

ALL THE SMALL CAR EXHIBITS

"The Light Car and Cyclecar," Oct. 18, 1929

3^D

SECOND
SHOW
NUMBER

The Light Car and Cyclecar



SINGER

JUNIOR	2-Seater	..	..	£135
"	Sports	..	..	£140
"	4-Seater	..	..	£140
"	Saloon	..	..	£160
"	Coupe	..	..	£165

An impression of one of the huge factories producing the world-famed SINGER CARS. It has a floor area of half-a-million square feet.

SINGER & CO., LTD., COVENTRY.



PROGRAMME FOR THE NEW SEASON

Pleasure Cars

7 h.p. TYPE 190

Chassis	-	-	-	-	-	£100
2-seater Cabriolet with dickey	-	-	-	-	-	£142
4-seater Saloon	-	-	-	-	-	£165

(Michelin Disc Wheels)

10 h.p. TYPE 201

Chassis	-	-	-	-	-	£155
4-seater 4-door Saloon	-	-	-	-	-	£225
4-seater 4-door Tourer	-	-	-	-	-	£245
2-seater Cabriolet with double dickey	-	-	-	-	-	£250

(Wire or Michelin Disc Wheels)

Commercial Vehicles

7 h.p. TYPE 190

Chassis	-	-	-	-	-	£100
5-cwt. Delivery Van	-	-	-	-	-	£135
5-cwt. Lorry	-	-	-	-	-	£135

(Michelin Disc Wheels)



Peugeot (ENGLAND) **Ltd.**



HEAD OFFICE, SALES AND SERVICE DEPARTMENTS:
75, FILMER ROAD, FULHAM, LONDON, S.W.6.
Telephone: Putney 4621 (3 lines). Telegrams: "Peugeot, Walgreen, London."

Viewing Cars?

You are invited to visit

WHITELEY'S Incorporating COPPEN ALLAN'S for 1930 Models

Not only can you see the cars in comfort, test the seating accommodation and the general suitability for your purpose, but also we will give you a trial run on one or two cars so that you can judge the comparative performance and select the most suitable. And, of course, you can obtain the car you prefer on

WHITELEY'S WONDERFUL TERMS

Delivery of any car can be had after payment of the first of 12 equal monthly instalments—or 10% cash down, the balance in 18 monthly payments—or 20% cash down and 24 monthly payments

1930 Models on exhibition at both depots
and

EXAMPLES OF TERMS:—

ROVER 10/25 h.p. Riviera Saloon (folding roof)
Or delivery after the first of 12 monthly payments of £22.1.0.
Or cash down £25.4.0 and 18 monthly payments of £13.10.10.
Or cash down £50.8.0 and 24 monthly payments of £9.4.9. **£252**

ROVER 10/25 h.p. Sports Coupe (folding head)
Or delivery after the first of 12 monthly payments of £23.12.6.
Or cash down £27 and 18 monthly payments of £14.10.3.
Or cash down £54 and 24 monthly payments of £9.18.0. **£270**

MORRIS MINOR 8 h.p. Fabric Saloon
Or delivery after the first of 12 monthly payments of £12.5.0.
Or cash down £14 and 18 monthly payments of £7.10.6.
Or cash down £28 and 24 monthly payments of £5.2.8. **£140**

STANDARD 9 h.p. Teignmouth (folding roof)
Or delivery after the first of 12 monthly payments of £18.16.3.
Or cash down £21.10 and 18 monthly payments of £11.11.2.
Or cash down £43 and 24 monthly payments of £7.17.8. **£215**

RILEY 9 h.p. "Monaco" Saloon
Or delivery after the first of 12 monthly payments of £26.1.6.
Or cash down £29.16.0 and 18 monthly payments of £16.0.4.
Or cash down £59.12.0 and 24 monthly payments of £10.18.2. **£298**

TRIUMPH Super 7 Fabric Saloon
Or delivery after the first of 12 monthly payments of £15.14.2.
Or cash down £17.19.0 and 18 monthly payments of £9.13.0.
Or cash down £35.18.0 and 24 monthly payments of £6.11.8. **£179.10**

AUSTIN 7 h.p. Fabric Saloon
Or delivery after the first of 12 monthly payments of £12.5.0.
Or cash down £14 and 18 monthly payments of £7.10.6.
Or cash down £28 and 24 monthly payments of £5.2.8. **£140**

A FEW SHOP SOILED and USED CAR BARGAINS

FULL LIST GLADLY FURNISHED ON APPLICATION.

There is No Better Market for Cars than the Whiteley Organisation.

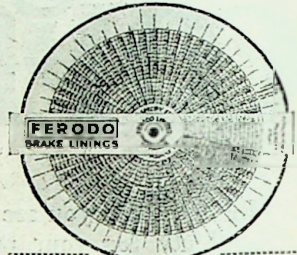
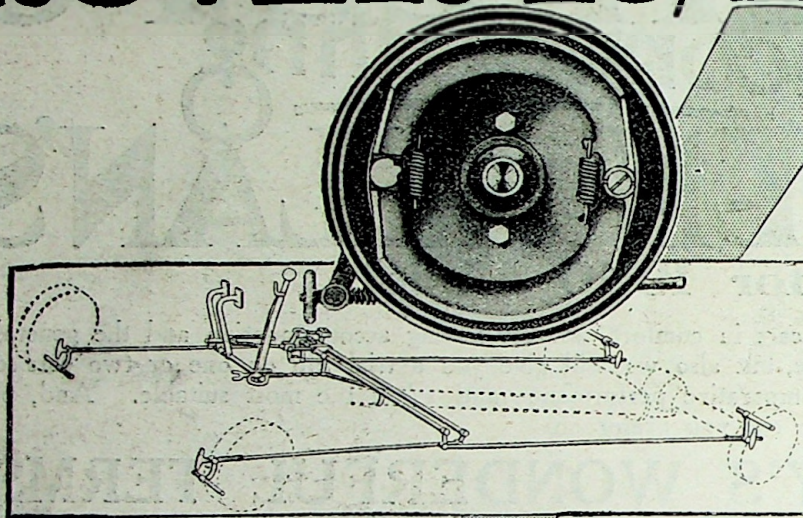
OPPOSITE MAIN STORE:
WM. WHITELEY LTD.,
Queen's Road, W.2.
Park 1234.

SERVICE AND USED CARS:
DORSET GARAGE,
7/13, Upper Gloucester Place, N.W.1.
Paddington 3435.

WEST END DEPOT:
COPPEN ALLAN & CO.,
205/7, Great Portland Street, London,
W.1. Welbeck 8329.

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

Maintaining BRAKING EFFICIENCY in the ROVER 10/25 h.p.



MILEAGE CHART.
Copies of the above interesting and useful chart may be obtained free from the Ferodo Stand—No. 475, Main Hall Gallery, Olympia.

Ferodo Brake and Clutch Linings were fitted to Sir Henry Seagrave's "Golden Arrow" and Captain Malcolm Campbell's "Bluebird."

***TO ALL MOTORISTS.**
The Ferodo Book of Brakes describes the Braking System of leading popular cars, and gives many useful hints on brake maintenance. A copy will be sent post free on request. Ask for Edition "I.T." and mention make of car.

This deservedly popular Rover model is equipped with a 4-wheel braking system which is notable for its efficiency. Careful attention has been paid to simplicity of adjustment, and Rover owners will find clear instructions in the Ferodo Book of Brakes,* sent free on request.

Keep your brakes correctly adjusted and, as a further precaution, have them examined at a public garage once or twice a year. If the linings have seen full service, specify again Ferodo Brake Linings, and get maximum efficiency from the Rover Brakes. Ferodo Brake Linings give powerful grip, smooth action, and slow, even wear.



FERODO

REGISTERED

BRAKE LININGS

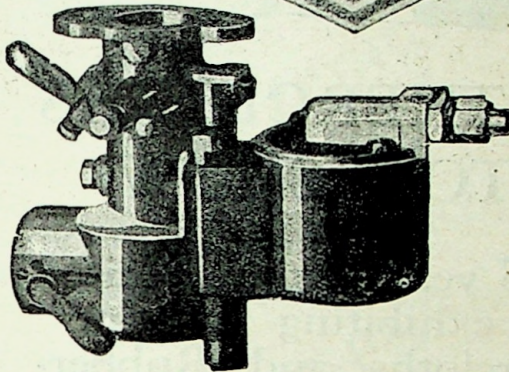
FERODO LIMITED, CHAPEL-EN-LE-FRITH, V/a STOCKPORT.
Depots and Agents: LONDON, BIRMINGHAM, MANCHESTER, BRIGHTON, LEEDS, LIVERPOOL, BRISTOL, CARDIFF, NEWCASTLE-ON-TYNE, CARLISLE, COVENTRY, GLASGOW, ABERDEEN, BELFAST.

Be sure you see "Ferodo" on your invoice

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

AMAL

The
CARBURETTER
that Thinks



Write for
FREE
DESCRIPTIVE
BOOKLET
telling you
all about the
Carburetter
that thinks
FOR you.

READ in this New "AMAL" Book
the reasons

WHY the economiser device
saves petrol.

WHY the bridging Jet elimi-
nates flat spots.

WHY the choke design
reduces gear changing.

WHY the double atomisa-
tion principle gives easier
starting.

Etc., etc.

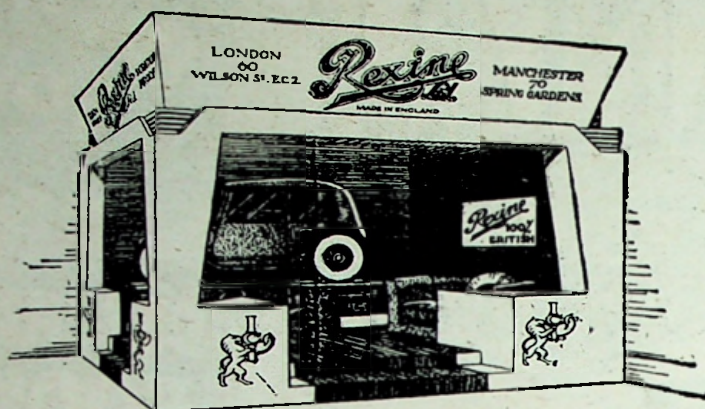
AND THEN PROVE the
superiority of the "Amal" for yourself—
by means of the "Amal" 30 days trial offer.

OLYMPIA
STAND 484
(Gallery)



Amalgamated Carburettors Limited,
Holford Works, Perry Barr, Birmingham.

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



“REXINE” LEATHERCLOTHS AT THE MOTOR SHOW

“Rexine” Leathercloths are the ideal materials both for fabric coachwork and for all inside upholstery. They are made in a large number of grains and shades.

“Rexine” Leathercloths wear well and look well; they are unaffected by the weather and all stains can easily be cleaned with soap and water.

“Rexine” Rubbercloths are most satisfactory for use on motor hoods, hood envelopes, tyre and wheel covers. They retain their smart appearance and weather-proof qualities in any climate.

THIS year Rexine Limited are exhibiting “Rexine” Leathercloths and Rubbercloths on

STAND No. 232.
AVENUE H.

A new range specially designed for fabric body work will be shown, and pattern books that facilitate the comparison of shades for duotone effects will be available.

REXINE LIMITED

(A subsidiary company of Imperial Chemical Industries Limited)

70 SPRING GARDENS, MANCHESTER.

London Office: 60 Wilson Street, Finsbury, E.C.2.

BUY BRITISH GOODS—SELL BRITISH GOODS

RA 139

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

SALMSON

GRAND PRIX "12"

SEE
SOMETHING
NEW
AND ENTIRELY
DIFFERENT

FOR
1930
ON
STAND
No. 22

WONDERFUL
ACCELERATION.

POWERFUL
BRAKING.

LONG CHASSIS.

COMMODIOUS
BODYWORK.

CRUISING SPEED
50 M.P.H.

TAX £11.

Trade
Inquiries
Invited.

Areas
Open.

APPLY:—

Sole Concessionnaires for United Kingdom and British Dominions:—

S.M.S. LTD.,

CHURCH WHARF, CHISWICK MALL,

LONDON, W.4. PHONE: CHISWICK 3531-2.

Sole London Distributors:—

GORDON WATNEY & CO., LTD.,

31, BROOK STREET, BOND STREET, W.1.

PHONE: MAYFAIR 0267-8-9.

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

See the new **JOWETT** at
OLYMPIA
 then place your order with



and become a satisfied customer with
 hundreds of other Jowett enthusiasts who
 know what our Service means to them.

SPECIAL DEFERRED TERMS
PART EXCHANGES

*Always a large range of second-hand
 cars in stock.*

Buy from W. B. G. & E. Co., Ltd.,

AND OBTAIN THE ADVANTAGES OF THE BEST SERVICE.

FULLY EQUIPPED WORKSHOPS FOR ALL
 REPAIRS ON ALL MAKES OF VEHICLES.

(Works Tel.: Hop 5279.)

Jowett Specialists.

SPECIAL STORES FOR JOWETT SPARES, ETC.

(Stores Tel.: Hop 5279.)

Write, 'Phone or Call:

WESTMINSTER BRIDGE GARAGE & ENG. CO., LTD.,

5, LAMBETH PALACE ROAD, S.E.1

'Phone: Hop 1665 and 5279.

'Grams: "Uppermost, Phone, London."

South Side of Westminster Bridge. Open Night and Day.

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

The "Grey Knight"

What is this?

It is another Jowett de luxe model, a companion in arms, so to speak, of the Jowett "Black Prince."

What a sensation it has caused!

What encomiums have been passed on it!

You know, we Yorkshiremen are really modest fellows, and quite a minor sensation has been caused by the sight of our faces, suffused in blushes, as a result of these kind congratulations.

Seriously, we are proud of our products, the more so, as in past years, we have not received the praise for our bodywork as we daily received for our chassis.

The price of the "Grey Knight" is £177-10-0, and (to quote) it looks worth double that amount.

"A perfect body for a perfect chassis."

JOWETT CARS LTD., IDLE, BRADFORD.

JOWETT CARS IN LONDON

—ALL MODELS IN STOCK.—

BUY DIRECT FROM **F.O.C.H. THE JOWETT PEOPLE**
IMMEDIATE DELIVERY — FREE SERVICE.

EASY PAYMENTS TO SUIT YOU.

FROM **£15** DOWN

CARS AND MOTORCYCLES TAKEN IN PART EXCHANGE.

TRADE DISTRIBUTORS FOR LONDON.

CALL, SEE AND TRY **THE WONDER CAR** AT THE
MAIN LONDON DEPOT,

F.O.C.H. LTD., 5, HEATH STREET, HAMPSTEAD
(JUST OUTSIDE HAMPSTEAD TUBE STATION)

A Good Selection of Guaranteed Used Cars in Stock.

LOVATTS

THE ORIGINAL JOWETT SPECIALISTS

FOR

SALES AND SERVICE OF

JOWETTS

191, STREATHAM ROAD,
MITCHAM

AND

189, HANDCROFT ROAD,
CROYDON

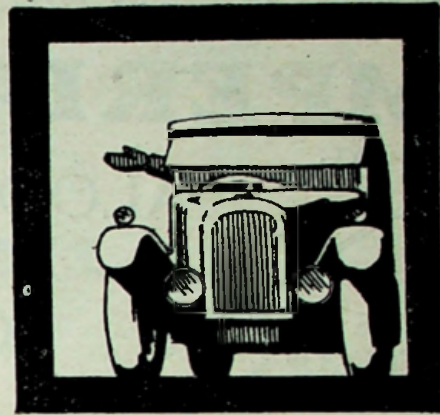
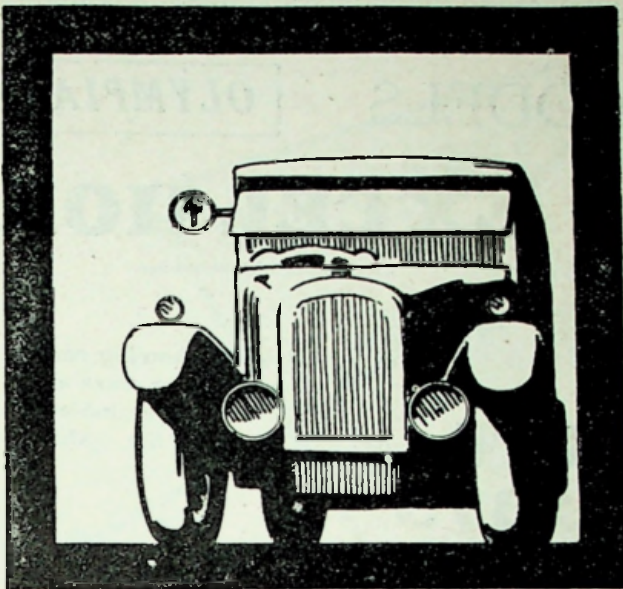
Cash or Easy Payments.

MAIN AGENTS

TRADE SUPPLIED

"JOWETT" Symbolises
Economy, Reliability and Comfort.

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



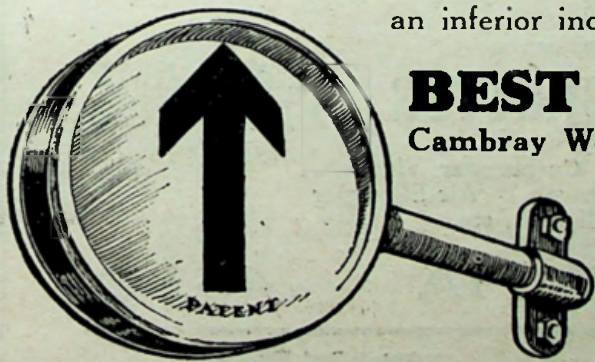
The "BEST" DIRECTION INDICATOR

Offered as the ideal, after months of experiment and careful consideration of the failings of other indicators.

