improved greatly in recent years—there is little difficulty in that. Remove all the vent plugs, which are usually round white porcelain affairs on the top of the battery. Then pour into each hole enough *distilled* water to cover the tops of the plates, these being visible as dark grey or brown ridges inside the battery if there is insufficient liquid there. Then replace the vent plugs.

If the car has been standing idle for a considerable time, the charge may have leaked from the battery, particularly if it is an old one. In that case, the battery should be removed from the car and taken to a good garage or electricians for a "slow charge."

When a battery has remained uncharged for some time, lead sulphate forms on the plates, and this can only be removed by a long and very slow charge. Any attempt to restore the battery to life by re-charging it from the dynamo, supposing the engine can somehow be coaxed into action, will probably cause more harm than good, and may easily ruin the battery completely.

(To be continued.)



Half-hours with Designers. No. 1

HOW THEY GET “SAFETY FAST”

By F. L. M. Harris—

—who, in this new series of articles, deals intimately with exclusive features of popular cars

A Visit to Abingdon, where the Popular J2 M.G. Midget is Manufactured

COME with me to Abingdon-on-Thames in search of “Safety Fast.” The M.G. works take up a lot of room there and have put life into the pleasant little Berkshire town.

It is the model J2 M.G. Midget with which we will concern ourselves. It costs £199 10s. with the slick two-seater body. A similar chassis with a sports four-seater body costs £220, whilst the two-seater can be had with a supercharged engine for £299 10s. For the extra £100 one gets only the extra power and “pep” which a blower imparts. The axles, gearbox, steering, brakes, chassis frame and so forth are similar. This is important, for all these components have a very generous factor of safety when the engine is supercharged and, in consequence, the factor of safety of unsupercharged models is immense.

The designer of the J2 M.G. is a team. The captain is Mr. Cecil Kimber, the managing director of the company. One of his lieutenants is Mr. H. N. Charles, who presides over a large and well-equipped drawing office. Every member of the M.G. staff, every M.G. agent, many racing drivers and every M.G. owner constitutes the team, for all ideas for improvement are carefully sifted and if they will make for more “Safety Fast” they are adopted.

Breeding Tells.

Every experienced driver knows that some cars feel nice when they are going fast and that others feel not so nice. In the latter category are most cars which were not intended from the first stroke of the pencil on the drawing board to be in the rapid category. Their principal shortcoming, as a rule, is that the frame is not strong enough or stiff enough.

At Abingdon they are very proud of the J2 frame. Its principal peculiarity is that it has only tubular cross-members. There are five of them, and to lend still further stiffness the rear engine bearers are bolted rigidly to the frame so that the crankcase itself may rank as a sixth cross-member.

The frame passes beneath the back axle and hereabouts there are many ingenious features. For example, as a distance piece between the frame and the axle there is not the block of hardwood that would serve the purpose, but a malleable casting. Its purpose, of course, is to give stiffness and to eliminate lurching. Another novelty (although the idea in itself

is not new) is the use of roller trunnions in place of shackles for the springs. It has been found, Mr. Charles explained, that they are so much more frictionless and efficient in this form that they allow stiffer springs to be used than when shackles are employed.

Stiffer springs, of course, again help to cut out lurching on corners and to give what is known as good road holding. As they take the driving and braking torque reaction the ability to have them stiff is specially valuable.

Rubber buffers on top of the frame and on the undersides of steel brackets above the axle limit its up and down travel and prevent excessive flexing or rebound of the springs if gullies are taken at speed.

Why Cable Brakes?

The brakes catch one's eye when looking round the chassis and provide plenty of questions for the designer to answer. For example, why cable operation by enclosed cables? The explanation is that by this means the braking is entirely unaffected by axle movement and so remains undisturbed however rough the road may be. Further, spring flexion allowing a trifling rotation of the axles under the influence of brake torque reaction cannot affect the braking effort.

The brake shoes have lumps of lead fixed to them with spring-loaded pins. The object is to damp vibration and to prevent squeaking. The pressed-steel drums have aluminium fins cast round them for added stiffness and better heat radiation. The cross-shaft and pedal fulcrum have needle-roller bearings and the cables are lubricated for their entire length to reduce friction. On the brake cam spindles there are grease cups instead of oil nipples, so that in an excess of zeal the owner shall not over-lubricate them.

The steering is conventional. The Marles-Weller gear gives a reduction which results in the steering wheel needing $1\frac{1}{2}$ turns from hard over left to hard over right. For steadiness at speed the stub pins are inclined at 6 degrees and for freeness and durability every knuckle joint is fitted with an oil nipple. The front springs have roller trunnions at their rear ends, the aim, as at the rear, being to get maximum stiffness. Two extra leaves on top of the master spring leaf and four stout clips around the spring assembly take care of recoil and brake torque reaction. Andre shock absorbers are used all round.

Under the bonnet there is a number of perplexing features which produce most interesting replies when you cross-question the men responsible for them. On top of the cast aluminium valve cover are two hexagon patterns like imitation nuts. They look like decorations, but on examination you will find saw cuts in them which serve as valve chest breathers.

Why have two carburettors on one induction pipe which is hollow from end to end and in communication with all four inlet ports? They give more power at over 4,500 r.p.m. without increasing consumption.

Suppose one carburetter were taken off and the hole blanked off, would the engine run? Yes, but a bit roughly. It would give off about two-thirds of its normal maximum power output.

Why are the valve stems closer together at the spring collar end than at the head end? They are each 2½ degrees out of vertical in the opposite direction from usual to give the required head shape and to permit the use of very short rockers. To get a high compression ratio with a flat-top piston (for lightness) the underside of the cylinder head must be flat or nearly flat. If it is quite flat there is pinking. When it is slightly wedge shaped the flame spread is properly controlled and pinking is avoided.

Odd Size Valves.

Why are the valves odd sizes? The inlet head is 1¼ ins. in diameter and the exhaust 1½ ins., because it is more difficult to get the gas in than to get it out again. A Burgess straight-through silencer cuts out exhaust back pressure.

Is it necessary to have a water manifold instead of the old-fashioned simple riser pipe? Yes, because with the very low frame the engine is horizontal instead of being inclined with the front end higher than the back end. The water jackets have a "roof" which is inclined towards the water manifold so that the hot water has an "uphill" path all the way to the radiator.

One can go on asking questions almost indefinitely and the replies are always full of common sense. For example, "Whence the eccentric rocker bush method of

tappet adjustment?" Answer: "It allowed us to make the rockers themselves 50 per cent. lighter." You ask for more information about the valve gear. "Well, the camshaft isn't hollow. The rocker shafts are instead. It's easier to get oil into a stationary shaft than one which is revolving. And plenty of oil gets to the cams because each rocker has a hole from its boss to its follower. With that plan an oil pressure of only 5 lb. in the shafts is sufficient."

With one eye on the door of his office, I asked Mr. Charles why they stick to the up-ended dynamo as a means for driving the camshaft. To avoid gear noise and valve bounce, he explained. The dynamo armature is like a flywheel and prevents irregular rotation (fluttering) of the camshaft under the influence of the intermittent reversals of load which occur as the valve springs are compressed, only a fraction of a second later to return to the camshaft the power they have absorbed.

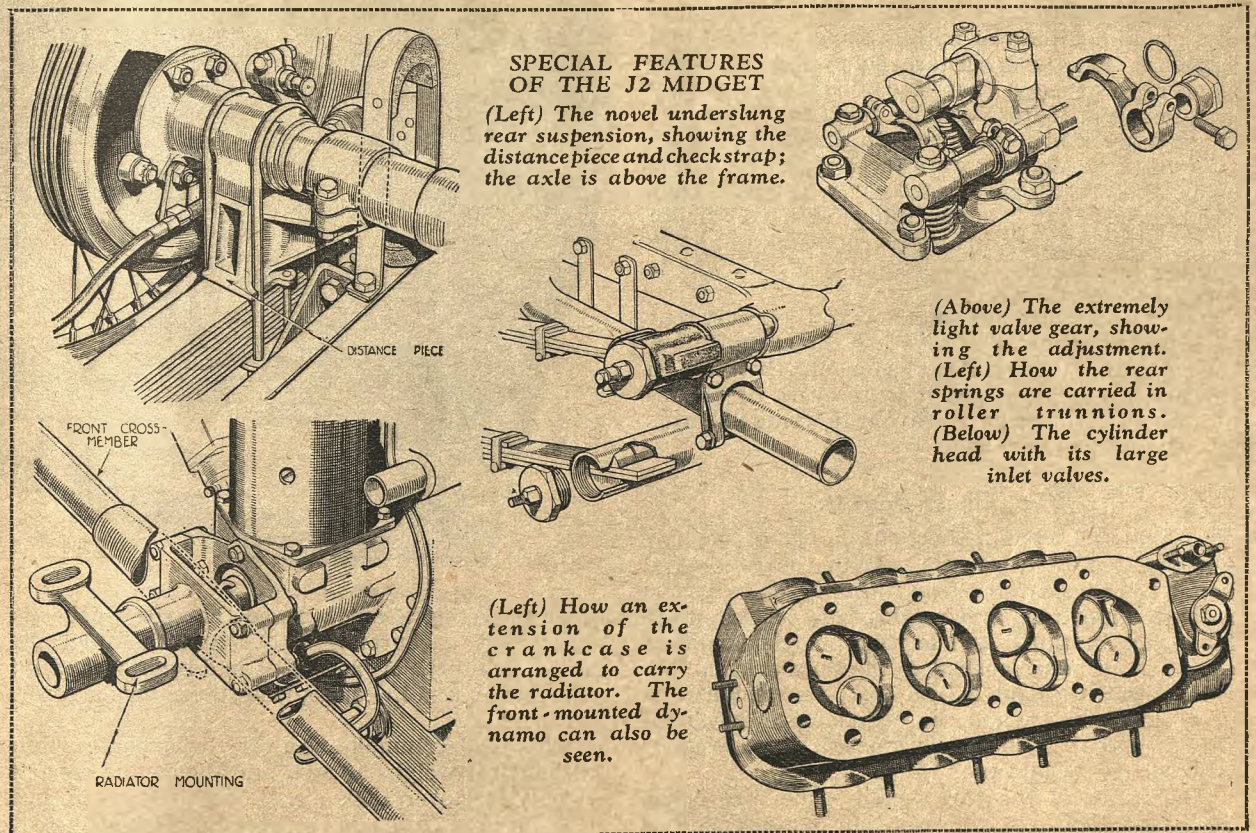
To Prevent Radiator Troubles.

"Well, why is the engine mounted in that odd manner in front?" I asked, feeling that the water was getting rather deep for me. I learned that the crankcase extension is splayed out into an elongated hollow rectangle to allow for a fan pulley if anybody wants one and that the piece de resistance of the whole "plot" is to enable the radiator to be borne not by the frame but by the crankcase itself.

"One more question," I said, still hoping to find something which was just an ornament. "I understand about the two imitation nuts on the top of the valve chest, but what's the object of the other one at the back?"

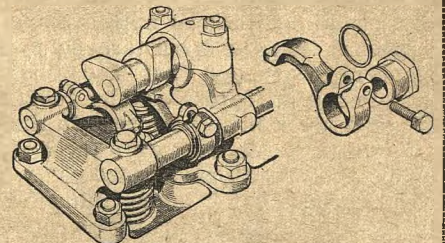
"In case a man wants a rev. counter," was the reply. The standard speedometer has rev. reading scales for top and third gears. If the owner wants to fit an independent rev. counter to get his engine speed on any gear he takes out that valve chest plug and the rev. counter outer cable fits in the hole. The end of the camshaft is tapped to provide a drive for the flexible shaft."

It's a job to find frills or trimmings on the J2.



SPECIAL FEATURES OF THE J2 MIDGET

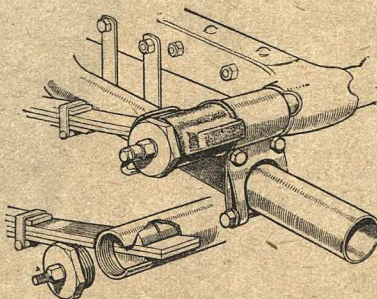
(Left) The novel underslung rear suspension, showing the distance piece and check strap; the axle is above the frame.



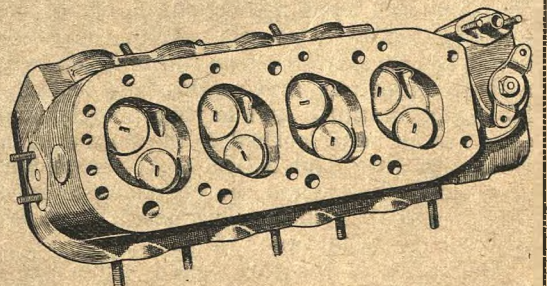
(Above) The extremely light valve gear, showing the adjustment.

(Left) How the rear springs are carried in roller trunnions.

(Below) The cylinder head with its large inlet valves.



(Left) How an extension of the crankcase is arranged to carry the radiator. The front-mounted dynamo can also be seen.



RICH MIXTURE

Light Car Comment and Advice

Left-hand Drive?

FROM time to time folk pop up and declare that right-hand drive is all wrong. They think the steering wheel should be on the left. I imagine that before long most of the leading manufacturers will be able to supply them with left-hand models. There were left-hand drive Singers at the Brussels show and left-hand Austin Sevens and Tens were exhibited at the Berlin exhibition.

It is, of course, the expansion of the overseas demand for British light cars which has prompted manufacturers to turn out left-hand models. I hear that Standard now have more distributors abroad than they have at home and that they have effectively put an end to the old complaint about British cars abroad, namely, that spares are hard to get.

The availability of spares becomes increasingly vital. At one time when a car part broke, a clever local mechanic could often fake up a replacement, but many parts of modern cars would be almost impossible to make by hand or with normal machine-tool equipment.

To Personal Injuries—£8,000.

AT the R.A.C. I learned last week that the Club in 1932 secured nearly £8,000 in compensation for personal injuries suffered in accidents by its associate members. In most cases the injured parties did not discover until after an accident had happened that the insurance policy did not cover personal injury and that in consequence the only way to obtain redress was by going for the owner of the other vehicle concerned in the crash.

In other words, they were faced with recovering under the other man's third-party policy. They soon learned that it is one thing for a pedestrian to go for a motorist's insurance company and quite another for a claim to be lodged by a man who is himself a car owner.

The insurance companies know to their cost that an injured pedestrian always has the sympathy of the court and it may be that the money they lose on this account they try to save by resisting the claims of other motorists who endeavour to wring damages out of their policy holders.

The Latest Jowett.

LAST week I had a short run in one of the new Jowett Kestrel models. With the four-speed box, which has a third-gear ratio of 8.05 to 1, it is a really nippy car, accelerating very briskly up to 35 m.p.h. in third, and having not the slightest objection to being pushed to the 40 mark on this ratio. Of the silent helical type, the pinions run extremely quietly, and the engine is so devoid of fussiness that it is easy momentarily to wonder whether one is in top or third.

The ratios of the three-speed model are 5.375, 10.25 and 19.9 to 1, whereas the four-speeder has

by
Focus

indirect ratios of 8.05, 13.5 and 22.6 to 1, top being the same. I should say that the new box will find general favour, for it gives one a good blinding gear in third, and a bottom which should make the car quite comfortable on Beggars' Roost. The top to third change, by the way, is very easily accomplished, and all the changes have been greatly speeded up by the new light single-plate clutch.

Swooping up to 45.

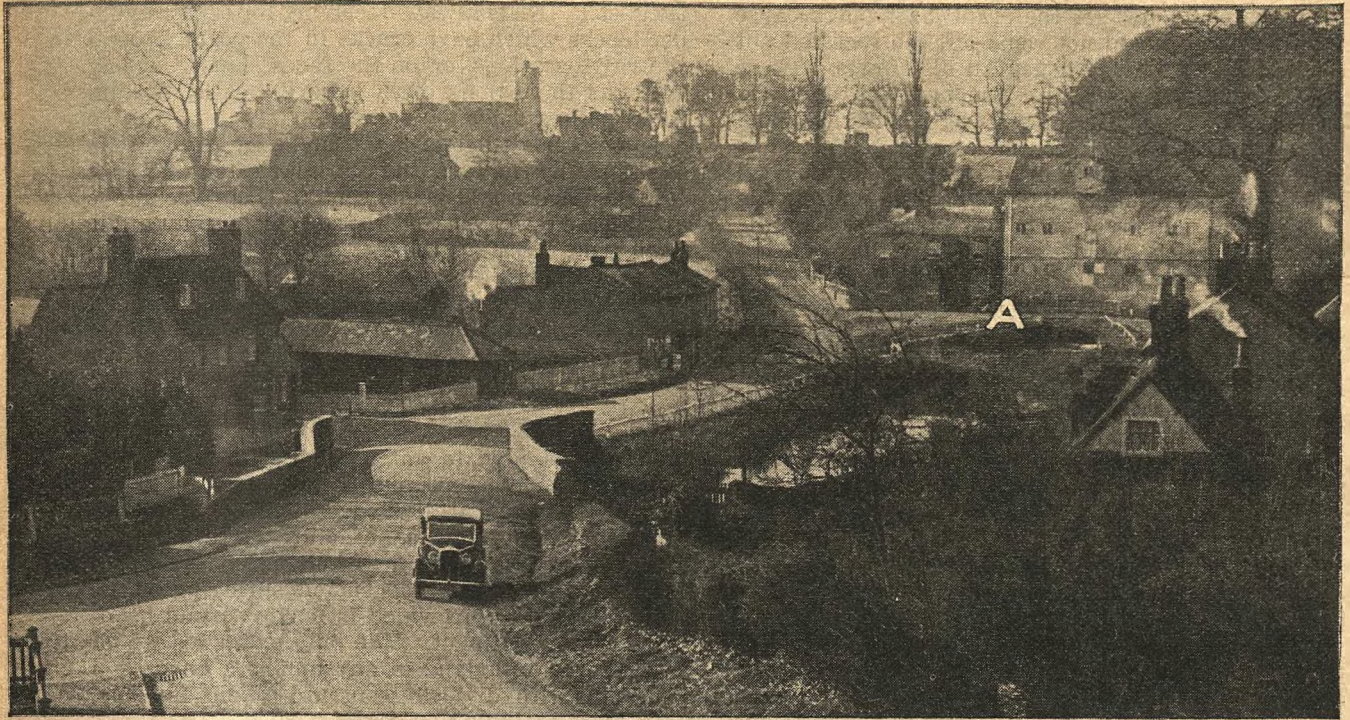
A TRIUMPH Super Nine which I have been driving developed a peculiar fault. It refused to tick over, and the engine was very addicted to stopping when the clutch was freed. The indications were that the pilot jet was stopped up, but examination showed it to be clear. After a good

HERE—FROM
THERE.



deal of poking about I found that the washer between the carburetter flange and the inlet pipe was not intact. A piece of it had been sucked into the engine, and in consequence there was a serious air leak.

This 1933 Triumph has a very brisk performance, although it weighs 19 cwt. and the engine capacity is only just over 1,000 c.c. Downhill you can push it up to over 70 m.p.h. (by speedo) without a trace



These pictures might almost be called "Here from There" and "There from Here." It works out this way: We present a study of Lemsford Mills, just off the Great North Road, near Welwyn (pronounced Wellin, by the way). The lower picture was taken from the point marked "A" in the above picture, and the upper picture was taken from the point marked "B" in the lower picture. (To be continued—if you like the idea.)

of roughness, and the speedometer needle simply swoops up to the 45 mark in third. The model I tried belongs to an experienced but busy man who canes it in a most merciless way, but after 6,500 miles he has failed to burst it. This little engine is really rather a marvel.

A Drastic Battery Test.

A BATTERY development which has been coming to the fore of late is the re-plating of cells by local concerns. I have heard from a number of folk who have had their batteries "done up" locally, and who have been very pleased with the result. An interesting method which is being widely followed is to re-plate cells with Tungstone plates which, by reason of the bolted construction of the connectors and so forth, remove the need for

lead burning. A special metal known as Batterium is used for the threaded parts and, whilst much stronger than lead, it is uncorrodable. The plates are machine pasted in a way which gives the paste a very secure hold, and wood separators of the conventional pattern are used.

I have just had a complete Tungstone battery fitted to my car, and it is behaving very well in spite of having been given a most brutal test before it was fixed. This test took the form of connecting a strip of thin sheet iron about an inch wide across the terminals and allowing this direct short to last for about half a minute. The iron strip became red-hot and a discharge rate of 300 amps. was shown at first, falling to 150 amps. At the end of the half minute the battery was given a rest of a minute and the short was then restored. This time the discharge rate jumped to 275 amps. and stood steadily at over 100 amps. for several seconds. The battery was then fitted to the car and was found to have plenty left in it to start the engine. [The process described by our contributor is attractive, but we think readers would be well advised to consult the actual maker of their battery before having the work put in hand.—ED.]

The Owner Would be Unlucky.

MY sympathy goes out to the man who arrived at the Barimar works with apologies because he had not been able completely to strip his cylinder-block-crankcase casting in readiness for a cracked water jacket to be welded. He explained

that he could not get the crankshaft out because the flywheel would not come off, the recessed nut which held it having defied all his efforts. There was evidence of this, for the nut was damaged beyond the possibility of shifting it with any kind of tool, whilst there was no way of getting at it either to drill it away or to split it. In the end the expert mechanics had to cut the end off the crankshaft and weld on a new piece to carry the flywheel, a job, incidentally, which they did not find nearly so difficult as you might suppose.

Once when I was going round a car factory I saw flywheels being put on with an enormous special tool of which my guide was rather proud. "But how does one get these flywheels off again?" I inquired. "Oh," he replied, "they'd have to come back here." "But supposing the owner lived in New Guinea, then how would he manage?" I added. "Afraid he'd be unlucky!" was the reply.

When Replacing the Head.

AT Lamb's Conduit Street they get many jobs to do as a result of cars being assembled in a way that makes it difficult or even impossible for one to dismantle them at home. The luckless owner comes up against some insuperable obstacle and, not being possessed of the requisite special tool, damages parts in such a way that only welding or grafting on new metal can make them fit for further service.

A useful tip given to me last week by Mr. C. W. Brett, Barimar's chief, was that it is very important when replacing a cylinder head to tighten the nuts in the order recommended in the instruc-

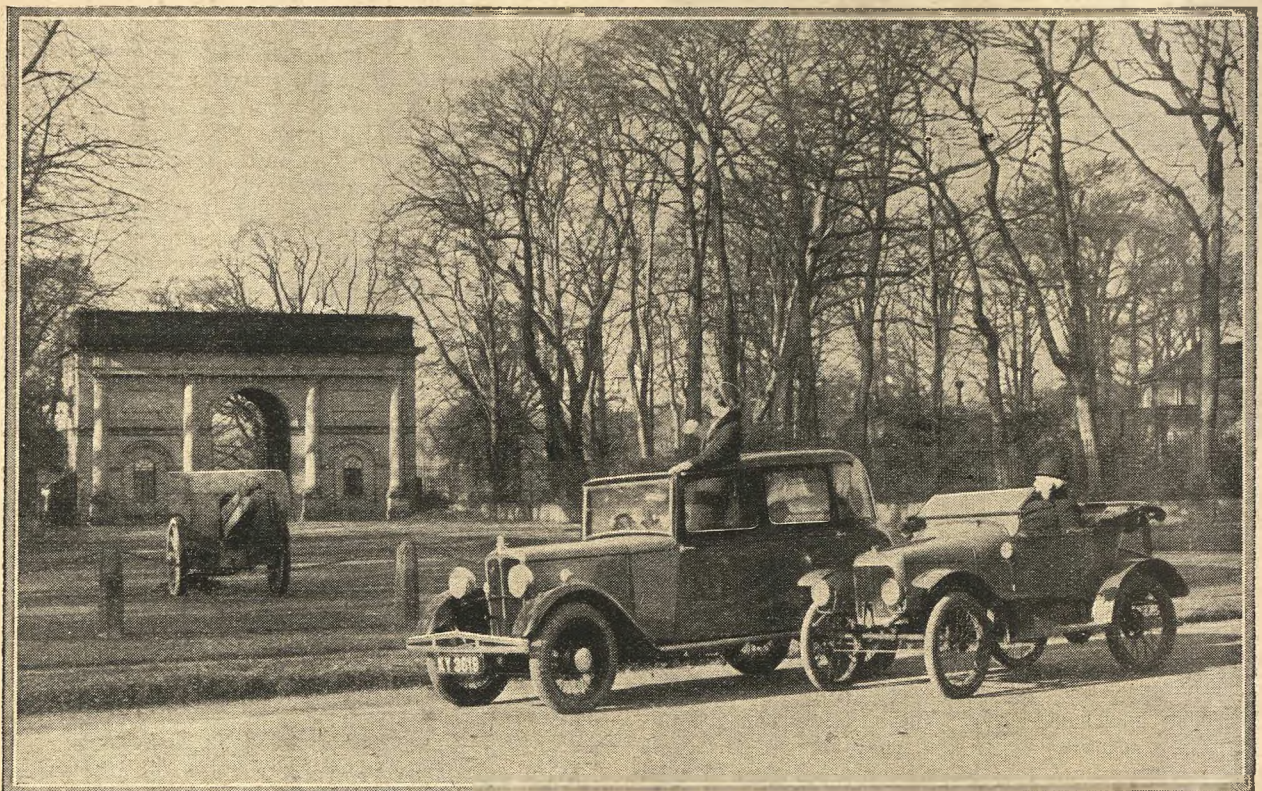
tion book. He is always receiving for repair cylinder blocks which have cracks in the ports, around the valve seatings, or on the faces, caused not by frost, as the owners often believe, but by the unequal pulling down of the head.

A lot of so-called gasket trouble, by the way, is explained by the fact that Barimar often find that cylinder blocks and heads sent to them for minor attention are warped so that their faces are far from true. Testing the faces for flatness should be the first rule nowadays when one is being bothered by a blowing or weeping gasket. As Mr. Brett demonstrated to me, it is a cheap and simple job to plane a warped head or block so that it becomes true again.

Independent Wheel Springing.

I WAS not able to go to the Berlin Show this year, and it seems that I missed a treat. In spite of their comparatively small market and high taxation the German manufacturers are pursuing a very progressive policy. I notice that several of them have turned to independent springing of the road wheels—a plan which is making rapid headway on the Continent. The only examples which have reached England in any numbers have been Peugeots, with divided front axles, and Lancias, with front springing on Morgan lines. The f.w.d. B.S.A. is the only British light car with independent front-wheel springing.

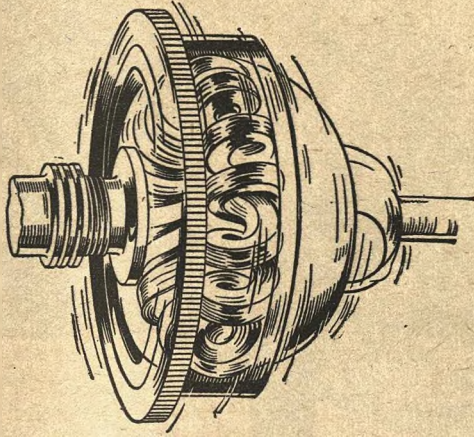
In Germany there has been a revival of helical springs, which in England have been the monopoly of the Morgan for many years. The Douglas light car of 1920-1923 was the last British four-wheeler to fit them.



TWENTY-TWO YEARS' PROGRESS.

— A 1911 Jowett side by side with one of the latest Kestrel models outside the gates to Harewood House, Yorkshire. A road test of a Kestrel and a run in the 1911 model are both dealt with in this issue.

B.S.A CARS FITTED WITH



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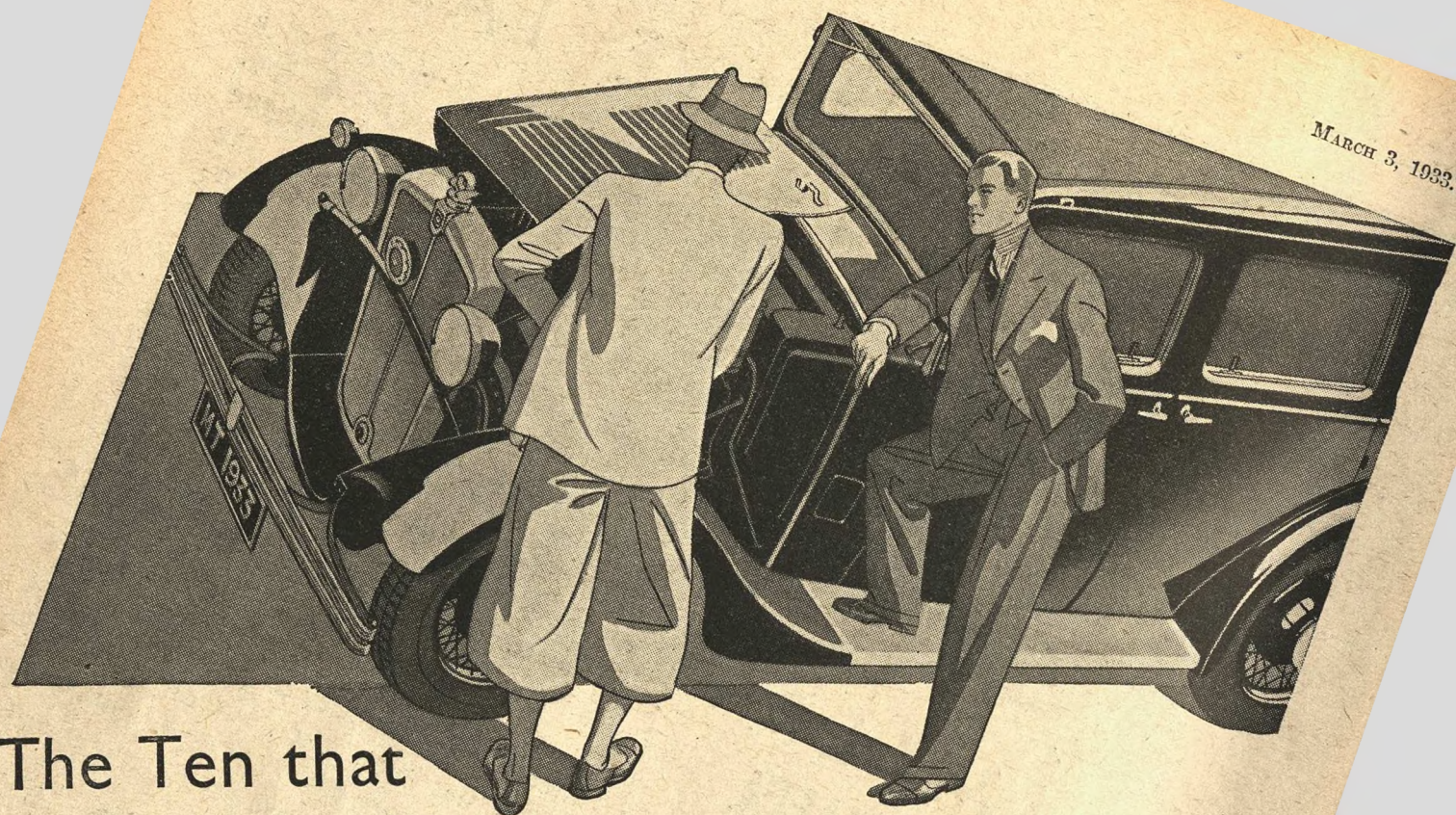
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The body is a modern type saloon with four doors, six lights (with Triplex glass all round), sliding roof, leather upholstery, Solex carburetter, automatic ignition control, Dunlop tyres, etc.

Just write your name and address below and post to The Birmingham Small Arms Co., Ltd., 46 Armoury Road, Birmingham 11, when we shall be pleased to send you the B.S.A. Ten Catalogue and name of nearest B.S.A. Dealer.

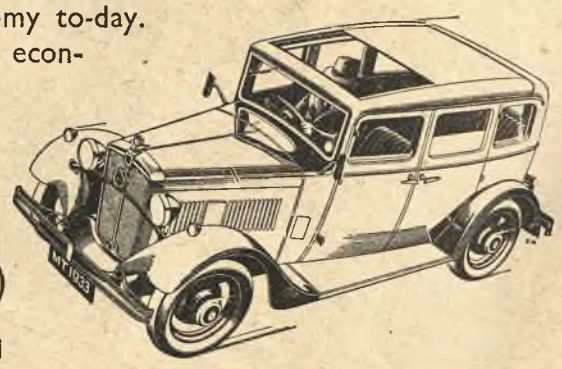
ON B.S.A. 10 H.P. CARS

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 SISTENTLY ENCOURAGED THE
 DEVELOPMENT OF THE ECONOMICAL
 MOTORING MOVEMENT FOR OVER
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NO CAR WITH AN ENGINE CAPACITY
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 WITHIN THE SCOPE OF THIS JOURNAL,
 THAT CAPACITY BEING GENERALLY
 RECOGNIZED AND ACCEPTED AS THE
 LIMIT FOR A LIGHT CAR ENGINE.

A Little Learning.

THERE is, we are afraid, a disinclination on the part of modern motorists to apply themselves to the useful task of finding out the things that really matter concerning their cars. A little learning (they remember reading somewhere) is a dangerous thing, and cars, after all, are so very reliable nowadays.

They go on their way rejoicing—for many thousands of trouble-free miles perhaps—then the inevitable happens, a small fault develops and because they are innocent of even a superficial knowledge, they have to suffer delay, inconvenience and expense. Small car owners are usually the least guilty, mainly because on grounds of economy, they find it advantageous (and subsequently a pleasure) to give their cars all the personal attention they can; nevertheless during our journeyings up and down the country we have come across many black sheep. It has always been the aim of *The Light Car and Cyclecar* to provide a "continuous groundwork" for the novice, and readers can count upon a continuation of this policy. It is well illustrated by the article in this issue dealing with the maintenance of the ignition system, and to this, as well as to similar articles which we are preparing for future use, we commend the attention of our readers. Written in language that is easily understood, and clearly illustrated, they carry their own message and make their own appeal.

Nemesis.

WE take the following from a report in a Sidcup paper concerning two inquests: "There were searching questions, with a grim determination to obtain all the facts, and the conclusions were that the ladies who lost their lives were themselves the cause of the fatal accidents. The moral to be drawn from the inquest evidence is 'Look right, look left' before crossing any roadway." The deputy coroner who conducted the inquiry is to be commended on his thoroughness. Even the most careful driver may be involved in an accident through no fault of his own and, in these circumstances, he welcomes a searching inquiry. Evidence of a most detailed character is now always taken by the police where a mishap occurs and it is likely that, in the cases under

Topics of the Day

discussion, this was largely responsible for the proper establishment of the facts that were mentioned.