There are more than a dozen reasons why a "BEST" Direction Indicator should be fitted on your car; ask your dealer to describe them—or write to us direct. The "BEST" is the ideal mechanical indicator; your car deserves one. Make sure your personal safety and the smartness of your car are not sacrificed to the use of an inferior indicator.

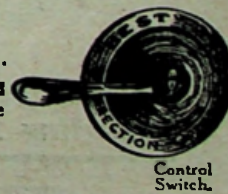
PRICE
63/-
Complete.

OLYMPIA
Stand **354**
Main Hall Gallery



BEST & LLOYD LTD.
Cambray Works, Handsworth, Birmingham.

Visible day and night.
Chromium Plate and
Black Cellulose
Enamel finish.



Control Switch.

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

STAND 12

1930 MODELS

OLYMPIA

IMPERIA EXCELSIOR

4-CYL.

Soc. Anon. Nesselvaux-Liege.

SALOON

£299

COUPE

£375

SEE
THE
RANGE OF
OTHER CARS.

*Booklet showing range
of larger cars will
be available at
the Show.*

The Car with the wonderful Slide Valve Engine. Efficient, Speedy and Economical.

Specification Incorporates Radiator Shutters, Oil Purifier, Air Cleaner, Crankcase, Fume Exhauster, Servo Brakes, Automatic Ignition Advance, Low Chassis, and Full Equipment.

Catalogues from

**IMPERIA MOTORS LTD.,
MAIDENHEAD.**

or

JACK OLDING & CO., LTD.

North Audley Street, LONDON.



Light Production Engineers to the Motor and Allied Trades

New Specialities include:

Bowden
**DIRECTION
INDICATOR**

Bowden
CARBURETTER

Bowden
**HEADLAMP
DIPPERS**

*Extra Air Inlets. Carburetter Flooders.
Hand Throttle Controls. Air Strangler
Controls, etc., etc.*

*Note to visit the
interesting Exhibit*

OLYMPIA

Stand No. **481**

Main
Hall
Gallery

BOWDEN WIRE LIMITED



27, Victoria Road, Willesden
Junction, London, N.W.10.

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

**"SCHNEIDER" ALONG
TO STAND
297
NEW HALL GALLERY**

DOWN

**-the SAFE brake lining
for all speeds
for all needs**

SMALL & PARKES LIMITED,
HENDHAM VALE, MANCHESTER
London Depot:
97d, Queen Victoria Street, E.C.4.

aj s

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

“... I want a car please—
any old thing will do.”



WHEN you bought your car you did not go into a showroom and say “I want a car please—any old thing will do.” Yet hundreds of motorists buy the oil upon which the performance and life of their car depend with as little discrimination. Are you one of these?

Think a moment. You may know the *name* of the oil you use—there are very many reputable oils on the market. But do you know that however carefully a lubricant has been prepared its reliability inside your engine *depends ultimately upon the crude oil from which it is made.**

Because R.O.P. is made from the crude which is scientifically attested to be the finest in the world *for lubrication purposes* it cannot fail to be, out of the many good oils, the *best.*

Next time you fill up, say R.O.P.—and *mean* it.

**R.O.P. is blended from pure Caucasian Crude—the oil with the recognised highest lubrication factor of any crude oil the world produces.*

This means free flowing when cold—highest resistance to heat—indestructible protection against friction—absolute safety for your engine throughout its entire temperature range from dead cold to over hot.

There is a grade of R.O.P. Oil to suit every type of engine—standardised after exhaustive individual tests and carefully charted for your protection. Any garage or filling station will supply you with R.O.P. Oil.



ALSO USE R.O.P. SPIRIT—THAT'S THE SPIRIT.

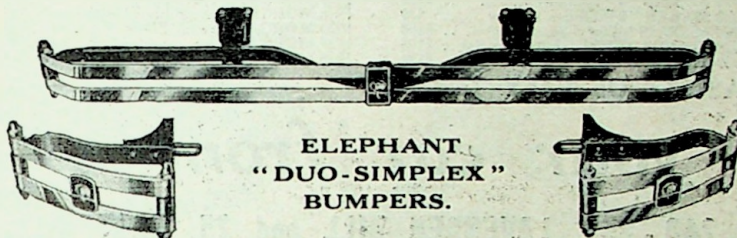
WHEN REPLYING to advertisements, mention “The Light Car and Cyclecar.” It helps the advertiser and you, and assists the small car movement generally.

ELEPHANT BUMPERS and ACCESSORIES

STAND No. 308 GALLERY.

Baby "Duo - Simplex" Bumpers

SPECIALLY DESIGNED FOR LIGHT CARS
SUCH AS THE AUSTIN SEVEN, TRIUMPH SEVEN,
JOWETT SEVEN, STANDARD NINE, SINGER NINE.



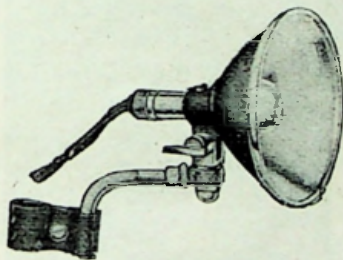
ELEPHANT
"DUO-SIMPLEX"
BUMPERS.

These Bumpers are manufactured from finest Sheffield Spring steel, highly finished. They can be supplied in Nickel-plated, Florentine Bronze or Black-nickel finish as desired. Elephant Baby Bumpers for most light cars up to 9 h.p. can be supplied from stock. Easily fitted by car owner or at our West End Show-rooms while you wait.

PER £4 - 0 - 0 SET

*Complete with Special Brackets which necessitate
no Drilling of the Chassis Frame whatsoever.*

CHROMIUM PLATED FINISH 15/- PER SET EXTRA.



**Elephant
Spotlights.**

The Elephant combined Spotlight, Fog and Inspection lamp gives a concentrated beam of great brilliancy. Diameter of front 4 1/2". Nickel-plated or nickel-plated and black finish. Price, without bulb, but including fog disc 12/6. Similar model but with driving mirror at rear 17/6. When ordering state if clip or plate fitting required.



**Elephant
Viza-Dim.**

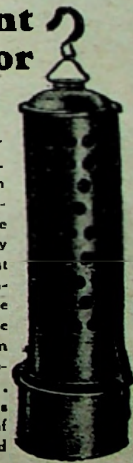
(Pro. Pat.)

Constructed for ease of control the Elephant VIZA-DIM can be instantly raised or lowered by the "flick" of the hand, and may also be immediately adjusted to suit individual driving requirements. Designed also to act as a sun vizer and for the relief of road glare. The shield is blue with nickel-plated fittings for saloon or tourer. Price 7/6.

Elephant Radiator Lamps.

Essential to your car in cold weather. Hang it beneath the bonnet overnight and you are assured of an easy start on the coldest of mornings. Constructed on the principle of the miner's lamp it can be used with absolute safety. Burns for 48 hours with one filling of paraffin. Oxydised copper finish.

Price 7/6.



**You are cordially invited to visit our
Stand where a comprehensive range of
Elephant Bumpers and Accessories
will be open to your inspection.**

ELEPHANT MOTORS LTD

Elephant House,
97-103, NEWINGTON
CAUSEWAY,
LONDON, S.E.1.
Phone: Hop 7076-7-8.



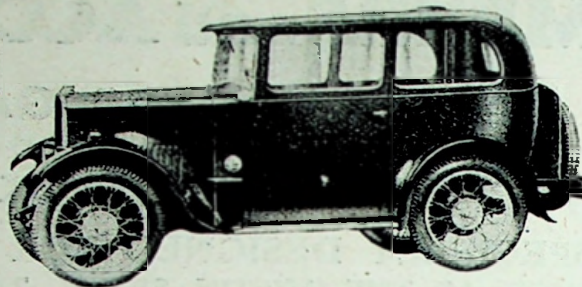
Elephant House,
STORE STREET,
LONDON, W.C.1.
Phone: Museum 4133-4.

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

Your Motoring will cost you less

TRIUMPH *Super Seven*

OFFICIALLY APPOINTED
AGENTS FOR
BALHAM, CLAPHAM,
BATTERSEA & WANDSWORTH.



Tourer,
£149 - 10 - 0
Two-Seater,
£167 - 10 - 0
Fabric Saloon,
£179 - 10 - 0
De Luxe Saloon,
£192 - 10 - 0
Gordon England
Saloon,
£189 - 10 - 0

Also 100 Guaranteed Used Cars

1929 AUSTIN "7" fabric Saloon... .. £98	1929 AUSTIN "7" Swallow Saloon .. £155	1928 MORGAN Super Sports £98
1928 AUSTIN "7" fabric Saloon... .. £82	1928 SINGER "8" Tourer, as new .. £79	1928 MORGAN Aero, o.h.v., J.A.P. .. £79
1928 AUSTIN "7" Cup model, blue .. £79	1929 MORRIS Minor Saloon, as new .. £108	1928 MORGAN Family, Slow model .. £78
1928 AUSTIN "7" Tourer, as new .. £75	1929 STANDARD "9" Teignmouth Sal. .. £165	1927 MORGAN Aero, o.h.v., J.A.P. .. £72
1927 AUSTIN "7" Tourer, smart .. £62	1929 TRIUMPH Super Seven Saloon .. £135	1928 MORGAN Aero, s.v., J.A.P., fast .. £72

"EASIEST OF EASY TERMS."

if you buy your car from

NAYLOR & ROOT

LIMITED

248 - 250, LAVENDER HILL and 25, EAST HILL,
CLAPHAM JUNCTION, S.W.11.

'Phone : Battersea 6188-9.

For durability, use

MAZDA

MOTOR CAR
LAMPS

MADE IN ENGLAND

3884

THE BRITISH THOMSON-HOUSTON CO. LTD.

VISIT THE B.T-H STAND, 472, GALLERY.

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

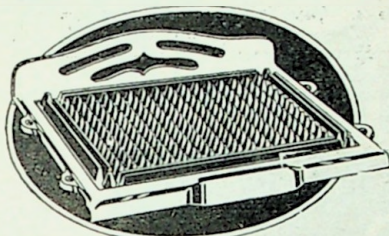
**The Rendezvous of KEEN BUYERS.
OLYMPIA—Stand No. 417 GALLERY.**

See Gamages
New Radiator
Muff. Far in
advance of all
others.

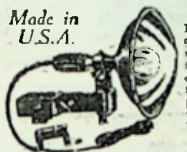
**GAMAGES
HOLBORN**

50 - Page
Motor
Catalogue
Free.

*Be Sure and See These Exhibits and Many Other
Genuine Money Saving Lines.*



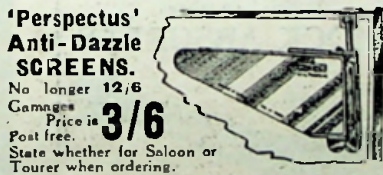
De Luxe Model STEPMAT
Fitted deep rubber insert and heavy polished frame, as illustrated. Size 12 1/2" x 8" ... **7/11**
PRICE (Post 9d.)



SPOTLIGHTS
Fitted with high candle power gas-filled bulb, switch, and flex universal ball joint and bracket to fit either Saloon or Open cars. The special silvered reflector gives a concentrated pencil beam for well over 300 ft. Post 6d. **8/6**
PRICE



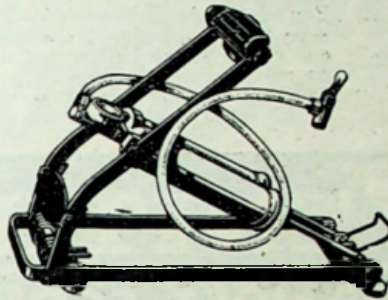
BATTERY CAPACITY INDICATORS
This instrument gives you the state of your battery instantly whether discharged, partly discharged, half charged or fully charged. Obviates the use of a messy hydrometer and prolongs the life of the battery. For 6 or 12 volt batteries. Post 4d. **7/6**
Price



'Perspectus' Anti-Dazzle SCREENS.
No longer 12/6
Gamages Price is **3/6**
Post free.
State whether for Saloon or Tourer when ordering.



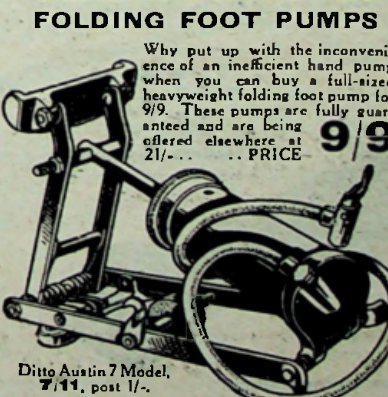
Afmah Electric Signal Indicators.
Enable the motorist to have better control of his car. The danger of extending the hand to signal is eliminated, leaving the driver free to attend to steering and gears. The Afmah is worked by a simple dashboard control. At night the illumination of the signal is visible for at least 200 yards. Usual Price £4-4-0 **18/6**
PRICE A SET. Post 9d.



DUPLIX FOOT PUMPS
Are of massive proportions and capable of inflating tyres of any size. Fitted complete with pressure gauge and long connection with quick release fastener. This pump will inflate to 120 lbs. per sq. in. with the greatest ease ... Gamages price **18/6**
Post 1/-.



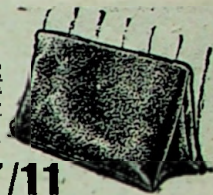
Full Specification on every car and drum. **GAMAGE OIL**
No longer need you pay a high price to get good oil. Gamage oil is not only the best, but sells at an amazingly low price. Supplied in the following grades: Gamage XL-G, A, BB, Special Oil for Morris Cars, Special Oil for Austin Cars and the new Ford per 5 Gal. Drum. Free delivery London area, otherwise Carriage 1/3. 5-gallon drum pumps 6/-, Post 9d. **14/6**



FOLDING FOOT PUMPS
Why put up with the inconvenience of an inefficient hand pump when you can buy a full-sized heavyweight folding foot pump for 9/9. These pumps are fully guaranteed and are being offered elsewhere at 21/- ... **9/9**
PRICE
Ditto Austin 7 Model, **7/11**, post 1/-.

WEDGE CUSHIONS

This new type of cushion is in great demand. It promotes a perfect comfort when driving because it rounds off the uncomfortable angle at the base of the seat. Leather Cloth. Supplied in all colours. Post 9d. **7/11**
PRICE
Real Leather, 17/6.



INTERIOR MIRRORS

The latest Gamage production. A neat bevelled edge Interior Mirror for Saloon Cars. Post 4d. **2/9**
PRICE
For Touring Cars 3/-.



HIGH FREQUENCY HORNS
The "Gamage" High Frequency Horn. One of the most powerful horns on the road. Gives a clear high pitched penetrating note. Very strongly constructed. Guaranteed. Post 9d. **12/11**
PRICE



REAR SCREENS
These Screens are made from the finest heavy (will) and stout gauge celluloid and supplies complete with all fittings. They are adaptable to any small or moderate sized car. Carriage 1/6. **21/-**
PRICE



BAKELITE ASH TRAYS
Exit High Prices.
Beautifully finished Bakelite Ash Trays, as good as the best. Post 4d. **2/6**
PRICE

GAMAGES, HOLBORN, LONDON, E.C.1. Telephone: Holborn 8484. City Branch: 107, CHEAPSIDE, E.C.2

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

PROOF POSITIVE

Over 4,000,000 Zenith Carburetters have been sold

All the World's leading car makers have used ZENITH carburetters

Sheer merit has placed this wonderful carburetter "streets ahead" of competitors. The famous Compensating Jet System—exclusive to Zenith—goes from success to success. Zenith plays an important part in almost every item of note which takes place in the motoring world.

There is a Zenith specially designed for your car. It will give you easier starting, more power, better acceleration, and more miles per gallon. Prove it for yourself.

Try the Zenith specially designed for your car for 30 days under money-back guarantee

You can use the carburetter for 30 days. Give it a thorough test—try it under all running conditions. Then—if it does not prove our claims, it can be returned and we will immediately refund its purchase price without quibble. Call at our stand when you visit Olympia or ask your garage man to obtain you a Zenith for trial under our money back guarantee.



Equally suitable for 4, 6 or 8 cylinder engines

ZENITH

THE WORLD'S MOST ECONOMICAL CARBURETTER

Act—Zenith Carburetter Co., Ltd.—Carburetters—Petrol Filters—40-44 Newman Street, London, W.1.—Phones: Museum 91059. 1024



The very Latest IMPROVED SMITH DE LUXE Single Acting Adjustable Release SHOCK ABSORBER



Prices from £4 per pair

Send for Post Free copy of explanatory booklet.

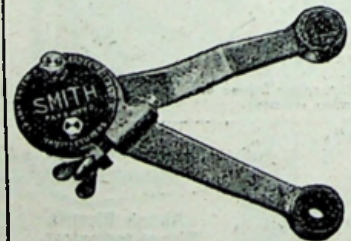
Visit us at Stand 272 Gallery, Olympia

Both models are fitted with new type linings, the friction surfaces of which require no lubrication.

A NOTEWORTHY IMPROVEMENT of great value to the motorist is the automatic release lever whereby the shock absorber is cut out at low speeds, ensuring sensitive flexibility of car springs on small deflections—yet maintaining absolute control where major deflections occur.