It will be evident from the foregoing that the victims stepped off the sidewalk without obeying the injunction quoted; it may be inferred, in fact, that the need for taking this precaution had never been emphasized with sufficient force. There must be thousands of walkers in a similar state of ignorance, yet, had they but read the

Highway Code with any ordinary degree of concentration, this all-important warning must have caught and held their attention. We repeat once again that avoidable accidents will never be prevented or reduced in number whilst only one side understands the rules of Safety First.

A National Issue.

EFFORTS are being made to establish the Pedestrians' Association on a permanent basis by acquiring better premises and by appointing a salaried organizing secretary (who would travel round the land addressing meetings and forming local committees); to attain this end a fund is to be raised. Before those who are being asked to support the scheme make up their minds it would be well for them to pause and consider. The walker's peril is only one aspect of Safety First—which is a national issue concerned with every conceivable kind of risk to which ordinary citizens are subjected on the road, in the factory, in the home and so on. There exists at the present time an association which has studied every phase of the problem for years; it was, in fact, responsible for the inspiration which led to the publication of the Highway Code. We refer, of course, to the National "Safety First" Association.

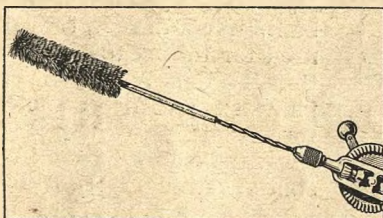
This energetic body—which has concerned itself with the safety of pedestrians just as much as the "P.A."—has been hampered in the good work it is doing by lack of funds. Would it not be better to divert any money which is being raised so that an already widely recognized and universally respected body could carry on with a mission designed to benefit all and not one section of the community? Hysterical outbursts by the "P.A." are no longer needed; it is time, in fact, that the task of pursuing the dictates of Safety First was left to a firmly established association.

OTHER READERS' IDEAS

For Wire Wheels.

ADoption of this idea will, its originator promises, reduce the time for cleaning a wire wheel by half. Obtain a small hand drill and a fairly stiff-handled bottle brush. Cut off the latter to a length of, say, 10 ins., and insert the stump in the chuck of the hand drill, screwing up tight. Slip about $\frac{1}{2}$ in. of screen-wiper tubing over the "spike" of the brush to prevent it scratching the paint in action, and the device is complete.

Do not jack up the wheel. Spray with the hose in the normal way, then, having dipped the brush in water, to which a little paraffin has been added, thrust it between the spokes at the rim



and twirl the drill handle. This will clean both the inside and outside of the rim. Similar work at the hub will produce a gleaming wheel in about 10 minutes.

To Protect Battery Terminals.

BATTERY terminals should, of course, be kept liberally covered with vaseline or some similar form of grease to prevent corrosion attacking these points. A more lasting job can be made of protecting terminals by the use of candle-wax. The procedure is simple. Melt a stump of candle in a small tin on the gas stove and pour the molten wax freely over each terminal and the first inch or so of the leads. Almost at once the wax will solidify, producing an even coating which will remain in place for a considerable mileage.

An Iron Cement.

Small cracks in the water jacket or crankcase of an engine can sometimes be repaired effectively by the use of an iron cement. Ready-made cements of various proprietary brands are available from garages and accessory dealers, but a useful compound may be made at home by mixing together equal parts of sulphur and white lead. To this mixture is added one-sixth of its quantity of borax, and the whole is wetted with strong sulphuric acid just before application.

It is best to vee out the crack slightly with a three-cornered file and the surface of the metal should be quite clean. The cement can be applied by means of a piece of wood or bone, and it should be allowed ample time to dry. It will be realized, of course, that this cement, although quite effective, cannot in any way compete with welding in making a permanent repair.

E28

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

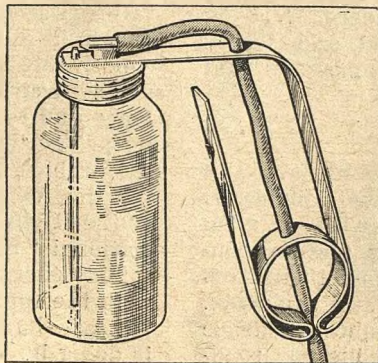
THERE is a guinea each month to be won for the best "Idea" published during the month. The winner's name and address, together with the title of the "Idea" and the date on which it was published, will be announced in the first issue of the next month.

For Oil Drums.

Readers who buy their oil in five-gallon drums which are not fitted with a tap or pump, often find it difficult to obtain a small quantity of oil without mess or wastage. A very simple way out of the trouble is to bore a hole through the middle of the cork bung, and to push through it a piece of metal tubing about $\frac{3}{4}$ in. in diameter and some 6 ins. to 8 ins. long. The tube should, for preference, be bent over slightly at a convenient angle for pouring when the drum is tilted. If a small hole is then drilled in the top of the drum opposite to the orifice, it will allow air to enter, so that a smooth flow of oil will result.

Spray-gun Control Valve.

A WEEK or two ago we published a reader's idea for constructing a simple spray gun. Another reader suggests a control valve made up as follows. The pistol handle is made up of a length of $\frac{1}{4}$ -in. by $\frac{3}{4}$ -in. spring steel or brass about 20 ins. long, bent and drilled as shown in the accompanying sketch. The rubber air tube is now



threaded through the drilled holes so that the spring strip cuts off the air supply until the operator's grip is tightened, opening the "jaws" of the handle and allowing air to flow. A very delicate control is the result of the little trouble needed in making the handle.

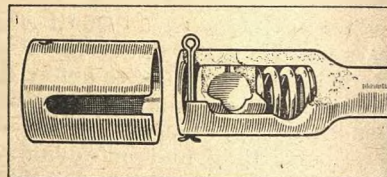
For Under-chassis Jobs.

THOSE who do their own maintenance still, unfortunately, find it essential to crawl underneath the car from time to time, and, when this is necessary, they will find a large square of old oilcloth very useful. It is both cleaner and more comfortable to lie upon than the garage floor—especially if the latter be of concrete—and it can readily be cleaned afterwards by rubbing it over with a rag moistened in petrol.

It will also be found useful for preserving the bench when such jobs as decarbonizing are being carried out; it is quite satisfactory to work upon, and, unlike paper, which is sometimes used for the same purpose, it does not catch in projecting parts and ruck up or tear.

Ball Joint Sleeve.

IN the steering layout of many cars there is a possibility of the balls in the ball joints jumping out in the event of their springs breaking. To prevent such a contingency a reader suggests the making-up of a sleeve, as indicated in the accompanying sketch.



The inside of the sleeve should be a sliding fit over the outside of the butt-end of the rod to be treated, drilled to take the split-pin and slotted to correspond with the narrowest part of the slot in the rod. This will effectively prevent the possibility of the ball escaping.

To Stop Bonnet Rattle.

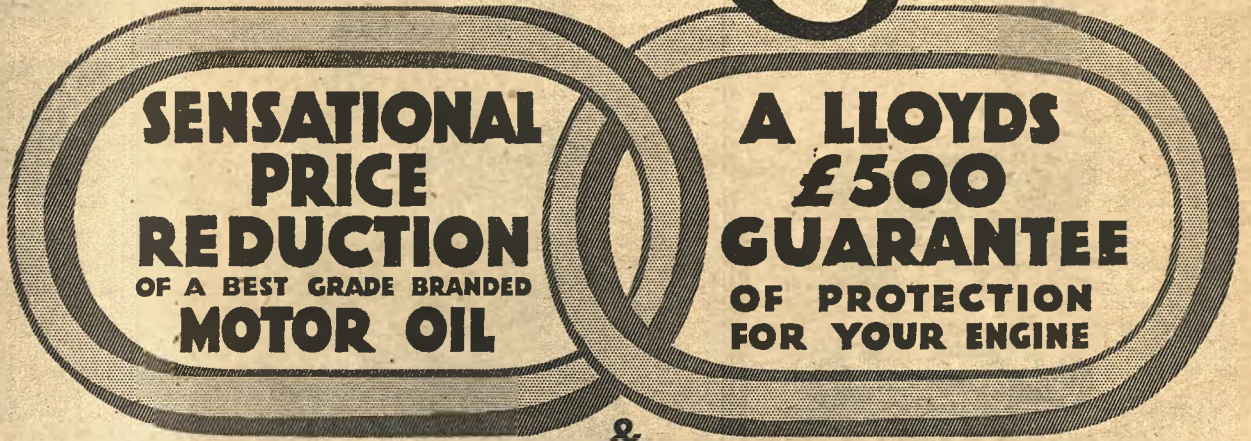
OWNERS of old cars are often troubled with bonnet rattle, due to the lower edges of the bonnet sides coming into contact with the sillboard. The trouble can readily be overcome by obtaining a length of rubber tubing and slitting it longitudinally, when it can be slipped over the lower edge of the bonnet side. Where fairly thick tubing is used, the elasticity of the rubber will cause it to grip the edge sufficiently tightly to remain in position, but in the case of thinner tubing a little Seccotine can be employed to keep it in place.

PRIZE-WINNER FOR FEBRUARY

The winner of the guinea award offered for the best "Idea" published during the month is Mr. C. Wannell, 95, Pemnos Road, St. Budeaux, Plymouth.

His "Idea," entitled "Austin Sump Cooling," appeared in our issue of February 3.

A Double Event!



A SAVING of 1/- to 1/6 per Gal. & COMPLETE SECURITY

Sternol Limited have met your need for economy.


Their famous Sternol WW Motor Oil now costs from 1/- to 1/6 a gallon less! At the same time its quality is guaranteed to be the same as always.

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 Sternol WW Light 25/5; Sternol WW Medium 25/5; Sternol WW Heavy 28/4; Sternol WW Aero 31/8 per drum.

No Insurance policy has hitherto covered engine breakdown due to faulty lubrication.

But now, provided you use Sternol WW from the 5-gallon sealed drum, your engine is insured at Lloyds under £500 guarantee in accordance with the terms printed on each drum.

Thus, by reason of its supreme quality and the confidence it enjoys among those whose knowledge and authority cannot be questioned, Sternol introduces a new and important safeguard into your motoring! Order a drum NOW!

 The terms of the guarantee do not yet appear on all sealed 5-gallon drums. If they are not on yours, send for the printed conditions of the guarantee to STERNOL LTD., Royal London House, Finsbury Square, London, E.C.2.

Sternol WW

STERNOL is largely used on



AIRCRAFT ENGINES of the R.A.F.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar."

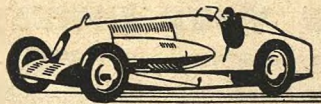
272 m.p.h.!



The portrait of Sir Malcolm Campbell is reproduced by the courtesy of the "Autocar"



1925 On July 21st, on Pendine Sands in a Sunbeam Car, Sir Malcolm first secured the coveted record at 150.86 M.P.H.



1927 On February 4th, in the Napier-engined "Bluebird" on Pendine Sands he broke the record at 174.88 M.P.H.



1928 On February 12th, at Daytona for the first time, Sir Malcolm attained 206.95 M.P.H.



1931 On February 5th, again at Daytona with a supercharged Napier-engine in "Bluebird," the record fell at 246.09 M.P.H.

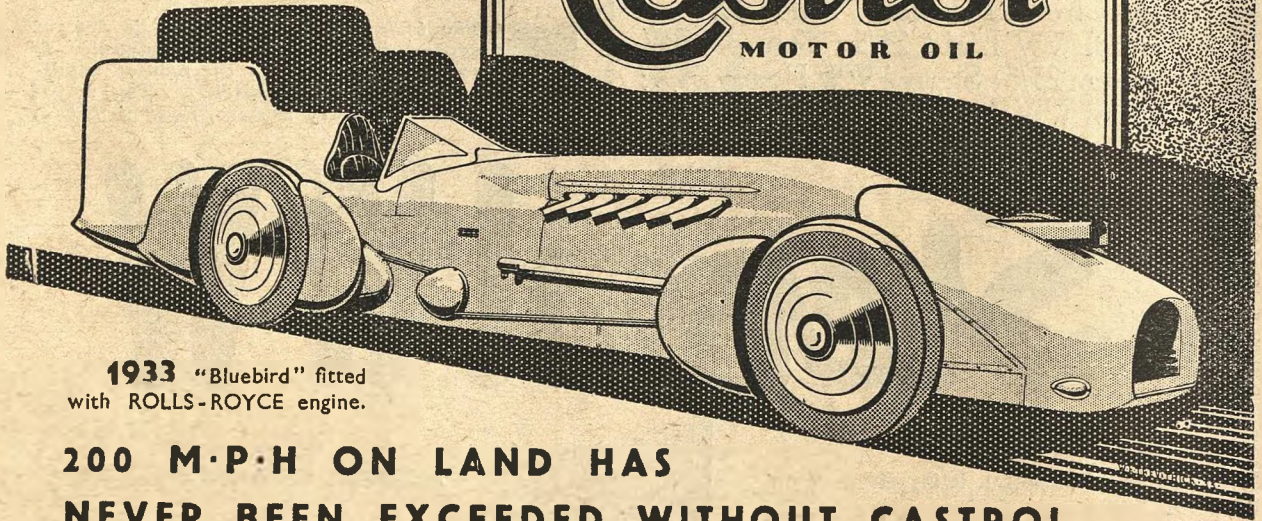


1932 On February 24th, Sir Malcolm raised his record to 253.96 M.P.H.

FOR THE SIXTH TIME
SIR MALCOLM

CAMPBELL CHOSE

WAKEFIELD
Castrol
MOTOR OIL



1933 "Bluebird" fitted with ROLLS-ROYCE engine.

200 M·P·H ON LAND HAS NEVER BEEN EXCEEDED WITHOUT CASTROL

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

Technical Aspects

A VERY INVOLVED AFFAIR

How So-called Theoretical Carburetter Adjustments are Calculated. Varying Factors Which Confuse the Issue

By

L. MANTELL

MOST amateurs have the impression that carburetters can be theoretically adjusted, given the bore, stroke and speed of an engine; but although these factors serve to provide a basis from which to work, that is as far as theory can take one—not because the principles are unknown, but mainly for the reason that many factors having a bearing thereon are not only unknown but practically unknowable.

I will, however, endeavour to convey the methods by which so-called theoretical adjustments are arrived at and then try to show how the findings can be confused by the intrusion of other factors.

The whole thing is based on local air speed. Upon this depends not only the disintegration of the fuel, but its capacity for remaining in subsequent suspension. Some specialists, and, more particularly, those who are interested in static carburetters with fixed choke tube and jet orifices (and, therefore, variable air speeds), favour the method of tuning to peak velocities; others, who deal with the constant vacuum types, prefer to base their calculations upon the degree of this fixed vacuum as reckoned in inches of mercury. These types have a set choke velocity through the provision of automatic variation of this member and also of the jet orifice; the flow values of their respective intakes of air and fuel therefore change with the charge volume as governed by the throttle position.

I will particularize, so that the principle may be clear.

TO calculate actual air speed at any point in the induction system is impossible because of the intrusion of the factors of elasticity and of local expansion and contractions due to heat and cold producing factors at different parts of the tract. For example, the area immediately to the engine side of the spraying member, of whatever type it may be, is much lower than normal; a little farther along contact hot-spots again tend to raise it locally; and yet again it must be remembered that the charge flow is not a steady current; it is a succession of impulses. All these variables combine to make even a mean calculation impossible.

An arbitrary method, however, is commonly practised, and this, although quite inaccurate, is generally accepted and is as follows. Consider the movement of the piston during the induction stroke and it will be evident, if one discounts the elasticity of air and vapour, that the incoming column of charge will pass down the barrel of the cylinder behind the piston at piston speed.

The rate of movement of this column in the cylinder being equal to that of the piston, it will be clear by the same line of reasoning that the charge ratio in any part of the tract which conveys it from the carburetter to the combustion head will be as much faster than the piston as the area of this particular part is smaller than that of the piston crown.

AS the inlet strokes in a four-cylinder engine succeed each other in unbroken order (each one commencing precisely as the preceding one finishes), it again follows that the charge rate in any part of the system calculated in this way—and ignoring gaseous elasticity—will be equal to the piston speed, multiplied by the ratio of the area of that part to the piston crown area.

All one requires to do, therefore, is to find the piston speed in feet per second: twice the stroke in inches multiplied by the revs. per minute and divided by 12 and 60 to bring it to the required denomination.

From this can be calculated the choke velocity at that particular speed by finding the ratio between the choke and the piston areas and multiplying the piston speed by this figure; we then have the choke velocity in feet per second.

Having arrived at an accepted—if inaccurate—method of calculating local velocity values, the static carburetter man applies it thusly. Every make has its own particular characteristic as regards the disintegrating capacity of the spraying member at specific air speeds past the final orifice or orifices, and also as regards the air pumping resistance imposed on the engine at these air speeds as determined by the design of the choke, the throttle, the jet member and the air intake. The operator is aware that, to commence with, he must find a choke area small enough to produce the required velocity for breaking up the spray finely enough to be air-borne at the required minimum full-throttle top-gear road speeds, and at the same time *large enough* to pass the required volume for the top speed demanded. If it is too big he will get his top speed at the expense of acceleration and what is termed “hanging on” and, of course, vice versa.

IF, however, he knows his instrument well as regards its resistance at high velocities and its fuel disintegration capacities at low air speeds, and if he is aware of its approximate upper and lower limits in terms of choke velocity in feet per second, all he re-

quires to do is to calculate by the above method the piston speed at the power peak attributed to the engine by the makers, to ascertain the minimum full-throttle speed required by them, and then select a choke that should operate within these limits. If he has chosen correctly, the remainder of the tuning now resolves itself into the determination of a jet or jets that will maintain a correct mixture strength throughout the range of speeds. The methods of doing this I will discuss with the necessary detail later.

To return to the question of choke size. This estimation is, of course, arrived at on the assumption that the induction characteristic of the engine itself is normal and that a specific bore, stroke, and r.p.m. will represent an approximately corresponding fuel disintegrating capacity and air-flow value in a given sized choke. Unfortunately, it need not necessarily be so, and, in modern small, high-speed engines this calculation very often is not to be relied upon at all, and may easily be 50 per cent. off the mark.

IN the earlier days when one engine was pretty much the same as another as regards valve areas, lifts and timings, in relation to cylinder capacities and peak speeds, one could arrive correctly at the best choke area three times out of four by calculation, in which, having ascertained the peak revs. one had merely to select a choke which gave an air velocity suitable to the characteristics of the carburetter (generally somewhere between 360 ft. and 400 ft. per second, according to the make) and with this a peak power of something between 15 h.p. and 20 h.p. per litre of cylinder capacity was obtained. To-day, nearly double these powers are expected from small engines, and in obtaining them various disturbing factors are introduced, the results of which can mainly be regarded as unknowable.

In order, for example, to get a maximum charge volume at high speeds induction systems and valve sizes are greatly increased, and the opening and closing points of the inlet and exhaust valves respectively are overlapped—in some sports tourers to the extent of 50 degrees.

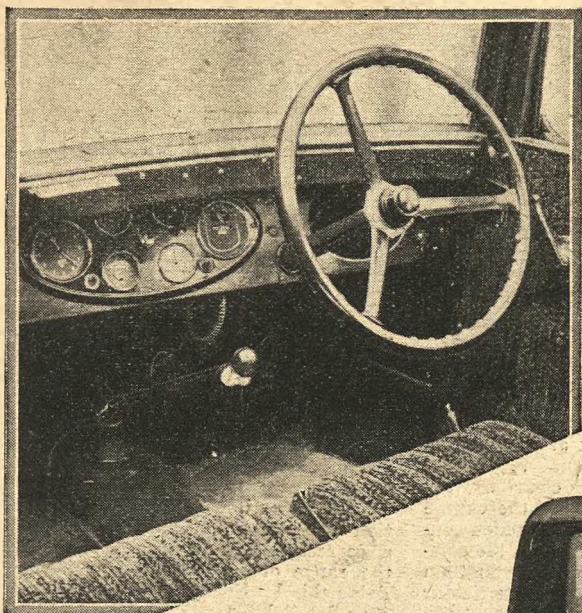
While this procedure is all right in the attainment of a high peak, it makes carburation at the lower parts of the power curve very difficult, because as the speed drops the charge column in the manifold commences to oscillate and the depositing effects of oscillation of this kind upon the spray are unfortunately impossible to calculate.

The subject cannot be dismissed in a single article, so I propose to continue it next week in “Technical Aspects.”

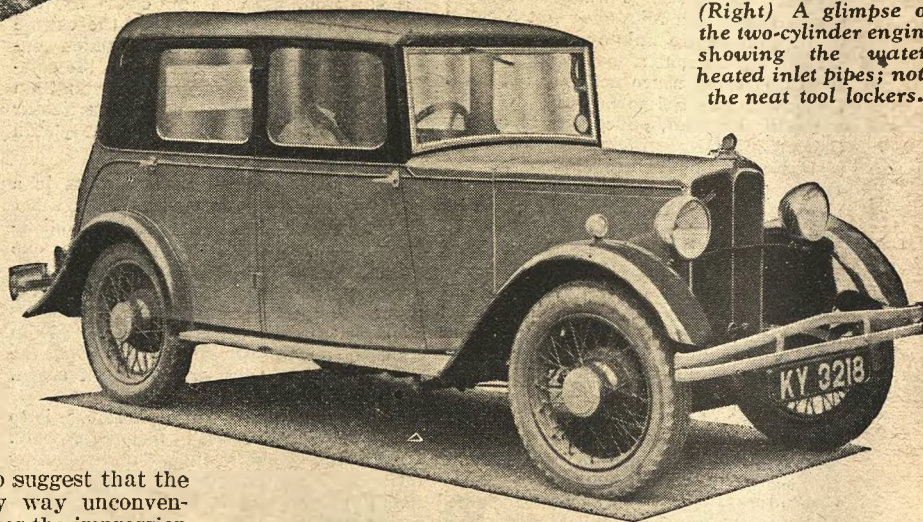
Four Aboard Up Honister in—

The 7 h.p. JOWETT

A Strenuous Test of a Roomy Four-cylinder Car that is Taxed at Only £7—And a Run in a 1911 Model



(Above) The well-equipped fascia board which carries a clock, speedometer, petrol gauge, oil gauge, ammeter, and switches together with two cubby holes. (Right) An external view which shows the large body; bumpers, a sliding roof and chromium-plated lamps are standard.



(Right) A glimpse of the two-cylinder engine showing the water-heated inlet pipes; note the neat tool lockers.

EXTERNALLY there is nothing to suggest that the Jowett Kestrel saloon is in any way unconventional. At a glance, it merely gives the impression of being a car of about 9 h.p. with rather pleasing and roomy coachwork. When, however, it is remembered that its tax is only £7, and that its engine has only two cylinders, it immediately stands in a class by itself. It is, in fact, unique in both these respects.

Actually, the two points are really connected, for the curious working of the present taxation formula places a premium on the number of cylinders. Thus the capacity of the Jowett engine (907 c.c.) is greater than that of some four-cylinder small cars that call for an £8 tax.

In passing, it may be noted that the Jowett concern did not adopt a twin-cylinder power unit on this account, as it has always pinned its faith in this type of engine, and just to drive home the fact that they are no novices at building two-cylinder engines at Idle, the company kindly allowed us to take out one of their very early models—a car produced in 1911 to be precise.

A glance under the bonnet of this old stager—a photograph of which appears on page 420—revealed a striking resemblance to the present power unit. In the general layout of the chassis, too, the ancestry of the present product could be traced. Of course, certain crudities were in evidence, such as contracting band brakes (on the rear wheels only), tiny little tyres, tiller steering and so on, but the family resemblance was there just the same.

Despite its twenty-two years the car was quite road-worthy, and no acrobatic feats or frantic struggles with controls which would not respond were necessary. Only the tiller steering required more than ordinary care, as this, of course, has a disconcertingly direct action.

For the rest, it started quite readily by hand, stopped with a reasonable degree of certainty, chugged merrily along at about 25 m.p.h. on the level and cheerfully

IN BRIEF.

ENGINE: Two-cylinders, side valves, 75.4 mm. x 101.5 mm. = 907.2 c.c.; tax, £7; coil ignition; Zenith carburetter.

TRANSMISSION: Single dry-plate clutch and four-speed gearbox with silent third; ratios, 5.375, 8.05, 13.5 and 22.9 to 1. Open propeller shaft, with ball-centred fabric universals, to spiral bevel rear axle.

GENERAL: Wheelbase, 8, ft. 6 ins.; track, 3 ft. 9 ins.; overall length, 13 ft. 3½ ins.; overall width, 4 ft. 7 ins.; height, 5 ft. 6 ins.; ground clearance, 7½ ins.; weight, 17 cwt.

PRICE: £180 (or, with three-speed gearbox, £175).

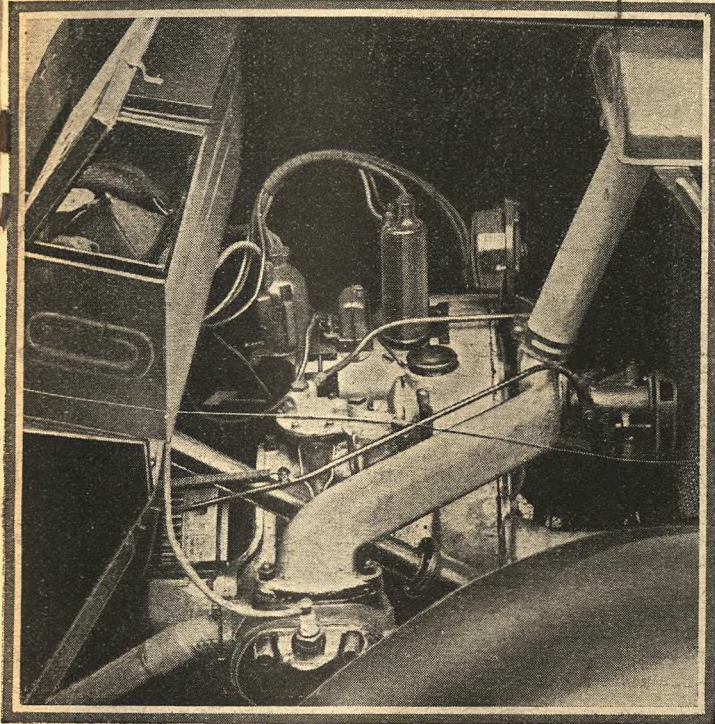
JOWETT CARS LTD., Idle, Bradford.

climbed a long hill with a gradient of about 1 in 10 on second gear with two aboard; the hill in question has many bends and few modern small cars manage it in top.

This trip, of course, scarcely forms part of a test of one of the latest Kestrel models, but is worth mentioning as showing the experience which lies behind every present-day Jowett, and as showing, also, that at Idle they know how to build cars which will last. Twenty-two years is a long time where motorcars are concerned.

To step straight out of a 1911 car and into a vehicle which has developed directly from it, but has been built nearly a quarter of a century later, is an interesting experience. It drives home more forcibly than anything else could the giant strides that have been made in the intervening period. The same basic ideas were to be found in each car but with a difference in their application, and what a difference in the resulting

KESTREL SALOON



performance! The current product has a vastly bigger and more luxurious body, and its acceleration, hill climbing and speed are so superior as to make a comparison almost impossible. Yet under the bonnet is an engine of similar layout and similar size.

During the course of our test of the Kestrel the car was subjected to all possible conditions, and it can be stated at the outset that it tackled them all in the same effortless and willing fashion.

Immediately after taking the car over it was decided to run up to the Lake District with the idea of seeing how it would behave on Honister Pass, the gradient of which is given in road books as 1 in 3 $\frac{1}{4}$. It was fully loaded for the trip and, quite frankly, a clean climb was not expected with four aboard.

"Impracticable for Motors."

The Pass was approached from the Borrowdale side and, in spite of an A.A. notice "Impracticable for Motors," the radiator was pointed straight up the old road and the throttle opened wide. The road has apparently fallen entirely into disuse since the building of the toll road to the summit, and the Jowett rocked, swayed and bumped its way over the most appalling surface imaginable. Every fresh bend showed an even worse stretch and suggested that the willing engine would at last give in, but each time it continued pulling away lustily until finally, almost at the very top, a road subsidence over a foot deep blocked the way.

There was nothing for it but to go down again and take the toll road to the summit—child's play.

The descent towards Buttermere effectively removed any doubts that might have existed regarding the efficiency of the brakes and at the foot the car was turned round for an attempt on this side of the Pass. Still with its complement of driver and three passengers aboard, it willingly made the climb, taking no notice of the loose, bumpy surface or fierce gradient, and the



Sweeping lines characterize the rear; luggage can be carried either on the grid or in a large locker inside the tail.

summit was once again reached with an engine that showed no signs of boiling.

After this trip, the car was driven down to London at a good average speed, which included 39 miles in one hour, used for several days in traffic and finally returned to the works a week later. It arrived with its engine just as lively and just as quiet and with everything else about the chassis functioning just as well as when it left a week before.

So much for its ability to stand up to real hard work. Now for a few other aspects of its behaviour.

A question which always arises where a Jowett is concerned is whether the two-cylinder engine is inferior to a four from the point of view of smooth running. This can easily be answered by saying that, under normal running conditions, nine motorists out of ten would be unable to detect the difference, as the Jowett engine is both smooth and quiet. Only at very low engine speeds are the less frequent power impulses of the engine noticeable.

The Four-speed Gearbox.

This brings us to the gearbox, for with the new four-speed box (available at £5 extra) there is absolutely no justification for letting the engine "slog"; the silent third is dead quiet and the change as simple as one could wish. The standard models with three speeds, incidentally, have a silent second.

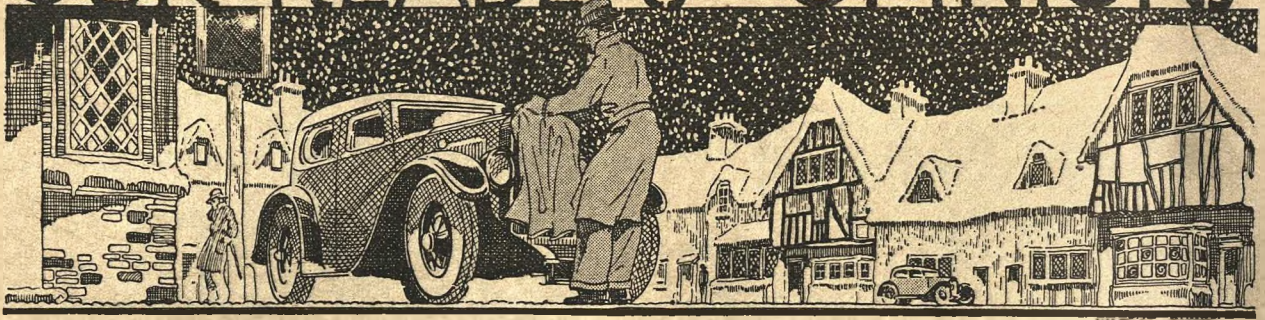
In the matter of speed, the car was checked over a measured mile in both directions and the mean figure worked out at 49.5 m.p.h. In third gear just on 40 m.p.h. was obtained, whilst in second the maximum proved to be about 23 m.p.h.

So far as economy is concerned the petrol consumption worked out at 35 m.p.g., and bearing in mind that the car was driven really hard the whole time, it is obvious that a consumption of 38-40 m.p.g. could be obtained in normal use. The oil consumption worked out at approximately 2,000 m.p.g.

Criticisms? Well, there are one or two, but none of them serious. The steering, although very light, has a slight tendency to "kick back" and the front seat cushions proved a trifle hard for long spells at the wheel—that is all.

For the rest, the car more than fulfilled expectations and with its exceptionally roomy body, economical running and sound performance will undoubtedly continue to uphold the Jowett traditions.

OUR READERS' OPINIONS



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

WHY NOT WEEK-END PERMITS?

Five-Sevenths Tax Wasted.

Your contributor "Diogenes" raises a very interesting point in his article "Why Not Week-end Permits?" Well, why not? In my case, owing to the fact that I am at business all day, my car is used only at week-ends. For permission to use it then I have to pay a full quarter's licence, of which five-sevenths is entirely wasted. J.S.P.

For Owners of Two Cars.

In last week's issue of *The Light Car and Cyclecar* I noticed a scheme mentioned by one of your contributors concerning week-end licences for car owners. It was suggested that the licences, or rather permits, should be obtainable at police stations on demand, and should be of distinctive design. May I express my approval of the idea, and also my hope that the requisite steps will be taken by the authorities concerned?

It would be particularly useful in my own case. My family own two cars, a saloon and an open tourer. The total tax on the two for the year is prohibitive, and the usual course followed is to license both cars for the summer and autumn quarters and to license only the saloon for the winter and spring quarters. This arrangement is all right in theory, but in practice it does not work out so well. We find that, in many instances, both cars are required

by various members of the family at week-ends, and the fact that only one is available is often the cause of some disagreement. If, however, police permits for week-ends were obtainable, the tourer could be temporarily licensed and much trouble saved. WIMBLEDONIAN.

Difficulties in the Way.

The scheme mentioned last week in the article "Why Not Week-end Permits?" is undoubtedly a good one, but there is one great difficulty barring the way and that is organization. The writer of the article suggests that the permits should be issued on demand at the local police station, but I fear that the police would not be at all agreeable to this. It would mean extra duties for them at a time when, owing to the increased traffic on the roads, they are required for what is—if I may venture to say so—more important work such as traffic control at busy cross-roads and junctions.

I am afraid, also, that the amount of money realized by the sale of these permits would not, after the deduction of expenses of collection, be sufficiently large to warrant the trouble necessary to get the scheme into working order. Let me repeat that, while I am wholeheartedly in favour of the idea, I am only pointing out the difficulties that lie in the way of successful operation. B. K. SMITH.

More Work for the Police.

Mr. Cave-Browne-Cave Replies

My letter on the subject of colloidal graphite as a lubricant has drawn forth a number of protests from users of graphite in this form. I must admit that my experience with colloidal graphite is not very great, as the engine in which I was using the compound blew up in the middle of the tests, and the damage done was so extensive that it had to be placed on the "retired list." In case I am taken up on this point, I had better mention that in no way was the graphite responsible for the breakdown.