THE ORDINARY Single Acting SHOCK ABSORBER



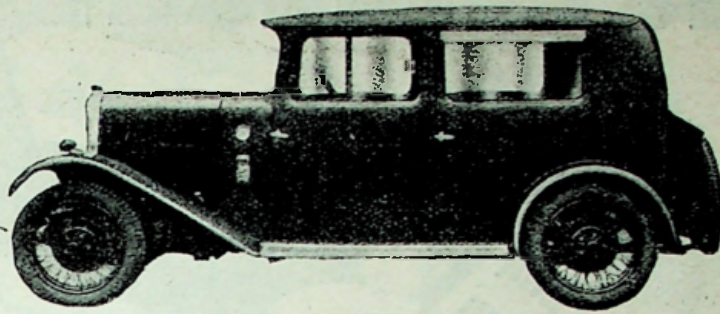
Prices from £3-5-0 per pair.

FRANK SMITH & CO. (Elland) Ltd., Engineers, ELLAND.

Phone: Elland 182.

Grams: "Smith, Engineer, Elland."

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



VIRTUS TUTISSIMA CASSIS.



VIRTUS TUTISSIMA CASSIS.

The

Hampton

SETS A NEW STANDARD OF MOTOR CAR PERFECTION

This is no mere idle statement or copy writer's enthusiasm. At the same time, however, you are not asked to accept our claim, but are cordially invited to inspect our models on **STAND No. 1, OLYMPIA**, and judge for yourself.

By the unrivalled completeness of its equipment, its superb finish in every detail, its highly efficient service and exceedingly slow depreciation the HAMPTON has proved itself a car of outstanding merit.

Remember, it is not a mass production job. It is All British and built as a car should be. Drive one—You'll agree.

12/40 h.p. Fabric Saloon illustrated £375

Hampton Cars
STROUD, GLOUCESTER.

OTHER MODELS	
9 h.p. Fabric Saloon	£295
9 h.p. Sports Coupe	£295
12/40 h.p. Sports Coupe	£375
12/40 h.p., 3-seater Touring	£325
12/40 h.p., 2-seater	£315

See
STAND
No. 1
OLYMPIA.

Distributors for London and South: AYLESBURY MOTOR CO., LTD., 136, Gt. Portland Street, W.1, and Aylesbury, Bucks.
C. B. WARDMAN, 198, Gt. Portland Street.
Distributors for Scotland: M. MACINTYRE LTD., 130, Renfrew Street, GLASGOW.
Distributors for Cardiff and District: PARSONS MOTORS LTD., Westgate Street, CARDIFF.

HAMPTON CARS (London), LTD., STROUD, GLOS.

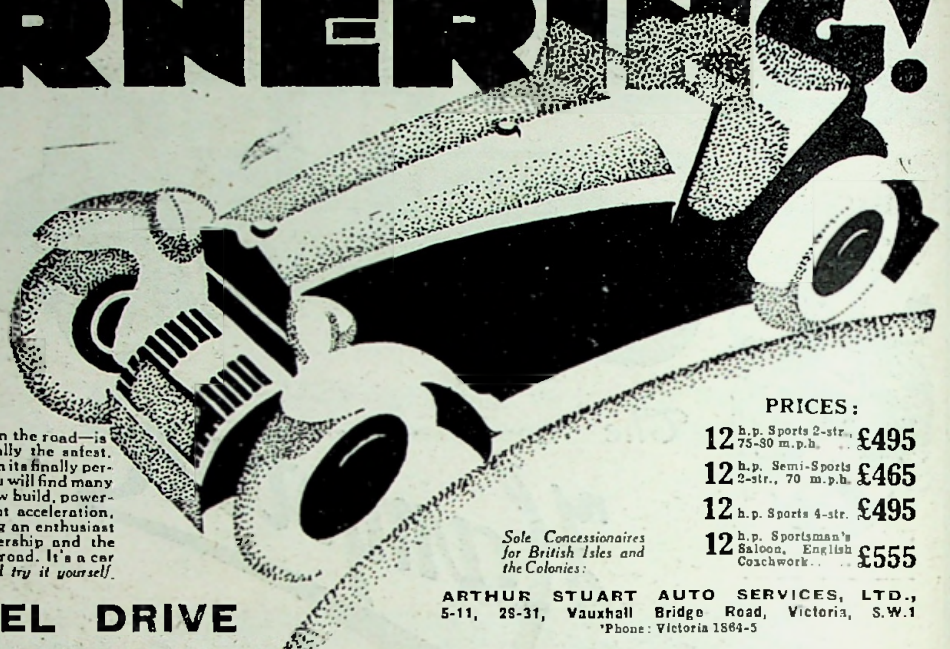
THE MASTER OF THE HILLS

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

CORNERING!

Your first corner on the Tracta reveals more than could ever be told in words of its road-worthiness. You approach as you always do—fiercely. A hundred yards away your speed is not slackened. And, wonder of wonders you roar into the turn without a hand moved to brake or gear lever. And round she swings, steady as a rock, fitting to the curve of the road as if on rails. And it's safe—it feels safe. No other car in the world could corner at the speed. **Front wheel drive** — perfectly designed,

simple, already tested over four years on the road—is theoretically the soundest, and practically the safest, transmission. In the Tracta it is found in its finally perfected form, and in the Tracta Sports you will find many other points of interest—wonderfully low build, powerful braking, a novel gear change, violent acceleration, guaranteed speed of over 80—everything an enthusiast could desire to increase his joy of ownership and the thrill of incredible performances on the road. It's a car built for you to do things on—*come and try it yourself.*



PRICES:

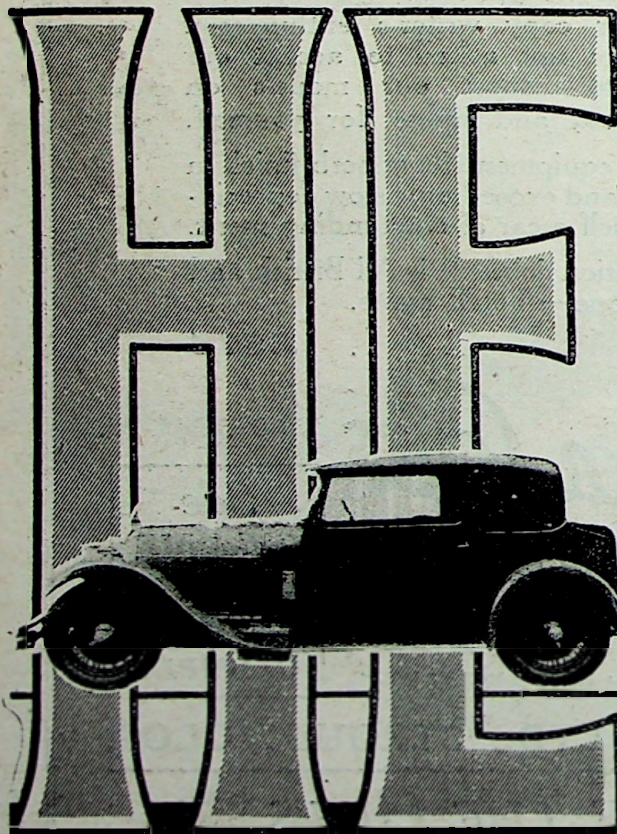
- 12 h.p. Sports 2-str. 75-80 m.p.h. £495
- 12 h.p. Semi-Sports 2-str., 70 m.p.h. £465
- 12 h.p. Sports 4-str. £495
- 12 h.p. Sportsman's Saloon, English Coachwork... £555

Sole Concessionaires for British Isles and the Colonies:

ARTHUR STUART AUTO SERVICES, LTD.,
5-11, 29-31, Vauxhall Bridge Road, Victoria, S.W.1
Phone: Victoria 1864-5

FRONT WHEEL DRIVE

TRACTA



THE SURPRISE OF THE SHOW—

The new British Light Six of 1½ litres capacity. A car which has been thoroughly tried out under the most arduous conditions, and one that will worthily uphold the best traditions of British Automobile Engineering—such is the new H.E.

LIST PRICES:

- Chassis £350
- Open Four Seater £435
- Sports Coupe £475
- Saloon Four Door £475

Triplex Glass standard on all Models.

Herbert Engineering Co. (1924) Ltd.
Wolsey Rd., Caversham, Reading.

Telegrams: HYRBENGIN

Telephone: READING 1254

Monogram: BCM/HE

STAND NO. 143

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

SANKEY WHEELS



The first Pressed Steel Wheels ever made were Sankey Wheels. Because they were good they were successful. Because they were successful they were imitated. Because they were only imitated they were never surpassed. The strongest, safest, best pressed steel wheel obtainable to-day is still the Sankey.

THE MOTOR SHOW OLYMPIA

Call at our Stand No. 492, Main Hall Gallery, and see our

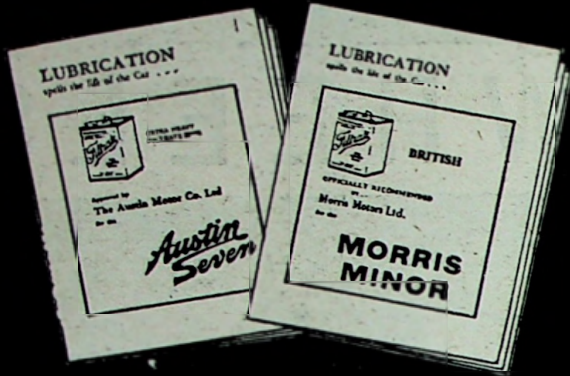
- PRESSED STEEL WHEELS**
- SANKEY WIRE WHEELS**
- BRAKE DRUMS**
- CHASSIS FRAMES**
- COQUILLE TRUNKS**

and general steel pressings for all kinds of Motor Vehicles.

STAND NUMBER 492 MAIN HALL GALLERY

JOSEPH SANKEY AND SONS LTD. WELLINGTON SHROPSHIRE

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



"LES ENFANTS PRODIGES"

" BOTH OF THE BABES
" WERE
" STRONG AND STOUT
" AND
" CONSIDERING ALL THINGS
" CLEVER."

With apologies

SPECIAL DIET

Filtrate
REGISTERED

OILS

**AS PRESCRIBED
BY THE MAKERS
OF THE CARS**

Charts Post Free
FILTRATE WORKS, LEEDS

LONDON DEPOT:
43 Johnson St., Westminster

STAND 322 OLYMPIA.

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



See us
at Stand
418
Olympia

75 years'
experience



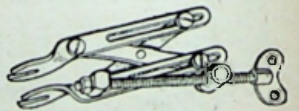
No. 80.
"Avecta" Tool
Clips, 3/- doz.,
with screws.



No. 748.
Pocket Screw-
driver, Bronzed,
4d. each.
Plated 6d. each.
In leatherette
case.



No. 427.
"Terry" Folding Spanner
Sets, in a useful range of
grips. 9d. to 1/6 Blued.
1/3 to 5/- Plated.



No. 1090.
The "Terry" Valve Lifter
and Compressor.
7/6 each.



Valve Keys
suitable for
"Morris" Cars.
1/- dozen



"Aero" Valve
Springs for pace
and power.



No. 170B.
Motor Fan Belting
suitable for
"Austin 7"
Cars.
1/6 each.

in making time, labour
and money saving
equipment here.
—"Terry" tools and
equipment are of
high-grade, long ser-
vice quality and are
**the cheapest in
the end.**

—if not visiting
the Show get
our lists—they
come on re-
quest, post free

The original and exclusive "Terry"
saddle for cycle and motorcycle
comfort.

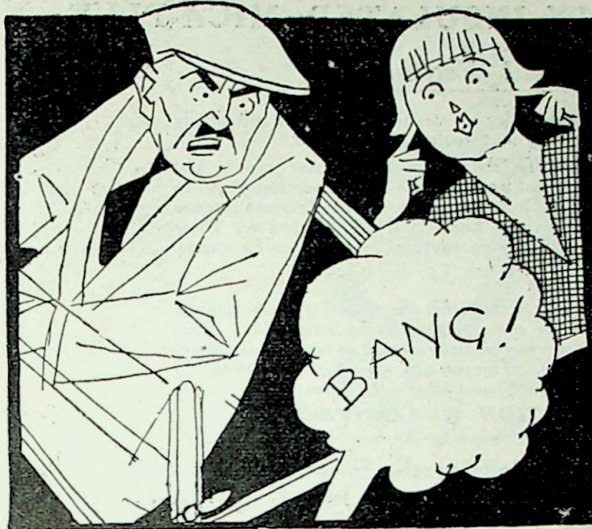
TERRY



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

ELEVATION REVELATIONS!

To-day's "Uplifting" Story.



"In days gone by my papa
cursed
Each time we had a tyre
burst,



But now it serves as an
excuse
To show our Jackall Jacks
in use."

NO more messing about with a jack. No more grovelling in the mud. No more bad language. Now the Jackall Four-wheel Jack does the job. One wheel raised in twelve seconds—all four wheels in fifty seconds. As simple as A.B.C.—as easy as falling off a log. Just touch a lever and up goes the car—well clear of the ground. In fact it is almost a pleasure to have a puncture, just to give yourself an opportunity of demonstrating your Jackall to an admiring throng.

Prove to your own satisfaction how invaluable the Jackall could be to you. See it demonstrated at Stand 433.

8

Salient Points.

1. The apparatus is neat, strong and efficient.
2. There is neither drilling of the chassis nor strain or distortion to it.
3. The car cannot fall off the jack.
4. "Jackall" can be fitted to cars of all sizes.
5. It simplifies all garage work.
6. All four wheels can be jacked up in 1 minute.
7. It is an All-British Production.
8. First cost is final cost, as it can readily be transferred from one car to another.

**SEE IT ON
STAND No. 433**

THESE FAMOUS MOTORISTS RECOMMEND THE JACKALL.

Malcolm Campbell, Kaye Don, John Douglas, and W. G. Aston are among the famous motorists who have fitted Jackalls to their cars. They say that a Jackall is as necessary as a self-starter. And so will you—once you have seen it in action.

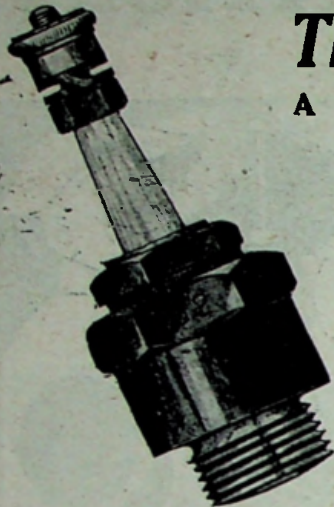
JACKALL

FOUR-WHEEL HYDRAULIC JACK

FOUR-WHEEL JACKS LIMITED,
Sole Manufacturers and Concessionaires: **S. SMITH & SONS (M.A.), LTD.**

London Showrooms: 179/185, Great Portland Street. **Birmingham:** 122, Alma Street. **Manchester:** 14a, Jacksons Row. **Glasgow:** 19, West Regent Street. **Belfast:** 10, Sussex Place. **Dublin:** 34, Lower Abbey Street, Aldwych.

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



The L.S.C. SPARKING PLUG

A SCIENTIFICALLY INSULATED MICA-PLUG

Special Features.

The INSULATION, applied by a patented process, is practically indestructible. Its efficiency is, therefore, maintained.

The STOUT DISC ELECTRODE, with its Annular gap, is not subject to the usual trouble of burning away, and therefore requires no adjustment. Also it is Electrically correct and produces intense Sparks at all Speeds, giving Easy Starting, Improved Slow Running and Greater Maximum Speed, together with Fuel Economy.

A MORRIS OWNER writes:—

It may interest you to know that the plugs I recently obtained from you for my Morris car are giving me every satisfaction. Since fitting them, I have noticed a marked improvement in running, starting is easier, and acceleration perfect. This was also my experience with the old car, which had run 20,000 miles with your plugs, when I changed over

SATISFACTION GUARANTEED.

TYPE D2 - - 6/-
or D2L (long reach)
DISC ELECTRODE



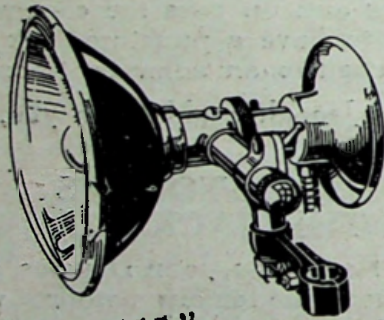
Type D2 is recommended for the following cars—
Austin 7, Standard 9, Singer Junior, Swift,
Triumph 7.

Type D2L for the Clyno, Morris, Rover 9 and 10.

A set of four for 21/- or six for 31/6 carriage paid.

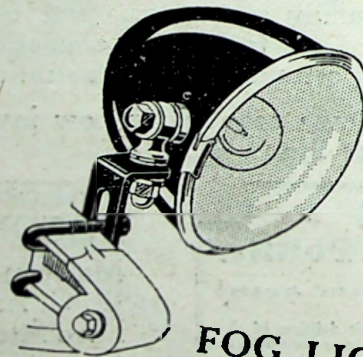
From

L.S.C. SPARKING PLUGS,
Shirley Motor Works :: Shirley Road, Croydon.



The "555" SPOTLIGHT

The lamp of a thousand uses—indispensable for winter driving. The powerful beam is directional to every angle by means of frictionless universal joints. Easily detached from carrying bracket for use as inspection lamp. A "Stadium" Anti-Fog Cap is supplied with each lamp. Model 555, complete with 3 in. Driving Mirror. Black and N.P. finish. **25/-**
Fittings for all cars



FOG LIGHT

A leading light that, fitted to dumbiron or to crossbar, furnishes a fog-piercing ray to illuminate the kerb or roadside. It makes good the lack of dipping or dimming devices, or augments them, and ensures safety with courtesy. Model 565, with amber or white glass. Fittings for dumbiron or headlamps cross rod. N.P. and black finish. **25/-**

BRITISH MADE.

GET YOUR COPY OF
THE MOTORISTS'
ACCESSORY BOOK
STAND 264
NEW HALL GALLERY
OLYMPIA.

'Stadium'

ACCESSORIES

FOR EVERY MOTORIST'S NEED

Stadium Ltd., 75-77, PAUL ST., GREAT EASTERN ST., E.C.2
Works—BIRMINGHAM.

86 99

OLYMPIA

86- AND YOU!

and you ask—"Where is the connection." And we answer—
"Well, if you are an enthusiastic motorist you will surely want
to see the

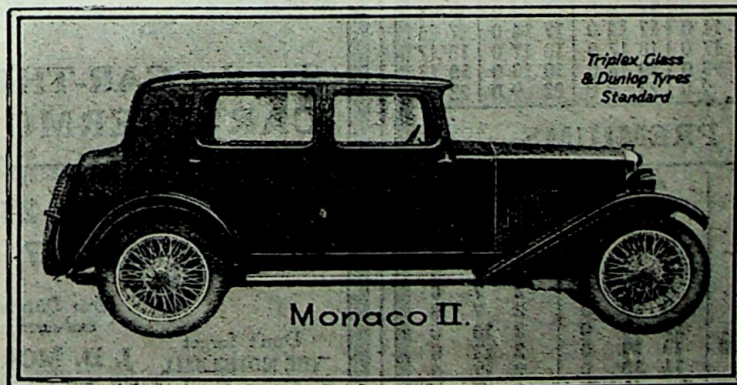


"The Wonder Car"

And there at STAND 86, OLYMPIA, it will be "seeable." This car that has set all the World talking—this car that has put up records galore during the last twelve months and of which—to give one example only—SHEILSLEY WALSH—the *Autocar* said—

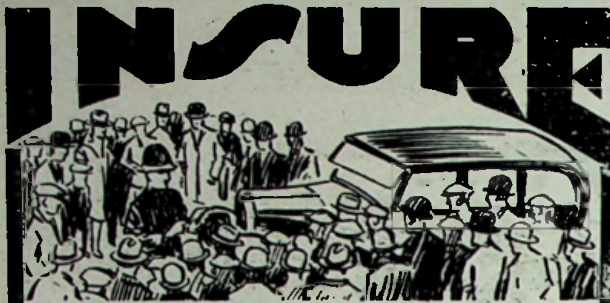
"EVENT 1, for cars running under formula . . . secured 55 entries . . . there were five awards under separate denominations and Brooklands Type Riley Nines and T.T. Cars of that make simply WALKED OFF WITH ALL THE FIRST AND MOST OF THE OTHER PRIZES."

"86 and You"—Yes, you will certainly call and see the range
—"9's" and "Sixes"—both "Wonder Cars."



RILEY (COVENTRY) LTD., COVENTRY, & 42, North Audley St., London

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



PLAY FOR SAFETY
PREMIUMS
ACCEPTED
QUARTERLY
WITHOUT ADDITIONAL COST

We will accept any of the Undermentioned Annual Premiums in Quarterly Instalments without extra charge.

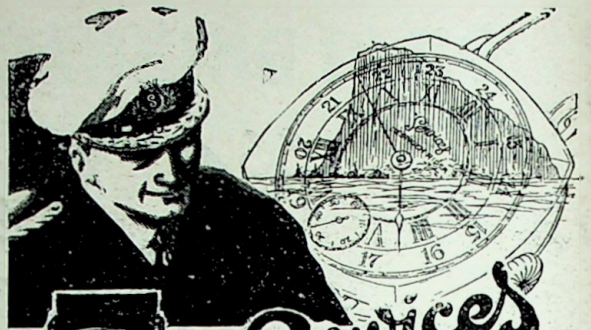
PREMIUMS FOR A FIRST-CLASS FULLY COMPREHENSIVE POLICY.

Treasury Rating excluding fractions of Horse-power not exceeding	VALUE OF CAR AND ACCESSORIES.				
	£100	£200	£300	£350	£400
H.P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
7	9 8 6	9 13 6	—	—	—
8	9 15 0	9 19 6	10 7 6	10 12 6	10 15
9	10 12 6	10 18 0	11 5 0	11 10 0	11 15
12	11 12 6	11 14 0	11 18 0	12 0 0	12 3
15	—	13 10 0	13 14 0	13 16 0	13 18
17	—	13 16 0	14 0 0	14 2 0	14 4
20	—	14 16 0	15 0 0	15 2 0	15 4
23	—	16 2 0	16 6 0	16 8 0	16 10
26	—	17 4 0	17 4 0	17 4 0	17 4
30	—	17 14 0	17 14 0	17 14 0	17 14
35	—	18 17 0	18 17 0	18 17 0	18 17
41	—	19 16 0	19 16 0	19 16 0	19 16
48	—	22 9 0	22 9 0	22 9 0	22 9

SPECIAL PREMIUMS.

	Annually			Quarterly		
	£	s.	d.	£	s.	d.
AUSTIN 7	8	10	0	2	2	6
MORRIS MINOR 8	8	10	0	2	2	6
JOWETT 7 (Tourer)	8	15	0	2	3	9
JOWETT 7 (Saloon)	9	10	0	2	7	6
FORDS	9	10	0	2	7	6
TROJAN	10	0	0	2	10	0
MORRIS COWLEY 11.9	10	10	0	2	12	6
AUSTIN 12.8	11	10	0	2	17	6
MORRIS OXFORD 13.9	11	10	0	2	17	6

Write **STUARTSON (INSURANCE) LTD.,**
101, Leadenhall Street, E.C.3.
Telephone: Avenue 8692.



Services
SHOCK AND VIBRATION PROOF SPORTS WATCHES

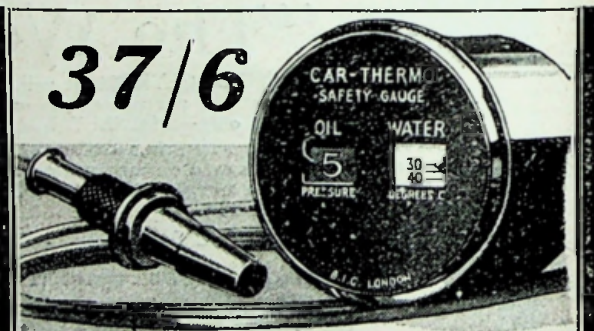
Used all over the world under severest conditions—tested by vibration in T.T Races—unbeatable for sports and everyday wear. 50 MODELS in Nickel, Silver and Gold. With 12 or 24-Hour Dials (as used in the Services). Timed, Tested and guaranteed.

POST FREE
DESPATCH RIDER
NON-MAGNETIC—Shock and Vibration Proof. Dust and Damp Proof. Fully guaranteed. 12 or 24-Hour Dial.
Compleats with Strap .. 15/6
Luminous (12-Hour Dial only) 17/6

POST THE COUPON NOW CATALOGUES
1. Sports for Men.
2. Presentation for Men.
3. Sports and Presentation for Ladies.
To The Services Watch Co., Ltd. (Dept. E.C.), Leicester.
Please send me Catalogue No. _____
Name _____
Address _____

J.C. 18 B.

H.C.T.



See the **CAR-THERMO** and **CAR-THERMO SAFETY GAUGE** at Olympia on Stands Nos. : 442, 429, 289, 282, 459, 474, 278, 417, 447, 449, & 463.

Main Distributors for Lancashire and surrounding Counties:—

Don't forget **THE MOTOR BALL** at Covent Garden on October 23rd.

J. D. MORRISON & Co.,
10, Whitworth Street West,
Manchester.

Telephone: CITY 9020.

THE BRITISH INSTRUMENT CO., LTD.,
HENDON AERODROME LONDON, N.W.9.
Telephone: G Hindale 6076-6-7.

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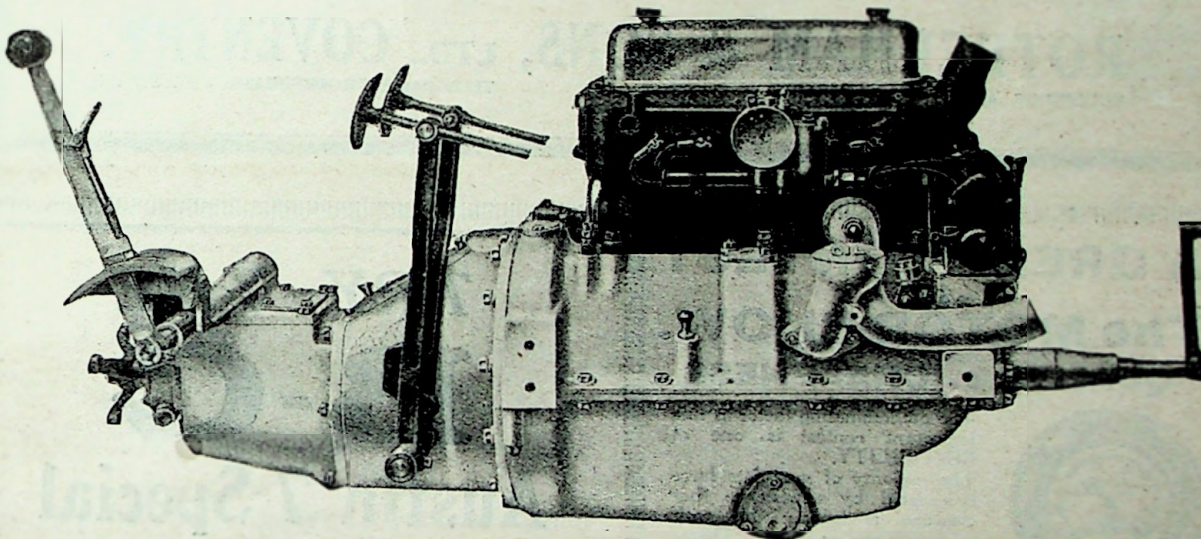
OLYMPIA,
OCTOBER 17—26, 1929.

MEADOWS ENGINES

GEARBOXES, and ENGINE
and GEARBOX UNITS

will be on exhibition on our Stand.

STAND No. 240
NEW HALL, GROUND FLOOR



Type 4 E.D. 1½-Litre Four-Cylinder O.H.V. Sports Engine and Four-Speed Gearbox Unit
40/50 B.H.P. at 4000 R.P.M.

This wonderful Engine has proved during the past season to be one of the fastest and most reliable of Power Units. It is built with either Single Port or Two Port Cylinder Head (50 B.H.P.). Speeds of 70 m.p.h. and 80 m.p.h. are attained by cars fitted with this Engine.

1928 R.A.C. International T.T. Race at Belfast (1st and 3rd) and 12 hours World's Record at Brooklands; over 960 miles at over 80 m.p.h.

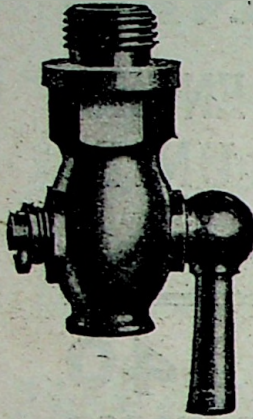
HENRY MEADOWS, LTD., FALLINGS PARK,
WOLVERHAMPTON

Telegrams: "Output, Wolverhampton."

Telephones: 1641/2 (2 lines).

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

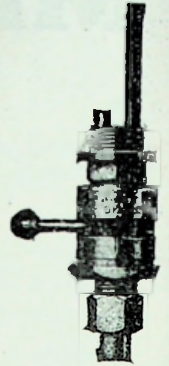
DO NOT FAIL TO SEE



The "1930" Petrol Tap
"Bonnixsen" Time-Speedmeter
and Speedometer

"R. & S." Two Level Taps—

Together with a full range of high-class motor fittings as standardised by the leading manufacturers of the country,



AT STAND 458 (MAIN GALLERY)

ROTHERHAM & SONS, LTD., COVENTRY.

TELEPHONE: 4154.

TELEGRAMS: "ROTHERHAMS, COVENTRY."

A GREAT CONTEST AT The MOTOR SHOW. QUALITY v. CHEAPNESS



The predominating factor in this important contest is one of RELIABILITY.

The majority of motorists have learned by experience that cheapness is incompatible with reliability and accuracy. Therefore, all wise motorists insist on questioning a machine's performance. They refuse to be

misled by low prices, knowing that the initial cost, in such instances, is far from the last.

The initial cost of an "Accurate" Radiator Thermometer is only a few shillings more than that of an UNRELIABLE Thermometer.

Thousands of motorists have proved, by experience, that the initial cost of an "ACCURATE" RADIATOR THERMOMETER ensures lasting satisfaction—positive accuracy—and obviates the inconvenience and annoyance frequently caused by having to return a defective instrument to its makers.

RESULT:—A DECIDED VICTORY FOR QUALITY.

These instruments can be seen at OLYMPIA on the Stands of Messrs R. Cadisch & Sons, Dunbills, Ltd., G. T. Riches & Co., Ltd., A. J. Dew & Co., H. Jenks, Ltd., etc., etc., from whom all particulars can be obtained—or the Manufacturers—

THE ACCURATE RECORDING INSTRUMENT CO., Ltd.,
Manor Road, TEDDINGTON, Middlesex

Telephone:
Kings 6264-5.

TRY THE B-C Austin 7 Special *It speaks for itself.*

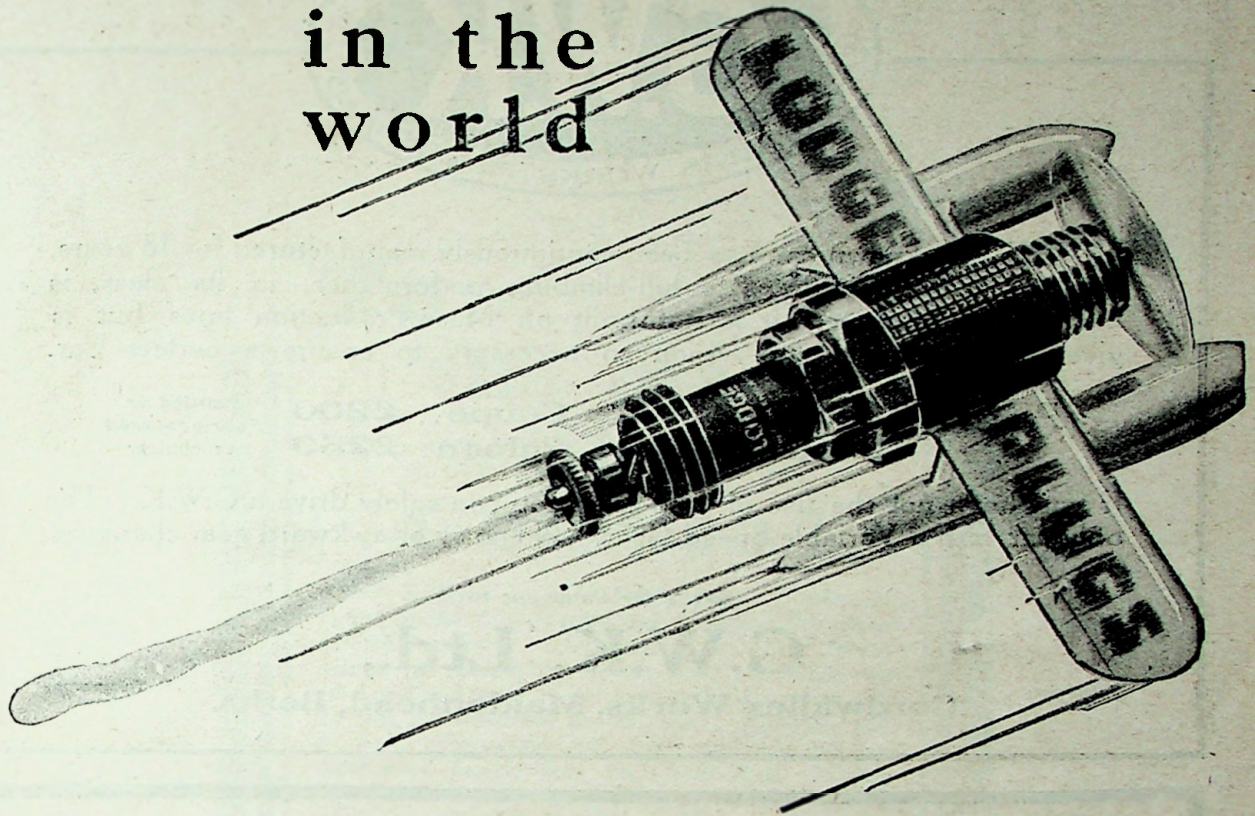
SAFETY, SPEED,
RELIABILITY,
:: ECONOMY ::

**Boyd-Carpenter & Co. Ltd.,
47, West End Lane,
Kilburn, N.W.6.**

MAIDA VALE 4977.