Perhaps when I used the word "mashed," with reference to gearing, the word was ill-chosen, but I am still unable to select a more suitable definition. The action (if any) of graphite on gears is difficult to understand, especially when such good results are obtained in the case of cylinder bores and big-end bearings, where there is a continuous lapping effect supplemented by a high working temperature.

When these tests were carried out on the engine in question, every precaution was taken to see that all the components were clean on assembly, and as an efficient filter was used in the main feed it is extremely difficult to account for the gears getting into such condition. As the engine was exactly the same as the previous build (the only addition

being the graphite), I came to the conclusion, quite naturally, I think, that the graphite was the cause of the trouble, unless, of course, some undiscovered factor entered into the case.

I was interested to see that Dr. Stuart had obtained satisfactory results in every way, but I would like to assure him that I used only the quantity of graphite as recommended by the makers. MYLES V. CAVE-BROWNE-CAVE.

The Ethics of Parking Charges.

A few days ago, when I left my car in a parking place in Carlisle, I was charged 6d. and handed a ticket, whereon it was set forth that the fee was paid for the services of an attendant and that the actual parking was free. There was, however, a clause to the effect that, while all precautions were observed, no responsibility for the loss or damage of the car or its contents was accepted by the controllers of the park. I believe this clause is general at most parking places, and I would like to know, therefore, the reason for the charge I have mentioned being made. WESTMERIAN.

Why is a Charge Made?

OUR READERS' OPINIONS (contd.)

A Grateful User—

I appreciate the tip for stopping rattles published in a recent issue of your journal. I had a continuous slight rattle when running my car when the brakes were not in use, and contemplated fitting jaws and —Thanks Writer pins to the brake pull rods; but I am of an Idea. now fitting elastic bands, after first packing the connections with grease. Six strong rubber bands cost me nothing, as when I called at the garage for an old piece of inner tube I was told to help myself from a sack full of discarded tubes.

H. O. LEAT.

Wheel-shedding.

I was interested to read that "Focus" has at various times shed quite a number of road wheels from cars of the distinctly light variety. I was once driving an old three-wheeler which I believed to be in good condition round a right-hand bend when the left front wheel went off with considerable velocity to jump an oak fence.

Twice in Three Weeks.

My passenger, who scaled more than 14 stone, did not seem to think it was his fault at all, and when, three weeks later, with stub axle duly replaced and travelling at a reasonable gait on a straight arterial road, the same wheel saw fit to pass round the back of the car and hit the fence on the right-hand side of the road, I was inclined to agree with "Focus" in being surprised.

I have never determined the real cause of this peculiar lapse from grace and have not since been subjected in this way to the ribald laughter of small boys and others.

MISS FYRE.

The Weight of a Car.

May I congratulate *The Light Car and Cyclecar* on its policy of giving the actual weights of the various new models it describes and tests? In the past this vital information was often omitted, and readers were left in the dark about this important detail. Personally, when I see an account of any new model the first thing I look for is the engine c.c., and the second the weight, because a good power-weight ratio is essential to anyone who likes a nippy car with fine performance.

For example, a year or two ago a certain firm brought out

an entirely new model which sounded very attractive. The engine was about the size I wanted, 1,200 odd c.c., and other details seemed right; but no weight was given. As I was thinking about getting a new car I took the trouble to discover this, and found it was 24 cwt. This at once put me right off the model, because I knew no ordinary touring engine of 1,200 c.c. could possibly make this into a really lively outfit. That I was right was proved a year later when the engine was increased to a litre and a half.

MARMADUKE.

Weight-reducing v. Streamlining.

The remarks of your correspondent, Mr. G. D. Helling, in your issue of February 10, concerning the laughter-provoking "talk of streamlined saloons in the case of chassis capable of under 70 m.p.h." make me

Advantages of Streamlining.

laugh! It may interest him to know that, in the case of the Burney Streamline car, I understand that the maximum chassis speed was 65 m.p.h. and the maximum speed with body attached—and the body is no light weight—was 80 m.p.h.

Here is another fact which will doubtlessly cause him great amusement: M. Jaray had a streamlined body fitted to a conventional American chassis and, at a speed of 32 m.p.h., the fuel consumption was improved from 13.8 m.p.g. to 22.5 m.p.g.—a saving of 38 per cent.

Further remarks I feel may cause hysterics!

ROWLAND.

Coupe Bodies on Cyclecars.

In your issue of February 10 John W. E. Wills made a plea for a streamlined coupé on a three-wheeled chassis. I am also looking forward to the time when closed bodies become popularized on cyclecars. To obtain the best appearance, I consider that a low body with a curved back similar to the Aero Minx or Riley Kestrel would be very suitable on a cyclecar chassis.

Until 1933 cyclecars always seemed to go to a point at the back, but, following the design of the latest Morgans, I think that the flat back, to which the spare wheel is attached, is better. This certainly affords better luggage accommodation and makes the rear wheel more easily accessible, since the whole of the back opens.

Might I suggest that a small portion of your excellent journal should be reserved to illustrate suggested designs for bodywork on three-wheelers?

W. G. CLARKE.

Alterations to a 1924 Austin—

Some of your readers may be interested in a simple conversion I have effected to a 1924 Austin Seven for the purpose of making it look more up to date. The chief materials used were the radiator and part

—At a Cost of 30s.

of the bonnet of a 1922 A.B.C. As many readers will doubtless remember, the A.B.C. was air cooled and had a very genuine-looking dummy radiator. The thickness of the radiator—from front to back—was substantially reduced by cutting away almost half of it and reswaging the cut edge to take the bonnet. The cut was made so that the radiator edge was narrower at the top than the bottom, thus giving it a distinct backward slope when mounted. It was bolted to the existing Austin radiator shell with the starting handle holes in line.

The top of the radiator then stood up about 1½ ins. above the original shell, and a home-made push-on filler cap gives access to the Austin cap. The bonnet was made out of the top portion of the A.B.C. bonnet, with two new side pieces added. It extends right back to within 2 ins. of the windscreen, thus hiding the 1924 "pleat" in the scuttle.

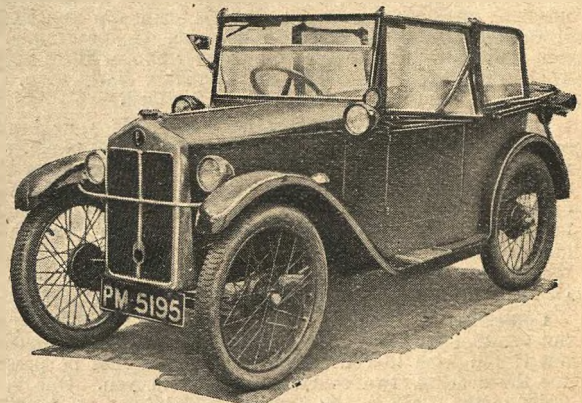
The whole car was repainted black, with green waistline and wheels, and its appearance was enhanced by the fitting of two chromium-plated drawer handles (3d. each at Woolworths) to each side of the bonnet, and a wing tie-bar made from a piece of tube with two chromium-plated towel-rails (6d. each) slipped over it, the whole being suitably bent. A centre strip for the radiator was made from one of the pieces cut off the sides.

As I have no garage, all the work was carried out in the garden, much of it during the recent cold snap. The swaging and wiring of the bonnet was done on a piece of

east-iron nailed to the top of one of the gate-posts.

The total cost of the conversion was about 30s., but this included a complete A.B.C. car in running order, purchased for £1! Unfortunately, the small tyres and hood of the Austin give away its date still, but I hope to remedy this soon, and also to add a false back to the body enclosing the spare wheel.

C. LOTON PARRY.



This interesting Austin Seven was altered by the addition of a higher radiator and bonnet. The work was done in the owner's back garden. (See letter from Mr. C. Loton Parry.)

OUR READERS' OPINIONS (contd.)

The 9 h.p. Fashion.

Although I am one of your oldest readers, this is the first letter I have inflicted on you. Until recently I was the proud owner of a copy of your first issue, *The Cyclecar*, which I personally purchased in November, 1912, but a few months ago I lent it to a friend—also an enthusiastic motorist—and he has lost it. If you find room in your columns for this letter, no doubt he will read it.

Started by the
Rover Nine?

With the great popularity of 9 h.p. and 10 h.p. cars, I frequently notice reference in the Press to a car which is supposed to have set the fashion, the Riley Nine, a truly remarkable car, although one which I have not yet had the pleasure of owning; but there is one which was a great success long before the Riley Nine was produced. I refer to the Rover Nine and its present-day elder brother, the "Ten." I have no interest in the manufacturers other than as a frequent user of one of their products, and I do feel that more credit is due to them for producing a vehicle as long ago as 1924 of which most of the essential features in design, etc., have been retained at the present day.

I believe I am right in saying that all the other 9 h.p. and 10 h.p. cars of 1924 and earlier have "faded out." Recent correspondence in your columns regarding seating comfort (or the lack of it with many cars) prompts me to give Rovers another pat on the back, for the leather-covered upholstery and the extremely comfortable driving position on a 1930 sportsman's coupé (the seats being readily adjustable and the rake of the steering column just right for most drivers) have received numerous complimentary remarks from owners of cars as recent as 1932.

E. COOMBER.

CONDENSED CORRESPONDENCE.

J.D. (Salford) writes expressing his satisfaction with the 1933 four-cylinder three-wheeled B.S.A. He is an ex-motorcyclist and is very pleased with the motorcycle performance and car comfort of the B.S.A. An effortless "50" is possible, at which speed the exhaust is a pleasant hum. The petrol consumption works out at about 36 m.p.g., while the oil consumption is very small. Altogether the three-wheeler has the feel of a super-sports car on the extremely small tax of £4 a year.

READERS' WANTS.

SENECHAL.—An instruction book for the 1926 8 h.p. model.—M. E. Vint, 27, Elgin Road, Wallington, Surrey.

HUMBER.—An instruction book for the 1925 8-18 h.p. two-seater.—A. W. Merrick, 112, Plimsoll Road, Highbury, London, N.5.

SINGER JUNIOR.—Readers' experiences of the 1931 model.—V. B. Wilkin, Lancastria, 28, Elmsleigh Avenue, Kenton, Middlesex.

GWYNNE.—An instruction book for the 1925 or 1926 8 h.p. model.—Leonard Kaye-Perry, 9, Loraine Road, Holloway, London, N.7.

RILEY.—An instruction book and tuning and running hints for the 1928 (December) single-carburettor Monaco model.—Ian Smith, Eildon, Newton St. Boswells, Roxburghshire.

BROOKLANDS YEAR BOOKS.—Copies prior to 1926 wanted, also pages from motoring papers giving reports of Brooklands before 1925 and descriptions of the cars used.—W. Boddy, 13, Hillier Road, London, S.W.11.

Questions Asked and Answered

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

Running Temperature.—J.C. (Devonport).—Most engines run better at a fairly high temperature. As you have a thermometer reading in degrees, blank off the radiator so that the engine runs at 85-90 degrees C. under normal conditions.

Sliding Roofs.—L.M. (Liverpool).—You need have no fear in purchasing a saloon with a sliding roof on the score of its not being weatherproof. The question of making a waterproof joint has been satisfactorily settled and all modern roofs can be relied upon not to let in rain.

Reboring.—J.D. (Egham).—In view of the fact that your 1929 car is in quite good condition so far as the transmission, steering, coachwork and so forth are concerned, it would certainly pay you to have the engine rebored if you propose to keep the car for another two or three years. If, however, you are thinking of changing fairly soon, the expense of reboring would hardly be justified.

Brake Inefficiency.—H.M. (Dewsbury).—If your brakes appear to be reasonably efficient at speeds of 20 m.p.h. and upwards, but become progressively less powerful under this speed, it is probable that oil or grease has found its way on to the linings, as the effect of greasy linings is usually most noticeable at very low speeds. Remove the drums and wash the linings in petrol, afterwards roughening up the friction surfaces with a rasp. Do not forget, also, to clean the drums thoroughly before reassembly.

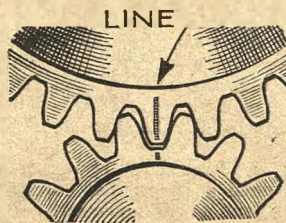
Contesting a Charge.—"Summoned" (Leeds).—You do not mention the offence for which you have been summoned, but if you wish to contest the case and cannot be present for the hearing, two courses are open to you. One is to write to the Clerk to the Justices explaining your inability to attend and asking for an adjournment; the other is to instruct a solicitor to represent you. If the alleged offence is only a minor one, incidentally, it would probably be better to write a letter pleading guilty unless you have a very strong defence.

Solvent of Shellac.—B.B. (Winchester).—You will find methylated spirits quite an efficient solvent of shellac.

Tyre Mileages.—P.A. (Ely).—Although a great deal naturally depends upon the use to which a car is put and the attention which is given in the matter of maintaining the correct pressures, you can safely rely on a modern tyre of well-known make giving a mileage of 10,000 unless grossly misused. Mileages of 15,000 and even 20,000 are not uncommon.

Marking Timing Gears.—W.G. (Hockley).—Before dismantling your timing gear, you should make certain that the pinions are marked for correct replacement, as this will obviate the need for retiming. Generally, the teeth are already marked, but, if not, the necessary marks can be made by means of a centre punch, provided that the wheels are not hardened.

The usual method of marking is to make a dot on the sides of any two adjacent teeth and a dot also on the tooth which comes between them on the other wheel. If the wheels



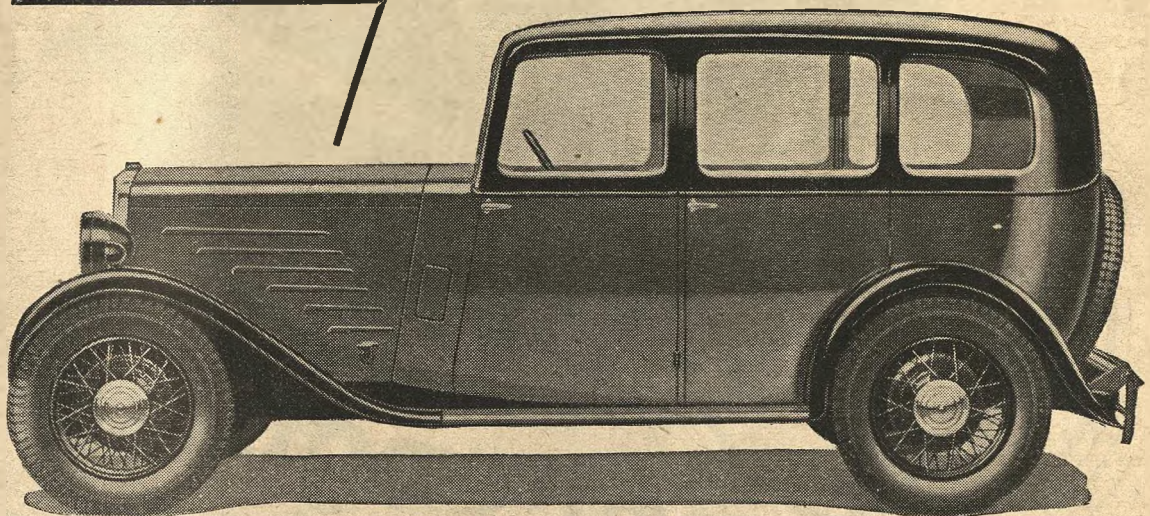
Before dismantling, the timing gears should be marked as shown in sketch. The method is explained in the reply to W.G. (above).

are hardened, the best plan is to make temporary marks with streaks of paint and then, when the wheels are dismantled, to etch lines by first warming slightly the teeth adjacent to the etching position and then melting a thin film of paraffin wax on to the surface.

When the wax has hardened, the necessary lines may be cut in it by means of a sharp instrument and then, with the wheels lying on a flat surface, a drop of dilute nitric acid is allowed to fall on to the wax so that it enters the scratches. The acid will eat away the steel to a slight extent, and it should then be washed away with water, after which the wax is melted off. It will then be found that there are clear-cut permanent markings in the wheel.

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The New "Twelve"
Saloon - - - £199

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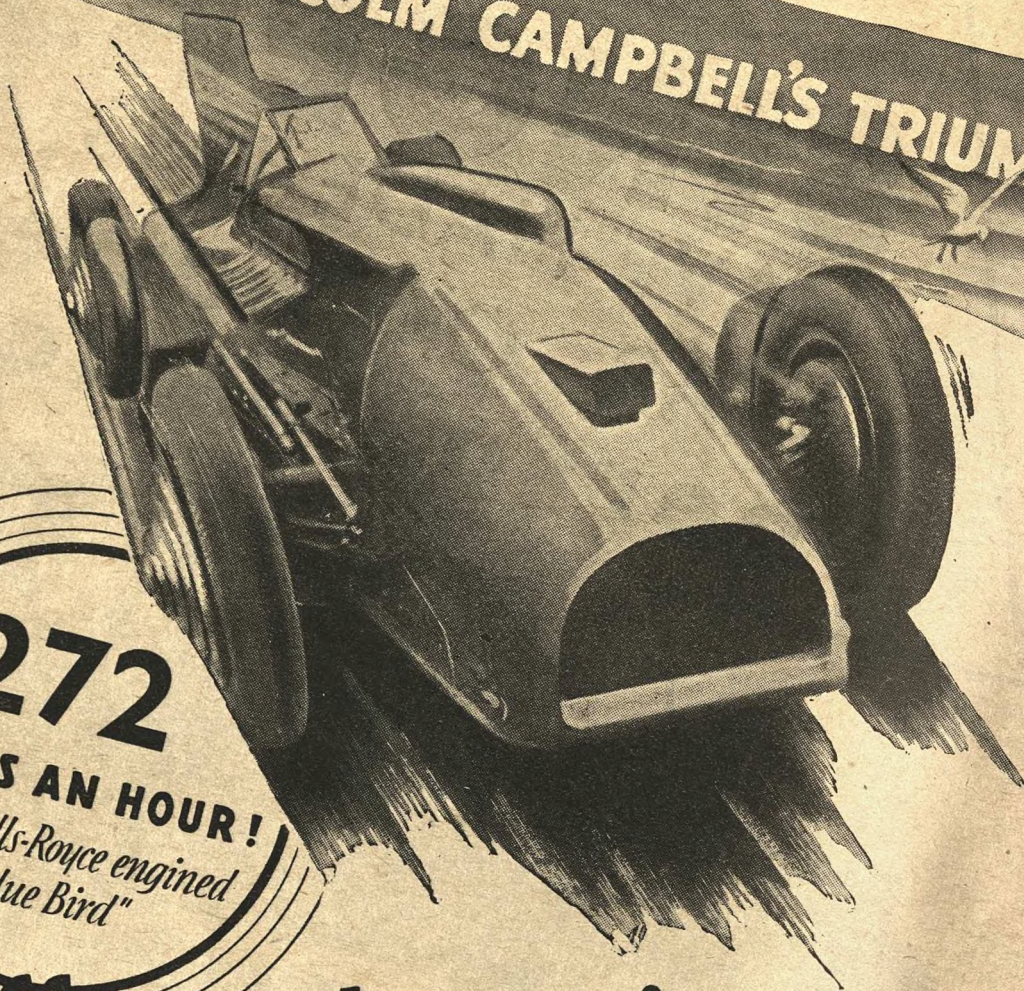
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MARCH 3, 1933.

SIR MALCOLM CAMPBELL'S TRIUMPH!



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"Blue Bird"*

a different engine... new streamlining... but **ALWAYS ETHYL**

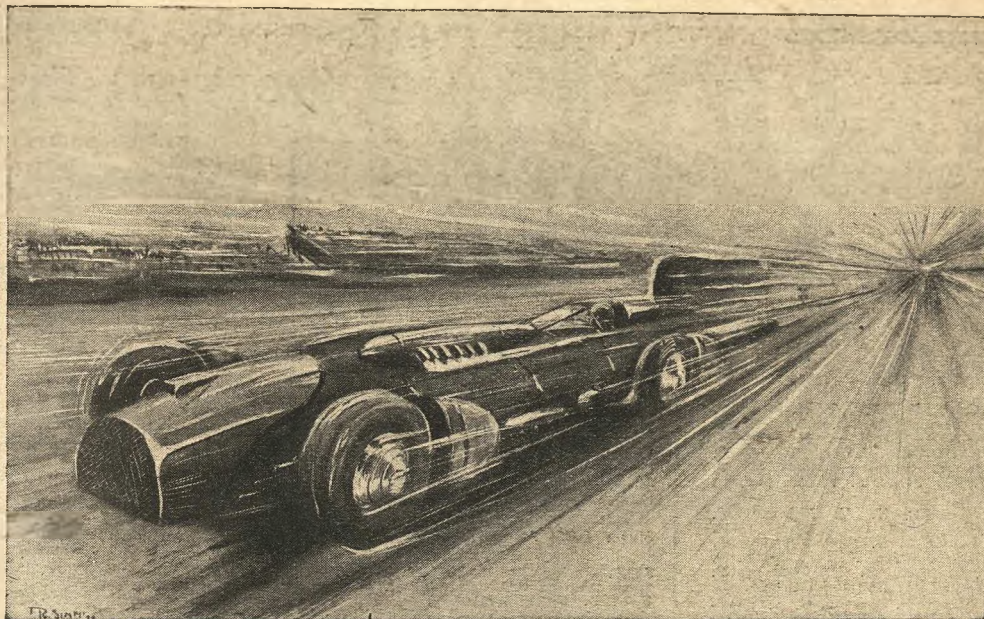
Ever since Pratts Ethyl special has been available, Sir Malcolm Campbell has always used it in his famous "Blue Bird." Now he has put up his own world's speed record of 253.8 to **272 m.p.h.** The red Ethyl fluid used in blending this fuel is *identically the same* as that used in blending Pratts Ethyl Petrol as sold to the public through roadside pumps everywhere at the same price as ordinary petrols.



SPECIAL

B38

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



280 m.p.h.: a clever drawing by a 15-year-old artist of "Blue Bird" flat out on Daytona Beach.

SPORTS JOTTINGS

BY "THE BLOWER"

SO Sir Malcolm Campbell has gone faster than ever before, breaking his own record for the mile, at 272.108 m.p.h.—an increase over the old record of more than 18 m.p.h. Bearing in mind the accounts we have received of the roughness of the beach, the poor visibility and the excessive wheel-spin due to sand-ripples, his achievement is simply amazing.

There is a tendency, as this great driver breaks his records over and over again, to take things rather for granted and to lose sight of the cold-blooded nerve required for the task. Because he has driven at over 200 m.p.h. so many times, the risks of each run are just as great as when he first went out for the record. His courage is the greater. Personally, having done it once, I should be inclined to feel I had got away with it, and that next time perhaps . . . I shouldn't.

* * *

MARK this: There are to be two Open climbs at Shelsley this year, instead of the one Open and one Amateur as of yore—May 27 and September 30.

As May 27 clashes with a certain Continental event, it is likely that some of those—including Earl Howe—who would otherwise participate in the first of the two open climbs will have to go abroad as they have more or less already committed themselves. This led to hectic S.O.S. messages to the M.A.C. to ask them if they could not alter the date, say, to June 3. Unfortunately, however, this is a bad date, as it falls on the Saturday before Whitsun, and I gather that although the M.A.C. realize that they will lose entries, they cannot do other than retain the date given.

Shelsley, by the way, is going to be even better than ever this year. As I have already outlined, the arrangements for the public are being improved, and the competitors will find their lot much happier.

Just to brighten things up, the committee have decided to give two cash prizes of £100 each for the best time made in each of the two events (stand back, there!) and Leslie Wilson tells me that he is trying to arrange for points to be allotted for cups won in the two events, a special cup being given at the end of the year to the man who has made the highest aggregate points.

Each hill-climb, of course, will be quite distinct, but there would be a kind of annual Shelsley championship which would not only buck things up, but would make competitors keen to enter both events.

The fact that the S.M.M. and T. have approved of trade entries should make it worth while for manufacturers to prepare special cars. I have also some very Secret News, red hot from my emissary to Geneva, but of this more anon.

PAST and present owners of Frazer-Nashes, sit up and take notice that it is proposed to hold a dinner (followed by a dance) at the May Fair Hotel, London, on March 25. As mentioned in these notes a moon or two ago, the idea is to sound Frazer-Nash opinion as to the desirability, sensibility and controllability of starting a Frazer-Nash owners' club.

Personally, I think it is an excellent idea. At a time when nearly every sporting marque has its own club it seems but meet and just that one of the finest sports cars in manufacture should be represented, also I foresee inter-club

rivalry. I foresee fun and games. Yes; I definitely foresee things.

* * *

Which reminds me, H. J. Aldington, who makes these same Frazer-Nashes with immense vim and enthusiasm, tells me that, owing to pressure of work, he is not absolutely certain to run in the Italian Thousand Miles, but that if he can possibly get away from business for the required week or ten days, he will be there.

His idea is to make a sort of high-speed demonstration run with the same unblown car he drove with N. A. Berry in the Monte Carlo Rally, without pit arrangements, filling up en route from wayside pumps.

"Aldy" is rather fond of taking any good Nash and entering it with success in all sorts of diverse events. You may remember he drove the same car in the Alpine Trial, the J.C.C. High Speed Trial and the T.T.—all within a few weeks last year.

* * *

FOLLOWING my remarks last week about one who (anonymously) challenged my opinion of Sir Henry Birkin's status as a driver, I have just re-read his book, "Full Throttle" (Foulis, 7s, 6d. net), and as I have never said anything in these columns about it before, let me here place on record another opinion, that "Full Throttle" is a thundering good book.

Controversial here and there, outspoken throughout, and always entertaining, it does what all worth-reading books do—makes you think. Sir Henry Birkin's racing reminiscences are told in a typical prosaic vein, in which there is no trumpet-blowing and no ridiculous false modesty. His views on racing are

SPORTS JOTTINGS (contd.)

the views of a man who has done as much in this direction for British prestige as anybody, and his appreciation of other and foreign drivers shows the spirit of the true sportsman. Definitely a book you must have on your shelf within easy reach.

BELOW I print the results of the recent Riley M.C. 12-hour trial, which have just reached me. Put on your spectacles and read:—

Private Owners' Trophy: R. Fursdon. **Professionals' Trophy:** J. Hobbs. **Ladies' Trophy:** Mrs. Marcus Brown. **NoVICES' Trophy:** K. E. Lilley.

First-class Awards: V. Riley, T. W. Slingsby, G. Malpas, F. Broomfield, Miss A. Sandell, G. G. Beddow, J. L. Dyer, A. F. Seal, M. MacIntyre, R. Newbery Carter, A. G. E. Alexander, Mrs. E. Wheatley, Major H. V. Batchelor, T. Miller Jones, S. Villiers Colbran and H. S. Warbey.

Second-class Awards: H. V. Phippen, E. Crump, S. H. Roe, L. N. Loake, Miss M. H. Roney, R. M. Lenoir, S. H. Rands, H. Humm, R. S. Gruchy, J. R. Grice, Miss P. Tuson, F. Winkworth, P. Cremetti, H. H. Glaisher, P. McEntee, B. Warbey, M. Bowman-Manifold.

Third-class Awards: W. Jackson, G. A. Wooding, E. E. Jones, J. G. Harris, S. O. Ripley, J. W. Scrivens, Dr. H. G. Hall, A. Brown, Mrs. Raymond Gough, D. B. H. Robinson, B. Dennison, J. T. Kemsley, R. Torrance, Junr., D. W. Hamand, Miss P. Hollingdrake, Miss M. Bates.

Concours d'Élégance.—Trial Competitors: Best appearance, D. W. Hamond; best condition, Mrs. Marcus Brown. Non-competitors: Best appearance, Mrs. Bell; best condition, Mrs. Palmer.

The next effort of the club is their Rally at the Hotel Majestic, Harrogate, on Friday, March 3. In the evening there will be a carnival dinner and dance, and next day a Concours.

NOW that the tumult and the shouting have died away and the marshals and observers departed, a point emerges in connection with the recent "Colmore" which, I think, was rather overlooked, viz., the very fine performance of G. C. Harris (Morgan). All round the course this experienced driver was an example of "how to do it" with three wheels, and particularly on Kineton, displayed driving skill of the highest order.

Harris won the Carr Cup for cyclecars, and, incidentally, my good friend George Goodall points out that Harris put up a better performance than the winner of the sidecar trophy.

THE regulations have just reached me for the opening car meeting at the Donington Park circuit on Saturday, March 25. The Derby and D. M.C. are organizing the meeting, which is open to members of the promoting club only. This explains the title of the regulations, which reads, "Closed Car Races," and thus has nothing to do with saloons, Mr. Snodgrass.

Racing will start at 11 a.m., and all events will be over 10 laps (one lap equals 2½ miles) from a massed start. Cars over 1½ litres need not apply, and only sports cars are eligible.

The following is the programme:—
Event 1: 850 c.c. unblown. Event 2: 850 c.c. with or without superchargers. Event 3: 850 c.c. supercharged and 1,100 c.c. unsupercharged. Event 4: 1,500 c.c. unsupercharged. Event 5: 1,500 c.c. blown and unblown. Event 6: Any two-seater in any trim up to 1½ litres. Entries close March 17.

CLUB ITEMS AND SPORTING EVENTS

FORTHCOMING EVENTS.

March 3.
Triumph M.C. Annual Dinner and Dance. Riley M.C. Harrogate Rally.

March 4.
Scottish Sporting C.C. Half-day Trial. Cambridge University A.C. Inter-Varsity Speed Trials, Gopsall Park. The Light Car Club. Reliability Trial. Southport M.R.C. Sand-race Meeting.

March 5.
Bugatti Owners Club. Opening Rally, Broadway. Berkhamsted and D. M.C. Winwood Cup Trial. W. Middlesex Amateur M.C. Inter-club Team Trial. Rochester, Chatham and D. M.C. Treasure Hunt. Singer C.C. Mystery Run. London Eagle M.C. Trials Practice.

March 8.
Singer C.C. Annual General Meeting.

March 11.
J.C.C. Spring Rally, Burford Bridge. West Hants L.C.C. Night Trial. B.A.R.C. Opening Meeting.

March 25.
Derby and D. M.C. Car Road Races at Donington Park, Leicestershire.

SINGER C.C.

A competitive mystery run is to be staged in Kent on Sunday, March 5, starting from the Blackheath entrance to Greenwich Park at 2.45 p.m. All Singer owners will be welcome. The second annual general meeting will be held on Wednesday, March 8.

OXFORD UNIVERSITY C.C.

The following are the provisional results of the inter-varsity acceleration tests held on Saturday last, February 25, on the Eynsham bypass, near Oxford (course: 1 kilom., standing start):—

Three-wheelers.—1, A. L. Hicks (Morgan), 41.1 secs.

850 c.c. Semi-sports.—1, W. Burke (M.G. Midget), 49 secs. **1,100 c.c. Semi-sports.**—1, A. C. Fairtlough (Salmson), 47.1 secs.

1,500 c.c. Semi-sports.—1, G. A. D. Smith (Wolsley Hornet), 49.8 secs.

Over 1,500 c.c. Semi-sports.—1, L. F. von Diergardt (Ford V8), 39.5 secs.

1,100 c.c. Sports.—1, S. W. Jackson (Riley), 42.1 secs.; 2, R. A. Mitchell (Riley), 45 secs.; 3, J. R. C. Finch (Alta), 49.3 secs. **1,500 c.c. Sports.**—1, H. W. Inderwick (Frazer-Nash), 44.9 secs.; 2, A. M. Laing (Aston-Martin), 45.1 secs.

Over 1,500 c.c. Sports.—1, A. Baker-Carr (Bentley), 37.7 secs.

850 c.c. Super-sports.—1, K. D. Evans (M.G. Midget S.), 33.6 secs.; 2, K. Collet (M.G. Midget S.), 38.2 secs.; 3, J. G. C. Ruston (M.G. Midget S.), 43 secs.

Over 1,500 c.c. Super-sports.—1, A. Grafton (Sunbeam), 46.2 secs.

K. D. Evans's time with the supercharged M.G. Midget of 33.6 secs. is equivalent to a speed of 67 m.p.h. (fastest run of the day).

WEST MIDDLESEX AMATEUR M.C.C.

A trial, held under the Group Inter-club Team Trial scheme, is to be held on Sunday, March 5. The trial is open to car members of the following clubs:—Amateur, Berkhamsted, M.G., Mid-Bucks, The Light Car Club, West Herts, West Middlesex Amateur, and Wood Green.

The car entry will not compete over exactly the same course as the motorcars. The start and finish will be at the King's Arms Hotel, Berkhamsted.

J.C.C. BROOKLANDS RESULTS

J.C.C. Silver Tankard (for best performance).—E. B. Briault (Wolsley Hornet). **Lady's Award** (for best performance by woman driver).—Miss Fay Taylor (Ford V8).

First-class Awards (J.C.C. Tankards. For those who passed in every test). Up to 10 h.p.—Frank A. Longman (Andre V6), M. H. Morris-Goodall (Austin), N. A. Prince (Austin). Over 10 h.p. and up to 16 h.p.—E. B. Briault (Wolsley Hornet). Over 16 h.p.—E. J. Linden (Delage), Miss Fay Taylor (Ford V8), C. W. P. Hampton (Talbot).

Second-class Awards (J.C.C. Silver Medals. For those who failed in not more than one test). Up to 10 h.p.—C. J. Turner (Crossley), J. A. Driskell (Ford), Mrs. A. E. Moss (M.G. Midget), G. H. Goodson (M.G. Midget), H. R. Winnicot (M.G. Midget), Rex L. Cowley (M.G. Midget), H. A. Jenkins (Morris Minor), K. Marten (Rally), F. M. Johnson (Riley), A. P. Squire (Riley), Miss D. C. N. Champney (Riley), H. C. Hunter (Riley), E. R. L. Crockett (Salmson), J. L. Tully (Singer). Over 10 h.p. and up to 16 h.p.—Miss K. Brunell (A.C.), L. W. Madge (Alvis), Sir A. W. MacRobert, Bt. (Aston-Martin), C. M. Anthony (Aston-Martin), J. G. Schofield, (Frazer-Nash), W. A. L. Cook (Lagonda), John Pares (Lagonda), T. C. Mann (Lagonda), R. Evans (Lea-Francis), W. E. Daniel (M.G. Magna), H. L. Kelman (M.G. Magna), T. R. Denton (M.G. Magna), A. Negal (Morris Major), W. G. Battersby (O.M.), A. G. Douglas Cleese (S.S.1), W. A. V. Davis (Standard), John V. B. Barker (Standard), A. L. Phillips (Standard-Avon), H. R. Euston (Talbot), A. E. S. Curtis (Wolsley Hornet), J. D. Firth (Wolsley Hornet), G. C. Terry (Wolsley Hornet), C. E. Wood (Wolsley Hornet), W. Edmondson (Wolsley). Over 16 h.p.—A. J. Morris (Essex Terraplane), J. Harrison (Ford V8), R. D. Tong (Lagonda), Raymond Way (Rover), J. A. Peacock (Sunbeam), Gordon Wood (Talbot), E. B. Longbottom (Vauxhall).

Third-class Awards (J.C.C. Bronze Medals. For those who failed in not more than two tests). Up to 10 h.p.—M. H. Forlage (Ford), L. L. Schofield (M.G. Midget), D. Maclean (M.G. Midget), C. G. Fitt (M.G. Midget), E. N. Ward (Riley), R. L. Burnet (Riley), T. A. Boardman (Riley), L. A. Sandford (Singer), A. J. Grimston (Swift), E. W. Seabourne (Talbot). Over 10 h.p. and up to 16 h.p.—R. J. F. Morley (A.C.), W. H. Porter (Alvis), A. C. Kelway (Armstrong Siddeley), Donald Monro (Invicta), J. W. Drewett (Lea-Francis), G. E. Coppen (Marendaz Special), C. Dugdale (O.M.), C. C. W. Burrage (Standard), N. E. Bracey (Wolsley Hornet). Over 16 h.p.—A. W. F. Smith (Alvis), F. J. McKenzie (Essex Terraplane), D. Krauss (Singer).

No Awards. Up to 10 h.p.—C. E. Taylor (M.G. Midget), T. W. Davidson (M.G. Midget), M. P. Tenbosch (Singer). Over 10 h.p. and up to 16 h.p.—Miss D. L. Bean (Aston-Martin), R. H. Hore (O.M.). Over 16 h.p.—Miss G. M. Cannon (Essex), P. Richards Brown (Humber Snipe), S. F. Seyfried (Talbot), E. Bryan Gush (Vauxhall).

Non-starters. Up to 10 h.p.—Miss S. Edmondson (Austin), Miss A. Auterac (Austin), N. L. Nevison (Hillman Minx), Barry Appleby (Hillman Minx Aerol). Over 10 h.p. and up to 16 h.p.—C. Abbott-Brown (Alvis), Leonard Baynes (Austin), A. Broadley (Bentley), A. L. Marshall (Frazer-Nash), P. S. Parker (Frazer-Nash), W. H. Bull (Humber), D. E. M. Douglas-Morris (Invicta), W. E. Kendrick (M.G. Magna), L. Warren (M.G. Magna), D. Pamplett (Talbot), A. Powys Lybbe (Talbot), Leslie H. White (Wolsley Hornet), D. M. Gluckstein (Wolsley Hornet), Miss P. Goodban (Wolsley Hornet), G. Trevor (Wolsley Hornet), A. J. G. Bochaton (Wolsley Hornet), Mrs. A. G. Gripper. Over 16 h.p.—R. G. Percival (M.G. Mark I), J. J. Cormack (Rover), Miss P. McOstrich (Talbot), Earl of Brecknock (Talbot), C. W. E. Windsor-Richards (Vauxhall), E. W. Deeley (Singer).

THE J.C.C. TESTS ANALYSED.

(We are indebted to the general secretary of the J.C.C. for the following interesting figures):

Easy Starting Test.—17 cars failed; 66 passed. Best time.—Miss Fay Taylor (Ford V8) and E. B. Longbottom (Vauxhall), 7 2-5 secs. Best light car time, H. R. Winnicot (M.G. Midget), 8 1-5 secs.

Acceleration and Braking Test.—19 cars failed; 64 passed. Best time.—A. E. S. Curtis (Wolsley Hornet), 18 1-5 secs.

Top Gear Slow-running Test.—54 cars failed; 29 passed. Best time.—W. Edmondson (Wolsley, Class 2), 42 3-5 secs. Best light car time.—Donald Monro (12 h.p. Invicta), 35 4-5 secs.; J. L. Tully (Singer Nine Sports), 33 secs.

Reversing Test.—Owing to the wet the line became almost obliterated, and the judges recommended that the test be abandoned.

Timed Half-miles.—Cancelled owing to snow.

Kerb Parking Test.—67 failed; 16 passed.

Hill Stop-and-restart Test.—26 failed; 57 passed. Best time.—C. M. Anthony (Aston-Martin, Class 2), 7 2-5 secs.

Hill Non-stop Climb.—7 failed; 75 passed.

CORRECTION TO J.C.C. RESULTS.

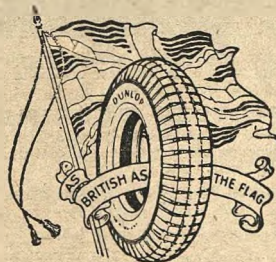
As we go to press we have received the following amendments to the results given above:—D. Maclean (M.G. Midget) receives a second-class award; F. M. Johnson (Riley) third-class award; A. C. Kelway (Armstrong Siddeley) second-class award; J. W. Drewett (Lea-Francis) second-class award; T. R. Denton (M.G. Magna) third-class award; R. H. Hore (O.M.) third-class award.

**Sir MALCOLM
CAMPBELL**

again
used

**DUNLOP
TYRES
AND WHEELS**

The organisation which produced the tyres capable of standing up to the terrific strains imposed by racing conditions is behind every Dunlop tyre *you buy.*



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

3H/112

C.F.H.

AROUND THE TRADE

A recent communication from Edward Joy and Sons, Ltd., Filtrate Works, Leeds, stresses the advantages of the liberal use of their Filtrate penetrating oil for preventing squeaks and rattles as well as for reducing wear.

Sternol, Ltd., announce that the prices of their oils—when purchased in five-gallon drums—have been reduced by 1s. to 1s. 6d. a gallon. Coupled with this reduction in price, is the £500 insurance guarantee recently announced. Full particulars of the latter are available from the concern at Royal London House, Finsbury Square, London, E.C.2.

Barimar, Ltd., 14-18, Lamb's Conduit Street, London, W.C.1, are taking a prominent part in a campaign to capture for British firms repair work to parts and components of foreign origin. In connection with the campaign Mr. C. W. Brett, managing director of the concern, said, "The replacement of broken parts of foreign origin is an important problem of industry, and it should be realized that the largest and more intricate parts of motor vehicles can be effectively repaired in England."

South London Motors, Ltd., of 516-522, Streatham High Road, Streatham, London, recently entertained 122 guests at their fourth annual staff dance at the Holborn Restaurant, London. The annual increases in the number of cars sold by the company were vividly shown by a novel "Try Your Strength" machine, a model car running up and stopping at different heights to indicate the number of sales each year. Mr. R. P. Petty, the managing director of the company, said that 1932 had been a record year, not only in the total number of cars sold, but also in the fact that the increase over the previous year was the highest yet recorded.

Dunlop tyres were used by M. Lehoux (Bugatti), who won the recent Pau Grand Prix at a speed of 46.4 m.p.h.

In the article on accessories last week, the price of the Schrader tyre-pressure gauge was inadvertently given as 4s. 6d., whereas the figure is, of course, 6s.

A staff dance was recently held by **Alexander Duckham and Co., Ltd.**, at Victory House, Leicester Square, London, and between 150 and 160 guests were present. Prizes were presented by the chairman of the company, Mr. Alexander Duckham.

"Why Newnhams?" is the title of a very attractive booklet issued by the **Newham Motor Co.**, 237, Hammersmith Road, London, W.6. It deals with every branch of the concern's extensive business, including hire-purchase, part exchanges, service and insurance, in connection with both new and second-hand cars.

Owners of cars with dilapidated hoods will be interested in a 24-hour re-covering service offered by **Messrs. Allen and Dorsett**, 63-65, Aslett Street, Garrett Lane, Wandsworth, London, S.W.18. This concern issues a price list with samples of material attached, so that customers can send their hoods (complete with frame) to them, together with details of the material selected; the frame will then be re-covered and returned within 24 hours.

Among the accessories and components used by Sir Malcolm Campbell on his record-breaking car "Blue Bird" were: **Dunlop** tyres, **Andre** shock absorbers and **Silentbloc** bushes, **Wilmil** alloy brake shoes lined with **Duron** fabric, **Tyzack** clutch plates, a **Clayton-Dewandre** brake servo motor, an **E.N.V.** final drive, a **David Brown** gearbox, **Ace** wheel discs and **Moseley** float-on-air upholstery. **Pratts** special Ethyl petrol was used as a fuel, and **Wakefield's** **Castrol** for lubrication. **Triplex** glass was fitted.



Post extra
CONNECTING RODS Complete 12/6

BRAKES

Brake linings depressed with rivets, Oct. 1926/30 per set of four, 2/3. 1925/Sept. 1926, per set of four, 2/6. 1931/2, per set of eight, 4/6. Postage 4d.

Brake Cables, Front, 4/6. Special line front, 2/6. Rear, 3/3. Special line rear, 2/- . Postage 6d.

GASKETS

Cylinder head .. each 1/6
Cylinder base .. each 2d.
Sump plate (cork) each 6d.
Manifold each 4d.
Complete set for decarboxonizing .. (boxed) 2/3
Postage 4d. extra.




BATTERIES

High-class 6-volt batteries by noted manufacturers, for starting and lighting.

14/3, carriage 2/3.

Remember, production costs dictate prices.



SOMETHING UNUSUAL

Five wheels, five tyres, five tubes, five rim tapes, all brand new, and you can have the tyres of either Dunlop or Goodyear manufacture. The price is right, £11, but as a special inducement we will allow £2 10/- for your present wheels, which works out at outlaying only 34/- per wheel, cover and tube.

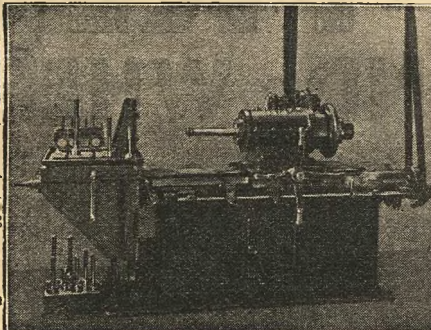


ACTIVE SERVICE FOR AUSTIN SEVENS

Send for our 1933 Spare Catalogue, "Active Service for Austin Sevens," which incorporates information on the "Care and Maintenance" of your car. Post free 3d.

Satisfaction guaranteed or money refunded without question.

EVERYTHING ADVERTISED BRAND NEW.



The precision cylinder grinder illustrated above is only one of a battery of similar machines giving a 24-hourly service.

CYLINDER REGRINDING including diecast diamond turned, 2L8 Air Board specification alloy pistons complete with rings and gudgeon pins.

Austin Seven 55/- Morris Minor 60/-
M.G. Midget 60/-

Signed guarantee with every job.

Personal supervision. M.I.M.T. Engineers.

Radiator hose top	1/3
Radiator hose bottom	1/-
Radiator hose top, special line	11d.
Radiator hose bottom, special line	8d.
Radiator caps	1/6
Fan belts	9d.

Starter rings ..	19/6
Starter rings, special line ..	17/6
Starting handle ..	6/6
Starting handle, special line ..	4/6
Clutch rings ..	3/6
Clutch rings, special line ..	2/6
Clutch springs ..	2d.

ACCESSORIES Each

Dial oil gauge	12/6
3/6 allowed for button gauge, fitted three minutes.	
Ash trays, "Bakelite," nickel or chromium interior ..	1/11
Lifting jacks with handles	3/11

STEERING Each

Steering knuckle pins	1/9
Steering knuckle pin bushes	8d.
Tie rod pins	3d.
Tie rod pin bushes	3d.

REAR AXLE

Crown wheel and bevel pinion shafts ..	Pair 49/6
Axle shafts	12/6
Axle shaft ball bearing assemblies	10/3
Axle felt washers	5d.
Flexible couplings, chrome leather	3/6

Postage extra

Valves, best quality ..	Each 1/3
Valve Guides	9d.
Valve Springs, Terry Aero ..	4d.
Valve Lifters, best quality ..	1/9

Post extra



Alloy die-cast pistons complete with rings and gudgeon pins. 21/-

Per set of four	21/-
Piston rings	Each 6d.
Scrapers rings	8d.
Gudgeon pin	9d.



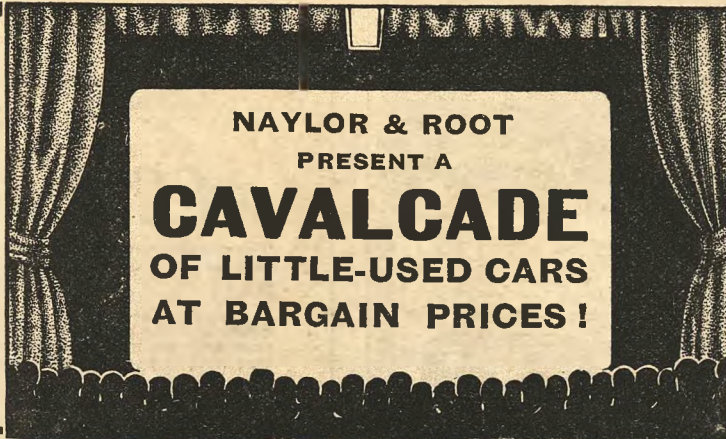
SPORTS MUDGUARDS

Fronts to turn with wheels, 45/- per pair. Rear to match 27/6 per pair.

J. HEMMINGS & SONS (Dept. L5), HALE, LIVERPOOL Phone—HALE 30 TRADE SUPPLIED

MOTOR ON EASY TERMS

Every assistance is given to help you make the most satisfactory choice. Trial runs are arranged without obligation to demonstrate the thorough reliability, splendid performance, and comfort of our car bargains. Moreover, our privately arranged easy terms and part exchange allowances are the best obtainable anywhere.



WRITTEN GUARANTEE

Your lasting satisfaction is ensured by each bargain being thoroughly tested and examined before delivery, and the 3 months' written guarantee is proof of the reliability. Deal with us by post if you cannot call—we will send any car mentioned here, or in our complete bargain list, up to 100 miles for free demonstration.

1928 JOWETT, long 4-seater, Maroon, clean car. Taxed ..	£35
1929 M.G. Midget, sports 2-seater, Blue, good tyres ..	£59
1931 MORRIS Minor, sports 2-seater, Black and Red ..	£59
1928 RILEY 9, Monaco saloon, wire wheels, Brown ..	£68
1929 SINGER 8, Sportsman's Coupe, Black and Red. Taxed ..	£49
1930 TRIUMPH Super 7, de luxe tourer, Duo tone. Taxed ..	£65
1930 JOWETT, Black Prince saloon, wire wheels. Taxed ..	£69
1931 MORRIS Minor, coachbuilt saloon, sun roof, etc. ..	£69
1929 ROVER 10, de luxe fabric saloon, new condition ..	£59
1931 SINGER 8, tourer, 4-speeds, Blue, as new. Taxed ..	£49
1930 MORRIS Minor, tourer, good condition, Blue ..	£29
1928 FIAT 8, de luxe tourer, leather, very clean car ..	£49
1932 MORRIS Minor, 2-seater, Black and Green, as new ..	£75
1929 JOWETT, long chassis saloon, exceptionally smart ..	£58
1930 AUSTIN 7, coachbuilt saloon, choice 2. Taxed ..	£59
1929 RILEY 9, Monaco saloon, wire wheels, very clean ..	£89
1930 M.G. Midget, sports 2-seater, large sump. Taxed ..	£75
1930 WOLSELEY Hornet, coach-built saloon, as new ..	£69
1931 STANDARD Big 9 saloon, sun roof, very smart ..	£98
1931 JOWETT, Black Prince saloon, new condition ..	£85
1931 TRIUMPH Super 7, de luxe saloon, sun roof, etc. ..	£79

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1930 TRIUMPH Super 7, super-charged 2-seater. Taxed ..	£79
1931 WOLSELEY Hornet, Royal sports 2-seater, Grey ..	£79
1931 STANDARD Big Nine, saloon, Black, very smart ..	£89
1931 SWIFT 10, de luxe saloon, sun roof, nice condition ..	£95
1931 WOLSELEY Hornet, coachbuilt saloon, sun roof ..	£85
1930 MORRIS Minor, sports saloon, leather, Triplex ..	£59
1931 SINGER 10, de luxe coachbuilt saloon, as new ..	£79
1931 TRIUMPH Super 7, 2-seater and dickey, Duo tone ..	£79
1929 RILEY 9, Mark IV, Monaco saloon, new condition ..	£95
1931 ROVER 10, Sportsman's Coupe, sun roof, as new ..	£98
1929 SWIFT 10, de luxe Drop Head Coupe, Duo tone ..	£49
1928 SALMSON 10, sports 2-4 seater, many extras. Fast ..	£39
1931 M.G. Midget, sports 2-seater, cycle wings, Blue ..	£89
1932 MORRIS Minor, coachbuilt saloon, sun roof, etc. ..	£89
1931 AUSTIN 7, Swallow coachbuilt saloon, sun roof ..	£98
1932 SINGER 8, coachbuilt saloon, sun roof, 4-speed ..	£89
1931 TRIUMPH Super 7, coachbuilt saloon, sun roof ..	£89
1932 STANDARD Little 9, de luxe saloon, sun roof ..	£119
1932 MORRIS Family 8, saloon, sun roof. Taxed Dec. ..	£115
1932 WOLSELEY Hornet, E.W. sports, 4-seater. Fast ..	£139
1930 RILEY 9, Monaco saloon, new condition, choice ..	£129

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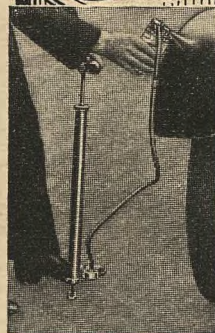
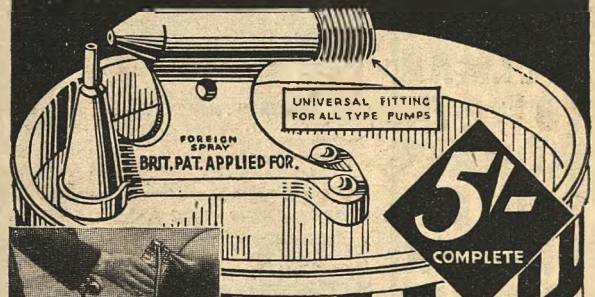
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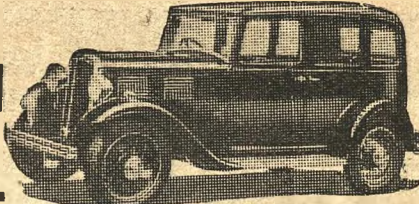
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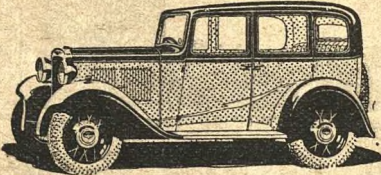
—the Service features we detail in our intensely interesting booklet. It is of a convenient size with 36 pages of facts of definite value to all who intend to buy a new or used car; whether for cash, in part exchange, or by deferred payments. We shall be pleased to send you a free copy.

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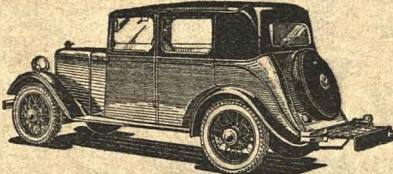
1933 STANDARD "Little Nine" £159
Coachbuilt Saloon
On self-financed terms: Deposit .. £31 16 0
and 12 monthly payments of .. £11 2 7
or 18 £7 11 11
or 24 £5 16 7
or otherwise as arranged between ourselves.

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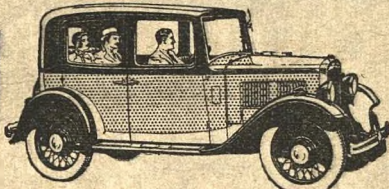
1933 HILLMAN "MINX" Family £159
Saloon
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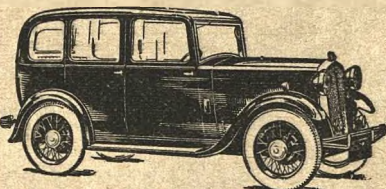
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- M.G. MIDGET** £105. Two and Three-Seater Sports with Dickey, 1932, wonderful bargain. Choice of Five.
- STANDARD** £110. Little Nine Saloon, 1932. De Luxe Saloon, 1932, £120.
- STANDARD** £70. 9 H.P. Sports Foursome Coupe, in lovely condition, cost £250.
- 1932, 8 h.p. **SINGER**, coach-built Saloon, 4-speed, sliding roof, taxed, one owner, small mileage, as new .. £89
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- 1932, **AUSTIN 12/6 de Luxe**, coach-built Saloon, sliding roof, leather upholstery, Triplex, one owner, small mileage, perfect .. £130

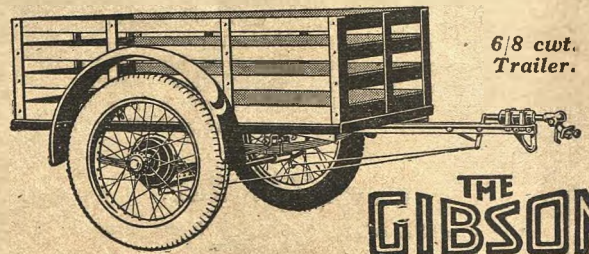
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DEPOTS:—**

	GNS.
ROVER, 1931, 10/25 h.p., Sunshine Coachbuilt 4-door Saloon, fullest equipment, wire wheels, safety glass, chromium plating, in superb condition. (Paddington) ..	89
STANDARD "BIG NINE," 1931, 6-light, 4-door Sunshine Saloon, fullest equipment, adjustable bucket seats, chromium finished, beautifully kept, good tyres, serviceable and attractive. (Paddington) ..	88
M.G. MIDGET, 1931, 8 h.p., Sports 2-seater, full dash, folding hood, pneumatic upholstery, exceptional condition. (Highbury) ..	85
SINGER "PORLOCK" 1931, Streamlined Sports 2-seater, 4-speeds, large F.W.B.'s, etc., attractive 2-colour finish. (Paddington) ..	65
SINGER, 1930, 8 h.p., 4-door Coachbuilt Saloon, all chromium, wire wheels, original cellulose finish, negligible mileage, excellent condition. (Highbury) ..	47
STANDARD NINE, 1929 model, 2-seater, full dash equipment, F.W.B.'s, double sunken dickey, many extras including radiator muff, stoplight, etc., attractive appearance and very carefully kept. Tax paid. (Paddington)	45
MORRIS MINOR, 1930, 8 h.p., Saloon, usual equipment, F.W.B.'s, chromium fittings, smart appearance. (Paddington) ..	45
AUSTIN, 1929, 7 h.p., "Gordon England" Cup Sports 2-seater, attractive aluminium fabric finish, F.W.B.'s, etc., fine little sports car. (Paddington) ..	42
AUSTIN, 1929, 7 h.p., Mulliner Saloon, full dash equipment, F.W.B.'s, black with red upholstery, economical little car. (Paddington) ..	39
SINGER, 1929, 8 h.p., 4-door Coachbuilt Saloon, full equipment, clock, speedometer, numerous extras, roomy and attractive. Choice of two. (Highbury) ..	37
HILLMAN, 1927, 12 h.p., 4-door Coachbuilt Saloon, full dash equipment, leather upholstery, F.W.B.'s, smart and serviceable car, genuine bargain. (Paddington)	25
SWIFT, 1925, 9 h.p., 4-door, 4-seater, Tourer, equipped, starter, rigid all-weather equipment, leather upholstery, excellent condition. (Highbury) ..	10

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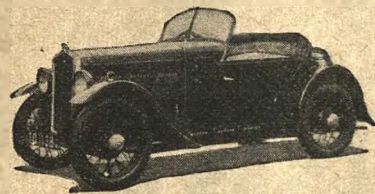
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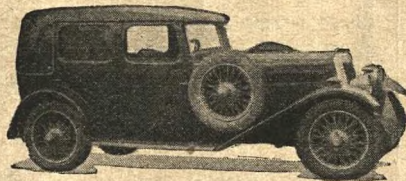


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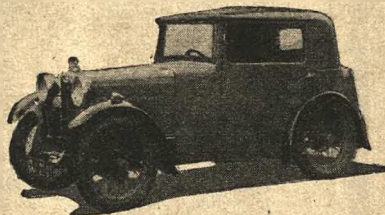
WOLSELEY Hornet, 1931, Special Sports, 2-seater, Magna wheels, very small mileage, almost as new .. **£99**

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M.G. MIDGET, Sports Coupe, Sun roof, beautifully kept, specially tuned .. **£99**

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- 89** Pounds. **AUSTIN 7, 1931, Swallow sports 2-seater, absolutely unmarked, chromium fittings, fully equipped. Choice 4 others.**
- 85** Pounds. **AUSTIN 7, 1931, Ulster sports 2-seater, low built, beautifully kept, amazing performance. Choice 2 others.**
- 59** Pounds. **AUSTIN 7, 1930, sports 2-seater, bodywork tip top, well kept, fullest equipment. Choice 5 others.**
- 69** Pounds. **ALVIS, 12/50, 1927-8, semi Coupe, drop head 2-seater, sunk dickey, bodywork unmarked, beautifully kept. Choice 3 others.**
- 85** Pounds. **AMILCAR, 9 h.p., 1930, sports coupe, sunk dickey, interior and bodywork tip top, all extras. Choice 2 others.**
- 99** Pounds. **FIAT 10, 1930, saloon coupe, dome back, sunk dickey, almost unmarked, really tip top throughout. Choice 2 others.**
- 89** Pounds. **HUMBER 9'28, 1929, 2-seater, sunk dickey, high radiator model, all extras, tip top throughout. Choice 2 others.**
- 69** Pounds. **LEA-FRANCIS, 1928, 12/40, 2/3-seater, sunk dickey, low built, wire wheels, all extras, fully equipped. Choice 4 others.**
- 99** Pounds. **LEA-FRANCIS, 1930, 12 h.p., 2/3-seater, sunk dickey, excellent tyres, fullest equipment, well kept.**
- 99** Pounds. **M.G. Midget, 1930 Coupe, sun roof, interior and bodywork tip top, very fast and attractive.**
- 99** Pounds. **M.G. Midget, 1931 sports, 2-seater, host of extras, tip top throughout, very fast. Choice 5 others.**
- 79** Pounds. **MORRIS Minor, 1931, o.h.v., special Arrow sports, £15 worth of extras, very smart and attractive.**
- 99** Pounds. **RILEY 9, 1930, sports 2-seater, wire wheels, excellent tyres, silent third, well kept. Choice 3 others.**
- 85** Pounds. **SINGER 8, 1931-2, de Luxe 2-seater, almost unmarked, 4-speed, rear tank, innumerable extras. Choice 3 others.**
- 78** Pounds. **SWIFT 10, 1930, de Luxe 2-seater, sunk dickey, wire wheels, very well equipped, 4-speed, one owner. Choice 3 others.**
- 95** Pounds. **STANDARD 9, 1931, de Luxe 2-seater, sunk dickey, late type radiator, small mileage, fullest equipment. Choice 2 others.**
- 69** Pounds. **TRIUMPH Super 7, 1930 Sports Coupe, excellent tyres, exceptionally pretty little car. Choice 4 others.**
- 99** Pounds. **WOLSELEY Hornet, 1931 special Sports 2-seater (Illustrated), new tyres, almost unmarked throughout.**
- 99** Pounds. **VERNON DERBY, 1931, 10 h.p. Sports 2-seater, beautifully kept, small mileage, ultra low build, amazingly fast.**

TOURERS AND SALOONS.

- 79** Pounds. **ALVIS 12/50, 1927 super Sports Tourer, wire wheels, special dual finish bodywork, particularly attractive. Choice 5.**
- 89** Pounds. **AUSTIN 7, 1932 sun Saloon, very small mileage, well equipped, excellent tyres, one owner. Choice 3 others.**
- 45** Pounds. **AUSTIN 7, 1929, sun Saloon, bodywork and equipment excellent, many extras. Choice 5 others.**
- 95** Pounds. **AMILCAR, 1930, 9 h.p., 4-door sports Saloon, interior and bodywork excellent, innumerable extras, excellent tyres.**
- 89** Pounds. **FIAT 9, 1930, special Swallow sports Saloon, ultra low build, dual finish bodywork, wire wheels, superb condition.**
- 79** Pounds. **HUMBER 9'28, 1928, 4-door Saloon, particularly well kept, all extras, excellent tyres, small mileage. Choice 2 others.**
- 79** Pounds. **JOWETT 7, 1931 short Saloon, tip top throughout, all extras, chromium fittings, very well kept. Choice 2 others.**
- 99** Pounds. **LEA-FRANCIS, 1929-30, special hyper sports supercharged Saloon (Illustrated), very low built, specially tuned.**
- 69** Pounds. **LEA-FRANCIS, 12/40, 1928, sports Tourer, dual finish, beautifully kept, fullest equipment, particularly sound.**
- 58** Pounds. **LEA-FRANCIS, 1927-8, 12/50 Brooklands sports Tourer, twin carburettor, close ratio gears, amazing performance.**
- 99** Pounds. **M.G. MIDGET Sports Coupe, Sun roof, beautifully kept, specially tuned. Illustrated.**
- 49** Pounds. **MORRIS Minor, 1929-30 Saloon, well kept, fullest equipment, excellent tyres, tip-top. Choice 5 others.**
- 69** Pounds. **ROVER, 10/25, 1929, special sports Tourer, bumpers, £30 worth of extras, original condition throughout, well kept.**
- 99** Pounds. **ROVER, 10/25, 1931, 4-door Saloon, excellent tyres, bodywork and equipment excellent. Choice 4 others.**
- 89** Pounds. **RILEY 9, 1929 sports Tourer, interior and body excellent, many extras, specially tuned, superb throughout. Choice 4 others.**
- 99** Pounds. **SINGER 8, 1932 sun Saloon, rear tank, 4-speed, one owner, almost unmarked. Choice 4 others.**
- 85** Pounds. **SINGER 8, 1931-2 4-door sun Saloon, coachbuilt, very small mileage, almost as new. Choice 2 others.**
- 99** Pounds. **SWIFT 10, 1930 Swallow sports Saloon, ultra low build, very attractive, particularly well kept. Choice 3 others.**
- 89** Pounds. **SALMSON, 10 h.p., 1930 double o.h. camshaft sports Saloon, rear trunk, many extras, interior tip top.**
- 69** Pounds. **TRIUMPH Super 7, 1930, Saloon, ribbon type radiator, interior and bodywork excellent, good tyres. Choice 7 others.**

Etc., etc., etc.
All open to A.A. or B.A.C. inspection willingly. Lists of 200 others post free

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.

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Type of Body (or Sic)—	Condition of Engine—	Rated H.P.— If O.H.V. or Side-valve—	Type of Lighting— No. of Speeds—
Body Work—	Paint—	Upholstery—	Tyres— Taxed till—
NAME.....		What Extras (if any)	
ADDRESS.....			

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

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

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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 Office. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers is outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1/2 per cent. (minimum charge 1/-) on amounts deposited 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 arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices by 6 p.m. Monday and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

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

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

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.

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

A.C., 1927 2-seater, 2-door, leather upholstery, £20. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1941

A.J.S., 1931, sun saloon. 9hp, one owner since new, £78. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1935

A.J.S., brand-new unregistered 9hp 4-door coachbuilt saloon, leather upholstery, original list price £225, special bargain, only one, £145. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1932

ALVISES, special selection under £100. See page 22. 56-310

ALVISES. Gatehouse Motors for 12-50hp o.h.v. Alvise. £95 1928-9 Alvista 4-door saloon; £55, 1927-8 de luxe tourer; £68, 1927 sports-tourer, excellent condition; £45, 1926 2-seater semi-coupe, £25, 12-40hp tourer. Highgate Village, N.6. Phone Mountview 4444. 56-528

AMILCARS, special selection under £100. See page 22. 56-311

AMILCAR. C and K Motors offer the following bargains—

£32 10s. First registered 1930, 75 m.p.h. 9hp super-sports 2-seater, entirely overhauled, rebalanced, polished ports, Ricardo head, every conceivable extra, condition as new, the most attractive Amilcar on the road, tax paid; exchanges, etc. Below.

£32 10s. 80 m.p.h. 9hp grand sport streamlined 2-seater, entirely overhauled and specially tuned, 65 m.p.h. second gear, Eldridge cowling, cycle wings, cowled dash, extremely attractive car; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 56-569

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

£49 10s.!! Amilcar, 8.9hp, 1928-9 Surbaisse underslung super-sports 2-seater, fitted well-base wire wheels; balloon tyres, ribbed cycle wings, two doors, i.w.b., vee-screens, 80 m.p.h., speedometer, rev. counter, etc., 75 m.p.h., wonderful job. Below.

£32 10s.!! Amilcar 9hp super-sports 2-seater, i.w.b., wire wheels, 70 m.p.h.!! Below.

£22 10s.!! Amilcar 9hp super-sports long-tail 2-seater; exchanges, deferred. 30a Highgate Rd., N.W.5. Gulliver 2251-2. 56-556

AMILCAR. Genuine 1928 2-seater, excellent condition throughout, all new tyres, chromium plating, any trial, £49 10s.; also

AMILCAR Special o.h.v., conversion on 1927 Surbaisse chassis, rev. counter, 12-volt lighting, and starting all o.k., really fast motor, £42 10s. Camden Motors, Buck St., Camden Town. Gulliver 4089. 56-454

AMILCAR, 1929, Grand Sports 2-seater, magnificent, cycle wings and vee-screens, very fast, £65; terms, exchanges. "S" Garage, Raynes Park. Wimbledon 4941. 56-v333

AMILCAR, 1929 sports 2-seater, superb order, £60. Below.