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

The fastest plug in the world



THE
SCHNEIDER TROPHY WINNER
relied on

LODGE

OLYMPIA
STAND 435
(Main Hall Gallery)





THIS well-known car has been continuously manufactured for 18 years, and will never die. Its hill-climbing performance, in its class, is second to none. It is not built on Mass Production lines, but is given that personal supervision so necessary to ensure a perfect Car.

Prices: 2-seater £175 Coupé.. £200 Painted or
4-seater £200 Saloon £250 Fabric covered
to choice.

If you have not the use of your legs, you can safely drive a G.W.K. The only car with a Variable Speed Gear. No noisy or awkward gear changing.

Write for Catalogue to:—

G.W.K. Ltd.,

Cordwalles Works, Maidenhead, Berks.

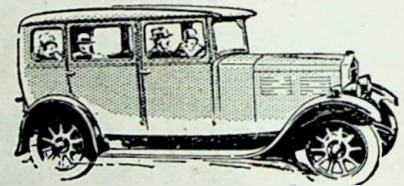
Telephone:
624.

Telegrams:
"Cars."

BEART'S
— of KINGSTON

for Austins Austin-Swallows
Standards Wolseleys Morgans

Part Exchange and Deferred Terms a Speciality.



1930 Model Standard "Teignmouth"
Saloon £215



H. BEART & CO., LTD., 102, London Road, Kingston-on-Thames. 'Phone: 5148

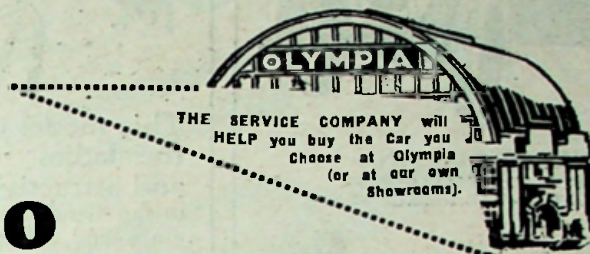
CHROMIUM PLATING
THE UNTARNISHABLE FINISH.

: SPECIALISTS IN MOTOR CAR WORK :

THE BARREL & CLERKENWELL PLATING WORKS,
155-9, Rosebery Avenue - - Clerkenwell, E.C.1.

'Phone: 6482, 6950-1 Clerkenwell.

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



To the man without a million !

THE SERVICE COMPANY is of utmost value to the buyer who has to make the most of his money. Demonstrative and frank advice in selection; best possible deferred terms (financed by ourselves only) over 12, 18 or 24 months as desired; always the highest allowance for your old car on an exchange basis, free technical and driving tuition and SERVICE ALWAYS. Ask for a copy of our little booklet, "How we Help the Car Buyer."

MAIN AGENTS

for

AUSTIN STANDARD
JOWETT SWIFT
ROVER TRIUMPH
SINGER (Many 1930 Models
now in stock.)

Estab. 1889.

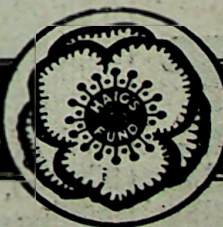
Telephone: Holborn 0664 (3 lines).

The Service Company Ltd.
LONDON

HOURS: Mon. to Fri. 9 to 6.30, Sats. 9-5.

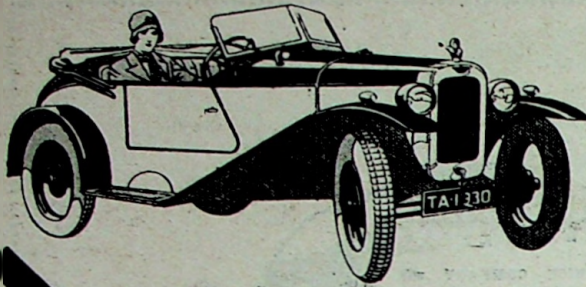
273-274, HIGH HOLBORN, LONDON, W.C.1

GIVE
GENEROUSLY
FOR YOUR POPPY



REMEMBRANCE
DAY
NOVEMBER 11TH

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



THE TAYLOR AUSTIN
SUPPLIED WITH OR WITHOUT
FULL-SIZE DICKEY SEAT.

When visiting
Olympia
Focus Your Attention
on the 1930
Taylor Austin

which is on view at 1, Hammersmith Road, immediately opposite Olympia.

Still "the smartest little car on the road," and even smarter than last year's model.

As speedy and economical as ever, the new Taylor Austin features include more than ample leg room for the 6 ft. driver, improved All-Weather Protection, V Wind-screen, and a new type of mudguarding, together with a longer Bonnet.

If you want a larger car, Taylors can supply it. Let one of Taylors technical experts pilot you round Olympia. Just drop us a line now for full particulars of this absolutely free service which places you under no obligation.

TAYLORS are
**AUSTIN, SINGER and
TRIUMPH SPECIALISTS.**

EVERYTHING MOTORISH FOR THE MOTORIST

TAYLORS

49-53, SUSSEX PLACE, S.W.7.

(100 yards from S. Kensington Station.)
128, LONDON ROAD, KINGSTON,
88, QUEEN'S ROAD, PECKHAM.

Phone: Kensington 8558/9,
Kingston 1264,
New Cross 4191.
HOURS OF BUSINESS: Kensington 9 a.m. to 7 p.m.; 9 a.m. to 1 p.m. Sat.
Kingston 9 a.m. to 8 p.m.; 9 a.m. to 9 p.m. Sat.; 9 a.m. to 1 p.m. Wed.
10 a.m. to 1 p.m. Sun. Peckham 9 a.m. to 8 p.m.; 9 a.m. to 9 p.m. Sat.;
9 a.m. to 1 p.m. Thurs.

1930
MODEL



This model will particularly appeal to the ladies because of its modernity and attractive lines. Fast, yet tractable in fair hands and obedient to every whim. Its grace and attractive appearance are due to the modern ideas on which it is designed. Note the careful and perfect stream-lining of the hair, in vivid contrast to the curly excrescences of earlier models. Everyone is immediately struck with the smooth, glossy finish which, incidentally, retains its perfection for long periods and is easily restored.



KU-BIST HAIR FIXATIVE

is the cream for the 1930 man, particularly motorists, for it is guaranteed to keep the hair in order at the most breathless speeds and in the most hair-raising emergencies.

Plain or "Rosola" (amalgamated with Rose Oil) at 1/1, 1/9 and 2/9 per bottle. From most Chemists and Hairdressers & all branches of Taylor's, Squire's, Needham's, Morton's, Timothy White's, Parke's, Hodder's.

KU-BIST, LEEDS.

Also at LONDON and PARIS
S. S. GOLDBERG LTD., 153 Oxford Street, GLASGOW, C.S.

HIGH SPEEDS CALL FOR SUPER TUNING

For the **BEST RESULTS IN TUNING MAINTENANCE & REPAIR OF ALVIS Riley**

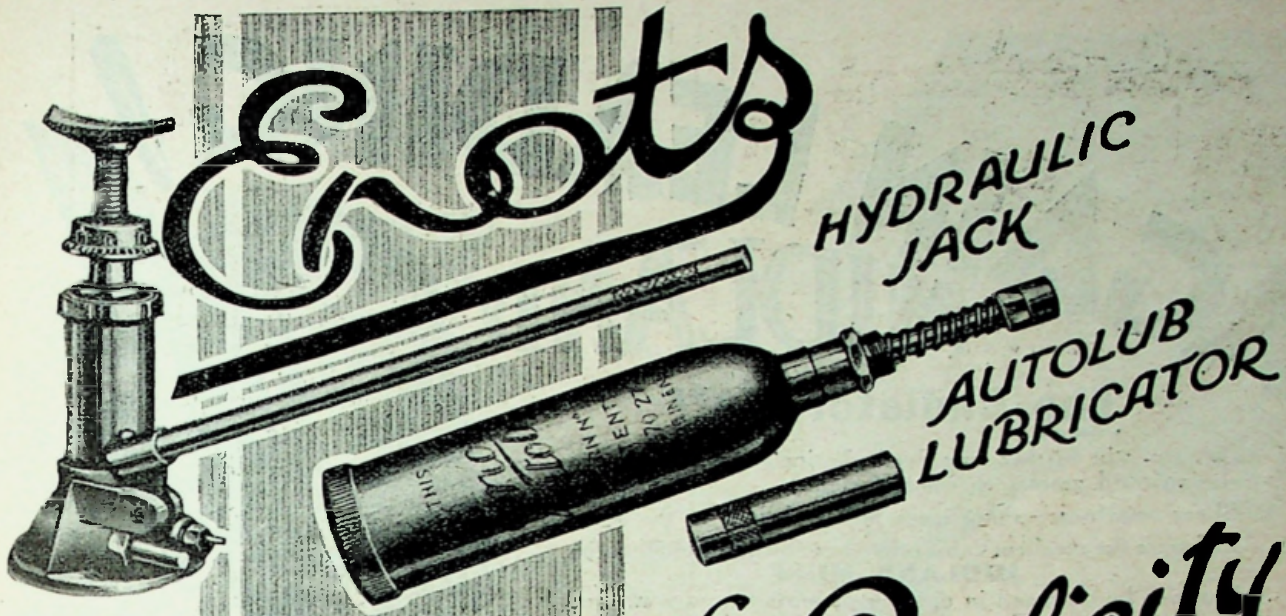
AND ALL LEADING MAKES COME TO US:-

A.F. ASHBY & CO.
8-11, WATFORD WAY, HENDON CENTRAL
OPPOSITE UNDERGROUND STA.
PHONE:- HENDON 1168

Principal: Mr. ASHBY, the well-known EXPONENT of RILEY CARS at BROOKLANDS. Late of ROLLS-ROYCE

AUTHORISED SOLEX CARBURETTOR SERVICE STATION

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



HYDRAULIC JACK

AUTOLUB LUBRICATOR

for Simplicity

ENOTS HYDRAULIC JACK

Operated by "finger light" movement, its easy manipulation allows a heavy car to be raised by the use of one hand only.

ENOTS "AUTOLUB" GUN

For efficient chassis lubrication. The grease "gets there," generating high pressure you can grease up more comfortably and more efficiently than before, with one hand. Being leakproof it is therefore clean in use.

Inspect also special extension piece for "Autolub" Gun, designed for inaccessible positions.

If you have an Enots "Astoram" Gun do not miss the special filler for same.

— see them in action —

ASK FOR A DEMONSTRATION

STAND 413

SOLE MANUFACTURERS:

BENTON & STONE Ltd., Bracebridge St., Birmingham

London Office: 108, GREAT PORTLAND STREET, W.1.

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

AGAIN LEADING! MIDLAND

The Radiator Muff

Quality still further improved, distinctive and exclusive design, and greater thermal efficiency.

Sheer smartness—shapeliness and a delight to the eye.

Compare the excellent Value offered and bear in mind that the **MIDLAND MUFF**

can also be obtained in different colours to suit your Car.

Write for attractive Illustrated Catalogue.



See our Exhibits on
**STAND No. 337, Gallery
OLYMPIA.**

Stocked by all wholesalers and retailers, but if any difficulty write us and we will put you in touch with a source of supply.

**The Midland Gear Case Co., Ltd.,
Allcroft Works, Hall Green, Birmingham**

Phone: Acocks Green, 353/4 Grams: Gencases, B'ham.
London Depot:
95, Pimlico Road, S.W.1 Phone: Sloane 6884.

REPAIRS — SPARES and SERVICE



Phone: 2051. Grams: "Clyser, Wolverhampton"

Clyno car owners are now permanently assured of the old Clyno Repairs, Spares and comprehensive service organisation. Successors to the Clyno Engineering Company (1922), Limited, we are carrying on at the old Service Station, Great Brick Kiln Street, Wolverhampton, and Coventry Road, Yardley, retaining for this purpose the same management and staff recognising that their experience is essential to the maintenance of an efficient and satisfactory service.

We are also Sole Manufacturers of Spares for Calcott (all types), Vulcan (Pre-1919) and Perry Cars.

R. H. COLLIER & COMPANY, LTD., The Spares Specialists,
SUCCESSORS TO

THE CLYNO ENGINEERING CO.
(1922) LIMITED,

Great Brick Kiln Street - WOLVERHAMPTON
and Coventry Road, YARDLEY.

Keep a Car, and a Banking Account as well.

**Tax
£4**

THE COVENTRY VICTOR

**Tax
£4**

THREE WHEELER is the
REAL ECONOMY CAR

ALL that YOU can REQUIRE in COMFORT or SPEED — AT PRICES FROM — **85 GNS. Complete**

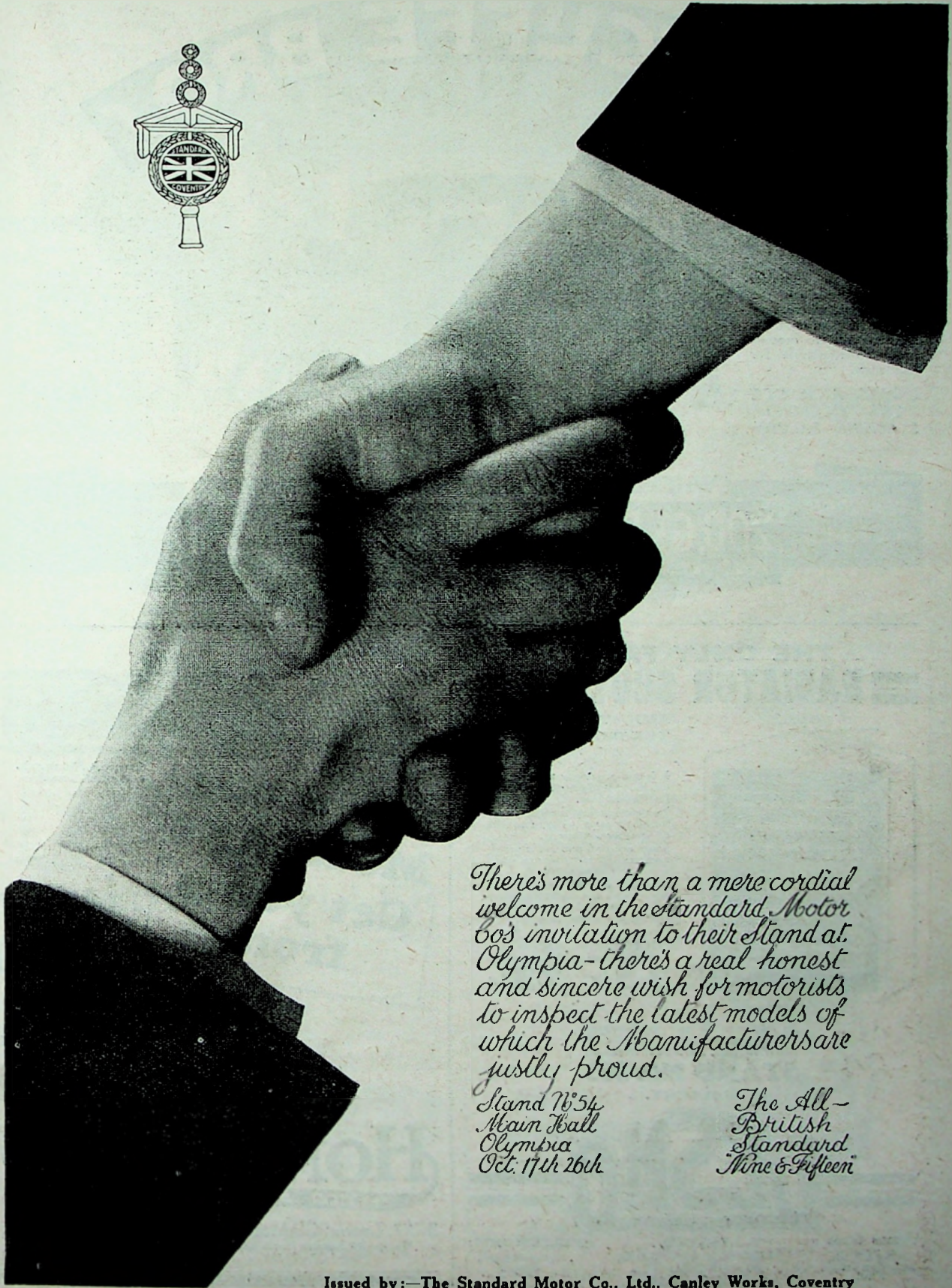
WRITE NOW for List C.2 and LEARN all about REALLY ECONOMICAL MOTORING.

Agents are now being appointed — WRITE —

The Coventry Victor Motor Co. Ltd., Coventry.

Telephones: 5054, 5055.
Telegrams: "Precision, Coventry."

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 more than a mere cordial
welcome in the Standard Motor
Co's invitation to their Stand at
Olympia - there's a real honest
and sincere wish for motorists
to inspect the latest models of
which the Manufacturers are
justly proud.*

*Stand No 54
Main Hall
Olympia
Oct. 17th 26th*

*The All-
British
Standard
Nine & Fifteen*

Issued by:—The Standard Motor Co., Ltd., Canley Works, Coventry

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

RATCLIFFE BROS.

TRIUMPH

DISTRIBUTOR

AS SEEN AT OLYMPIA!

We have a complete range of models at our Showrooms, where they can be seen in comfort. Demonstration models are also available for trial runs.

COME AND SEE THE TICKFORD SUNSHINE SALOON.