1928 model Amilcar Grand Sports 2-seater, underslung, £50; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 56-506

ARMSTRONG, 1929 (September), 12hp drop-head coupe, 12 months' guarantee, good condition, genuine bargain, £59. Baxter, 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 56-328

AUSTIN 7, 1931, coachbuilt saloon, finished in blue and black, exceptionally nice condition, fully equipped, £52 10s.; or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 56-413

AUSTIN 7, £28. 1929 saloon, in excellent condition, taxed, any trial; terms, exchanges. 368 Hornsey Rd., N.19. Archway 3294. 56-630

AUSTIN. South London Motors, 516-522 Streatham High Rd., S.W.16. (Pollards 4444; branch: Beckenham 2227):—

1929 Austin 7 saloon, good mechanically, full equipment, taxed, £39.

1930 Austin 7 tourer, nice condition throughout, any trial, taxed, unique deferred terms, £47. 56-653

AUSTIN 7, 1932, Chummy, blue, indistinguishable from new, taxed December, £75; also

1929 Chummy, blue, exceptional order, £35. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 56-608

AUSTIN 7, 1932 2-seater, one owner, small mileage, Alta head, Derrington exhaust, special steering wheel, muff, Boycemeter, first-class condition, good reason for sale, £78; no offers. Austin, 8 Bolton Rd., Chiswick. 56-x566

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

6 p.m. Monday

for the following Friday's issue.

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

AUSTIN 7, 1932, sunshine saloon, in immaculate condition, tax paid, choice of three, £85; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 56-615

AUSTIN 7, 1931 coachbuilt sunshine saloon, indistinguishable from new, one owner, mileage 7,000 only, £72; exchanges; small deposit secures.

AUSTIN 7, 1930 Wydor saloon, Triplex throughout, one owner, in guaranteed condition, £49; exchange or small deposit secures.

AUSTIN 7, 1929 Stadium super-sports 2-seater, new tyres, one owner, very attractive black and red, in new condition; at £42 it is cheap, because the car is really top-notch. Exchange or easy payment. Himing, High St., Ewell. Tel. 1740. 56-621

AUSTIN, £37 10s. Wydor saloon, black and red, superb. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 56-625

AUSTIN, £28. 1928 coachbuilt saloon, good condition, two new tyres, used week-ends only. 160 West Green Rd., Tottenham. 56-v355

AUSTIN 7, late 1926 tourer, taxed, reliable little car, 16 guineas. 14a Buck St., Camden Town. 56-455

AUSTIN 7 coachbuilt saloon, £39 10s.; chromium plating, new tyres, exchanges. 14a Buck St., Camden Town. 56-457

AUSTIN 7, £18. 1927 Chummy, splendid mechanically, appearance good. Below.

AUSTIN 7, £70. 1932 coachbuilt saloon, perfect order, tyres as new, exchanges, terms. Maynards, 241a High Rd., Wood Green. 56-450

AUSTIN 7s. Earls for genuine bargains.

1930 Austin 7 Wydor saloon, black body, smart car, £41.

1930 Austin 7 tourer, as new, small mileage, £40.

1928 Austin 7 Mulliner saloon, very clean car, £23.

1928 Austin 7 tourer, one owner, exceptional car, in new condition, £27.

1928 Austin 7 tourer, finished primrose and black, nice car, £24.

1927 Austin 7 tourer, a very good runner, taxed, £21.

1927 Austin 7 Cup model, black and red, £25.

1926 Austin 7 tourer, new hood and screens, taxed and insured November, £21

1926 Austin 7 tourer, one owner, magnificent car, £18.

AUSTIN 7s. Earls, 75 Heath St., Hampstead, N.W.3. Hampstead 3287. Open Sunday mornings. 56-446

AUSTIN 7.

1933 sunshine saloon de luxe, new December, maroon, mileage 600, performance and appearance equal to new, £110. Below.

1932 2-seater, maroon, mileage 8,000, spare unused, kept in perfect order in every way, taxed, £73. Below.

1932 coachbuilt saloon, blue, leather finish, moderately used, one owner since new, guaranteed, £75. Below.

1932 sunshine saloon de luxe, long chassis, dark blue, leather upholstery, very small mileage, unblemished condition, £87. Below.

1931 coachbuilt sunshine saloon, dark blue, good tyres, same owner throughout, very sound, step mats, radiator muff, taxed, £68. Below.

1930 (April) fabric sunshine saloon, maroon, good tyres, well equipped, clean, taxed year, £58. Below.

1929 Wide-door saloon, black-red, leather upholstery, new tyres, very attractive, £42. Below.

1929 Mulliner saloon, brown, moquette upholstery, Triplex, good tyres, very sound, £42. Below.

1929 Mulliner 2-seater, blue, splendid mechanical order, good battery, and tyres, step mats, tools, etc., £42. Below.

1928 coachbuilt saloon, dark blue, leather upholstery, good battery, brakes, etc., one change ownership, £30. Below.

1928 (August) 4-seater, maroon, particularly sound, good hood and all-weather equipment, most attractive, £28. Below.

1927 (July) Gordon Cup 2-seater, blue-red, new hood, good tyres, good runner, £24. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-474

AUSTIN 7, £45. 1930 chummy, finished blue-black, excellent condition throughout, fully equipped; exchanges, terms. M.B. Motors, 336 New Cross Rd., London, S.E.14. 56-1923

AUSTIN, £22; exchanges!!! 1928 chummy, one owner, excellent condition throughout; several others. Chidley, 579b High Rd., Tottenham. Phone 2920. 56-1919

AUSTIN. Ward and Co. for Austins.

£47 10s. 1930 Austin 7 Wydor saloon, spotless condition, fully equipped, choice of three, from £47 10s.

£59 10s. 1931 Austin 7 saloon, small mileage, as new, two in stock.

£69 10s. 1931 Austin 7 coachbuilt saloon, sun roof, several extras, one owner, bargain, choice of three, from £69 10s.

1933 Austin 7 in stock; immediate delivery; generous exchanges; self-financed deferred payments. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1951

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

AUSTIN 7. Brooklands Motor Co. offers: 1932 coachbuilt saloon, exceptional condition, £80. Below.

1931 saloon, £65; written guarantee, exchanges and private deferred terms, 410-416 Euston Rd., N.W.1. Museum 3143-4. 56-512

AUSTIN 7, 1932 de luxe saloon, 4,000 miles only, £90; also 1932 saloon, £77 10s. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-586

AUSTIN 7s, 1931 and 1930, several in stock from 45-50 guineas; exchanges, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. 222-604

AUSTIN 7, £37 10s. Late 1929 Taylor special sports, 2-3-seater, just overhauled, oversize balloons; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 56-571

AUSTIN 7, £70. 1932 coachbuilt saloon, low mileage, excellent condition throughout; exchanges deferred. 86 Acre Lane, Brixton. Phone 3401. 56-563

AUSTIN 7, 1928, £28. 4-seater tourer, perfect condition, overhauled and guaranteed. Ruffells Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 56-561

AUSTIN 7, 1929 Gordon England saloon, £28; also 1928 chummy, £25, both very serviceable cars, hire-purchase; exchanges. Taylors, 135 London Rd. Kingston 1263. 222-563

AUSTIN 7, 1931 coachbuilt sunshine saloon, blue, spotless condition, taxed, £70; exchanges and hire-purchase. Golly's Garage, 111a Earl's Court Rd., S.W.5. Frobisher 0063. 57-558

AUSTINS, special selection under £100. See page 22. 56-312

AUSTINS. Speechleys, the 100% Austin 7 dealers. Buy now. Prices are definitely rising. You cannot do better than purchase your Seven from our stock of 30 genuinely guaranteed cars. We have every body, style, colour, and upholstery variation, including several ultra-smart Swallow saloons and sporting 2-seaters by Mulliner, Boyd Carpenter, etc. We would draw your attention, especially, to paragraphs Nos. 1-6 immediately below our list of cars.

1933 saloon, sun de luxe, latest model, few weeks old, mileage 157, 105 guineas.

1932 saloon, Swallow, sun de luxe, blue, mileage 4,261, as brand new, 119 guineas.

1932 saloon, sun de luxe, long, blue, spare unused, mileage 2,000, 86 guineas.

1932 saloon, sun, long, very small mileage, carefully driven, faultless, 82 guineas.

1932 saloon, sun, short, original tyres, perfectly kept, one owner, 77 guineas.

1931 saloon, sun, Mulliner, wide body, cream, cost £175, as new, 74 guineas.

1931 2-seater Swallow, crimson and cream, absolutely indistinguishable from new, 69 guineas.

1931 saloon, fixed, coach, blue, faultless mechanically, very smart, 67 guineas.

1930 saloon, fabric, Wydor, brown, beautifully maintained, bargain, 52 guineas.

1930 saloon, coach, Wydor, safety glass, exceedingly good condition, 52 guineas.

1929 saloon, fabric, Wydor, black, 1932 condition in all respects, 46 guineas.

1929 saloon, fabric, Wydor, black, much above average, one owner, 39 guineas.

1928 4-seater, blue, one owner, used week-ends only, a specimen car, 29 guineas.

1927 4-seater, full equipment, good tyres, splendid condition, 22 guineas.

1926 4-seater, blue, thoroughly sound, very good appearance, extras, 19 guineas.

Please write for complete list.

Six commonsense reasons why you should buy your Austin 7 from us:

1. Specialization. We specialize wholly and solely in Austin 7s, and our expert knowledge ensures your complete satisfaction.
2. Selection. Our large and varied stock enables you to compare and select the model most suited to your needs.
3. Service. Concentration on Austin 7s means expert mechanics and unrivalled service facilities, enabling us to thoroughly service all second-hand cars at trivial cost.
4. Commercial travellers' cars. Big mileage commercial travellers' cars are definitely not purchased by us. Our cars come direct from private owners, and in most cases have had week-end use only.
5. Approval. We are prepared to send any of our cars for your approval any distance up to 200 miles without obligation or charge.
6. Guarantee. Buy your car from us, and you are covered by a written guarantee against mechanical defect for three months.

Convenient payment terms, and your present car accepted in exchange at full value.

Speechleys, 395 Edgware Rd., London, W.2. Tel. Ambassador 1300. Open all the week 9-8, Sunday 10-1. Established here since 1915. 56-390

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

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

AUSTIN 7 coachbuilt sunshine saloon, late 1931, licensed, one owner, spotless condition throughout, £67 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 56-1920

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

AUSTIN 7. Ratcliffe Bros., offer several 1931 and 1932 coachbuilt saloons from £65. 200 Gt. Portland St., W.1. Museum 8603-4. zzz-471

AUSTIN 7s!!! Normand Garage, Ltd.:—
1932 de luxe long chassis coach saloon, excellent condition, £80.
1932 series coach saloon, any trial, excellent condition, £68.
1931 coach sun saloon, excellent condition, any trial, £60.
1929 Mulliner coupe, excellent condition, many extras, £40.
92 Gloucester Rd., S.W.7 (Frobisher 3037); 489 Oxford St., W.1. Open until 6 p.m. Saturdays. zzz-529

AUSTIN 7 2-seater, £55. 1930 Standard opal blue body, mileage 20,000, Alta cylinder head, plated Denington exhaust system, spare wheel cover, radiator muff, new carpet, 12 new piston rings, brakes relined, paintwork and tyres good, fast and reliable, one owner, no dealers, easy payments arranged, seen London. Write BM/PTPK, W.C.1. 56-224

AUSTIN 7 tourer, 1931, insured June, taxed, 6,000 miles only, as new, £65. 64 Higham Rd., N.17. 56-v339

AUSTIN 7, 1928½ saloon, taxed, insured, excellent condition, £32. 17 Thornsbeach Rd., Catford, S.E.6. 56-v336

AUSTIN 7, 1929, saloon de luxe, pneumatic upholstery, nice condition, £36. 73 Atkins Rd., Balham, S.W.12. 56-v319

AUSTIN 7, 1926 tourer, engine splendid, new battery, good tyres, front headlights, fully equipped, colour blue, taxed and insured, £16. Phone Owner, North 1765. 56-v318

AUSTIN 7s, 1930, sun roof saloon, taxed, £52; 1929 ditto, £45; 1928 tourer, as new, £32; 1926 saloon, £22; terms, exchanges. "S" Garage, Raynes Park. Wimbledon 4941. 56-v326

AUSTIN 7s. List free, terms, exchanges. Rowland Smith. Below.
£11 deposit or 115 guineas cash. 1932 model Swallow saloon, green and ivory, sunshine roof, one owner, very small mileage, practically brand new.

£4 deposit or 39 guineas cash. Late 1928 Swallow 2-seater, black and green, very good condition.

£3 deposit or 32 guineas cash. 1928 model Gordon England Cup, black and green, very good condition, taxed.

£3 deposit or 35 guineas cash. 1930 model Wydor fabric saloon, taxed. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube). Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 56-1882

AUSTIN, 1933, 10-4 coachbuilt saloon, mileage under 3,000, practically as new, £140; self-financed hire-purchase. Newnams, 136 Streatham Hill. Tulse Hill 6222. 56-1907

AUSTIN. Lane Motors for Austin 7s.

1930 Mulliner sunshine saloon, 55 guineas.

1928 coachbuilt saloon, 29 guineas.

1928 Chummy, very nice order, 26 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-434

AUSTIN 7, 1929 (late), Wydor coachbuilt saloon, chromium plated, as new, £47. Below.

1929 Austin 7 saloon, sunshine roof, £39. Below.

1928 (late) Austin 7 Cup 2-seater, ball change, black and red, unmarked, perfect order, taxed, £37; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. 56-507

AUSTIN 7, 1933 saloon, practically brand-new, £99. Below.

1932 Austin 7 de luxe long wheelbase sunshine saloon, small mileage, practically new, bargain, £79. Below.

1930 Austin 7 Chummy, exceptional condition, bargain, £48. Below.

1927 Austin 7 Chummy, one owner, genuine mileage 13,000 only, bargain. Below.

1933 Austin 10 de luxe saloon, practically brand-new. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 56-552

AUSTIN 7s. Andrew, of Mortlake, offers:—

Full range of saloon and open models, 1927 to 1931, from £16; taxed, insured and guaranteed before and after sale; generous exchanges, self-financed terms from £8; write for particulars. 37 Sheen Lane, Mortlake (Station). Prospect 3532. 56-545

AUSTINS. Cookes Motors offer several Austin 7s. 1926 4-seater, £19; 1927 coachbuilt saloon, £28; 1929 4-seater, recellulosed, £39; 1931 coachbuilt 2-seater, £59; 1931 model, £65; 1930 coachbuilt saloon, £52; 1930 saloon, £45; 1932 Swallow saloon, as brand new, £105. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-534

AUSTIN 7, 1932 coachbuilt saloon, one owner since new, small mileage, £73. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1936

AUSTIN 7 de luxe saloon, 1933, taxed, small mileage, £105. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1938

AUSTIN 7, 1930, Wydor saloon, first-class condition throughout, £48.

AUSTIN 7, 1929 Wydor saloon, excellent condition, taxed, £38. Gatehouse Motors, Highgate Village, N.6. Phone Mountview 4444. 56-532

AUSTIN 7s. 1931, £55; also several saloons and tourers to choice, from £20. Open Sundays. Kings, 79 Stroud Green Rd., N.4. 56-526

AUSTIN 7, 1928 c.b. saloon, full equipment, splendid condition, taxed, £28. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone Putney 4466. Open Sundays. 56-1928

AUSTIN 7. Naylor and Root, Ltd.

1931 Swallow saloon, sun roof, duo tone, £98.

1932 sunshine saloon, long chassis, taxed, £89.

1931 Ulster sports 2-seater, very fast, £82.

1930 Swallow saloon, duo tone, as new, £79.

1931 coachbuilt run roof saloon, taxed, £72.

1931 coachbuilt saloon, sun roof, £69.

1930 Arrow sports 2-seater, extras, £59.

1930 Stadium sports 2-seater, smart, £59.

1930 coachbuilt saloon, choice two, £56.

1930 Wydor saloon, sun roof, taxed, £59.

1930 Swallow sports 2-seater, taxed, £68.

1929 Wembley sports saloon, smart, £49.

1929 Wydor saloon, black and red, taxed, £49.

1929 Mulliner saloon, very clean, £48.

1929 Swallow saloon, duo tone, as new, £59.

1928 tourer, side-screens, very clean, £32.

1927 Cup model sports 2-seater, £29.

Generous allowance for your present car, motorcycle or 3-wheeler. Get our quotation first. It always pays. Deferred terms over 18 months. Any car sent for free trial without obligation.

Naylor and Root, Ltd., Austin specialists, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 to 8, including Wednesday; Sundays, 10 to 1. 56-416

AUSTIN 7, 1930 Wydor saloon, perfect condition, good tyres, open to any examination, £37 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 56-415

AUSTIN 7. Whitbys, of Acton, offer:—

1927 Cup model sports 2-seater, £25.

1927 tourer, in most exceptional condition, £27 10s.

1929 Gordon England Stadium 2-seater, finish green and bronze, £37 10s.

1930 coachbuilt saloon, finish blue, excellent condition, £46 10s.

1931 coachbuilt saloon, finish blue, faultless throughout, £62 10s.

1932 de luxe long-chassis coach saloon, finish blue, £75.

The above are but a few; plenty more in stock. Generous exchanges, terms; trade supplied. A cash discount to cash buyers. Whitbys, 7 The Vale, Acton, W.3. She. 1513. 56-409

AUSTIN 7, 1930 coachbuilt sunshine saloon, carefully and little used by one owner, 49 guineas; choice of three more from 45 guineas. Below.

AUSTIN 7, 1929 Wydor saloon, exceptionally good appearance and condition, 38 guineas; also 1928 fabric saloon, very well kept, 28 guineas. Below.

AUSTIN 7, 1928 tourers, choice of three, from £24; exchanges with cars or motorcycles; easy payments. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2365. 56-405

AUSTIN 7, 30 stocked, including 1929 saloon, sliding roof, splendid condition, £36; 1929 Wydor saloon, black-red, smart, £36; 1928 coachbuilt saloon, taxed, extra well kept, £30; 1928 sports Cup 2-seater, perfect, £27 10s.; 1927-8 4-seater tourer, taxed, excellent condition, £20; another, £16; 1926 ditto, £12, perfect; 1929 chassis, complete, perfect, £20; 1928 ditto, £15; spares, exchanges. Rear of 245 Maida Vale, W.9. 56-373

AUSTIN 7, 1929 Wydor fabric saloon, black and red, taxed, new tyres, exceptional condition throughout, choice of two, from £42 10s.; also 1930 and 1931 saloons, several in stock. A.Z. Motors, Ltd., 62 High Rd., Chiswick. 4716. Open Sundays a.m. 56-372

AUSTIN. Allery and Bernard offer: 1929 Stadium sports 2-seater, one owner, extremely nice condition, £45; exchanges. 344 King's Rd., Chelsea. Flaxman 4633. 56-365

AUSTIN, genuine T.T. 1931 Austin, supercharged, fitted with new engine, costing £110, large tanks, completely equipped, £165. Montgomery, Ballymena, Ulster. 56-v172

AUSTIN 7, 1928 chummy, maroon, good condition, £25, or exchange. Trundle, 146 Northumberland Park, Tottenham, N.17, after 7. 56-v27

AUSTIN 7, 1926 2-seater sports, perfect condition. Box No. 6491, c.o. "Light Car and Cyclecar." 56-564

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

AUSTIN 7, 1927 tourer, exceptional condition throughout, tyres good, taxed, £18 10s. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 56-352

AUSTIN 7. A.Z. Motors offer the following Austin 7s.:-
1931 Austin 7 coachbuilt sun saloon, £62 10s.
1930 Austin 7 Wydor saloon, excellent condition, £47 10s.
1929 Austin 7 chummy, smart appearance, £36; terms, exchanges.
180 West End Lane, N.W.6. Open Sundays. Hampstead 0523. 56-348

AUSTIN 7, 1930 Swallow saloon, cream and green, nearly new tyres, paintwork like new, and whole car in 1933 condition, taxed December, £67 10s.; no offers. North 1484. 56-v357

AUSTIN. Newnhams for good Austins at right prices; few examples below, but full list on request. Self-financed terms and generous exchange allowances.

1932 7hp coachbuilt saloon, carefully used, really excellent, £69.

1930 7hp coachbuilt Foursome coupe, particularly smart appearance, etc., £42.

1930 7hp coachbuilt sun saloon, brown, most attractive throughout, £48.

1929 7hp chummy, black and red, exceptional opportunity, £32.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-504

AUSTIN 7s. Humphreys, Ltd., offer:-

1931 coachbuilt sunshine saloon, as new, £67 10s. Below.

1930 coachbuilt saloon, magnificent condition, £55. Below.

1929 Wydor saloon, almost new tyres, numerous extras, magnificent condition, £45; exchanges, deferred payments, motorcycles in part. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515. 56-462

AUSTIN 7 saloon, 1932, 100% condition, £69. Steele Griffiths, 89 Gt. Portland St., W.1. Langham 1601. 56-475

AUSTIN 7 saloon, 1930, one owner car, taxed, £49.

AUSTIN 7 saloon, 1928, looks like a 1931, taxed, £32. Steele Griffiths, Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 56-483

AUSTIN 7 Mulliner saloon, 1928, real bargain, £32 10s. Steele Griffiths, Camberwell Green, S.E.5. Rodney 2201-4. 56-485

AUSTIN 7 chummy, 1928, recellulosed, new tyres, £48.

AUSTIN 7 coachbuilt sunshine saloon, 1930, excellent car, £50.

AUSTIN 7, Gordon England saloon, 1930, black and gold, overhauled, £50.

AUSTIN 7 saloon, coachbuilt, 1931, new tyres, real bargain, £62 10s. Steele Griffiths, Camberwell Green, S.E.5. Rodney 2201-4. 56-487

B.S.A. Hackford Motors, the B.S.A. 3-wheeler specialists. Eighteen months to pay, good prices in part exchange, trade supplied. Write for catalogue. Below.

Hackford chromium luggage carrier, sports, 32s. 6d.; de luxe and family, 29s. 6d. Below.

Hackfords for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.

Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062. zzz-85

B.S.A. 3-wheelers.

Naylor and Root, Ltd.

Largest B.S.A. stockists in the country.

Exchanges on a generous basis and deferred terms over 12 or 18 months for the balance; full list on request.

1932 coachbuilt special sports, black and red, 79 guineas.

1932 special sports fabric, black and red, taxed, 70 guineas.

1932 sports, Vee screen, black and red; choice of two, 68 guineas.

1931 special sports, Blue Star, black and red, 65 guineas.

1931 sports, Vee screen, black and red, four from 62 guineas.

1931 Family 4-seater; choice of two, smart cars, 63 guineas.

1930 Avon sports, Vee screen, black and red, smart, 56 guineas.

25% deposit secures immediate delivery, including insurance. This is really motoring on easy terms.

Naylor and Root, B.S.A. specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wednesday 1 p.m.) Sundays 10 a.m. to 1 p.m. 56-433

B.S.A., 1932 (March) super-sports coachbuilt 2-seater, mileage under 10,000, spare unused, 12 months' guarantee, genuine bargain, £75. Baxter, 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 56-330

B.S.A., £7 deposit or 75 guineas cash. 1932 model sports 3-wheeler, black and red, one owner, very carefully used, practically new; exchanges. Rowland Smith. Below:-

£5 deposit or 55 guineas cash. B.S.A., 1931 sports 3-wheeler, black and red, very good condition; exchanges, list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead (Hampstead Tube). Hampstead 6041-6. 56-1885

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

B.S.A. Buntings, of Harrow, will serve you best. 3- or 4-wheelers, 9hp sports, or the 10 saloon. Buntings, 1908 Harrow. 56-593

B.S.A. 1932 3-wheeler sports, de luxe, £69 10s.

1932 coachbuilt special sports 3-wheeler, negligible mileage, £85.

1933 4-cylinder 3-wheeler, negligible mileage, taxed, £11. King and Harper, Ltd., Cambridge. 56-557

B.S.A. Lane Motors. Three-wheeler, 1932, as new, 69 guineas; terms, exchanges, 208 West End Lane, Hampstead. Open Sunday mornings. 56-443

B.S.A. Harry Nash. 1932 3-wheeler sports. Blue Star engine, black and red, magnificent car, small mileage, indistinguishable new, £69 10s.

B.S.A., 1931 3-wheeler, negligible mileage, taxed, indescribable condition, £52 10s.; exchanges, deferred. 348 King St., Hammersmith. 56-1900

B.S.A., 1933 4-cylinder 4-seater sports, as new, small mileage, taxed, £115. 21 The Canal, Salisbury, Wilts. 56-342

BUGATTI, 1924 4-seater, very fast car, £20 or near offer; space wanted. 14a Buck St., Camden Town. 56-456

BUGATTI, full Brescia, 12hp, November, 1926, Jarvis 2-seater, touring body, two Solex carburettors, genuine 80 m.p.h., thoroughly well-cared-for car and in lovely condition throughout, £65. Harvey Hudson, S. Woodford, E.18. Wanstead 2393. 56-560

BUGATTI. C. and K. Motors offer following bargains:-

£35. 75 m.p.h. 1926 12hp modified Brescia super-sports 4-seater, ball-bearing engine, repainted, overhauled; exchanges, etc. Below.

£30. 79 m.p.h. 1925 12hp modified Brescia super-sports, polished aluminium, 2-3-seater, overhauled, ball-bearing engine, exceptionally attractive car; exchanges, etc. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 56-572

CITROEN 7, cloverleaf, perfect, new balloons and hood, over 45 m.p.g., drive away for £4 down, taxed and insured, balance 10s. weekly. Owner, 29b Morat St., S.W.3. 56-v343

CITROEN, £14. 1927 4-door coachbuilt saloon, f.w.b., excellent tyres, splendid condition. 86 Acre Lane, Brixton. Phone 3401. 56-562

CITROEN, 44 guineas. 1931 drop-head coupe de luxe, as new. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176-7. 56-378

CLYNO 9 saloon, 1929 de luxe, reconditioned, new tyres, taxed, £30. Steele Griffiths, Camberwell Green, S.E.5. Rodney 2201-4. 56-488

CLYNOS.

£14 10s. Royal 2-seater, f.w.b., real leather upholstery, good tyres.

£16. Royal 4-seater, f.w.b., real leather upholstery, both smart and good mechanically. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 56-628

CROSSLEY, 1933, 10hp 4-door Family saloon, mileage only 300, a new car, guarantee, genuine bargain, £215. Baxter, 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 56-327

FIAT, 1926, 10-15 saloon, as new, only 15,000 miles, £25; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 56-508

FIAT, £69. 1930 10-30 4-door saloon, finished blue, black, really nice condition, cloth upholstery, performance of a Riley; exchanges, terms. M.B. Motors, 356 New Cross Rd., London, S.E.14. 56-1927

FIAT. Lane Motors for Fiats.

1928 model 11hp 4-door coachbuilt saloon, 25 guineas.

1927 8hp saloon, 23 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-435

FIAT, 1927, 9hp 2-seater, maroon, good battery, brakes, etc., clean and tidy, £22. Smith and Hunter, 407 Edgware Rd. 56-465

FIAT, 1929, 8hp 2-seater with dickey, exceptional condition throughout, new tyres, taxed, £32 10s. A.Z. Motors, 62 High Rd., Chiswick. 4716. Open Sundays, a.m. 56-373

FIAT, 1927, 9hp 2-seater and dickey, five new tyres, very nice clean condition, £22. Beechings, Ltd., Farnborough, Hants. Telephone 279. 56-397

FIAT, 1927, 8hp 2-seater, repainted, taxed, £21; terms, exchanges. "S" Garage, Raynes Park. Wimbledon 4941. 56-v327

FIAT, 1928, 10.4hp tourer, good order, £35.

FIAT, 1928, 10.4hp drop-head coupe, accept £25. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-603

FIATS, special selection under £100. See page 22. 56-313

FIAT. See Naylor and Root's bargains on page 19. 56-422

"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).

FIAT, 1928 8hp 2-seater, excellent appearance and mechanical condition, taxed, £24. 11 Litchfield Avenue, Morden. 56-x537

FORD, 1933, 8hp saloon, very little used, perfect condition guaranteed, £98; deferred payments. 9a Stratford Rd., Earl's Court. Western 5931. 56-630

FORD 8hp, 1933 series saloon, negligible mileage. £97 10s. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 56-626

FRAZER-NASH cars have for disposal several used cars which have been reconditioned and mechanical fitness guaranteed; full particulars on application to Falcon Works, London Rd., Isleworth. Hounslow 5171-2. zzz-524

GWYNNE 8 tourer, 1927, two owners only, paintwork and tyres excellent, hood and screens perfect, many extras, fast, economical, taxed, £20. North 1484. 56-v356

GWYNNE 8, 12 guineas. 1923 4-seater, very good condition, taxed; terms, exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube). Hampstead 6041-6. 56-1884

GWYNNE 10, 1929, streamlined sports 2-seater, wire wheels, very fast and smart, many extras, £45. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-604

GWYNNE 8hp Chummy, fast, economical car, £15. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-612

GWYNNE 8hp full 4-seater, dynamo, starter, etc., perfect, fast, repainted, £11. 7 Cowdrey Rd., Wimbledon. 56-v365

HILLMAN, 1932 Minx, blue, small mileage, very nice condition, taxed, tools, etc., £125; exchanges, deferred terms. Harry Nash, 348 King St., Hammersmith. Riv. 2837. 56-1903

HILLMAN Minx, 1933 sunshine saloon de luxe, blue-black, used demonstrations only, full guarantee, £160. Below.

1933 sunshine saloon, black-brown, new December, bumpers, mileage 700, unsold, taxed, £145. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 3, Sunday 10-1. 56-473

HILLMAN. Cookes Motors offer: 1933 series de luxe saloon, little used, like new, 139 guineas. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-535

HILLMAN Minx, 1932 special head coupe, grey, exceptionally attractive body, perfect condition, taxed, cost £225, can accept £135. Leeds and Oxley, 13 Park Crescent Mews, Great Portland St., W.1. Phone, Welbeck 7067. 56-370

HILLMAN Minx, 1933 de luxe sun saloon, mileage 3,000, indistinguishable from new, taxed, £152; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 56-398

HILLMAN. South London Motors, 516-522 Streatham High Rd., S.W.16 (Pollards 4444; branch, Beckenham 2227):—

1933 Hillman Minx coachbuilt sunshine saloon, negligible demonstration mileage, fully guaranteed, taxed, £149.

1932 Hillman Minx coachbuilt sunshine saloon, one owner, moderate mileage, splendid condition, guaranteed, taxed, £126. 56-637

HUMBERS, special selection under £100. See page 22. 56-314

HUMBER 9, £77 10s. 1929 (late) 4-door saloon, leather upholstery, several extras, small mileage, absolutely as new, bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1948

HUMBER 9, 1929 (late), de luxe 4-door coachbuilt saloon, in excellent condition, licensed, 80 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2365. 56-408

HUMBER 8hp saloon, perfect and very smart maroon, £25. 7 Cowdrey Rd., Wimbledon. 56-v366

JOWETT. Manchester. 1929, 1930, 1931, 1932 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETT, 1928 long-chassis tourer, maroon, splendid running order, approximately 50 m.p.g., £29. 39 The Drive, Isleworth. 57-u910

JOWETT. See Naylor and Root's bargains on page 19. 56-423

JOWETTS, special selection under £100. See page 22. 56-315

JOWETT long 2-seater, 1927, splendid condition, recent repaint cellulose, blue; small mileage, taxed December, £22. Ashford, 15 Thornfields, Bishops Stortford. 56-v317

JOWETT 2-seater, s.w.b., taxed, £12; exchange considered. Phone, Gulliver 3647. 56-v334

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

JOWETTS. Every pocket is silver lined when you run a Jowett car, as they are full of virtues—Faith, Hope and Charity.

Faith—we believe them to be the most economical car on the road. Hope—we hope to make you a satisfied "Jowetteer." Charity—we love them, as does every other owner, for their sterling qualities. Buy your Jowett from Pater, the man who put "Virtues on Wheels."

Now you want the best used Jowetts. We have them. Here they are—1933 Jowett long saloon, 4-door body on a 1932 chassis, five brand-new tyres, the whole as new, £130. 1932 coachbuilt saloon, £125.

1931 Black Prince long saloon, taxed, £95. 1929 long saloon, £60.

1927 long tourer, £15. 1928 long two, £15. 1929 short saloon, £49.

1929 long 4-seater, special model, exceptional condition, £39. 1932 van, £75. 1931 van, £65. 1932 fabric long saloon de luxe, sliding roof, etc., £110. Write us your requirements.

JOWETTS are wanted by us. We pay the highest price in the country, as we have the best second-hand demand for these cars.

Remember, we have spent 10 years on Jowetts, and specialize in these cars and deal exclusively. Deal with us with confidence.

We will make every reasonable owner satisfied. Our business has grown only on "satisfied clients," as hundreds of letters will prove. Pater, The Jowett King, Bedford. 3319 'phone. 56-v348

JOWETTS. It's a good one if Buntings have it. Why? Because they have sold Jowetts for many years and know them thoroughly. Saloons, vans and tourers. Always a nice selection. Buntings, Jowett Agency, Harrow. 56-592

JOWETT, £87 10s. 1931 long-chassis de luxe coachbuilt saloon, taxed, magnificent condition, one owner. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 56-624

JOWETT, 1928 long saloon, £19; also 1928 long 2-seater, £18. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 56-523

JOWETT. F.O.C.H., Ltd., Jowett specialists, 1933 models stocked. Comprehensive selection of guaranteed second-hand Jowetts. Free list.

F.O.C.H. 1933 7hp Kestrel long-chassis de luxe coachbuilt 4-door saloon, sliding head, beige and maroon, 4-speed, rexine, bumpers, one owner, done a few demonstration runs only, absolutely brand-new condition and unscratched, taxed, cost £185 a few weeks ago, 135 guineas.

F.O.C.H. 1932 7hp Blackbird long-chassis 4-door saloon, f.w.b., sliding roof, rexine, rear petrol tank, Magua wheels, one owner, exceptional condition, 115 guineas.

F.O.C.H. 1931 (late) 7hp long-chassis 4-seater, blue, 4 doors, f.w.b., excellent hood and side curtains, one owner, very carefully used, superb condition throughout, year's tax, 75 guineas.

F.O.C.H. 1930 7hp Black Prince long 4-door de luxe saloon, black and red, chromium f.w.b., wire wheels, rexine, bumpers, carefully used, excellent condition throughout, taxed, 69 guineas.

F.O.C.H. 1929 7hp Black Prince long 4-door saloon, black and red, f.w.b., wire wheels, rexine, exceptionally good condition, taxed, 52 guineas.