1930 PRICES.

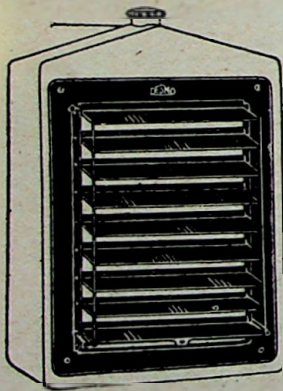
Super 7 4-seater	£149 10
Tourer	£167 10
Super 7 4-seater	£167 10
Tourer de Luxe	£167 10
Super 7 2 4-seater	£179 10
de Luxe	£189 10
Super 7 4-seater	£192 10
Fabric Saloon	£197 10
Super 7 G.E. Saloon	£250 0
de Luxe	
Super 7 de Luxe	
Fabric Saloon	
Super 7 Coachbuilt	
Saloon de Luxe	
Super 7 Super-Charged Sports	

DEFERRED TERMS **WHERE ALL MODELS CAN BE SEEN & TRIED** **PART EXCHANGE**

200, Gt. PORTLAND ST., LONDON, W.1. *phone: MUSEUM 8603*

AND AT RELIABLE WORKS, FRINTON-ON-SEA, ESSEX

THE ONLY FABRIC RADIATOR SHUTTER



PATENTS PENDING.

ADJUSTABLE FROM THE DRIVER'S SEAT

It is not necessary to leave the driving seat to adjust the Desmo Fabric Shutters. You can regulate them by hand from fully open to closed to suit all weather conditions. They are rust and rattle-proof, and can be fitted while you wait, no drilling being required. Fit DESMO Radiator Shutters and ensure the correct running temperature of your engine during the winter months.

No. 73 POPULAR MODEL from **15/-**
 No. 74 DE LUXE MODEL from **23/-**

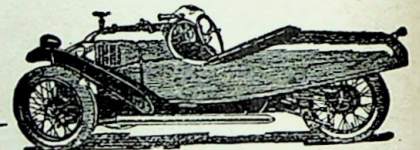
In addition to our well-known Range we are exhibiting **MANY NEW LINES.** Ask to see them on **STAND No. 283 GALLERY.**



LONDON DEPOT:
10, G. App. Street,
Shaftesbury Avenue,
W.C.2.

LIMITED,
DESMO HOUSE,
STAFFORD ST.,
BIRMINGHAM.

SCOTTISH DEPOT:
5, Oswald Street,
Glasgow.



50 m.p.g., 50 m.p.h.
Annual Tax £4

New & Used
MORGANS
Get yours
from

London's
Official
Morgan
Service Depot

New Models from £87-10-0
TERMS, TRADE SUPPLIED,
SPARES, MODELS IN STOCK

HOMACS
MOTOR AGENTS

243/7, Lower Clapton Road, E.5
Works: 46, London Road, Clapton, E.5
Phone: Clisold 9616-7

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

REGISTERED

TRADE MARK.

FOR MOTOR CARS
Mixtrol
 FOR MOTOR CYCLES

THE PERFECT UPPER CYLINDER LUBRICANT

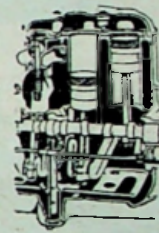
- 4 oz. Tin 1/- Postage 2d. extra. Flat oval shape for tool bag.
- 8 oz. Tin 1/9. Postage 3d. extra.
- 16 oz. Tin 3/3. Postage Free.
- 32 oz. Tin 6/- Postage Free.
- A 32 oz. Tin. treats 64 gallons of fuel.

Directions: Pour half an ounce into each gallon of Petrol or other fuel. There is a half-ounce measure on each tin. No stirring or mixing required.



PUT IT IN YOUR FUEL

We Guarantee **ABSOLUTE LUBRICATION** OF THE CYLINDER WALLS AND ALL UPPER WORKING PARTS. LONGER LIFE OF ENGINE. CURES KNOCKING. MORE POWER. SPEED AND PICK-UP. EASY STARTING. INCREASED MILEAGE. CARBON DEPOSIT REDUCED TO A MINIMUM. NO GUMMING UP. NO SEIZING UP. CURES SQUEAKY VALVES.



A Mixtrol does its work between A and B, which is where it is needed, and which is not properly lubricated by the oil in the crankcase.



THE NEW TUBES OF MIXTROL.

For 1 Gall. fuel 13d. For 2 Gall. fuel 3d. For 4 Gall. fuel 6d. Less than 1 Doz. assorted cannot be sent direct from here owing to cost of postage. Please, therefore, obtain from your garage or accessory dealer. If any difficulty we will send assorted dozen, 4 each size, 3/6. Post Free for P.O.

IF YOU ARE NOT SATISFIED WITH THE RESULT, WE RETURN YOU THE MONEY IN FULL WITHOUT DEMUR.

RACING SUCCESSES:

- OVER 600 FIRSTS.
- 300 WORLD'S RECORDS.
- 3 CHAMPIONSHIPS.

*Write for Explanatory Booklet, Free.

The Ruby Colour Oil in the Blue and Yellow Tin.

Look out for our new Mixtrol Service Tanks by the Petrol Pumps.

When filling up with fuel ask for Mixtrol to be put in at the same time

It **COSTS** you **ONE PENNY** to treat each gallon and **SAVES** you **TWOPENCE**

THEY ARE ALREADY INSTALLED ALONGSIDE OVER 3,000 PETROL PUMPS THROUGHOUT ENGLAND, SCOTLAND AND WALES.

YOU CAN BUY ANY SIZE TIN TO CARRY YOU ON THE WAY AT ALL OF THESE SERVICE DEPOTS.

The Principal Garages also stock the Tins.

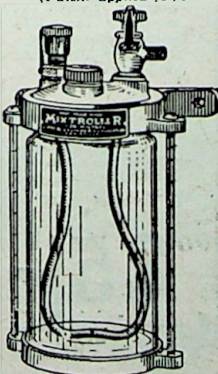
You can get it here **BY THE HALF OUNCE FOR ONE PENNY WHICH TREATS ONE GALLON.**

PUT IT IN YOUR FUEL



The MIXTROLLER

(Patent applied for).



This is our latest Improved Model with an Air-Valve added; it regulates the supply of Mixtrol to the engine whether running fast or slow.

A PHENOMENAL SUCCESS.

Fix this in any position under the bonnet (which takes only a few minutes) and it will give you perfect upper cylinder lubrication from 500 miles upwards (according to H.P. of engine) without worry. It holds 11 ounces of MIXTROL, which costs 2/-. For Morris Cars we have a special fitting at bottom of the Mixtroller to fix under the nuts on head of engine.

SIMPLY RE-FILL WHEN REQUIRED. NO TROUBLE. NO MEASURING. NO MECHANISM TO GET OUT OF ORDER & GUARANTEED FOR ALL TIME. MONEY RETURNED IF NOT SATISFIED.

Carriage **23/6** Paid.

Height 7 ins. Width 4 ins. Special Fitting for Morris Cars, 3/- extra.

When ordering please state year and make of car and carburettor.

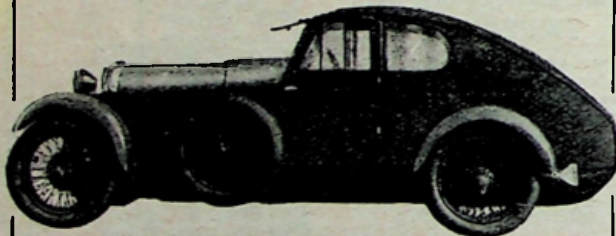
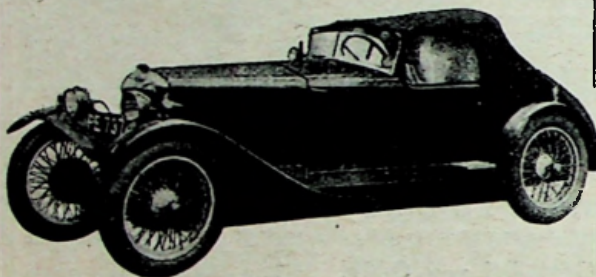
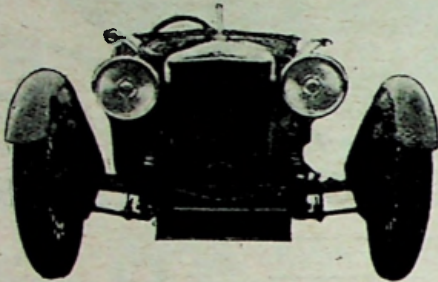
Write for Explanatory Book FREE.

Mixtrol is magnificent for Cleaning Fabric Bodies and rendering them impervious to water and preventing them cracking.

THE MIXTROL OIL CO., 43, BERNERS STREET, LONDON, W.1.
 Telephone: Museum 4044. Telegrams: "Olmixtrol, Wesdo."

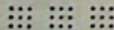
MOTOR EXHIBITION STAND No. 320
 Gallery Annex.

WHY NOT TRY A



PRICES FROM
£398

Speed - - 80 m.p.h.
40 Miles per Gallon.

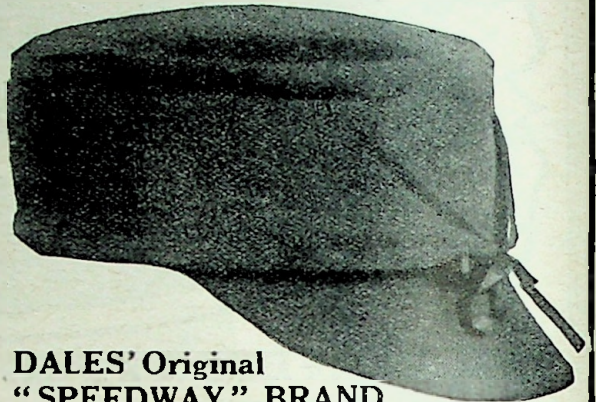


A. F. N., Ltd.,
LONDON ROAD WORKS,
KINGSTON-ON-THAMES.

Phone: Kingston 6220.

THE MEN WHO KNOW

are unanimous in declaring that there is no finer form of headwear for motoring under all conditions than



DALES' Original
"SPEEDWAY" BRAND
(REGD.)

SKI CAP

Price 5/6 By Post 3d. extra.
In Black or Navy. (Fawn to order.) Please state size when ordering.

DALES the HATTERS
271, Walworth Road, S.E. 17
WE SUPPLY THE TRADE Phone: Rodney 3319.

A splendid safety device for your AUSTIN SEVEN!

The BODELO BRAKE ATTACHMENT

Fit it for those disconcerting sudden emergencies. The "BODELO" BRAKE ATTACHMENT is made specially for Austin Sevens—it enables you to apply all four brakes together without touching your handbrake! Maximum braking power—your hands free to steer and signal—a long felt need. Send a postcard for complete information.

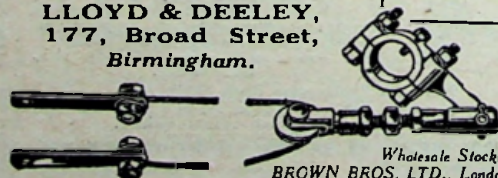
LLOYD & DEELEY,
177, Broad Street,
Birmingham.

Big car braking power for Austin Sevens! The "BODELO" gives this without interfering with the hand lever's operation upon front brake.

Easily fitted in a few moments; and quickly repays its moderate cost in increased confidence. You pay little, and only once!

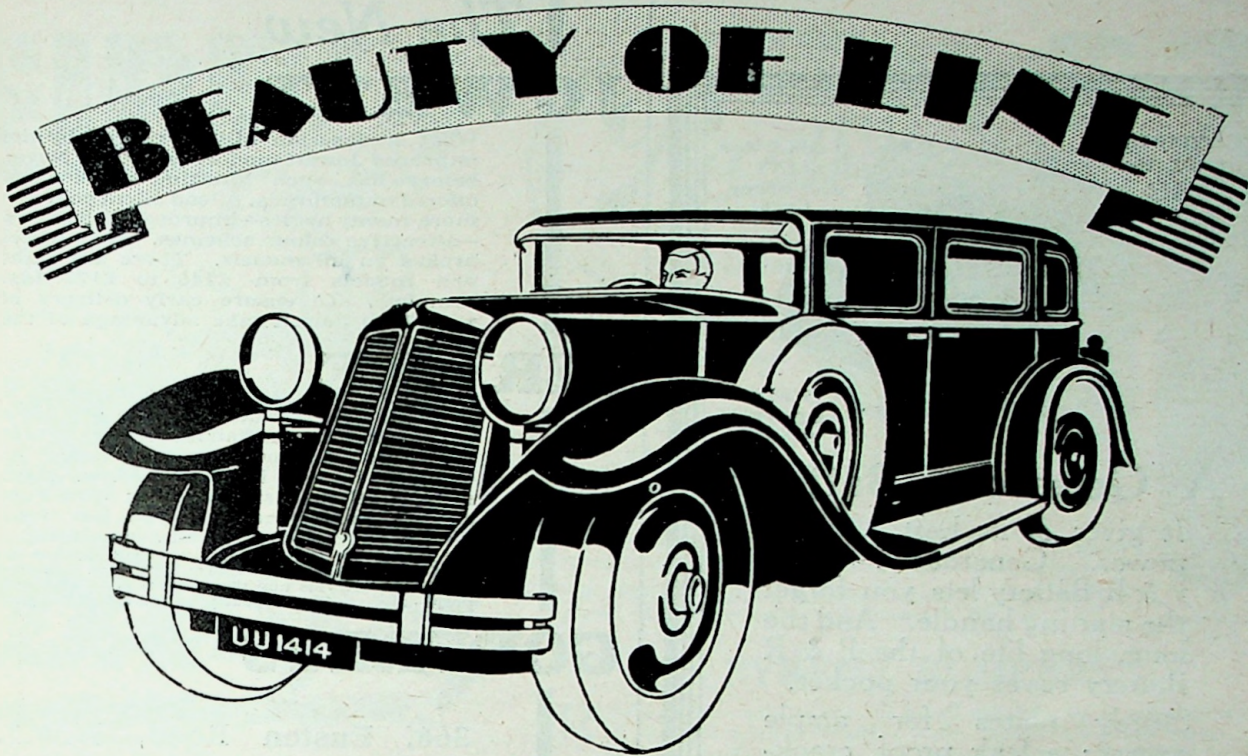
Gives double confidence and a new wide margin of safety; a boon you cannot do without.

25/-



Wholesale Stockists:
BROWN BROS. LTD., London and Branches.

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



The latest models of a famous range

PRICES IN THE RENAULT RANGE

- 9/15 h.p. 2-seater Folding Head Coupe with double dickey £224
- 12.5 h.p. 6-cyl Monastella 4-door Saloons from £320
- 12.5 h.p. 6-cyl Monasix Renault 4-door Saloon, upholstered in leather, chromium plating, safety glass windscreen £288

Beauty of line has always been associated with the Renault, and the latest models conform with this Renault tradition. Examine the Renault models on **STAND 35**. Examine them critically for workmanship, clean design, sturdy build and handsome appearance. Then, considering the prices of the cars in their various classes, ask yourself whether car values to equal these can be found.

RENAULT

RENAULT LIMITED
 Factory and Administrative Sales Dept.:
 14, WESTERN AVENUE, ACTON,
 W.3.

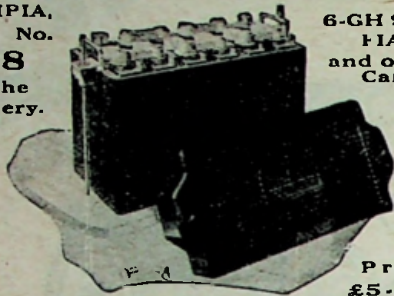


Showrooms: 21, PALL MALL, S.W.1.
 Phone: Regent 0974.

Spare Parts, Repairs and Service:
 14, SEAGRAVE ROAD, WEST
 BROMPTON, S.W.6.

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

OLYMPIA,
Stand No.
438
in the
Gallery.



6-GH 9 for
FIAT
and other
Cars

Price
£5-10-6
with Cover.

A Generous Battery

It gives of its best. Ample power. Generously. The P & R Battery lets you forget the starting handle. And the long, long life of the P & R Battery saves your pocket.

Sturdy plates for ample power; a leak proof, crack-proof, far-stronger-than-ebonite case of Dagenite; tested separators; special sludge-ducts; solid lead connector bars; positive contact, big terminals: all these things help to make the P & R Accumulator the kind of battery it is. And the care, the experience, the material we put into it, keep the P & R in the van of good batteries.

Every P & R Accumulator is sold with a six months' guarantee, because experience tells us that the P & R lasts longest.

Send a post card for a Catalogue to

Peto & Radford,
93, Great Portland Street, London, W.1
(Telephone: Langham 1473.)

Glasgow Depot:
45, Clyde Place.

P AND R
PETO & RADFORD
ACCUMULATORS

The beginning and the end in
POWER

This announcement is issued by
THE NATIONAL ACCUMULATOR CO., LTD.

London Sales
and Repair
Depot: 107a,
Piccadilly Road,
S.W.1.

C.14-

The New JOWETT

What a sensation will be caused by the improved Jowett models for 1930! Never before has such amazing value been offered to motorists. Dead silent engine—more roomy bodies—improved upholstery—attractive colour schemes. Four wheel brakes on all models. There are eight new models from £146 to £177 10s. complete. To ensure early delivery of your 1930 Jowett take advantage of the

SERVICE

you will find at Godfreys, who are Main Agents and Trade Distributors for Jowett cars. You can purchase any model by Godfreys famous E-A-S-Y Terms, which remove all the "snags" from Hire Purchase. Furthermore, if you buy your Jowett from Godfreys you are assured of the most courteous and efficient attention when the inevitable need arises for spares or repairs. Godfreys are Jowett experts and their advice is at your disposal—always. May we send you the latest Catalogue?