F.O.C.H. 1928 7hp short 2-seater, grey, starter, very good condition, taxed, 21 guineas; exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 56-544

JOWETT, 1929 long 4-seater, blue, leather upholstery, good tyres, private owner, taxed, £39. Smith and Hunter, 407 Edgware Rd. 56-464

JOWETT, 1927 model 7hp long-chassis tourer, smart appearance, reliable, to clear £22. Newnhams, 136 Streatham Hill. Tulse Hill 6222. 56-1908

JOWETT, 1930 long saloon. £50, or exchange earlier Jowett and cash. Foster, 6 The Drive, Acton, W.3. 56-v355

JOWETT, 1927 (January) 7hp 2-seater with dickey, really good condition throughout, genuine bargain, £25. Baxter, 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 56-332

JOWETT. Lovatts for Jowetts.

JOWETT long saloon, 1929 model, one owner, overhauled and guaranteed by us, £46.

JOWETT long saloon, 1930 model, one owner, overhauled and guaranteed by us, £66.

Lovatt, 191 Streatham Rd., Mitcham. 56-1875

LEA-FRANCIS, 1927 12hp tourer, good hood and curtains, leather upholstery, very clean, £20. Barnikels, 132a Uxbridge Rd., Hanwell, W.7. Phone, Ealing 6378. 56-388

LEA-FRANCIS, 1929 hyper-sports, super-charge, roller bearing, Ulster model, excellent condition throughout, £85. Park Garage, Skeltons Lane, Leytonstone. 1437. 56-351

LEA-FRANCIS, hyper-sports 85 m.p.h. Biarritz saloon, runs and looks like new, super-charged, sun roof, £95. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-614

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

LEA-FRANCIS, £49 10s. 1928 12-40 semi-sports 4-seater, side screens, good hood and tyres, very fast and attractive. Below.

£27 10s. 1926 Lea-Francis 4-seater touter, new tyres, good screens, sound throughout, bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1945

LEA-FRANCIS, 1927 12-40hp 2-seater, wire wheels, taxed and insured, £26. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"), Tel.,ulse 6464-5. 56-1940

LEA-FRANCISES, special selection under £100. See page 22. 56-316

M.G., 1930 Midget, low mileage, new condition, £65; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 56-509

M.G., 1930 Midget, black and red, 100%, £90; no dealers. Reems, 4 Denmark Terrace, Fortis Green, East Finchley, N.2. Taxed and insured. 58-574

M.G. Midget, 1932 coachbuilt coupe, as new, taxed, £155. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 56-567

M.G. Brooklands Motor Co., Specialists in M.G. cars, offers:—
1932 Magna Foursome coupe, black with brown leather upholstery, as new throughout, £175. Below.

1932 Magna 4-seater sports, black with blue leather upholstery, small mileage, exceptional condition, £175. Below.

1933 Magna 4-seater sports, grey with red leather upholstery, red wheels, very small mileage, as new throughout, £210. Below.

1932 Magna 4-seater sports, black and blue, mileage 6,000, tyres good, in exceptional condition throughout, £180; written guarantee, exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 56-514

M.G. Magna. Cookes Motors offer practically brand-new 1932 sportsman's coachbuilt coupe, colour blue and black, £185. 54-6 Brighton Rd., Sutton. Phone 800-1. 56-540

M.G., £137 10s. 1932 Magna, maroon, several extras, attractive condition throughout, really fast; another duo-tone, £159 10s.; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1945

M.G. Midget, 1932 (July) 2-seater, mileage 8,000, otherwise new, taxed, £125. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 56-554

M.G. Midget. See Naylor and Root's bargains on page 19. 56-424

M.G.s, special selection under £100. See page 22. 56-317

M.G. Midget, May 1931, taxed, comprehensive insurance, as new, 105 guineas. 78 Beaumont Rd., Plymouth. 56-v305

M.G., 1932, close-coupled Magna 4-seater, 6,000 miles only, only wants seeing, £165. Below.

M.G., 1931 Midget, close-coupled sunshine coupe, indistinguishable from new, very low mileage, £125. Below.

1931 M.G. Midget 2-seater, cut away side, special wind screen, Bosch horn, many extras, in first condition, tax paid, £97 10s.; another, taxed, and in immaculate condition, £95. Below.

1930 M.G. Midget 2-seater, many extras; choice of two, £80; motorcycle in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 56-616

M.G. Midget, 1929 8hp sports 2-seater, colour blue, fitted large sunp and other extras, particularly well maintained, taxed, £60; exchanges, deferred terms. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. Phone 2600. 56-1911

M.G. Midget, 1932 (September), D-type, dropped chassis, occasional 4-seater, black and green, low mileage, £149. Below.

1933 series M.G. Midget occasional 4-seater, duotone red, red leather, mileage 900, full guarantee, taxed March, cost £230, price £192 10s.; exchanges, deferred. Ray Abbott, Harrow Weald. Tel., Harrow 3884. 56-458

M.G. Midget, 1932 coachbuilt 2-seater, black-blue, registered July, some 1933 improvements, mileage 870 only, car unblemished and indistinguishable from new, taxed year, £150. Below.

1932 4-seater, long D chassis, black-cream, Rudge wire wheels, stone-guard, tonneau cover, perfect condition, guaranteed, £145. Below.

1930 sunshine sportsman's coupe, leather upholstery, exceptionally sound, one change only, £95. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-471

M.G., 1933 J2 de luxe Midget, mileage 1,000, £165.

M.G., 1931, late type, total mileage 7,000, £98.

M.G., 1930 Midget, choice of three from £59. Bartlett. Exchanges, deferred. 27a Pembridge Villas, Notting Hill Gate. 56-350

M.G., 1932 Magna coupe, black and grey, magnificent condition, £179; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 56-399

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

M.G. Midget, £16 deposit or 159 guineas cash. 1933 model J2 sports 2-seater, duo-red, Ashby steering wheel, bonnet strap, one owner, very small mileage, practically new, year's tax, exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube). Hampstead 6041-6. 56-1890

M.G. Magna, 1932 4-seater, attractive low-built sports, fitted with special high-lift camshaft giving 85 m.p.h., 150 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-606

M.G., £95. Midget, 1930 (June), black and green, sportsman's sunshine coupe, 17,000 miles only, stoneguard, lamp and mudguard grilles, remote control, £10 overhaul this year, high compression engine, 8 months' full insurance, taxed, spotless condition. 34 Draycot Rd., Wanstead, E.11. 56-v338

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E. 5. Brixton 5725. zzz-122

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phoea, Chisold 9616-9617. zzz-955

MORGANS in Yorkshire for easiest terms and highest possible exchange allowances, try Marsdens, St. Michael's Lane, Headingley, Leeds. zzz-560

MORGAN. Naylor and Root, Ltd.

Largest stockists of 3-wheelers in the country. Always 50 models in stock. Full list on request.

Generous exchange allowances for your motorcycle, car or 3-wheeler; extended terms for balance over 12 or 18 months; new models two years. Quotation willingly forwarded.

1932 super-sports, 3-speed, many extras, 93 guineas.

1931 super-sports, M chassis, 74 guineas.

1930 super-sports, M chassis, starter, 68 guineas.

1929 super-sports, duo-tone, fast, taxed, 55 guineas.

1931 Aero o.h.v. J.A.P., M chassis, 65 guineas.

1931 Aero, s.v. J.A.P., M chassis, 56 guineas.

1931 de luxe, w.c. J.A.P., M chassis, 47 guineas.

1929 de luxe, w.c. J.A.P., maroon, smart, 32 guineas.

1930 Aero o.h.v. J.A.P., choice of three, 52 guineas.

1929 Aero o.h.v. Anzani, smart car, 42 guineas.

1928 Aero o.h.v. J.A.P., usual extras, 37 guineas.

1927 Aero s.v. J.A.P., many extras, smart, 28 guineas.

1932 sports Family o.h.v. J.A.P., 3-speed, 78 guineas.

1932 Family, s.v. J.A.P., 3-speed, extras, 65 guineas.

1930 Family, w.c. J.A.P., M chassis, etc., 45 guineas.

1929 Family, s.v. J.A.P., starter, clean, 32 guineas.

Provincial customers are invited to visit our showrooms on Saturday or Sunday mornings, when we have a full sales staff in attendance. Immediate delivery can be arranged in most instances. Orders also accepted by post with a guarantee of satisfaction.

Naylor and Root, Ltd., Morgan specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wednesday 1 p.m.), Sunday 10 a.m. to 1 p.m. 56-417

MORGAN, Family 1927, o.h.v. w.c., taxed and insured, dashlight, electric horn, i.w.b. air cushions, £20; a snip. 2 Sidmouth Rd., Leyton, E.10. 56-v361

MORGANS. Douglass for Morgans. Buy your 1933 from a specialist and get real Morgan after sales service; guaranteed second-hand models always in stock; cash, exchange or deferred terms; every spare and every repair. F. H. Douglass, the Morgan specialist, St. Mary's Square, South Ealing, W.5. Telephone 6470. 56-1942

MORGAN. Lane Motors for Morgans.

1932 model super Aero, simply as new, 89 guineas.

1929 Aero o.h.v. J.A.P., fast, 49 guineas.

1928 Aero, o.h.v., i.w.b., perfect condition, 39 guineas.

1926 model super Aero, 10hp, o.h.v. Blackburne, cycle wings, 39 guineas.

1926 Aero, o.h.v. Blackburne, 25 guineas. Several J.A.P. models from 17 guineas.

1925 Grand Prix, J.A.P., water-cooled, 17 guineas; terms, exchanges.

208 West End Lane, Hampstead. Open Sunday mornings. 56-444

MORGAN Family, 1927, overhead valves, water-cooled, taxed and insured, dashlight, electric horn, front wheel brakes, air cushions, £20; a snip. 2 Sidmouth Rd., Leyton, E.10. 56-x534

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

(continued)

MORGANS. 1932 super-sports, 10-45, o.h.v. J.A.P., 3-speed and reverse, starter, absolutely as brand new, mileage only 2,500, extra long leg room, guaranteed faultless, £98 10s.

1932 super-sports, 3-speed and reverse, o.h.v. J.A.P., starter, in excellent condition, taxed, £95.

1928 super-sports, o.h.v. J.A.P. f.w.b., s.s. rims, thoroughly overhauled and just repainted, perfect, £58 10s.

1931 Family, M chassis, dynamo, starter, 8hp w.c. J.A.P., speedometer, side screens, perfect, £59 10s.

Exchanges or deferred.

Homacs Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. 'Phone, Clissold 9616-7. 56-1912

MORGAN. 1932 super-sports, in superb condition, starter, electric clock, luggage grid, small mileage, tyres excellent, unpuncturable tube in back wheel, improved gear-change mechanism, £90. The Beckenham Motor Co., Ltd., High St., Beckenham. 0718. 56-v173

MORGAN. Renno's 1930 special Aero, o.h.v. J.A.P., w.c. dynamo, straight-through exhaust, geared steering, Vee shatterproof screen, front wheel brakes, saloonette hood, well cared for, 55 guineas; £6 10s. down, balance 12-18 months. 232-3-4 Upper St., Islington, N.1. Near Tubes. 56-367

MORGAN, 1930 super-sports racing J.A.P., M chassis, finished black and red, exceptional condition, licensed, £68, choice of two; also 1929 super-sports J.A.P. finished black and green, attractive condition, £52; exchanges with motorcycles or cars; self-financed easy payments. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2365. 56-402

MORGAN, £8 deposit or 85 guineas cash. Late 1932 super-sports special, specially tuned racing o.h.v. J.A.P., yellow and red, 3 speeds and reverse, electric starter, Triplex screen, cycle-type wings, foot accelerator, one owner, small mileage, practically new, cost about £140; exchanges. Rowland Smith. Below:-

£6 deposit or 65 guineas cash. Morgan, 1931 super-sports, specially tuned racing o.h.v. J.A.P., grey and blue, cycle-type wings, hood, straight-through exhausts, one owner, carefully used, very exceptional condition; exchanges. Rowland Smith. Below:-

£5 deposit or 52 guineas cash. Morgan, 1930 model, Aero, 8hp o.h.v. Anzani, f.w.b., straight-through exhausts, hood, very exceptional condition; taxed, exchanges, list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead (Hampstead Tube). Hampstead 6041-6. 56-1881

MORRIS Minor, 1932 coach saloon, blue, sunshine roof, excellent condition, as new, £85. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Frobisher 3037. zzz-452

MORRIS Minor. See Naylor and Root's bargains on page 19. 56-425

MORRIS Minor, 1930 saloon, taxed, just rebored, overhauled, £47 10s. Below.

1932 Calshot special sports 4-seater, on long chassis, taxed, low mileage, most attractive, dual blue, genuine opportunity, £112 10s. Paul and Co., 53 The Mall, W.5. Ealing 4633. 56-360

MORRIS Minor saloon, 1930, splendid condition, a real beauty. £42. Buntings Motor Exchange, Harrow. 56-594

MORRIS Minor, 1932 sunshine saloon, in faultless condition throughout, tax paid, £85; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 56-617

MORRIS Minor, 1931 sun roof saloon, coachbuilt, £65.

MORRIS Minor, 1929 4-seater, special tuning, fast and smart, £38.

MORRIS Minor saloon, sun roof, splendid order, bargain. Denmans, 32-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-605

MORRIS Family 8, 1932 saloon, practically brand-new, £109. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 56-553

MORRIS Family 8, 1932 8hp 4-door saloon, sunshine roof, very little used, cost £152 10s., taxed end of year, £105; exchanges, deferred terms. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 56-393

MORRIS. South London Motors, 516-522 Streatham High Rd., S.W.16. (Pollards 4444; branch: Beckenham 2227) —

1932 Morris Minor coachbuilt sunshine saloon de luxe, one owner, appearance as new, taxed, unique deferred terms, £84. 56-638

MORRIS Minor, late 1932, sports 2-seater; this car could be put in the showroom as new, price £70; exchanges or deferred terms. Himing, High St., Ewell. 56-623

MORRIS Minor, 1930, Arrow sports, rebored, very attractive, two colours, perfect condition, £52; exchanges, easy terms. Himings, High St., Ewell. 56-622

MORRIS Minor, 1931, coachbuilt sunshine saloon, £68; deferred terms if desired. Lambs, Ltd., Opp. Hoe St. Station, Walthamstow, E.17. 'Phone W'stow 2525. 56-539

MORRIS Minor, 1931, s.v. 2-seater, numerous extras, excellent condition, very fast, £50. Below.

MORRIS Minor, 1931 saloon, very good condition, £55. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 56-591

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

(continued).

MORRIS Minor, 1932, sun saloon, mileage 6,000, used three months, as new, £85; or near offer. 52 Brightling Rd., Crofton Park, S.E.4. 56-v562

MORRIS. Brooklands Motor Co. offers 1932 Family 8 4-door sun roof saloon, absolutely as new, £110; written guarantee, exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 5145-4. 56-516

MORRIS Minor. F. G. Smith (Motors), Ltd. Self-conditioned Morris Minors. 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payment and trial. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 56-1922

MORRIS Minors. 1932 sunshine, £80; 1931. £57 10s.; also choice of four other 1930's. Open Sundays. Kings, 79 Stroud Green Rd., N.4. 56-525

MORRIS Minors. Cookes Motors offer 1931 coachbuilt sunshine saloon, 60 guineas. 54-6 Brighton Rd., Sutton. 'Phone 3800-1. 56-538

MORRIS Minor. F.O.C.H., Ltd. 1930 (late) 8hp saloon, blue and cream, chromium, bumpers, luggage grid, exceptionally good condition, taxed, 49 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 56-542

MORRIS Minor, £79 10s. Genuine Bargain!!! 1932 coachbuilt saloon; another, with sun roof, small mileage, several extras, £85 10s.; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1946

MORRIS Minor. Andrew, of Mortlake, offers:-

Full range of models from £40; taxed, insured and guaranteed before and after sale; generous exchanges, self-financed terms from £10; write for particulars. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 56-546

MORRIS Minors! Harry Nash! 1932 black and green saloon, sunshine, mileage 6,000, spotlight, tie bar, taxed, as brand new, £87 10s.

1932 Minor, s.v. 2-seater, black and green, mileage 6,000, as brand new, bumpers, tie bar, £77 10s.

1932 ditto, green, very attractive, mileage 6,600, as brand new, £75.

All above cars guaranteed three months. Harry Nash, 348 King St., Hammersmith. Riverside 2837. 56-1901

MORRIS Minor, 1930 coachbuilt sun saloon, exceptional condition throughout, £54. Newnhams, 136 Streatham Hill. Tulse Hill 6222. 56-1901

MORRIS Minor 40 guineas. 1930 saloon, splendid condition; exchanges, terms. Maynards, 241a High Rd., Wood Green. 56-449

MORRIS Minor, 79 guineas!!! 1932 coachbuilt sunshine saloon, 6,000 miles only, tax paid. Sloane Square Motors, 18 Culford Gardens, S.W.3. 56-453

MORRIS Minor, 1932 coachbuilt saloon, dark blue and black, faultless condition, £82 10s.; motorcycles in part. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 56-461

MORRIS Minors. A.Z. Motors offer the following Morris Minors:-

1931 coachbuilt saloon, sun roof, taxed, as new, £65.

1929 saloon, in 100% condition, £40; terms, etc. A.Z. Motors, 180 West End Lane, N.W.6. (Open Sundays.) Hampstead 0523. 56-347

MORRIS Minor, 1933 sunshine saloon, black-green, new November 1, under 1,500 miles, taxed March, £108. Below.

1932 (February) sunshine saloon, black-green, 100% mechanically, ready for the road, guaranteed, taxed, £85. Below.

1932 2-seater, green, small mileage, a perfect car throughout, one owner, taxed, £75. Below.

1931 (January) sunshine saloon, blue, o.h.v., one owner throughout, mileage 13,000, overhauled, guaranteed, £68. Below.

1931 (May) 2-seater, side valve, grey, new hood, mechanically faultless, one owner, £50. Below.

1931 coachbuilt sunshine saloon, grey, leather upholstery, decarbonized and overhauled, taxed, £65. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-472

MORRIS Minor saloon, 1931, reconditioned, taxed, £60. Steel Griffiths, Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 56-481

MORRIS Minor 2-seater, 1933, taxed, mileage under 500, £89.

MORRIS Family 8 de luxe saloon, 1932, taxed, £110. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467-9. 56-479

MORRIS. Newnhams for good Morris at right prices; few examples below, but full list on request. Self-financed terms and generous exchange allowances.

1933 8hp coachbuilt sun saloon, small mileage, hardly soiled, £98.

1932 Family 8 coachbuilt sun saloon, absolute showroom example, £95.

1931 8hp coachbuilt sun saloon, blue, most attractive little car, £68.

1930 8hp fabric saloon, blue, really exceptional appearance, etc., £45.

Newnhams House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-503

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

- MORRIS** Minor fabric saloon, 1929, overhauled and repainted, £40. Steele Griffiths, Camberwell Green, S.E.5. Rodney 2201-4. 56-486
- MORRIS** Minor, 1930 saloon, beautifully kept, good tyres, etc., taxed, 50 guineas. Abercorn 3216. 56-v358
- MORRIS** Minor, 1930 saloons, two in stock, 45 and 50 guineas; exchanges, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. zzz-499
- MORRIS** Minor 2-seater, o.h.v. sports, good condition, very fast, taxed end of quarter, £59 or offer. Box 6465, c.o. "Light Car and Cyclecar." 56-356
- MORRIS** Minor, 39 guineas!! 1930 2-seater sports, arrow body, chromium finish, nice condition; exchanges, terms. Comerfords, Portsmouth Rd., Thames Ditton. Phone, Emberbrook 2323. 56-354
- MORRIS** Minor, 1930 saloon, blue, nice order, £38 10s. 221 Maida Vale, W.9. 56-375
- MORRIS** Minor sunshine saloon, 1932, blue, beautifully kept by one owner, £85. Goodleys Garage, 54 Astonville St., S.W.18. Putney 0921. 56-396
- MORRIS** Minor, 1932 s.v. sunshine saloon, blue, perfect in every detail, £85. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 56-394
- MORRIS** Minor, 1932 s.v. 2-seater, almost new condition, carefully used by one owner, licensed, 65 guineas; choice of two. Also 1931 s.v. 2-seater, attractive condition, 48 guineas. Below.
- MORRIS** Minor, 1931 coachbuilt safety sun saloon, exceptional appearance and condition, 59 guineas; exchanges with cars and motorcycles, easy payments. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2365. 56-406
- MORRIS** Minor, 1931, o.h.v. fabric saloon, attractive car, accept £52 10s. quick sale. Thirty cars in stock under 10hp; list free; motorcycles exchanges. Whitbys, 7 The Vale, Acton, W.3. She. 1513. Trade supplied. 56-411
- MORRIS** Minor, late 1930 coachbuilt sunshine saloon, condition and appearance as new, small mileage, £52 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 56-412
- MORRIS** Minor, £6 deposit or 65 guineas cash. 1932 model 2-seater, green, very exceptional condition, taxed; exchanges. Rowland Smith. Below:—
- £5 deposit or 49 guineas cash. Morris Minor, 1930 fabric saloon, very exceptional condition; exchanges; list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead (Hampstead Tube). Hampstead 6041-6. 56-1886
- MORRIS** Minor, 1929 4-seater, taxed, £29; terms, exchanges. "S." Garage, Raynea Park. Wimbledon 4941. 56-v328
- MORRIS** Minor, 1929 (July) o.h.v. saloon, practically unworn tyres, taxed, beautiful condition, £38. 73 Atkins Rd., Balham, S.W.12. 56-v321
- PEUGEOT** 7 (£7 tax), 2-seater and dickey, balloons, all-weather equipment, smart, economical, 12 guineas. 552 High Rd., Willesden Green, N.W.10. Willesden 2469. 56-1909
- PEUGEOT.** Lane Motors. 1928 4-seater tourer, one owner, 14 gns.; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings 56-436
- PEUGEOT** 7, 1926 4-seater, full equipment, very economical to run, good condition, £10. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 56-1929
- RENAULT.** Lane Motors. 1929 8hp saloon, 37 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-440
- RENAULTS.** The following cars carry our usual guarantee, deferred terms, part exchanges. Welham, Renault Sales Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873.
- 1933 12hp saloons in stock from £220.
- 1930-1 12hp Monostella drop-head coupe, double dickey, Triplex, leather upholstery, dual brown, taxed, £60.
- 1929 12hp Monasix coachbuilt sunshine saloon, new tyres, battery, etc., £50; earlier model, £45; tourers, £40.
- 1928, as above, fixed head, £35 to £40.
- 1929 9-15hp saloon 5-seater, £35 to £45.
- 1927 9-15hp tourer, all-weather, £17 to £20 each. 56-1874
- RENAULTS,** special selection under £100. See page 22. 56-318
- RILEY** specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474
- RILEY.** See Naylor and Root's bargains on page 19. 56-426
- RILEYS,** special selection under £100. See page 22. 56-319

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

- RILEY,** 1929, Monaco saloon in very nice condition, taxed, £67 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 56-524
- RILEY** Gamecock 2-seater, 1932 (April), one owner, absolutely unscratched, £210. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1939
- RILEY** 9. Cooke Motors offer 1931 series Monaco saloon, exceptionally good condition, £145. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-537
- RILEY.** Lane Motors. 1929 Monaco saloon, perfect, 67 guineas; another, 79 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-437
- RILEY** 9, 1931, Monaco saloon, maroon, maroon hide interior, one owner, five excellent tyres, perfect condition in every way, £158; one-ninth deposit, balance as desired; trial anywhere. Premier Motor Co., Aston Rd., Birmingham. 56-451
- RILEY,** 1931, Monaco sunshine saloon, Plus series, black-green, leather upholstery, mileage 14,000, original tyres still very good, coachwork faultless, guarantee given, £165. Below.
- 1931 (February) Monaco saloon, wide body, black-green wheels and upholstery, tyres good as new, small mileage, perfect mechanically, unblemished appearance, taxed, £160. Below.
- 1930 (July) saloon, black-red leather, superbly kept, one private owner throughout, mileage 18,800, all new tyres, taxed December, £120. Below.
- 1929 (April) Monaco saloon, Mark IV, brown leather upholstery, exceptionally well-kept, taxed, £87. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-467
- RILEY** 9 Monaco saloon, 1932, practically shop-soiled only, £215.
- RILEY** 9 saloon, 1929, chauffeur driven, 100%, £85. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467-9. 56-478
- RILEY,** 1932, 9hp Plus ultra coachbuilt sun saloon, almost new, £215. Below.
- 1931 9hp Monaco sun saloon, really exceptional throughout, £148. Newnam House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-497
- RILEY.** Allery and Bernard offer 1931 (July) 9hp Biarritz coachbuilt saloon, low mileage, fully guaranteed, condition as new, £169.
- RILEY.** Allery and Bernard offer 1931 Monaco saloon, black and green, one owner, spotless condition, £159; exchanges. 344 Kings Rd., Chelsea. Flaxman 4633. 56-362
- RILEY** 9, 1929, Monaco saloon, taxed, perfect, £79; terms, exchanges. "S." Garage, Raynes Park. Wimbledon 4941. 56-v329
- RILEY,** 1930 Monaco saloon, five new tyres, in new and spotless condition throughout; undoubtedly the nicest 1930 Riley offered for sale, £119. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788; exchanges, deferred. Open Sunday mornings. 56-1895
- RILEY.** South London Motors, 516-522 Streatham High Rd., S.W.16. (Pollards 4444; branch, Beckenham 2227):—
- 1929 Riley 9 Mark IV saloon, excellent performance, sound tyres, any trial, taxed, unique deferred terms, £82. 56-639
- RILEY,** Taylor's, of Kingston, have 1933 Monaco sun saloon, Demonstrator, taxed, £269. 135 London Rd., Kingston. 1263. zzz-607
- ROVER** 10-25 sun saloon, 4-door, new tyres, in fine condition, 1928, £35. 34a Hereford Rd., Westbourne Grove, W.2. zzz-561
- ROVER.** See Naylor and Root's bargains on page 19. 56-427
- ROVER,** 1931 (April), 10-25 coachbuilt sunshine saloon, blue, small mileage, will satisfy most exacting purchaser, £90. Below.
- 1928 10-25 4-door saloon, blue, leather upholstery, reasonable runner, £27. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-466
- ROVER,** 1932, 10-25 de luxe coachbuilt saloon, £115; also 10-25 Rover sportsman's coupe, £95; exchanges and deferred terms. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 56-1915
- ROVER.** Lane Motors. 1928 2-and 4-seater sports, each 29 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-438
- ROVER** 9, £8 10s. 1925 4-cylinder tourer, fully equipped, needs little attention. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1947
- ROVERS.** Andrew, of Mortlake offers: 1931 Rover 10 de luxe saloon, sunshine, Magna wheels, in excellent condition, £90; taxed, insured and guaranteed before and after sale; full range of models from £25; generous exchanges, self-financed terms, from £10. Write for particulars, 37 Sheen Lane, Mortlake (Station). Prospect 3332. 56-547

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

ROVER 10. Cookes Motors offer 1930 sports 4-seater coupe, exceptionally smart, nice condition, £79; also very nice 1928 10hp 4-seater, £35. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-536

ROVER 10. Cookes Motors offer 1931 sports 4-seater coupe, Regal model, sliding roof, wire wheels, bumpers, etc., practically new. £95. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-541

ROVER, 1929-30, 10hp sportsman's coupe, sun roof, excellent condition, £55.

ROVER 1927-8, sports 2-seater, 9hp, like new, £75. Gatehouse Motors, Highgate Village, N.6. Phone Mountview 4444. 56-529

ROVERS, special selection under £100. See page 22. 56-320

ROVER 10. £75. 1931 sunshine saloon, maroon, black finish, small mileage, full equipment, unmarked condition, real bargain; exchanges, terms. M.B. Motors, 356 New Cross Rd., London, S.E.14. 56-1925

ROVER, £38; exchanges!!! 1928-9 10hp de luxe 4-door saloon, just rebored, etc., any test welcome. Chidley, 579b High Rd., Tottenham. Phone 2920. 56-1918

ROVER, £69; exchanges!!! 1931, registered '32 saloon, almost as new, taxed. Chidley, 579b High Rd., Tottenham. Phone 2920. 56-1917

ROVER, 1930 10-25 fabric saloon, sun roof, particularly good condition, £80. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-585

ROVER 10hp coupe with double dickey seat, maroon, good tyres, smart appearance, £35. Newnams, 164 Fulham Palace Rd., W.6. Fulham 0071. 56-575

ROVER. South London Motors, 516-522 Streatham High Rd., S.W.16. (Pollards 4444; branch: Beckenham 2227):-

1932 Rover 10 sunshine saloon, splendid condition throughout, one owner, taxed, guaranteed, £117.

1930 Rover 10 saloon, one owner, excellent appearance, taxed, unique deferred terms, £69. 56-632

ROVER 10, 1930, sun-roof saloon, Weymann body, 70 guineas. Denmans, 152-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-607

ROVER 10, 1928, sports 2-seater, wire wheels, taxed, £35; terms, exchanges. "S" Garage, Raynes Park. Wimbledon 4941. 56-530

ROVER 10, £8 deposit or 85 guineas cash. 1931 Regal coachbuilt sunshine saloon, maroon, safety glass, one owner, carefully used, very exceptional condition, taxed; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube). Hampstead 6041-6. 56-1887

ROVER 10, 1928, 4-door saloon, exceptionally well maintained and of smart appearance, good tyres, 38 guineas; also Rover 10 super-sports 2-seater in splendid condition, 32 guineas. Below.

ROVER 10, 1931, coachbuilt 4-door saloon, wire wheels, carefully used by one owner, 85 guineas; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2565. 56-407

ROVER, 1926, 9hp 4-seater, good order throughout, f.w.b., £10. Paul and Co., 55 The Mall, W.5. Phone Ealing 4635. 56-361

ROVER, 1932 (January), 6-cylinder Pilot 4-door coachbuilt sunshine saloon, rear petrol tank, mileage under 10,000, really splendid condition throughout, 12 months guarantee, cost over £250, genuine bargain, £145. Baxter, 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 56-331

ROVER, 1931, 10hp sportsman's coupe, most attractive appearance, moderate mileage, £80; exchanges, deferred terms. Members, 56-337 Corner, Hammersmith. Riv. 0740.

ROVER 10, 1930 saloon, 4-door, sun roof, in 1932 condition throughout, £70; terms, etc. A.Z. Motors, 180 West End Lane, N.W.6. Open Sundays. Hampstead 0523. 56-346

ROVERS. Newnams for good Rovers at right prices; few examples below but full list on request. Self-financed terms and generous exchange allowances.

1932 10-25 Regal coachbuilt sun saloon, moderate mileage only, £128.

1931 10-25 Weymann sun Foursome coupe, several extras, most attractive throughout, £89.

1929 10-25 Weymann sun saloon, carefully used, very exceptional, £55.

1928 10-25 coupe, particularly good appearance and running order, £25.

Newnam House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-502

SALMSONS, special selection under £100. See page 22. 56-321

SALMSON, 85 m.p.h., late 1927 9.5hp Grand Prix special streamlined 2-seater, overhauled and specially tuned, genuine tubular con. rod, ball-bearing twin camshaft engine, 4 speeds, numerous extras, tax paid, £45; exchanges or deferred. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 56-570

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

SALMSON. Vadum Co. specialize in 9.5hp Salmsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g., A.A. or R.A.C. inspection welcomed, quarterly insurance; deferred terms; overhauls; good used spares.

45 guineas. 1928 10.4 saloon, 4 speeds, splendid balloons, roomy and distinctive.

28 guineas. 1925 4-speed Grand Prix, special streamline body, balloons, fast.

39 guineas. Grand Prix special, balloons, really smart.

42 guineas. 1928 Grand Prix saloon, 4-door, cowed radiator, rear trunk, taxed.

37 guineas. 1927 Grand Prix special, ball-bearing crankshaft, Rudge wheels, 4 speeds, special de luxe body.

15 guineas. 10.4 twin-camshaft coachbuilt 3-seater, f.w.b., handsome car.

95 guineas. 1931 model (actual Olympia Exhibition car), 10-30 twin-camshaft 4-door coachbuilt saloon, silent starter, shaped rear trunk, one owner, really beautiful car, taxed; to-day's new price £395.

29 guineas. 1927 Grand Prix 4-door saloon, twin camshaft, balloons, bargain.

SALMSONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 56-1910

SENECHAL, 1928 9hp 3-seater sports, flared wings, front-wheel brake, wire wheels, very smart and fast: £25. 19 The Grove, Hammersmith. Riverside 3748. 56-359

SINGER Junior tourer, excellent condition, very clean, as new, £47 10s. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Frobisher 3037. zzz-451

SINGERS, special selection under £100. See page 22. 56-322

SINGERS, 8.9. Andrews, of Mortlake, offers:-

Full range of saloon and open models, 1928 to 1931, from £18, taxed, insured and guaranteed before and after sale; generous exchanges, self-financed terms, from £8. Write for particulars. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 56-548

SINGER, £49 10s. 1930 Junior de luxe coachbuilt saloon, small mileage, as new throughout; exchanges, terms. Below.

£92 10s. 1932 Singer Junior de luxe 4-seater coachbuilt saloon, sun roof, leather upholstery, small mileage, positively as new. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1949

SINGER 1932 Junior coachbuilt sunshine saloon, practically brand-new, taxed, £95. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4453. 56-555

SINGERS. See Naylor and Root's bargains on page 19. 56-429

SINGER Junior, exactly as new, 1932 4-door coachbuilt saloon, finished black, brown interior, sunshine roof, perfect in every way, £99; £20 deposit, balance as desired, trial anywhere. Premier Motor Co., Aston Rd., Birmingham. 56-452

SINGER, 1933, 9hp sunshine saloon de luxe, new October 20, mileage 2,100, as new, taxed March, £143. Below.

1932 8hp sunshine saloon, black-cream wheels, perfectly kept, any trial, guarantee given, £90. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 3, Sunday 10-1. 56-469

SINGER Junior saloon, 1931 1933 condition, taxed, £59. Steele Griffiths, 89 Gt. Portland St., W.1. Langham 1601 56-477

SINGER. Newnams for good Singers at right prices; few examples below but full list on request. Self-financed terms and generous exchange allowances.

1932 8hp coachbuilt sun saloon, small mileage, genuine showroom example, £88.

1931 8hp coachbuilt sun Foursome, one owner, particularly nice order, £65.

1929 8hp tourer, blue, very attractive throughout, £29.