GODFREYS

LTD.

366, Euston Road, N.W.1.

Phone: Museum 3401.

and at

Gt. Portland Street.

Stamford Hill.

Croydon.

SAVE YOUR **10/6** BY USING AN **AUTAPRON**

PROV. PATENT NO. 10195/29

On and off in a moment. The "AUTAPRON" (Reg. No. 501770) is made from the finest washable cord material and can be worn over an overcoat.

The "AUTAPRON" is enclosed in a strong waterproof container for the Tool Box.

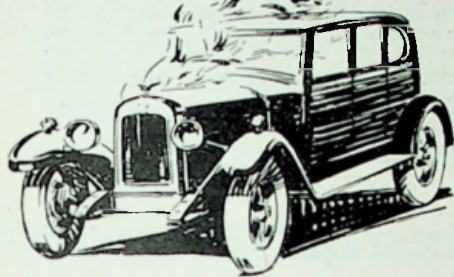
10/6 Post Free. (sent C.O.D.) from

On Show at OLYMPIA.

**The Ditchat Weaving Co.,
WELLS, SOMERSET.**

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

FIRE!



COLLISION!



PYRENE FIRE EXTINGUISHER.

THIS is the relentless enemy of all motorists—rapid and thorough in its destructiveness. Yet you need never run the risk of loss or damage to your car—Fire has one formidable conqueror—the PYRENE FIRE EXTINGUISHER. Get one now and be ready to save car and passengers.

STANDARD MODEL. Polished Brass, filled and complete with bracket 55/-
 STANDARD MODEL. Nickel or Black Plated 60/-
 JUNIOR MODEL, for Light Cars. Nickel-plated, filled and complete with bracket . . 35/-



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BUMPERS are now recognised by all motorists as an established form of protection against damage in traffic, parking place and garage. The necessity for careful choice in Bumper Equipment is realised by every car owner, hence the widespread appreciation of Pyrene Bumpers. Fit them to your car now and be confident of maximum safety.

STANDARD MODEL (with leaf-spring buffer). In Nickel and Black. From £3 10s. 0d. each.
 JUNIOR MODEL. In Nickel and Black. From £3 0s. 0d. each.
 Fender Guards. In Nickel and Black. From £2 15s. 0d. per pair.

Chromium Plating is supplied at an additional charge.

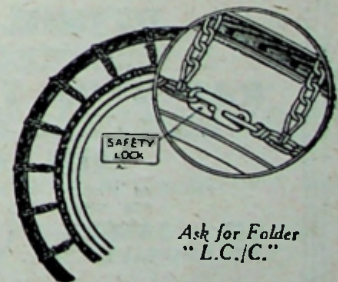


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CARS AT THE
SHOW WHICH
ARE EQUIPPED
WITH**

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INSTRUMENTS**

The inclusion of Jaeger equipment is the sign of a good car. It shows that the manufacturers insist on the best, down to the last detail. Make this one of the points to look for in your new car.

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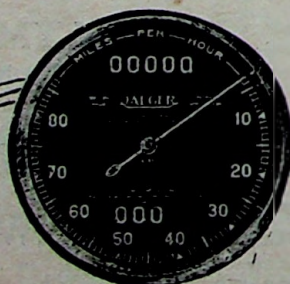
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Show the exact temperature of the radiator water. Easily fitted on dashboard and thoroughly reliable.

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the World's car
manufacturers
fit—
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EQUIPMENT*

ANY QUESTIONS, PLEASE?

Mr. R. T. Nicholson, M.A., will be pleased to answer any questions relating to the Austin Seven (all models). This service is Free to all readers of "The Austin Seven Book." Please write to Mr. R. T. Nicholson, c/o Gregg Publishing Co., Ltd., 36/38, Kingsway, London, W.C.2.

The Austin Seven Book

By R. T. Nicholson, M.A. Price 2/6. 2nd Revised Edition, brought up to date to cover the 1929 and all other models. Tells you how to get best results, how to reduce wear and tear, and how to keep down running costs. From all Booksellers and The Gregg Publishing Co., Ltd.

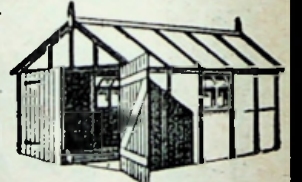
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3 LARGER SIZES



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We make portable buildings for all
needs. Value unbeatable. Tell us
what you want—suitable list free.



9, MYTHOLMROYD, YORKS.
London Office: 47, Victoria St., S.W.1
(Where Model Garage may be inspected.)

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

Important to Austin Owners and Agents

ALL 7 H.P. AUSTIN CARS ARE NOW
DESPATCHED FROM WORKS WITH

Whitmore's No. 9 Motor Car Gears Protective Composition ⁱⁿ the differential

The following paragraphs explain why!

WHITMORE Compositions are products of Research.

Whenever in the industrial world, difficulty is experienced in keeping two bearing surfaces apart, and the problem is brought to the WHITMORE laboratories, WHITMORE develops a lubricant that will separate those surfaces and will keep them separated under all operating conditions.

What a Differential Lubricant should be.

When the problem of quieting differentials became urgent, a manufacturer of high-grade cars consulted the WHITMORE laboratories. What he wanted WHITMORE to provide was a special lubricant for differentials that summer or winter, low speed or high speed, would make certain quiet operation under any conditions that might be encountered in driving; preserving an unbroken film between gear faces. In zero weather this lubricant must not congeal nor in the torrid temperatures of the desert become too thin. It must preserve these qualities throughout thousands of miles of driving and allow no wear on gears.

Use WHITMORE'S Anti-friction Composition No. 5 in all grease cups and guns.
Lasts much longer and does not cake or clog.

"WHITMORE'S"—The Super Lubricant

means quieter gears, longer life for gears and increased efficiency of your car.

Recommended and used by the world's leading motor car manufacturers.

Get full particulars and descriptive folders
from your local garage, or from:

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ALL MOTOR AND GARAGE REQUIREMENTS STOCKED.

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

The Car _____

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OLYMPIA MOTOR CO.

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AVON
SWAN

COUPE
ON

AUSTIN SEVEN

£159

WITH SUNSHINE ROOF.

SPORTSMAN'S 2-STR.

£148

*During the Show we are
exhibiting at—*

The OLYMPIA MOTOR CO.

No. 1, Hammersmith Road,

Just opposite Olympia.

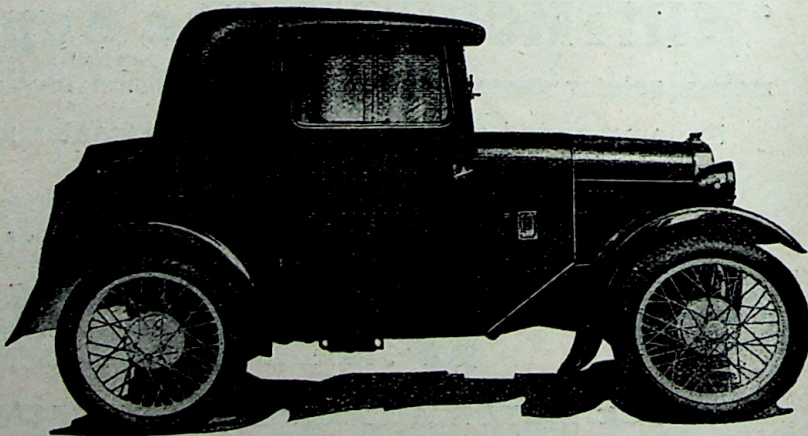
Also the Famous AVON SPORTSMAN
are greatly improved for 1930.

Safety Glass now standard.

Two-colour schemes optional.

A neater and very simply-operated hood now fitted.

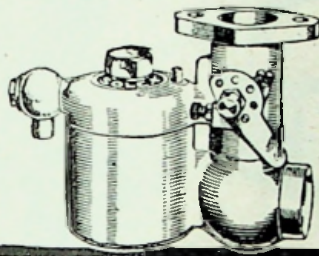
Both these Models possess **STYLE** and
GENUINE UTILITY.



The NEW AVON BODY CO., Ltd., WARWICK.

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

STAND 499
 GALLERY MAIN HALL OLYMPIA



THE HOME OF ALL THAT IS LATEST AND BEST IN CARBURATION

SOLEX
 THE NO-TROUBLE CARBURETTOR

If you cannot call, write for details of our Free Trial offer

SOLEX LTD., SOLEX WORKS, 223, MARYLEBONE RD., N.W.1
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Goodall Ad.

A Show of Saving from Olympia and onward!

The ACCUMULATOR CAPACITY INDICATOR

"Particularly a Light Car Necessity."

The best guide to your battery and a proved reliable check against failure. Suitable for all types of batteries.

It informs you of the general condition of your battery—all the time—and will indicate the working capacity under actual load conditions. It is NOT A GADGET, but a necessity, a real boon to motorists. The only fitting required is to connect the instrument direct to the battery terminals. Add 50% to the life of your battery by fitting one to-day.

Nickel-plated in 6 or 12 Volt.

PRICE 12/- PLUS 6d. POSTAGE.

The "GRAVELEY" Patent FRICTION FASTENER

"Tens of Thousands already in use."

Eliminates Rattle and Chatter. It securely holds any movable fitting and also acts as a safeguard against doors flying open. Therefore, as a safety device, its importance should not be overlooked. Equally efficient with uneven or badly fitting surfaces, its latitude of movement under pressure being below or above its own seating. Fit this Noise Preventer and Safety Device. Easily fixed. Requires no special fitting.

Price per Set of Two **2/6** Four **5/-**

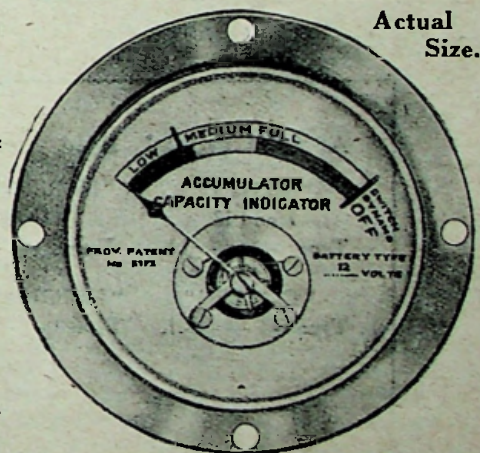
Postage 3d. extra. Nickel-plated. Rubbing plates 6d. each extra. Nickel-plated.

TYER & Co., Ltd., Ashwin St., Dalston, London, E.8

Grams: "Switchmen, London."

(EST. 1851)

Phone: Clis sold 1407-8.



Pat. No. 191922/21. The London General Omnibus Company have adopted it for use on their vehicles. Practical demonstration of its efficiency can therefore be seen in actual use.

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

FIT and forget K.L.G Plugs

A few typical light car "K.L.G." Plug recommendations

"AUSTIN" 7 and 12 Type - - - J.1.	"MORRIS- COWLEY" Type - - - G.2.	"RENAULT" 9 12, 14 21 h.p., Type - - - J.1-S.	"STANDARD" 9 h.p., Type - - - J.2.
"CITROEN" Type - - - K.1.	"MORRIS MINOR" Type - - - 523	"ROVER" 9/20, 10/25 and 6-cyl. Type - - - 523	"SINGER" Type - - - J.1.

6/- EACH.

There is a "K.L.G." for every type of car—complete list of recommendations post free on request.

Olympia—Stand No. 486—Gallery, Main Hall

K.L.G. SPARKING PLUGS, LTD, PUTNEY VALE, S.W.15

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

The Light Car and Cyclecar

SECOND SHOW NUMBER



THE OPEN DOOR TO OLYMPIA

ALTHOUGH this—our second Show Number—is actually dated October 18th, we have, bearing in mind the needs of thousands of folk who will visit the Show on the opening day, arranged for the publication of the issue on Thursday. Our reason is two-fold: first to enable those who are going to the Show immediately the curtain rises, as it were, to have at their disposal an invaluable

and authoritative guide to the exhibits and a comprehensive summing up of the numerous side issues connected with economical motoring, and secondly to place at the earliest moment similar advantages within reach of those who must necessarily defer their visit to Olympia, or who may not be able to visit the Exhibition at all. In spirit,

at any rate, they will be there; in knowledge they will be almost as well equipped as their more fortunate brethren who "do" the Show properly.

The range of light cars has never been more tempting: there is a car for every purse and a car for every purpose. For so low a figure as £130 undeniably attractive touring cars, emanating from factories of world-wide renown, can be purchased, and for well under £300 saloons vying in respect of roominess, luxury and comfort with the most expensive cars at the Show are available: truly Olympia houses a display of light cars on a scale undreamed of a few years ago.

Between the covers of this issue will be found details of them all; here, in fact, is the Open Door to Olympia. Read on.

NOTES · NEWS · & GOSSIP · OF THE · WEEK

The Show's the Thing.

This morning at 10 o'clock Olympia will open its doors for the twenty-third annual Motor Show. The price of admission to-day is 10s.

For Your Scrapbook.

Copies of photographs of sporting events reproduced in this journal may be had on application to the General Office, Temple Press Ltd., 5-15, Rosebery Avenue, E.C.1. The cheapest prints are 2s. each.

A New Fashion?

When in the Midlands recently we saw a large four-seater car the tonneau cover of which was fixed firmly in position and the main hood neatly encased in its cover and securely strapped down. For the convenience of the driver, however—who apparently has to do a great deal of solo work—a second "two-seater" hood had been added. The idea is ingenious and may lead to a new fashion, but surely it indicates very clearly the need for a tender in the shape of a small two-seater car?

This Week.

The principal feature of this issue—our Second Show Number—is a complete report of the light car exhibits at Olympia; the cars themselves are described and prices are also given. In a series of brightly written articles the latest developments in connection with lighting, starting, ignition, carburation, tyres and fuels and lubricants are outlined, whilst in order to help visitors to the Show to understand the good and bad points in chassis design we have included an authoritative article entitled "Through the Eyes of an Expert."

ON OTHER PAGES

Through the Eyes of an Expert ..	598
Rich Mixture ..	602
Topics of the Day ..	605
Complete Report of All the Light Car Exhibits at Olympia ..	608
Lighting, Starting and Ignition Units ..	615
Tyres in Great Variety ..	617
Floor Plan of Olympia ..	618
Carburettor Design for 1930 ..	620
Accessories ..	623
The 500-mile Race ..	627
Our Readers' Opinions ..	634

LIGHTING-UP TIMES.

Saturday, October 19th.

London ..	5.30	Liverpool ..	5.38
Newcastle ..	5.29	Bristol ..	5.40
Birmingham ..	5.35	Belfast ..	5.48
Edinburgh ..	5.34	Dublin ..	5.49

Moon—Full, 18th.

Cars in Canada.

In 1928 there were 921,395 passenger cars in Canada.

Car Maintenance Scheme.

The R.A.C. has made arrangements whereby members' cars can be regularly inspected by club engineers, who will inform the owner of any needed adjustments, thus preventing ultimate breakdowns.

1930 Tracta Prices.

Too late for inclusion in last week's issue, we received the prices of the 12 h.p. four-cylinder Tracta front-wheel-drive cars for 1930; these are as follows:—Long chassis saloon £555, long chassis sports four-seater £495, short chassis semi-sports two-seater £465, and short chassis sports two-seater, £495.

A Bonfire Caution.

At this time of the year, when there is so much garden rubbish to be burnt, it is as well to remember that it is illegal to light such fires within 50 ft. of the highway.

Coventry-Victors at Barcelona.

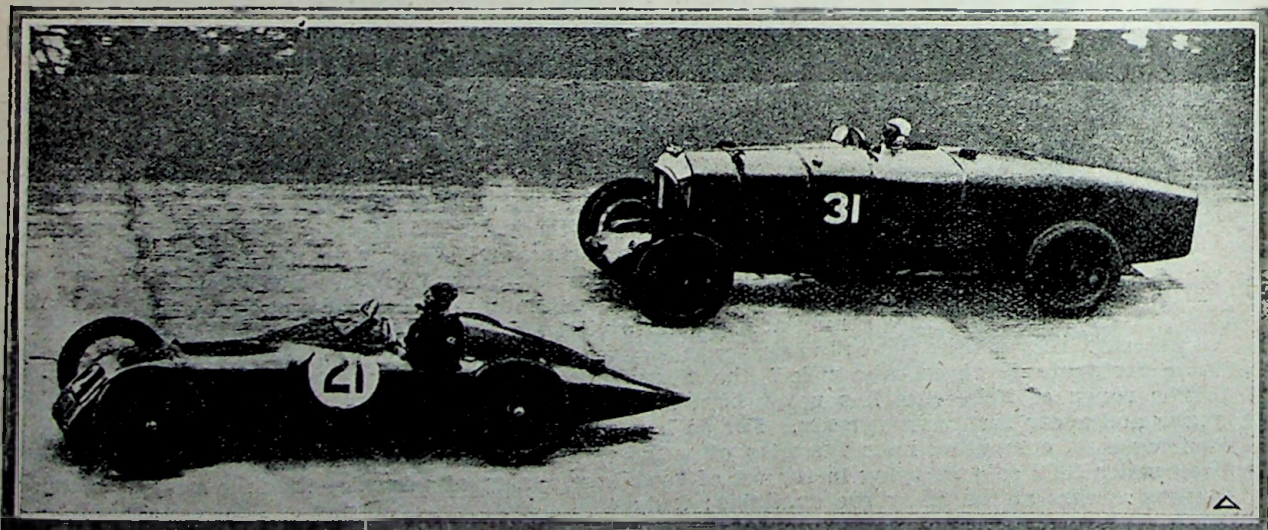
The Coventry-Victor exhibit at the Barcelona Exhibition has met with great success. In addition to the touring cars on show there was also a light delivery van.