1929 8hp coachbuilt saloon, exceptional appearance and general condition, £39.

1931 10 coachbuilt sun Foursome, really exceptional car, £85.

Newnam House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-501

SINGER 8, 1932, coachbuilt saloon, sun roof, taxed, small mileage, £85. Below.

SINGER 8, 1928, 4-door saloon, taxed, good runner, £30; terms, etc. A.Z. Motors, 180 West End Lane, N.W.6. Open Sundays. (Hampstead 0523). 56-345

SINGER 10, late 1931, coachbuilt saloon, 4 doors, 4 speeds, sliding roof, rear tank, wire wheels, Triplex glass, windscreen, etc., this car is of unblemished appearance and in exceptional mechanical condition, £79. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 56-589

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

SINGER Junior 1931 coachbuilt sportsman's coupe, sliding roof, beautiful appearance and condition, £65; self-financed hire-purchase. Newnhams, 136 Streatham Hill. Tulse Hill 6222. 56-1905

SINGER 1931 Junior saloon, sliding roof, 4-speed, one owner, low mileage, in perfect mechanical condition, taxed, £82; another, nearly as good, £75. Murphy, 17 Sheen Lane. S.W.14. Prospect 3303. zzz-597

SINGERS.

£18. 8hp 4-seater, good throughout.

£25. 8hp 2-seater, i.w.b., etc., new hood.

£85. 8hp sun saloon, magnificent order.

£47 10s. Senior sun saloon, 2 spares, servo brakes, exceptional condition. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 56-629

SINGER. South London Motors, 516-522 Streatham High Rd., S.W.16 (Pollards 4444. Branch, Beckenham 2227).

1933 Singer 9 coachbuilt sunshine saloon, small demonstration mileage, fully guaranteed, taxed, £145.

1932 Singer Junior coachbuilt 4-door sunshine saloon, appearance as new, bumpers, rear petrol tank, etc., taxed, £89.

1930 Singer Junior coachbuilt saloon, very nice appearance, good tyres, taxed, unique deferred terms, £52. 56-635

SINGER, 1931 8hp coachbuilt saloon, blue, small mileage, £80. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-584

SINGER 9hp, 1935, sports 4-seater, negligible mileage, £155. H. A. Saunders, 350 Euston Rd., N.W.1. Museum 4511. 56-558

SINGER Junior, £52 10s., 1930 saloon, finished blue, black, really perfect condition, taxed. M. B. Motors, 356 New Cross Rd., London, S.E.14. 56-1926

SINGER Junior saloon, 1931, 4 speeds, 8hp, colour maroon, £69. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Tulse 6464-5. 56-1937

SINGER, 1927-8 8hp tourer, excellent condition, £18.

SINGER, 1926 10hp tourer, thoroughly sound, fully equipped, taxed, £10. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 56-530

SINGER Junior, 1930 8hp 4-door saloon, original paintwork in two colours, taxed, £49. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Tulse 6464-5. 56-1930

SINGERS! Why worry about buying a second-hand car when we have new models, with makers' guarantee, at second-hand prices!!

1932 8hp Singer saloons, 4 speeds, tank at rear, economical to run.

All colours in stock. Only a few left. List price, £150. Our price £112 10s. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Tulse 6464-5. 56-1931

SINGER Junior, late 1928 2-seater, privately owned, excellent condition and appearance, taxed, £25. 14 Marlborough Rd., Upper Holloway, N.19. 56-v372

SINGER Junior. F.O.C.H., Ltd. 1930 8hp coachbuilt 4-door saloon, maroon, i.w.b., chromium, carefully used, remarkably good condition throughout, taxed, 52 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 56-543

SINGER Porlock, 1931 streamlined sports 2-seater, 4 speeds, large i.w.b.s., etc., attractive two-colour finish, 65 guineas. Kirk. Below.

SINGER Junior, 1930 8hp 4-door coachbuilt saloon, fully equipped, wire wheels, very attractively coach finished maroon, 49 guineas; three-months-written-guarantee, exchanges, terms. Kirk and Co., 22, 49 Praed St., W.2 (Paddington 6049). Close 8 p.m., Sundays 10 a.m. till 1 p.m. 56-1872

SINGER 9hp, 1932, super-sports 2-seater (streamlined body), dual colours, one owner, exceptional condition, £85. Below.

SINGER 8hp Junior, 1929, all-weather 4-seater, wire wheels, splendid condition, £30. Below.

SINGER Senior, 1928, de luxe tourer, exceptional condition, licensed, £25; exchanges with motorcycles or cars; easy payments. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2365. 56-403

SINGER Junior, 1930 8hp tourer, one careful owner; this little car is one of the most beautifully kept and perfect second-hand ever offered; £49 10s. Also selection Morris, Triumph, Austin; list free; motorcycles exchanged. Whitbys, 7 The Vale, Acton, W.3. She. 1513. 56-410

SINGER 8, 1929 Junior 2-seater and double dickey, condition and appearance as new, original paint, small mileage, £30; or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 56-414

SINGER, 1928 8hp 4-seater, £29; terms, etc., exchanges. "S." Garage, Raynes Park. Wimbledon 4941. 56-v332

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

SINGER Junior, £3 deposit or 32 guineas cash. 1929 2-seater, wire wheels, two new tyres, very good condition; exchanges. Roland Smith. Below:—

£3 deposit or 25 guineas cash. Singer Junior, 1928 4-seater, i.w.b., practically unworn tyres, very good condition; exchanges. Roland Smith. Below:—

12 guineas. Singer 10, 1927 4-seater, i.w.b., very good condition; terms, exchanges, list. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead (Hampstead Tube). Hampstead 6041-6. 56-1885

SINGER, 1927 de luxe 10hp 4-door coachbuilt saloon, maroon, i.w.b., rear tank, taxed, excellent throughout, £22. 73 Atkins Rd., Balham, S.W.12. 56-v320

SINGER, 1930 Junior 2-seater, dual blue, chromium, engine overhauled, brakes relined, four good tyres, in excellent condition, 47 guineas, or near offer. Snell, Whielden St., Amersham, Bucks. 56-v355

SINGER Junior, 1930 4-door saloon, maroon, smart appearance, good running order, self-financed hire purchase, £57. Newnhams, 164 Fulham Palace Rd., W.6. Fulham 0071. 56-577

SINGER sportsman's coupe, black and red, fast 1930 car, 8hp, £48. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. 56-610

SINGER 10 touring car, 1927, exceptional order, £25. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-613

STANDARD. Cookes Motors offer 1933 Little 12 saloon de luxe, small mileage, unscratched, special offer, £169. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-1801

STANDARDS. See Naylor and Root's bargain on page 19. 56-428

STANDARDS, special selection under £100. See page 22. 56-323

STANDARD 1929 4-seater tourer, dark blue, full all-weather equipment, chromium radiator, magnificent condition throughout, £49; exchanges, deferred, motorcycles in part. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone Museum 9515. 56-463

STANDARD 1932 Big 9 coachbuilt sunshine saloon de luxe, £225 model, black-green, perfectly kept, property Army Officer, taxed, £145. Below.

1932 Little 9 sunshine saloon de luxe, black-green, small mileage, full guarantee, taxed, £120. Below.

1932 Little 9 sunshine saloon, blue-cream wheels, mileage 7,000, superbly kept, £112; another, black-green, £110. Below.

1930 Teignmouth sunshine saloon, black-brown, one owner since new, mileage 13,500, exceptional lot, £73; another, de luxe model, wire wheels, £80. Below.

1929 Teignmouth sunshine saloon, black, brown leather, overhauled, new tyres, very reliable, £57. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-468

STANDARD Little 9 saloon, 1932, absolutely as new, £110. Steele Griffiths, Camberwell Green, S.E.5. Rodney 2201-4. 56-484

STANDARD 9, 1929 model 2-seater, full dash equipment, i.w.b.s., dickey seat, good tyres, extras, including radiator muff, stoplight, etc., in very carefully kept condition, tax paid, 45 guineas; three-months-written-guarantee, exchanges, terms. Kirk and Co., 22-49 Praed St., W.2 (Paddington 6049). Close 8 p.m., Sundays 10 a.m. till 1 p.m. 56-1873

STANDARD Big 9 sunshine saloon, 1932, taxed, £145. Steele Griffiths, Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 56-482

STANDARD Big 9 sun saloon, 1930, taxed, £78. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467-9. 56-480

STANDARD 9hp 1932 sunshine saloon, 100% condition, £110. Steele Griffiths, 89 Gt. Portland St., W.1. Langham 1601. 56-476

STANDARD Little 9, 1928½, 4-door sunshine saloon, taxed, £35. 5 Victoria Avenue, Surbiton. 56-x355

STANDARD. Newnhams for good Standards at right prices; few examples below but full list on request. Self-financed terms and generous exchange allowances.

1933 Little 9 coachbuilt sun saloon, small mileage and almost new, £135.

1932 Big 9 Mulliner de luxe sun saloon, faultless car, £138.

1931 Big 9 de luxe sun saloon, blue, beautiful order throughout, £115.

1930 9hp saloon, moderate mileage and most attractive, £58.

Newnhams, Standard Specialists, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-500

STANDARD. Allery and Bernard offer 1932 Little 9 de luxe saloon, one owner, small mileage, condition as new, £115; exchanges. 344 King's Rd., Chelsea. Flaxman 4635. 56-564

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

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

STANDARD. 400 Car List post free; new and used cars in stock; saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open until 8.30 p.m., week-ends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bambers, near Birkdale Station, Southport. Phone 66161. (117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 56-358

STANDARD Big 9, 1931 special, with complete equipment, superb condition, one owner, £115; £20 deposit, balance to suit purchaser; trial anywhere. Premier Motor Co., Aston Rd., Birmingham. 56-380

STANDARD 9 sunshine saloon, 1930, particularly clean and an excellent chassis, £72; another, with wire wheels, £78. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 56-355

STANDARD 9, 1931 Swallow saloon, 4-speed box, condition as new, taxed, £127 10s. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 56-350

STANDARD. 1930 Teignmouth saloon, blue, sliding roof, beautiful condition throughout, one owner, self-financed hire-purchase, £75. Newnhams, 164 Fulham Palace Rd., W.6. Fulham 0071. 56-370

STANDARD. Taylors of Kingston have two Standard demonstrators, taxed, ready to ride away, £189. 135 London Rd. Kingston 1265. 56-360

STANDARD 1933 Little 12 de luxe saloon, special finish, £175; also 1932 Little 9 saloon, £115; also 1931 Big 9 saloon, £105. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-587

STANDARD 9, 1928, 4-door fabric saloon, sun roof, leather upholstery, excellent condition, £45; terms, etc. A.Z. Motors, 180 West End Lane, N.W.6. Open Sundays. Hampstead 0523. 56-344

STANDARD, 1932 Big 9 coachbuilt sun saloon, magnificent condition, one owner, £137 10s. Chantrey Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 56-627

STANDARD, 1932 (March) Small 9 coachbuilt sunshine saloon, taxed, perfect condition, guaranteed, £98; deferred payments. 9a Stratford Rd., Earl's Court. Western 5931. 56-631

STANDARD. South London Motors, 516-522 Streatham High Rd., S.W.16. (Pollards 4444; branch-Beckenham 2227.)

1933 Standard Big 9 coachbuilt sunshine saloon, demonstration use only, fully guaranteed, taxed, £189.

1933 Standard Little 9 coachbuilt sunshine saloon, small demonstration mileage, fully guaranteed, taxed, £145.

1932 Standard Little 9 coachbuilt sunshine saloon, very nice appearance, sound tyres, any trial, taxed, £114.

1931 Standard Big 9 sunshine saloon, mechanically sound, fully equipped, taxed, £89.

1929 Standard 9 Teignmouth sunshine saloon, carefully used, written guarantee, taxed, £55. Unique deferred terms. 56-631

STANDARD. 1932 (February) Little 9 4-door sunshine saloon, one owner, mileage only 8,000, as new throughout, 12 months' guarantee, genuine bargain, £115. Baxter, 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 56-329

STANDARD, 1933 Little 9 special saloon, sliding roof, mileage about 700 only, licensed, makers' list price £174 at works, our special price £140; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earisfield, S.W.17. Phone, Wimbledon 0607. 56-1921

STANDARD 9, £65. 1930 sunshine saloon, finished maroon, black, exceptionally fine condition, small mileage, exchanges, terms. M.B. Motors, 356 New Cross Rd., London, S.E.14. 56-1924

STANDARD 9, 1930 Teignmouth saloon de luxe, blue, sunshine roof, wire wheels, full equipment, in exceptionally good condition throughout, £79, choice of two; year's guarantee; exchanges, deferred. Truscott for saloons. 175a Westbourne Grove, W.11. Bayswater 4274. 56-513

STANDARD Cookes Motors offer 1933 Little 12 saloon de luxe, small mileage, unscratched, special offer, £169. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-353

STANDARDS. Andrews, of Mortlake, offer:-
Full range of Standards from £30, taxed, insured and guaranteed before and after sale; generous exchanges; self-financed terms, from £10; write for particulars. 37 Sheen Lane, Mortlake. Prospect 3352. 56-551

STANDARD 9, £67 10s. 1930 4-door saloon, 6-light, excellent condition throughout. Another, £74 10s. Terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1950

STANDARD. Lane Motors. 1932 Little 9 saloon, taxed and insured, 107 guineas. Another, 119 guineas. Terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-439

STANDARD, 1932 Little 9 coachbuilt sun saloon, blue, splendid order, amazing value, £105; self-financed hire purchase. Newnhams, 136 Streatham Hill. Tulse Hill 6222. 56-1906

STANDARD 9, 1930 Swallow saloon, finished in cream and green, leather upholstery, first-class condition throughout, bargain, £85; also sunshine fabric saloon model £75. McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 56-459

SWIFTS. Newnhams for good Swifts at right prices; few examples below, but full list on request. Self-financed terms and generous exchange allowances.

1931 10hp sun foursome, small mileage, beautiful car, £95.

1930 10hp Migrant sun saloon, really excellent example, £72.

1929 10hp Migrant sun saloon, very nice condition, special offer, £59.

1929 10hp 2-seater, particularly smart and generally attractive, £38.

1928 10hp Nomad fabric saloon, most exceptional appearance, etc., £42.

Newnhams, Swift Specialists, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-499

SWIFT. See Naylor and Root's bargains on page 19. 56-431

SWIFT 10hp 1929 saloon, 4-speed, sliding roof, bumpers, excellent condition, £50. Prices Motors, Colindale Avenue, Hendon, N.W.9. Colindale 6660. 57-316

SWIFTS, special selection under £100. See page 22. 56-324

SWIFT, 1929 (late) de luxe drop-head coupe, perfect condition guaranteed, £38; deferred payments. 9a Stratford Rd., Earl's Court. Western 5931. 56-632

SWIFT, 1926 10hp 4-seater, good order, £15; also 2-seater, £12; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 56-511

SWIFT, 8hp Cadet, 1931½ coachbuilt sunshine saloon, Magna wheels, ribbon radiator, perfect throughout, taxed, £57 10s. 7 Cowdrey Rd., Wimbledon. 56-v364

SWIFT, drop-head coupe, 1929, leather upholstery, blue, like new, £47 10s. Open Sundays. Kings, 79 Stroud Green Rd., N.4. 56-527

SWIFT, 1929 coachbuilt saloon, taxed, good tyres, £49. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1934

SWIFT drop-head coupe, 1930, leather upholstery, maroon, £58. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Tulse 6464-5. 56-1933

SWIFT 10, 1929 Paladin, coachbuilt 4-door saloon, £55. Below.

1928 Swift 10 4-door coachbuilt saloon, £35; terms, etc. A.Z. Motors, 180 West End Lane, N.W.6. (Open Sundays.) Hampstead 0523. 56-343

SWIFT, 1930 10hp saloon, black, red leather upholstery, total mileage 12,000, one owner, taxed, exceptional car, £75. Leeds and Oxley, 13 Park Crescent Mews, Gt. Portland St., W.1. Phone, Welbeck 7067. 56-369

SWIFT 10, 1929 sun-roof 4-door saloon, wire wheels, pneumatic leather upholstery, excellent appearance and condition, £52; exchanges, easy payments. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 56-401

SWIFT Cadet. £6 deposit or 65 guineas cash. Late 1931 8hp fabric sunshine saloon, one owner, small mileage, practically new; exchanges, list; weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. 56-1888

SWIFT 10, 1927 coachbuilt saloon, £29; terms, exchanges. "S" Garage, Raynes Park. Wimbledon 4941. 56-v325

SWIFT, 1927 10hp tourer, excellent order, 20 guineas. Dearnley, Welton, East Yorks. 56-v342

SWIFT Cadet, 1931 sunshine saloon, brown and black, bumpers and chromium plating, perfect condition, 65 guineas. Elite Motors, 959 Garratt Lane, Tooting Broadway. 56-595

SWIFT, 1930 sunshine saloon, faultless condition, £75. Below. 1929 Swift sunshine saloon, wire wheels, in perfect condition throughout, tax paid, £60; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 56-618

TALBOT. Lane Motors. 1925 model 10-23 4-seater tourer, 23 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-441

TALBOT!! £18. Sports, 8hp o.h.v., aluminium body, starter, shock absorbers, fast, taxed, insured, 40 m.p.g., spare engine; no offers. Handley, Lichfield College, Staffs. 56-v302

TALBOT, 10-23 2-seater, recently had £80 overhaul, including magneto conversion, all by makers, recoachpainted navy, new hood, 4 new India tyres and wheels, exceptional condition and appearance, taxed, 20 guineas. 29 Bowes Rd., Palmers Green. 56-v355

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. 56-719

TRIUMPH. Ratcliffe Bros., specialists, offer several good used 7hp 1931 saloons, overhauled at our works at Frinton. 200 Gt. Portland St., W.1. Museum 8603-4. 56-352

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

(continued).

TRIUMPH. Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Triumph specialists), solicit your custom. You can't beat Bablake Garage, Ltd. for new or used models. Used Triumphs urgently wanted in exchange for any car. zzz-75

TRIUMPH, 1931 super 7 sun saloon, exceptional condition, 70 guineas; exchanges, deferred. Martins, Highgate Village, N.6. Mountview 1228. zzz-497

TRIUMPHS, special selection under £100. See page 22. 56-325

TRIUMPH. Allery and Bernard offer 1931 7hp de luxe saloon, one owner, sun roof, small mileage, condition as new, £80; exchanges. 344 Kings Rd., Chelsea. Flaxman 4635. 56-365

TRIUMPH 1930 super-7 de luxe, duo-blue, excellent condition, £62; or would part-exchange for 1929 Riley 9 tourer. Box 6492, c.o. "The Light Car and Cyclecar." 56-v574

TRIUMPH 1929 super-7 tourer, good order, £36; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 56-510

TRIUMPH 9hp de luxe, demonstration model, taxed, £179; exchanges and terms. Taylors, 135 London Rd. Kingston 1263. zzz-605

TRIUMPH 1931 fabric saloon, splendid condition, £65; hire-purchase arranged. 781b London Rd., Thornton Heath. Phone 3456. 56-580

TRIUMPH. See Naylor and Root's bargains on page 19. 56-430

TRIUMPH 1930 super-7 de luxe tourer, excellent condition, £48. Gatehouse Motors, Highgate Village, N.6. Phone Mountview 4444. 56-531

TRIUMPH. If you want good used Triumph cars, visit Basil Roy, Ltd., the distributor and spare part stockist, 161 Gt. Portland St., W.1. Welbeck 1138. 56-573

TRIUMPH. South London Motors, 516-522 Streatham High Rd., S.W.16. (Pollards 4444. Branch, Beckenham 2227.)—

1932 Triumph super 9 coachbuilt sunshine saloon de luxe, one owner, excellent throughout, taxed, £115.

1930 Triumph super 7 saloon, one owner, mechanically sound, taxed, unique deferred terms, £57. 56-004

TRIUMPH. Andrews of Mortlake offers:—

Full range of de luxe saloons and 2-seaters, 1928 to 1931, from £35; taxed, insured and guaranteed before and after sale; generous exchanges, self-financed terms from £10. Write for particulars, 37 Sheen Lane, Mortlake (Station). Prospect 3502. 56-549

TRIUMPH. Newnams for good Triumphs at right prices. Few examples below, but full list on request. Self-financed terms and generous exchange allowances.

1933 super 7 de luxe 2-seater, small mileage, hardly soiled, £128.

1932 super 7 coachbuilt saloon, moderate mileage, showroom condition, £89.

1931 super 7 tourer, really excellent appearance, etc., £65.

1930 super 7 de luxe saloon, dual colours, special offer, £55.

1929 super 7 saloon, maroon beautiful little car, £42.

Newnams, Triumph specialists, 237 Hammersmith Rd., London, W.6. Riv. 4646. 56-498

TRIUMPH, 1930 7hp smart saloon, lighting, starting. Who wants? 49 guineas; motorcycle part; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 56-1890

TRIUMPH super 7 saloon, hydraulic brakes, engine as new; air upholstery, £60. Pady, 191 Teignmouth Road, Torquay. 56-v28

TRIUMPH super 7 4-seater tourer, perfect appearance and mechanical condition, speedometer, electric screen wiper, licensed, Dunlop Fort tyres, recently overhauled at Triumph works, £45; good motorcycle or 3-wheeler considered part exchange. 18 Selwyn Rd., Edgbaston, Birmingham. 56-335

TRIUMPH super 7, 1930, 4-seater, small mileage, most attractive condition, 49 guineas; exchanges, easy payments. Nottingtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 56-400

TRIUMPH super 7 saloon, 1929, in 1931 condition, new tyres all round, £38, bargain. 34a Hereford Rd., Westbourne Grove, W.2. zzz-398

TRIUMPH. £6 deposit or 59 guineas cash. Super 7, late 1930, 2-seater, dicky, practically unworn tyres, carefully used, very exceptional condition, taxed; exchanges, list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. 56-1891

TRIUMPH, 1933 12hp 4-door coachbuilt saloon de luxe, sunshine roof, 1,100 miles only, taxed, as brand new, cost £208, our price £169; exchanges, deferred. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788, Open Sunday mornings. 56-1894

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

(continued).

TRIUMPH, 1930 de luxe sports saloon, exceptional order, 58 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-611

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

WOLSELEY. See Naylor and Root's bargains on page 19. 56-432

WOLSELEYS, special selection under £100. See page 22. 56-326

WOLSELEY. South London Motors, 516-522 Streatham High Rd., S.W.16 (Pollards 4444. Branch, Beckenham 2227).

1933 Wolseley Hornet coachbuilt sunshine saloon de luxe, positively ex-works condition throughout, guaranteed, taxed, unique deferred terms, £169. 56-636

WOLSELEY Hornet, 1931 coachbuilt saloon, sun roof, very clean, £90. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-583

WOLSELEY Hornet fabric saloon, first registered August, 1930, excellent condition, £50. Below.

WOLSELEY Hornet coachbuilt saloon, first licensed June, 1931, wonderful condition, £60. 24 St. Peter's Grove, Hammersmith. Riverside 4652 56-589

WOLSELEY, 1931 (late) Hornet Special Hoyal folding-head coupe, finished blue, cream Magna wire wheels, brown hide upholstery, bucket seats, etc., total mileage 10,000, in exceptionally good condition throughout, £83, year's guarantee. Exchanges, deferred. John S. Truscott, 175a Westbourne Grove, W.11. Bayswater 4274. 56-512

WOLSELEY. Brooklands Motor Co. offers 1931 Hornet Swallow 2-seater, green, with green leather upholstery, in extremely good order, £125. Below.

1931 E.W. Special 4-seater, Magna wheels, oversize tyres, condition as new, £145; written guarantee, exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 3143-4. 56-517

WOLSELEY Hornet, 1932 de luxe saloon, condition as new, low mileage, £139; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 56-522

WOLSELEY. Cook's Motors offer: Hornet, 1932 Patrick special 4-seater, small mileage, practically new, £155. 54-6 Brighton Rd., Sutton. Phone 3800-1. 56-539

WOLSELEY. £127 10s. 1932 Hornet de luxe saloon, one owner, absolutely as new, choice of three; another, £132 10s.; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. Putney 2818. 56-1946

WOLSELEY. Lane Motors. 1931 E.W. Swallow sports 2-seater, 89 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 56-442

WOLSELEY, 1933 Hornet sunshine saloon, blue, new November, mileage 2,400, quite perfect, taxed, £165. Below.

1932 (July) Hornet E.W. 4-seater, black-green, mileage 6,000, spare unused, unscratched order, £155. Below.

1932 Hornet sunshine saloon, blue, new March, mileage 9,300, first-class lot, taxed, £130. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 56-470

WOLSELEY Hornet, 1932 sunshine 4-door coachbuilt saloon, dark blue, excellent condition, £135. Ernest Sutton, 79 Davies St., W.1. Mayfair 4748. zzz-600

WOLSELEY Hornet, 1931 sports 2-seater, tuned engine, excellent chassis, £80. Leeds and Oxley, 13 Park Crescent Mews, Gt. Portland St., W.1. Phone, Welbeck 7067. 56-368

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

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

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

WOLSELEY 1932 Hornet 4-door saloon, smart, £130.

WOLSELEY 1931 Hornet Sports 2-4-seater, 94 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-608

WOLSELEY 1932 Hornet E.W. close-coupled 4-seater, 7,000 miles only, marvellous condition, £145; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 56-619

WOLSELEY Hornet, £5 deposit or 55 guineas cash. 1930 coachbuilt saloon, maroon, very good condition; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead, (Hampstead Tube). Hampstead 6041-6. 56-1889

WOLSELEY 1932 Hornet sports 4-seater, red, in excellent condition, £140; 1932 Wolseley Hornet sports 2-seater, black and red, showroom condition, £140; exchanges and hire-purchase. Golly's Garage, 111a Earl's Court Rd., S.W.5. Frobisher 0063. 57-559

WOLSELEY Special Hornet bargains.

1932 Wolseley Hornet E.W. sportsman's coupe, practically new car, many extras and accessories fitted, £175; also

1932 Wolseley Hornet Tickford sports saloon, first-class, £165.

1931 Wolseley Hornet coachbuilt sports saloon, £89.

Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 56-609

WOLSELEY Hornet 1932 saloon, sun roof, mileage 5,000 only, £137 10s. Below.

WOLSELEY Hornet 1931 Boyd-Carpenter 2-seater, perfect condition and appearance, £97 10s. Paul Sawyer and Co., 72 Gt. Portland St. Museum 1925. 56-568

IF you want to buy or sell a used motorcar, see "The Motor" Sale Section. Hundreds of car bargains are advertised each week. zzz

SPARE PARTS FOR LIGHT CARS.

BASIL ROY, LTD.

TRIUMPH spares. Complete stocks for all models, wholesale and retail. 161 Gt. Portland St., W.1. Welbeck 1138. zzz-385

HOMACS. Morgan official service depot.

MORGAN. All spares in stock; c.o.d. service; trade supplied.

OFFICIAL repairers appointed by the Morgan Co. for London.

SERVICE overhauls and repairs our speciality.

DEPOT: Homacs, 245-7 Lower Clapton Rd., N.E. Clissold 9616-7. zzz-954

RATCLIFFE BROS., Triumph specialists, supply all parts immediately from stock. 200 Gt. Portland St., W.1. Museum 8603-4. zzz-472

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SCOTIA MOTOR WORKS have enormous stocks of parts for practically all makes and types of cars, including:—

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BELSIZE. All models. Genuine parts only obtainable from Elephant Motors. New and second-hand.

ELEPHANT service. New and second-hand parts for Fiat, Renault, Citroen, Donnet, Wolseley Ansaldo, Austin, A.B.C., Deemster, Calthorpe, Zehre, Horstman, Marsell, Rhode, Riley, Rover, Calcott, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampton, Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

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SPARE PARTS FOR LIGHT CARS
(continued).

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JOWETT. Comprehensive spare stockists. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1.

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PARWOOD for Austin spares. Repairs, overhauls promptly and efficiently executed. East Hill, Wandsworth. 56-1892

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AUSTIN 7 spares. Back axle complete, £2; gearbox, £1; chassis, £1; front axle, 18s.; hoods, 15s.; screens, 12s. 6d.; etc. 243 Maida Vale, W.9. 56-376

AUSTIN 7 second-hand spares always in stock, large selection; moderate prices. Earis, 75 Heath St., Hampstead, N.W.3. Ham. 3287. 56-447

JOWETT spares, all parts stocked, new and second-hand. The Jowett Specialists, The "One Tree" Motor Co., Huddersfield. 'Phone 1920. 68-349

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THE BALHAM MOTOR MART, LTD., for good, cheap, second-hand spares for all makes of car up to 12hp. Approval. Inquiries solicited and promptly answered. 260 Balham High Rd., S.W.17. 'Phone, Battersea 2963. zzz-411

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NEW LIGHT CARS AND CYCLECARS

(continued).

AUSTIN. Weybridge Automobiles, Ltd., official main dealers. Unique sales and service facilities. Weybridge. 'Phone 235-6-7. zzz-830

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Guaranteed after-sales service.

Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). 'Phone, Mayfair 6801-2.

Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-363

AUSTIN. Hampstead. F.O.C.H., Ltd., authorized Austin agents, 1933 models stocked; deferred terms; highest allowances; extensive after-sales service, 3-5 Heath St., N.W.3. Hampstead 2215-6. Open week-days, 9-9; Sundays 9-1. zzz-306

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AUSTIN. A.E.W. 7 sports 2 and 4-seaters, delivery now commenced, folders on request. A. E. Wright, Bedford Works, Alexandra Park, N.22 56-439

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Official dealers.

10.4 and 7 de luxe saloons in stock for immediate delivery. Fawn and black the new colours. Deferred terms over 12, 18 or 24 months. Low deposit; generous exchange allowances and genuine after-sales service. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 56-418

AUSTIN. Rowland Smith. Immediate delivery Austin 10.4 1933 coachbuilt 4-door saloon de luxe, green and black, sunshine roof, Magna wheels, list price £168; terms, exchanges. Below.

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AUSTIN. Bruton Garages, Ltd., authorized agents; early delivery all models; exchanges and terms. 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-582

AUSTIN. Immediate delivery of all models; terms, exchanges. Agents, Denmans, 132-3 Long Acre, W.C. Open week-ends. 56-598

B.S.A. Rowland Smith (Motors), Ltd.,

B.S.A. stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-566

B.S.A. Hampstead. F.O.C.H., Ltd., B.S.A. car stockists; 1933 models. Extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-307

B.S.A. Crossland, distributor for three and four-wheel cars. 28 London Rd. and 3 Bromley Common, Bromley. 61-496

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B.S.A. Palmer, Reville and Co., main B.S.A. agents. All models, including the new 4-wheeler, actually in stock, instant delivery. 14 Merton Park Parade, Wimbledon, S.W.19. 75-n341

B.S.A. Lancashire. We specialize in this make only; 3-wheelers and 4-wheelers stocked; spares. Stretford Garage, Stretford, Manchester. 'Phone, Longford 1998. zzz-403

B.S.A. Hackfords, B.S.A. distributors; demonstrations daily on the 1933 9hp water-cooled 4-cylinder open sports 4-seater at £160. Inspection invited; cash, deferred or exchange at Hackford Motors, Ltd., 182 Acre Lane, Brixton. 'Phone 3062, zzz-172

B.S.A. Taylors, Kingston Distributors. Generous exchanges and convenient terms; demonstrators; reduced prices. 135-7 London Rd. Kingston 1263. zzz-519

B.S.A. Harry Nash. London's B.S.A. specialist distributor!! 1933 models guaranteed in stock: 4-cylinder, £125; special sports, £115; de luxe, £108; Family, £105; Standard, £100. I definitely give the highest exchange prices for car, 3-wheeler or motorcycle in London. Deferred terms. 348 King Street, Hammersmith 56-1897

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NEW LIGHT CARS AND CYCLECARS

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Official distributors, 3 and 4-wheelers.

Immediate delivery of 1933 models. Generous exchange allowances.

Deferred terms over 12, 18 or 24 months. Genuine after-sales service. Demonstrations without obligation.

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DERBY. Morgan Hastings, Ltd., sole concessionaires for the new front-wheel-drive 9hp Derby. Spare parts for all previous models. 95 New Bond St., W.1. Mayfair 5323. zzz-149

FORD. An 8hp Ford chassis with a Terrier sports body is the smartest light 4-seater on the road, £185 cash, or £40 down and balance monthly, including licence and insurance; delivery from stock. W. Harold Perry, Ltd., Invicta Works, North Finchley, N.12. Finchley 1111. zzz-584

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FRAZER-NASH cars. All inquiries re hire-purchase or part exchange should be addressed to Frazer Nash Cars, Falcon Works, London Rd., Isleworth. Hounslow 3171-2. Demonstration runs at any time anywhere. zzz-6

HILLMAN. Rowland Smith (Motors), Ltd.,

HILLMAN stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-565

HILLMAN. Taylors, Kingston Distributors. Generous exchanges and convenient terms; demonstrators; reduced prices. 135-7 London Rd. Kingston 1263. zzz-518

HILLMAN. Harry Nash, official agent!! Guaranteed immediate delivery from stock. 1933 Mixt sunshine saloon, £163, maroon. I definitely offer the finest exchange allowances obtainable; deferred terms, 348 King St., Hammersmith. 56-1899

HILLMAN. Newnham's March 4 to 18. And all popular makes on view and available for immediate delivery. Demonstrations gladly given. Self-financed terms and generous exchange allowances. 237 Hammersmith Rd., London. Riverside 4646. Branches: Streatham, Golders Green and Fulham. 56-494

HILLMAN. Denmans. Immediate delivery Hornet and other Wolsley models; best deferred terms and exchanges. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 56-602

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Mitcham: 191 Streatham Rd. 'Phone, Mitcham 1597.

Croydon: 189 Handcroft Rd. 'Phone, Thornton Heath 2468. zzz-257

JOWETT. The Service Company, trade and retail distributors. Sales, service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

JOWETT. Hampstead. F.O.C.H., Ltd., Jowett specialists. Highest exchange allowances, deferred, extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open weekdays, 9-9; Sundays 9-1. zzz-308

JOWETT. Farnham. Surrey. Sales and service. Barnett and Small, West St. 'Phone 216. 56-416

JOWETT agents for Teddington, Hounslow, Staines, Feltham, Twickenham, etc. A.V. Motors, Ltd., 5 Park Rd., Teddington. 'Phone, Kingston 0710. zzz-333

JOWETTS. Godfreys, Ltd. 1933 models in stock; exchanges and deferred terms. Trade distributors. 366 Euston Rd., London, N.W.1. 'Phone, Museum 1402-3. zzz-412

NEW LIGHT CARS AND CYCLECARS

(continued).

JOWETT service station (London), main agents. Immediate delivery of all models; part exchanges and deferred payments, service after sale, overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 1565. zzz-82

LANCHESTER. Authorized West End retail agents. Inspect and try the new 10hp model. Part exchanges, hire-purchase (self-financed) arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-555

LANCHESTER. Newnhams, March 4 to 18. And all popular makes on view, and available for immediate delivery; demonstrations gladly given. Self-financed terms and generous exchange allowances. 237 Hammersmith Rd., London. Riverside 4646. Branches: Streatham, Golders Green and Fulham. 56-496

M.G. Rowland Smith (Motors), Ltd.,

M.G. stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-564

M.G. Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-615

M.G. Hampstead. F.O.C.H., Ltd., M.G. stockists; exchanges, deferred; extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-509

M.G. Midget. Rowland Smith. Immediate delivery 1933 J2 de luxe sports 2-seater, duo red, Ashby steering wheel, stoneguards, bonnet strap, etc. List price £212 2s.; terms, exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. 56-1878

MORGAN. Rowland Smith (Motors), Ltd.,

MORGANS. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-568

MORGANS. Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-199

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MORGAN. Naylor and Root, Ltd.

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Immediate delivery of all 1933 models. Come and have a run on the new super-sports at £135. No obligation. Generous exchange allowances. Deferred terms, 12, 18 or 24 months.

Naylor and Root, 248-250 Lavender Hill, S.W.11. Battersea 6187-9. 56-421

MORRIS. Rowland Smith (Motors), Ltd.,

MORRIS stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-569

MORRIS Minor and Morris 10, 1933 models now on view; part exchange, hire-purchase terms. Sole London distributors, Stewart and Ardern, Ltd., Morris House, 103 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Road, South Tottenham, N.15; Morris House, Finchley Rd., Golders Green, N.W.11. zzz-252

MORRIS. Hampstead. F.O.C.H., Ltd., authorized Morris dealers. Highest allowances, deferred. Extensive after-sales service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-310

MORRIS Minor. No deposit; from £5 10s. monthly; extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-556

MORRIS Minor. Rowland Smith. Immediate delivery 1933 coachbuilt saloon, sliding head, 4 speeds, black, list price £125; terms, exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. 56-1879

MORRIS. Jarvis, of Wimbledon.

MORRIS authorized dealers and specialists, can give immediate delivery from stock of nearly all 1933 Morris models. Liberal exchanges. Trial runs at any time. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 56-391

NEW LIGHT CARS AND CYCLECARS

(continued).

MORRIS Minor in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376-482 High Rd., Streatham, S.W.16. Phone, Streatham 8480. zzz-602

RILEY. Rowland Smith (Motors), Ltd.,

RILEYS. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-570

RILEY (Newnhams, March 4* to 18) and all popular makes on view and available for immediate delivery. Demonstrations gladly given. Self-financed terms and generous exchange allowances. 237 Hammersmith Rd., London. Riverside 4646. Branches: Streatham, Golders Green and Fulham. 56-495

ROVERS. Henlys, London distributors for Rovers. 155 Gt. Portland St., W.1. Museum 7734. zzz-650

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ROVER. Immediate delivery from stock. 10-25 and the new 12hp 6-cylinder models; exchanges or deferred. Satisfaction guaranteed. Sydney G. Cummings, only address, 101 Fulham Rd., London, S.W.3. Sloane 8251-2. 56-1914

SINGER. Rowland Smith (Motors), Ltd.,

SINGER stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-571

SINGER. Croydon Service Depot, wholesale and retail. Turner's, Lower Addiscombe Rd. Addiscombe 3151. zzz-986

SINGER. Hampstead. F.O.C.H., Ltd., authorized Singer stockists; exchanges, deferred; extensive after-sale service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-311

S.S. Earliest guaranteed deliveries. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 56-341

S.S. Earliest guaranteed deliveries. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 56-382

STANDARD. Rowland Smith (Motors), Ltd.,

STANDARD stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-572

STANDARD. Guaranteed after-sale service; extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-357

STANDARD. Hampstead. F.O.C.H., Ltd., authorized Standard stockists; exchanges, deferred; extensive after-sale service. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open weekdays 9-9, Sundays 9-1. zzz-312

STANDARD. Bruton Garages, Ltd., special Standard agents. 1933 model on view; exchanges and terms. 32 Bruton Place, Berkeley Square, W.1; also 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 56-581

STANDARD (Newnhams, March 4 to 18) and all popular makes on view and available for immediate delivery. Demonstrations gladly given. Self-financed terms and generous exchange allowances. 237 Hammersmith Rd., London. Riverside 4646. Branches: Streatham, Golders Green and Fulham. 56-495

STANDARD. Naylor and Root, Ltd.

Official dealers.

Immediate delivery of Little Nine saloons; generous exchange allowances; deferred terms over 12, 18 or 24 months; genuine after-sales service.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 56-420

TRIUMPH. Rowland Smith (Motors), Ltd.,

TRIUMPHS. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-575

TRIUMPH. Coventry. Bablake Garage, Ltd., Queen Victoria Rd. (The Midland Triumph Specialists), are well worth getting in touch with. Used Triumphs urgently wanted in exchange. zzz-76

TRIUMPH. Ratcliffe Bros. specialize in Triumph cars. Immediate or early delivery of all models; spare parts and service as usual. 200 Gt. Portland St., W.1. Museum 8603-4. zzz-325

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NEW LIGHT CARS AND CYCLECARS

(continued).

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TRIUMPH, Basil Roy, Ltd.,

Sole Triumph distributors for Essex, N.E. Middlesex, and jointly L.C.C. area. 1933 models now available. Spares and service. Trade supplied. 161 Gt. Portland St., W.1. Welbeck 1138. zzz-384

TRIUMPH. A Bartlett and Horner Triumph is backed by a new service, open until 7.30 p.m., at 130 Gt. Portland St., W.1. Phone, Museum 5475. zzz-388

TRIUMPH. Newnham's gigantic show, March 4 to 18. 150 popular models, including over 50 Triumphs, on view and available for immediate delivery. Demonstrations gladly given. Self-financed terms and generous exchange allowances. 237 Hammersmith Rd., London. Riverside 4646. Branches: Streatham, Golders Green and Fulham. 56-492

TROJAN.

Highest prices for your present car; low deferred payment terms. Ask for particulars of the new Trojan from Normand Garage, Ltd., sole London and Kent distributors, 11 Hammersmith Rd., W.14 (opposite Olympia) (Fulham 3477-9); 489 Oxford St., W.1 (between Marble Arch and Selfridges) (Mayfair 6801-2); Service Depot and Spares, Avonmore Place, W.14 (opposite Olympia) (Fulham 4972); also 7-8 Fairmeadow, Maidstone, Kent (Maidstone 2740). Open till 6 p.m. Saturdays. zzz-358

WOLSELEY. Rowland Smith (Motors), Ltd.

WOLSELEY stockists. Terms. Highest exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-574

WOLSELEY. Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All model Hornets on view, Weybridge. Phones 255-6-7. Reading Depot: Caversham Rd. Phone 5140. zzz-401

WOLSELEY. J. A. Baxter, authorized Wolseley agent, offers for immediate delivery 1933 12hp Hornet 4-door coachbuilt sunshine saloon de luxe, two years' makers' guarantee, £203 10s.; self-financed confidential deferred terms available. 31 Spenser St., Victoria St., S.W.1. Victoria 7548-9. zzz-427

WOLSELEY Hornet. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. weekdays; 6 p.m. Saturdays. zzz-359

WOLSELEY. Immediate delivery Hornet and other Wolseley models; best deferred terms and exchanges. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 56-599

WOLSELEY Hornet Swallow. Manchester main distributors: Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 56-340

WOLSELEY Hornet Swallow. Manchester main distributors. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 56-383

WOLSELEY. Jarvis, of Wimbledon, for Wolseleys.

The Jarvis Hornet special 2-seater, £265.

Immediate delivery of the above, and also the new Hornet saloons and Wolseley 16 saloons. Trial runs at any time. Liberal exchanges. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 56-392

WOLSELEY Hornet. Rowland Smith. Immediate delivery 1933 4-door coachbuilt sunshine saloon, black. List price, £198 10s.; terms, exchanges. Weekdays, Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. 56-1880

MISCELLANEOUS LIGHT CARS & CYCLECARS.

I BUY motorcars for cash.

I SELL motorcars for cash or easy payments.

I EXCHANGE motorcars.

DROP me a line, or call. We can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Sloane 8231. zzz-111

£15 credit note on £120 car, hire-purchase; what offers? Box No. 6489, c.o. "The Light Car and Cyclecar." 56-x533

NEWHAMS, LTD., have over 50 used cars under £50, all in good running order. Please send for list. 164-166 Fulham Palace Rd., W.6. Fulham 0071-2. zzz-492

F.O.C.H., LTD., supply any make new car. Large second-hand car show-rooms. Exchanges, deferred. Free list. 3-5 Heath St., N.W.3. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-605

MISCELLANEOUS LIGHT CARS & CYCLECARS.

(continued).

ROWLAND SMITH'S

SPECIAL list of special bargains; yours for the asking. Write, 'phone or call now.

TURN to our small advertisements under Classified Section. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-549

SINGER van, 8hp, 1931, used for light work only, £55; exchanges, deferred. Palmers, 35 York St., Twickenham. Popesgrove 1454. 56-377

WANTED—Cars.**R****O****W****L****A****N**

D SMITH (MOTORS), LTD., will pay spot cash on sight and the highest prices obtainable for Amilcars, Austin 7s, B.S.A.s, Bugattis, Citroens, Clynos, Fiats, Fords, Hillmans, Jowetts, Lea-Francis, M.G. Midgets, Morgans, Morris Minors, Renaults, Rileys, Rovers, Salmsons, Senechals, Singers, S.S.s, Standards, Talbots, Triumphs, Vernon-Derby, Wolseleys, or any other makes.

SPORTS cars wanted for spot cash. Highest prices.

HIRE-PURCHASE accounts settled on the spot confidentially and without liability and we will pay you the balance in cash. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead Tube.) Hampstead 6041-6. zzz-556

WANTED for spot cash, Austin 7s, Riley and M.G. Midgets. Golly's Garage, Ltd., 111a Earl's Court Rd., S.W.5. Frobisher 0063. zzz-735

THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, 'phone or write, 114 Tottenham Court Rd., W.1. Museum 4110. zzz-560

GET more for your car by sending it to Motor House, Ltd., 20, 22 Finchley Rd., N.W.8. You can draw 50% on the sale price on sight, balance immediately after sale. This is the most sensible way to sell any modern car. Hundreds have found it so. Printed booklet on application. Most cars sold immediately upon receipt. zzz-419

F.O.C.H. urgently require light cars. Spot cash. Highest prices. Bring or write. Below.

JOWETTS. F.O.C.H. definitely pay highest prices. Spot cash. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-606

MANCHESTER. Wanted for cash, B.S.A. 3-wheelers, M.G. Midgets, Morris Minor s.v. 2-seaters, Austin 7 Cup models, Arrow and Abbey foursomes, Stadium 2-seaters and super Aero Morgans. Best cash prices given; distance no object; hire-purchase accounts settled. Call, write or 'phone, Blackfriars 9352. Rhinds (Motors), Ltd., 258 Deansgate, Manchester. zzz-437

PRIVATE owner requires 1933 Triumph Eight 2-seater, black or dark blue; seen London area. Write, BM/PTPK, W.C.1. 56-225

SPOT cash waiting for sports cars, any condition, highest prices. Randal's, High St., Wandsworth. Battersea 2618. 56-620

A GOOD light car or 3-wheeler wanted immediately; cash waiting. Chidley, 579b High Rd., Tottenham. Phone, Tottenham 2920. 56-916

PRIVATE buyer wants 1932 shop-soiled Morris Minor 2-seater, reasonable price. Brooke, 34 Mayford Rd., Balham, S.W. Phone, Batt. 3785. 56-x363

UNLIMITED spot cash always waiting for recent used models in good condition. Newnham's, 237 Hammersmith Rd., London. Riverside 4646. 56-490

LAMBS, LTD., Standard wholesale distributors for S.W. Essex. Used cars in part exchange urgently wanted.

LAMBS, LTD., 245 High Rd., Ilford, London, and opposite Hoe Street Station, Walthamstow, E.17. 59-358

F.O.C.H., probably sell more second-hand Jowetts than any other two dealers together in the world. Therefore, Below.

F.O.C.H. definitely want an unlimited number of second-hand Jowetts. Spot cash on sight and very highest prices. 3-5 Heath St., Hampstead, N.W.3. Hampstead 2215-6. Weekdays and Saturdays 9-9; Sundays 9-1. zzz-594

WANTED, Austin 7s, all models; best prices given; spot cash. Earls, 75 Heath St., Hampstead, N.W.3. Ham. 3287. 56-448

MORGANS wanted. Morgan Depot, 8a Ainger Rd., N.W.3. Primrose 0046. 56-384

"THE MOTOR BOAT MANUAL."
Motor Boating Enthusiasts.

10th Edition. A Practical Handbook for
5s. net. 5s. 5d. post free.

WANTED—Cars (continued).

WANTED for cash, all types of modern light cars. Highest possible prices paid. H. and A. Motors (Norwood), Ltd., 69 Church Rd., Upper Norwood. Livingstone 3593-4. 56-355

H. F. EDWARDS AND CO., LTD., 175 Gt. Portland St., W.1, offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or 'phone, Welbeck 4161. zzz-518

NORRINGTONS, of Shepherd's Bush, the firm with the buying complex, will purchase anything from Austin Sevens downwards (or upwards). They pay the right prices too. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, London. Riverside 2365. 56-404

WANTED, Jowett 1928-9 short saloon. Box No. 6490, c.o. "The Light Car and Cyclecar." 56-v340

JOWETT saloon, £20 to £40. State absolute lowest price. Evans, 189 Killearn St., Glasgow. 56-v341

WANTED, 1925-6 or '27 Morgan Aero. 208 West End Lane, West Hampstead Station. 56-445

WANTED, Morgan, or good 3-wheeler. Particulars, lowest cash. 1 Ebner St., Wandsworth. 56-1896

JOWETT Long chassis 2-seater, appearance immaterial if mechanically sound. 11 Litchfield Avenue, Morden. 56-x538

JOWETT saloon or 4-seater, 1928 onwards, must be cheap. 118 Ashton Rd., Newton-le-Willows. 56-603

WANTED, small saloon or open car for cash. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 56-588

JOWETT cars wanted for cash. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 56-521

WANTED at once 50 genuine second-hand B.S.A. 3-wheelers. All ages and models. Highest price in London paid; cash on sight; hire-purchase agreements settled. Harry Nash, 348 King St., Hammersmith. Riverside 2837. 56-1902

WANTED, Austin 7s for spot cash; 1929 to 1931 saloons, tourers, 2-seaters; highest prices. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 56-460

WANTED, late model light saloon for cash. Write, 28 Edward Avenue, E.4. 56-v373

CARAVANS, TRAILERS, ETC.

SCOTLAND—tour the Highlands with lightweight caravan; models to suit Austin 7 and larger cars, fully equipped, utensils, etc., for 2, 4 and 6 persons; large up-to-date fleet for hire, moderate charges. Write now for booklet. Thomson Caravans, Ltd., Carron, Falkirk. 'Phone, Larbert 108. 88-580

RICE CARAVANS, LTD., Gargrave (3), Yorkshire. Rice caravans and trailers for the appreciative eye and slim purse. Send for bargain list and hire tariff.

RICE folding caravan, logically best for the light car. Safety and neatness en route; space, comfort and first-class equipment in camp.

RICE caravans exhibited British Industries Fair, Birmingham; Brighter Homes Exhibition, Manchester; Camping Exhibition, London; Used-Motor Show, London, etc. South Africa: Box 5012, Johannesburg. zzz-535

ANGELA CARAVANS. Special Notice—We wish to draw attention to the prospective caravanner that, instead of the usual practice of selling through agents, we have decided in future to only sell direct to the public. This course enables us to now reduce our prices 25% accordingly.

ANGELA CARAVANS. We have several second-hand models from £35. See the new three-berth models from £55, easily towed by 7hp car.

ANGELA CARAVAN CO., near Flamstead, St. Albans. zzz-575

RICE long standard folding caravan for hire, roomy, well equipped, light. Claygate Motors, Hare Lane, Claygate, Surrey. Esher 395. 81-v130

BATTERIES—ACCUMULATORS.

LUCAS, C.A.V., Rotax, Service Station. (Props., Cox and Co.).

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

CAMDEN TOWN: 91 Bayham St. 'Phone, Gulliver 4461-4.

PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: 23a George St. Fairfield 4069. zzz-0202

BATTERIES (continued).

GENERAL MOTOR AND TYRE CO.

NEW car starter and lighting batteries, assorted makes by all well-known makers; all other types in stock.

GUARANTEED 12 months. All types can be supplied. Please state year and make of car. Carriage forward.

BABY AUSTIN, 6-volt, 60 a.h., 21s.

MORRIS-COWLEYS, 1927 onwards, 12-volt, 54 a.h., 42s.; 1925-6 long type, 12-volt, 40 a.h., running-board, 48s.

MORRIS MINOR, Jowett, etc., 6-volt, 72 a.h., 26s. 6d.

FORD and Chevrolet, 6-volt, 88 a.h., 29s. 6d.

MORRIS-OXFORD, 1927 onwards, 12-volt, 72 a.h., 47s.; 1925-6 long type, 12-volt, running-board, 60 a.h., 60s.

CHRYSLER (Buick, etc.), 6-volt, 100 a.h., 35s.

MOTORCYCLE, 6½-in. by 4¾-in. by 3½-in., 6-volt, 12 a.h., 12s. 6d.

FULLY guaranteed.

AUSTIN 7, 6-volt, 40 a.h., 14s.

MORRIS-COWLEY, 12-volt, 40 a.h., 35s.

MORRIS-OXFORD, 12-volt, 60 a.h., 42s.

MORRIS MINOR, 6-volt, 60 a.h., 23s. 6d.

CHEVROLET, 6-volt, 60 a.h., 25s. 6d.

FORD, 6-volt, 75 a.h., 25s.

BUICK, 6-volt, 90 a.h., 30s.

BATTERIES despatched, fully charged and ready for use at 2s. each for 6-volt and 3s. 6d. for 12-volt. No waiting. Carriage forward, on 7 days' approval.

COVERS supplied for Austin 7s, 3s.; Morris Minor, 3s.; Morris-Cowley, 3s. 6d.; Morris-Oxford, 4s. 6d.; and long-type Morris, 7s. Holding-down bolts, 1s. 8d. pair, automatically fitted to all standard cars in a few minutes.

BATTERY service station. Any type or make of battery charged and repairs of every description undertaken; starter batteries loaned to customers whilst own is under repair.

GENERAL MOTOR AND TYRE CO., 65-83 Queen St. Hammersmith, W.6. 'Phone, Riverside 6388 (7 lines). 'Grams, "Tyrepresso, Hammer, London." And

370-372 GRAY'S INN RD., King's Cross, London, W.C.1. 'Phone, Terminus 4429 (3 lines). 'Grams, "Tyreprest, Kinross, London." zzz-35

MARBLE ARCH MOTOR SUPPLIES, LTD. Batteries for all makes actually in stock, ready charged.

AUSTIN 7, 13s. 6d.; Morris, 39s. 6d.; Morris-Oxford, 39s. 6d.

FOR Ford and most American cars, 25s.

CHEAPEST in the trade. Send for list.

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2. 56-503

CARPETS, MATS, ETC.

CARPETS and mats for all cars in coco-nut fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1880), 146-150 Portobello Rd., London, W.11. Tel., Park 2703. zzz-834

CELLULOID.

ALLEN AND DORSETT for British transparent polished celluloid, 20/1,000 thickness, 55 by 24, 5s. 6d.; 50 by 20, 5s.; 58 by 18, 5s.; 50 by 16, 4s. 6d.; carriage paid. 65-65 Aslett St., Wandsworth. zzz-468

CLOTHING.

LEATHER or waterproof clothing, rugs, cushions, or rubber boots, exceptional value. Kemps, 50 Hardman St., Manchester. zzz-370

LEATHER coats, teddy-lined, ladies' or gents', from 40s.; list free; easy payments; 5s. secures delivery. Pride and Clarke, Ltd., 138 Stockwell Rd., S.W.9. 36-320

CYLINDER GRINDING.

WHITE, WATSON AND CO. Cylinders reground with alloy pistons, fitted with Wellworthy rings: Austin 7, 55s.; 12, 65s.; Cowley, 66s.; Oxford, 68s.; others from 60s.; with Watalite heat-treated pistons from £4; reground in chassis, valves resealed, bearings adjusted, run in, £9; workmanship and materials guaranteed; inquiries invited. 30 Belvedere Rd., S.E.1. Hop 4352. zzz-57

CYLINDER grinding, liners, valve seats, welding, piston, stockists. Apply for list, Dartford Automobile Eng. Works, Ltd. 'Phone 600. 58-149

CYLINDER GRINDING (continued).

READING CYLINDER AND PISTON CO., 774 Oxford Rd., Reading. Cylinders reground with Cyelite pistons from 50s.; crankshafts reground, bearings remounted, cylinders lined with Centricast liners; guaranteed 6 months. Reading 3224. zzz-71

KENDALL AND CO., 302 Stoney Station Rd., Coventry, for cylinder grinding and pistons for all makes. Specialoid, Hepolite, B.H.B., or Nelson Bohnalite pistons. Valves, guides, rings, etc. Phone 8595. 59-1869

CYLINDERS and crankshafts reground, new pistons fitted, bearings re-installed, scored bores filled in. Guaranteed welding. Sadgrove and Co., 20 Cannell St., Ancoats, Manchester. City 3761. 63-341

JOWETT special offer, complete regrind and new pistons, 35s.; return n 48 hours. Andrews, Ltd., Ashton-in-Makerfield. 56-602

DISCS—Wanted.

WANTED, set discs 1931 Morris Minor. Hawker, 28 Elmcroft Rd., Orpington. 56-v303

DYNAMOS AND MAGNETOS.

ROTAX, C.A.V., Lucas, Ducellier, Delco-Remy, Bosch, Brodt, etc. Service station. See below.

DYNAMOS, starters, magnetos. 1,000 different reconditioned replacements ready to exchange while you wait, from 15s., allowing for part payment on old machine. See below.

LET us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest experts in London. See below.

GOODS despatched on 7 days' approval against cash. Day, night and week-end service. See below.

BEARDMORE ELECTRIC SERVICE, 18-28 Queen's Rd., Hyde Park, W.2. Telephone: Day, Park 8641-2; night, Park 7766. zzz-869

LUCAS, C.A.V., Rotax Service Station. (Props., Cox and Co.)

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

CAMDEN TOWN: 91 Bayham St. Phone, Gulliver 4461-4.

PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: 23a George St. Fairfield 4069. zzz-9203

ELECTRICAL EQUIPMENT.

DYNAMOS, starters, magnetos, batteries.

HUGE stocks of manufacturers' authorized reconditioned replacement units. ready fit while you wait, from £1, taking yours in part payment; despatched 7 days' approval against cash

BEARDMORE ELECTRIC SERVICE 18-28 Queen's Rd., Hyde Park, W.2. Telephone: Day, Park 8641-2; night, Park 7766. zzz-264

ENGINES.

CITROEN, Rover, A.B.O., Anzani, Bean, Morris, Essex, Buick, Singer and Clyno engines, also most other makes. Inquiry invited. Scotia Motor Works, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. zzz-45

CONWAY for good second-hand engines for almost every make of car. Call, write, wire or phone Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.5. 56-386

ENGINES—Wanted.

AUSTIN 7 sports-type or racing engine, preferably supercharged; good condition. Dick, Alvechurch, Worcs. 56-v337

EXCHANGES.

ROWLAND SMITH (MOTORS), LTD.

AUSTIN, B.S.A., Hillman, M.G., Magna, M.G. Midget, Morgan, Morris Minor, Riley, Standard, Singer, Triumph and Wolseley stockists. Terms, highest exchanges.

ROWLAND SMITH will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand car. Second-hand list.

TURN to our Small Advertisements under Classified Section. Week-days, Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead, (Hampstead Tube.) Hampstead 6041-6. zzz-563

EXCHANGES (continued).

NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle, on receipt of full particulars. In exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales, free service. Immediate delivery of Austin, Morris, Trojan, Triumph, Standard, M.G., Ford and Lancheater. Call, write or phone 489 Oxford St., W.1 (Mayfair 6801-2). or 11 Hammersmith Rd., W.14 (opposite Olympia). Fulham 3477-9. zzz-360

ARCHIE SIMONS AND CO., exchange specialists. Any make of car supplied; deferred terms; highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

F.O.C.H. Exchange specialists. New or second-hand. Cash (either way). Deferred Free list, 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

OFFERED for immediate exchange, brand-new latest model 8hp Ford saloon, cheaper used car will be accepted in part payment with cash or balance on self-financed hire-purchase, distance immaterial. Newnhams, 164 Fulham Palace Rd., W.6. Fulham 0071. 56-578

EXCHANGE brand-new latest model 8hp Triumph 4-door saloon de luxe, listed at £155 for cheaper car with cash, or balance on self-financed hire-purchase; distance immaterial. Newnhams, 164 Fulham Palace Rd., W.6. Fulham 0071. 56-579

NEWNHAMS allow best possible prices for used cars in exchange for new or other used models. Distance no object. 200 cars always in stock. Deferred arranged if desired. 237 Hammersmith Rd., London, Riverside 4646. 56-489

EXTENDED PAYMENTS.

ROWLAND SMITH (MOTORS), LTD.

TERMS. No references. No inquiries of employers, guarantors and deposits not essential. Balance 6-24 months, charges from 3s. Individual requirements given every consideration. Highest exchanges. Full particulars and list on request.

TURN to our Small Advertisements under Classified Section. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead, (Hampstead Tube.) Hampstead 6041-6. zzz-552

THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange, state requirements. 273 High Holborn, London. zzz-502

F.O.C.H. hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-608

ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Rd., W.2. Phone, Bayswater 1234. zzz-527

ANDREW of Mortlake offers:—

DECIDED payments by self-financed terms from £3. No references, no inquiries. Any deal complete within 20 minutes. 100 cars to choose from. Write for particulars. 37 Sheen Lane, Mortlake, S.W.14. Prospect 3332. 56-550

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

HOODS AND SCREENS.

COX. Re-covers, repairs, replacements to all type hoods and screens by actual makers. Re-covering cloths from 5s. 6d. yd., 72 ins. wide; celluloid and all trimmings. Samples and details on application. Visors and rear screens. Send for lists, Cox and Co., Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-681

ALLEN AND DORSETT for hood re-covering, 2-seaters, 20s. upwards; 4-seaters, 35s. upwards; satisfaction guaranteed. Below.

ALLEN AND DORSETT for side-screen renovations, quick celluloid replacing service, 2s. per panel upwards. 63-65 Aslett St., Wandsworth. zzz-469

HARRISONS. Hoods re-covered in few hours. Loose covers all cars.

HARRISONS Replace celluloid while you wait or by return post or rail.

HARRISONS. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all weather equipment, renovating.

HARRISONS, 355 Norwood Rd., Tulse Hill Station, S.E.27. Telephone, Tulse Hill 6846. zzz-514

CENTRAL MOTOR INSTITUTE, LTD. for hoods, side screens, mats, fabric body repairs, loose covers, etc. New College Parade, Finchley Rd., London, N.W.3. Phone Primrose 1161. Always open. zzz-815

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

HOODS AND SCREENS (continued).

ASMUS. Hoods re-covered, screens recellulosed. 63a High St., Clapham, S.W.4 (next to Jays). Macaulay 5042. zzz-358

HOODS, re-covers from 30s., loose covers, any kind of upholstery, fabric bodies, recovered and repaired. G. Cheny, 91 Little Albany St., N.W.1. Telephone, Muscum 0671. 61-1814

BONTOP hood re-covering outfits. Re-cover your own hood. Sewing completed, ready to fix, including fixing sundries. Carriage paid. Details, patterns and prices upon application. Please mention make and year.

BONTOP staples. For fixing celluloid to screens and backlights, without sewing, 2 doz. box. 7½d.; 1 gross, 2s. 9d., post free.

BONTOP. Side screens and repairs. Hoods re-covered. Dickey screens. Envelopes. Carpets. Materials. Trade supplied.

BONTOP Accessories Manufacturers, Grafton Engineering Co., Sycamore Grove, New Malden. Malden 0161. zzz-561

TODD AND CO. Hoods re-covered and repaired, side screens recellulosed, general upholstery and repairs, fabric bodies re-covered or repaired. Duncan St., Islington. 68-601

INSURANCE.

ARMY, NAVY AND GENERAL ASSURANCE ASSOCIATION, LTD. (Established 1904).

ALL cars favourably rated. Specimen rate. Combined benefits, £7 10s.; touring cars up to 10hp, third party only, £4; statutory, £3 8s.

APPLY Head Office, Trafalgar House, Waterloo Place, Pall Mall, London, S.W.1. Telephone No. Whitehall 9917. zzz-908

COMPETITIVE rates, all companies; instalments arranged; certificates issued immediately. Ernest J. Bass, 40 Chancery Lane, W.C.2. Holborn 0328. zzz-550

QUARTERLY premiums. No extras! Road Traffic cover: Austin 7, one driver, 15s. 4d. quarterly; Cowleys, 19s. 2d.; Oxfords, 23s. Others and commercials equally low. Jacksons, 54 Old Broad St., E.C.2 (London Wall 0329); and Grand Buildings, Trafalgar Square (Whitehall 1891). zzz-369

QUARTERLY insurance at annual rates, immediate certificates, all benefits, including 25% bonus; expeditious claims service. Special rates Ford, Austin and Morris, Carjax Ltd., Insurance Specialists, 13 Albe-Marle St., W.1. Regent 3200. zzz-460

DEFENCE, LTD., lowest rates. See large advt. page 6. 56-371

QUARTERLY premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, service, satisfaction, under a Stuartson policy. Stuartson (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 2351-6 (6 lines). See displayed advertisement, page 8. zzz-589

QUARTERLY premiums at no extra cost under Invincible Policies. Certificates by return. Policies sent at once. No-claim bonus to 25%. Be safe. Invincible Policies are secure. Invincible Policies, Ltd., 51 Bishopsgate, London, E.C.2. Phone, London Wall 0464-5-6. See page 4. 56-357

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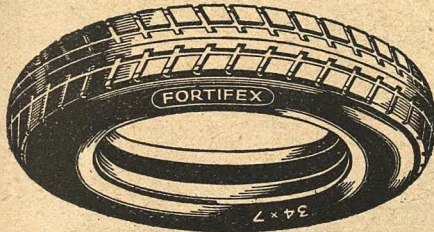
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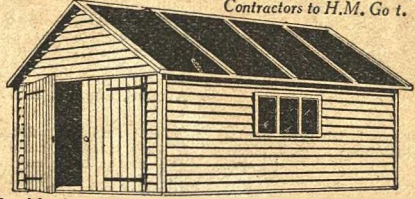
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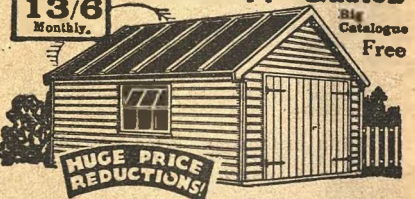
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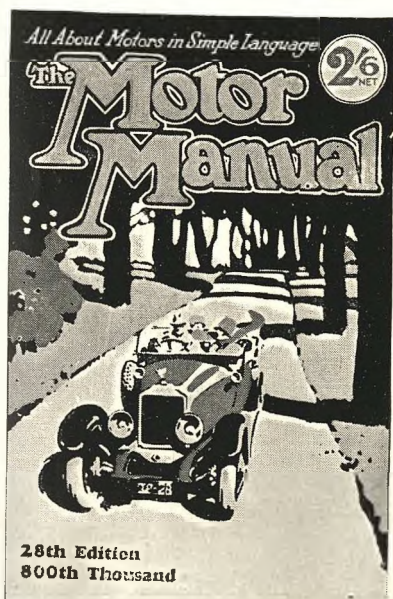
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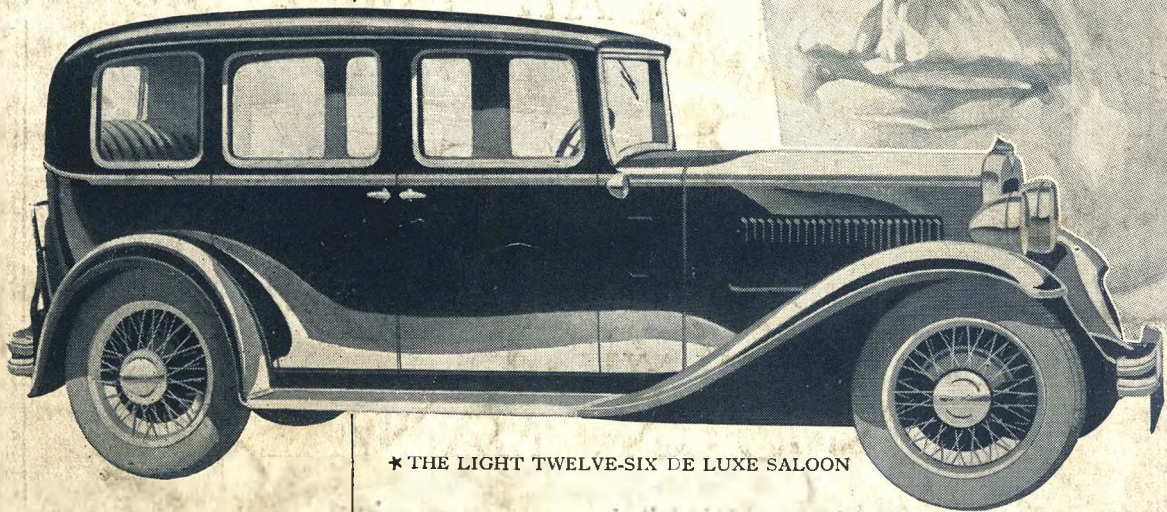
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