"Safety First" Congress.

This year's Road Safety Congress of the National "Safety First" Association will be held in the Royal Agricultural Hall, London, at 2.30 p.m. on Monday, November 18th, and will take the form of a special session during the Public Works, Roads and Transport Congress and Exhibition. Incidentally, the current issue of the quarterly journal, *Safety First*, contains a number of interesting articles, not the least of which is one by Sir Herbert Austin, K.B.E., entitled "Building Safety Into Motor Vehicles."

Next Week.

Our third and final special Show Number, dealing with the 1929 Exhibition. As in previous years, we shall include an expert summing-up of light car practice as revealed at Olympia, articles on important subjects like engines, transmission, brakes, steering, suspension, equipment, coachwork and so on being grouped under a main heading, "The Trend of Design." Make sure of your copy by ordering well in advance. The issue will be on sale on Thursday and the price will be 3d.



A CONTRAST
IN SIZE.

— Jack Barclay's 4½-litre Bentley—the ultimate winner—about to pass E. M. Thomas (1½-litre Thomas Special) in last Saturday's B.R.D.C. 500-mile Race at Brooklands. The Bentley won at an average speed of 107.32 m.p.h.

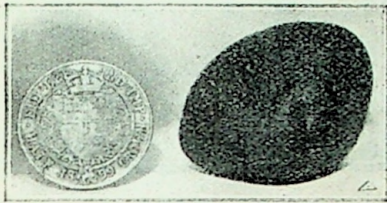
NOTES · NEWS · & GOSSIP · OF THE · WEEK · (CONT.)

Touring in Germany.

Foreign cars touring Germany with an international travelling pass must have the oval nationality plate illuminated at night, as well as the rear number plate.

The 1930 Triumph Super Seven.

We are asked to point out that the chassis of the Triumph Super Seven has not been lengthened for the 1930 season. This corrects a wrong impression conveyed in the specification of the car which we gave last week.



An obscure cause: this stone, shown beside a half-crown, to give some idea of its size, was the origin of the brake trouble referred to below.

A Strange Trouble.

Intermittent locking of the brake pedal on the Standard saloon belonging to a member of our staff led to a close examination of the brake mechanism, which, however, proved to be in perfect order. Obviously, however, something was wrong, and a thorough examination disclosed a large stone—a photograph of which appears on this page—lodged in the channel of the off-side frame member against the swinging lever to which the rear brake rods are connected. The stone was free to move slightly, so that occasionally it could jam the swinging lever and prevent brake application; at the same time, this position prevented it from being shaken out by road vibration. Presumably, the stone had been thrown into this extraordinary position by one of the rear tyres.

Ingenious Epicyclic Gearbox.

The advantages of constant-mesh gearing of the epicyclic type for gearboxes are already well known, but hitherto special forms of control have been necessary so that drivers accustomed to the normal clutch pedal and gear lever find epicyclic controls a little difficult at first. A new gearbox which retains the normal clutch pedal and gear lever, but which works on the epicyclic principle, has been evolved by a Mr. J. A. Furness. The clutch is of the orthodox single-plate type, and the drive is direct on top gear, whilst on the lower ratios the clutch is held in a disengaged position by means of a special control and the necessary reduction is obtained through the epicyclic gearing. Automatic adjustment for the various brake bands is provided, whilst the arrangement of the selector controls makes the gear absolutely fool-proof, as it is impossible to move the gear lever out of neutral unless the clutch pedal is depressed.

Under New Management.

The Soho Garage, Soho Square, London, has been taken over by W. G. Nicholl, Ltd. The charges for garaging cars will be the same as those in force at the Piccadilly Circus Garage, Denham Street, Piccadilly.

For the Hands.

We have recently been trying a hand cleaner known as Veltene, which is marketed by Veltene, Ltd., 29, Mincing Lane, London, E.C.3, in 1s. 3d. tubes. It can be used with or without water, and, in either case, is very effective in removing grease, oil, tar, paint and so on. It leaves the skin clean and soft, and has an additional advantage in that it is antiseptic.

OLYMPIA TO-DAY

The Motor Show opens at Olympia to-day (Thursday).
The Show will be open each day until October 26th from 10 a.m. to 10 p.m.

The prices of admission are:

TO-DAY	10s.
To-morrow and Saturday (and Friday and Saturday next week)	2s. 6d.
Other days	5s. 0d.

Emergency Lamp.

Known as the Brito-lite, an emergency lamp embodying several very ingenious features is being handled by Frank T. Sherring, 22, Billiter Street, London, E.C.3. The flex is provided with spring clip terminals, which can be attached direct to the battery, whilst the lamp itself has an electro-magnetic base, so that it will cling to any ferrous part of the car, whether painted or not. It is also designed so that in addition to its use as an inspection lamp it can be used for fog driving, parking or as an emergency tail lamp. The price is 15s. 6d.

Compulsory Insurance.

A Bill is to be introduced into the Irish Free State making third-party insurance compulsory for motorists.

Stamford By-pass Approved.

The Ministry of Transport, after protracted negotiations, has approved the scheme for the proposed by-pass at Stamford submitted by the Stamford Town Council and recommended by the Kesteven (Lines.) County Council.

T. T. Brochure.

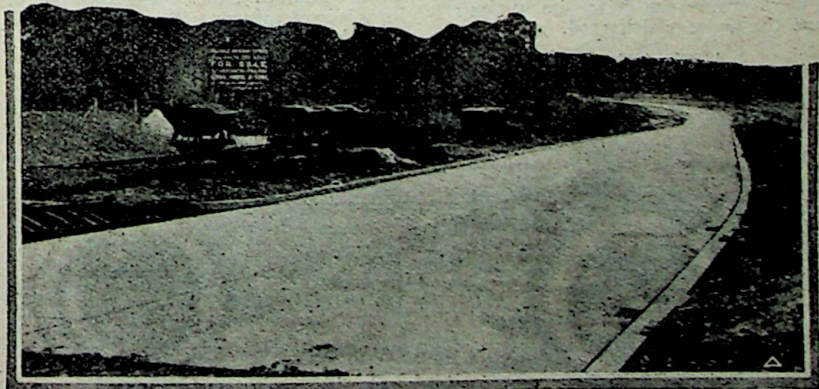
The R.A.C. has issued a brochure—limited numbers of which are available to the public priced at 5s.—which gives in detail the results of the 1929 R.A.C. Ulster T.T. Race. Tables are included showing the progress of every driver in the event, and the leaders in the race at any given time.

Car Lighting—a Warning.

Readers are reminded that the law requires two lamps at the front of every car and that the lamps must be so placed that no part of the vehicle or its equipment extends more than 12 ins. beyond the centre of the lamp on each side of the vehicle. The italicized words emphasize the need for seeing that unduly bulky packages which might infringe the regulation are not carried on the running boards or elsewhere.

Education the Only Remedy.

Lord Byng, Commissioner of the Metropolitan Police, is another high officer who holds the sensible view that road safety will be increased not by coercive action, but by educational propaganda. In company with influential bodies like the National "Safety First" Association, we ourselves have been emphasizing this point for years, and, once again, we plead that snappy reminders intended for the hearing both of those who ride and those who walk, should be broadcast periodically by the B.B.C. If couched in the right terms and sympathetically delivered, such reminders should prove a considerable benefit to the community.



A WELCOME NEW ROAD.

When this new road, between Rickmansworth and the Uxbridge-Beaconsfield road, near Denham, is fully opened, it will replace a tortuous lane which has long been notorious for its bad surface.

NOTES · NEWS · & GOSSIP · OF THE · WEEK · (CONT.)

R.A.C. Safety Posts.

The R.A.C. has designed a post which is to indicate the boundaries of roads at wide arterial road crossings. The post is 3 ft. 6 ins. high, has a reflecting lens head, and will be constructed so that in the event of a car striking it the post will snap off near the ground.

Progress in the Industry.

Available figures indicate that the motor industry has made great progress during 1929. Returns for the first half-year show an increase of 12,000 vehicles over that period last year and for the first eight months the value of British exports was £1,500,000 in excess of those for the same period in 1928.

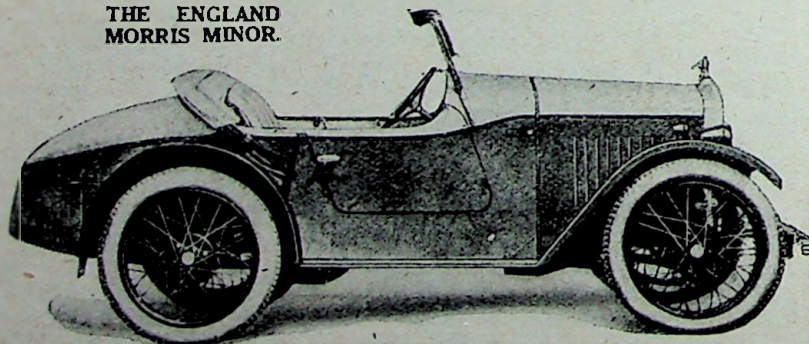
D'Yrsan Prices.

Readers should note that the price in this country of the sports model D'Yrsan three-wheeler is £165, whilst the racing model costs 180 guineas. The figures quoted in our specifications last week were supplied by the manufacturers and are the prices ruling in France. D'Yrsan three-wheelers are handled in this country by Metro Motors, 45, Newman Street, Oxford Street, London, W.1.

Road Telephone Developments.

Realizing that roadside telephones are one of the most valuable aids to motorists in cases of emergency, the R.A.C. has been increasing the number of its own roadside telephone boxes during the past two years. There are now over 400 of these boxes, and about 70,000 keys are held by members. The Club has also erected over 2,000 special signs indicating the whereabouts of public telephone boxes, which, in all cases, are not greater than a distance of two miles from the sign and in the majority of cases are under one mile. Incidentally, it is possible to get into touch with a motorist who is actually travelling along a known road, for the numbers of the R.A.C. telephones are published in the Club's handbook and a message, including the number of the car, transmitted to the guide in charge of any particular box, will almost always ensure the driver being stopped and the message delivered.

THE ENGLAND
MORRIS MINOR.



The Gordon England Morris Minor in two-seater form. A sunshine saloon on the Minor chassis is being exhibited at Olympia by Gordon England (1929), Ltd., who are producing these two models for 1930. (See accompanying paragraph.)

Avoiding London Traffic.

A new edition of the R.A.C. map of recommended routes into, out of, round and across London has been published. The map is obtainable from the Touring Department, R.A.C., Pall Mall, London, S.W.1.

Jowetts on Deferred Terms.

Jowett Cars, Ltd., Idle, Bradford, announce that all their productions can now be obtained on the hire-purchase system. The agreement will be a private transaction between the firm and the customer and the full guarantee will apply to the car. Arrangements can be made direct with the firm or through appointed agents.



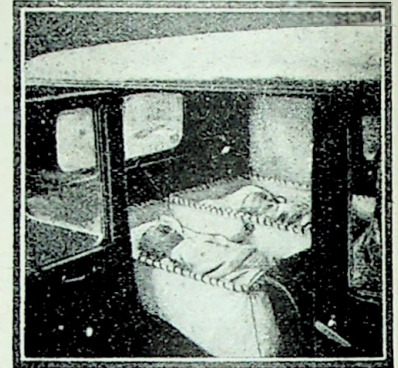
Earl Howe makes a "talkie": chatting about the "500" to a microphone for British Movietone News prior to the start on Saturday.

Women's Exeter Results.

The provisional results of the Women's London-Exeter Trial organized by the Women's Automobile and Sports Association and run on October 4th and 5th show that the trophy and replica presented by Sir William Morris for the best performance by a car under 10 h.p. was won by Mrs. M. Vaughan, in a Standard Nine. The full list of provisional awards will be found on the "Club News" page.

Tunnel Closed.

Until November 23rd Rotherhithe Tunnel will be closed to vehicular traffic.



A real "baby car": the owner of a Singer Junior saloon has accommodated his twins in cots as this photo shows. It is a tribute to the suspension of the car that the babies sleep through the longest journeys.

Handy Guides.

Ed. J. Burrow and Co., Ltd., have recently published new editions of their guides to Chipping Norton, the Island and Royal Manor of Portland, Bridgewater, Falmouth and Richmond (Surrey). With the exception of the first-named, which sells at 3d., the price of each of these guides is 6d.

The Only Complete Show Report.

While *The Light Car and Cyclecar* specializes in the exhibits of particular interest to its readers, those who would like a complete record of the Olympia Motor Show should get the big Third Show Number of *The Motor*, which will be on sale next Monday (6d.). It will contain the only report in one issue covering every exhibit after personal examination, illustrated from many hundreds of special drawings and photographs.

With the Third Show Number of *The Motor* will be presented a double-page coloured plate, an exclusive drawing, by Bryan de Grineau, of Kaye Don's new car, with which he will attempt to break the world's speed record next year.

England Model Morris Minors.

Very similar to the familiar England model Austins, two models of England bodywork on the Morris Minor chassis—as we announced recently—will be in production for 1930. The accompanying illustration shows the open two-seater model, which varies very little from the Stadium model Austin Seven. The saloon model will have a sliding roof and windows which drop into the doors; in both models unsplinterable glass is used. The dimensions of the saloon are 10 ft. overall length, 4 ft. 3 ins. overall width, 5 ft. 2 ins. overall height. The weight unladen is 11½ cwt. The two-seater model is priced at £155 and the saloon at £175.

Reg Gammis

OLYMPIA ENTRANCE



" AS I WAS SAYING



EH? YES, GOOD IDEA



WELL AS I WAS SAYING ---



IF YOU ARE ---



CONTEMPLATING ---



ER-SAME AGAIN? THANKS



ER- AS I WAS... IF YOU ARE CONTEMPLATING THE PURCHASE



OF A CAR --- ER YES THANKS ---



NOW AS I WAS ---



IF YOU ARE BUYIN' A BUS YOU CAN'T DO BETTER THAN ---



PHEW! 9'30!!



YOU CAN'T DO BETTER THAN BUY



An Olympian Tragedy—but for our guide to the Show.

THROUGH THE EYES OF AN— EXPERT

Appearances, it is said, are deceptive: how then, argues the visitor to Olympia, can I determine whether the car I fancy is the car that an expert would recommend? The answer is supplied below.

AN intelligent middle-aged man was overheard to remark at last year's Show, "If only I were an expert I could make up my mind in a moment. As it is, one chassis looks very much the same as another to me, and so I am left with no alternative but to be governed by price and the general appearance of the car as a whole."

There must be thousands of people in the same position. Yet, leaving deeply theoretical considerations strictly on one side, the expert sums up a chassis in very much the same way as an ordinary owner when it comes to a question of choosing this, that or the other on common sense grounds. Perhaps it will be helpful, therefore, if we endeavour to look at a chassis through the eyes of an expert; it will form the most convincing proof of the fact that any man who boasts of motoring experience should be able to sum up a chassis if only he brings his intelligence to bear on the problem in the right way.

At the outset it should be emphasized that no one is expected to be gifted with second sight and that, therefore, the actual quality of the materials used in the construction of a car must be taken for granted—unless, even to the untrained eye, defects like a bad casting are apparent; but no exhibitor would be so foolish as to let a Show model pass the doors of Olympia displaying so obvious a fault. The visitor must, therefore, concern himself more with the mechanical layout of a car and the points which arise in connection with driving it and maintaining it.

More Chassis Exhibits Wanted.

Few experts will deny that the absence of chassis exhibits in greater numbers is regrettable. The exhibitor is not altogether to blame. In the early days visitors to the Show knew far less about cars than they do nowadays, and beyond being interesting in that it was an unusual view of a car, a chassis did not impress them.

They wanted to be assured that the car would get them there and back again, and they were far more closely concerned with coachwork and so on than with the mechanical aspect.

Signs are not wanting, however, that the public is becoming more eager to see stripped chassis,

and it is to be hoped that manufacturers will realize the advantage of being able to refute the criticism that is sometimes put forward by saying, "We are not ashamed to show our chassis. Here it is, and it is a good one, too."

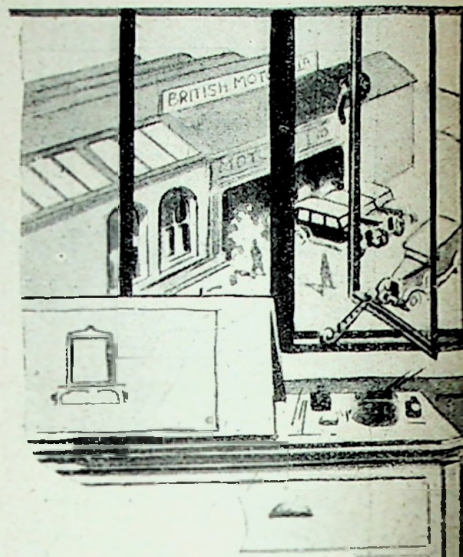
An expert finds it difficult to sum up any particular make of car unless he can see both a naked chassis and a complete car. Of the two, he will probably turn to the chassis first, and before giving his consideration to anything else he will run his eye quickly over it.

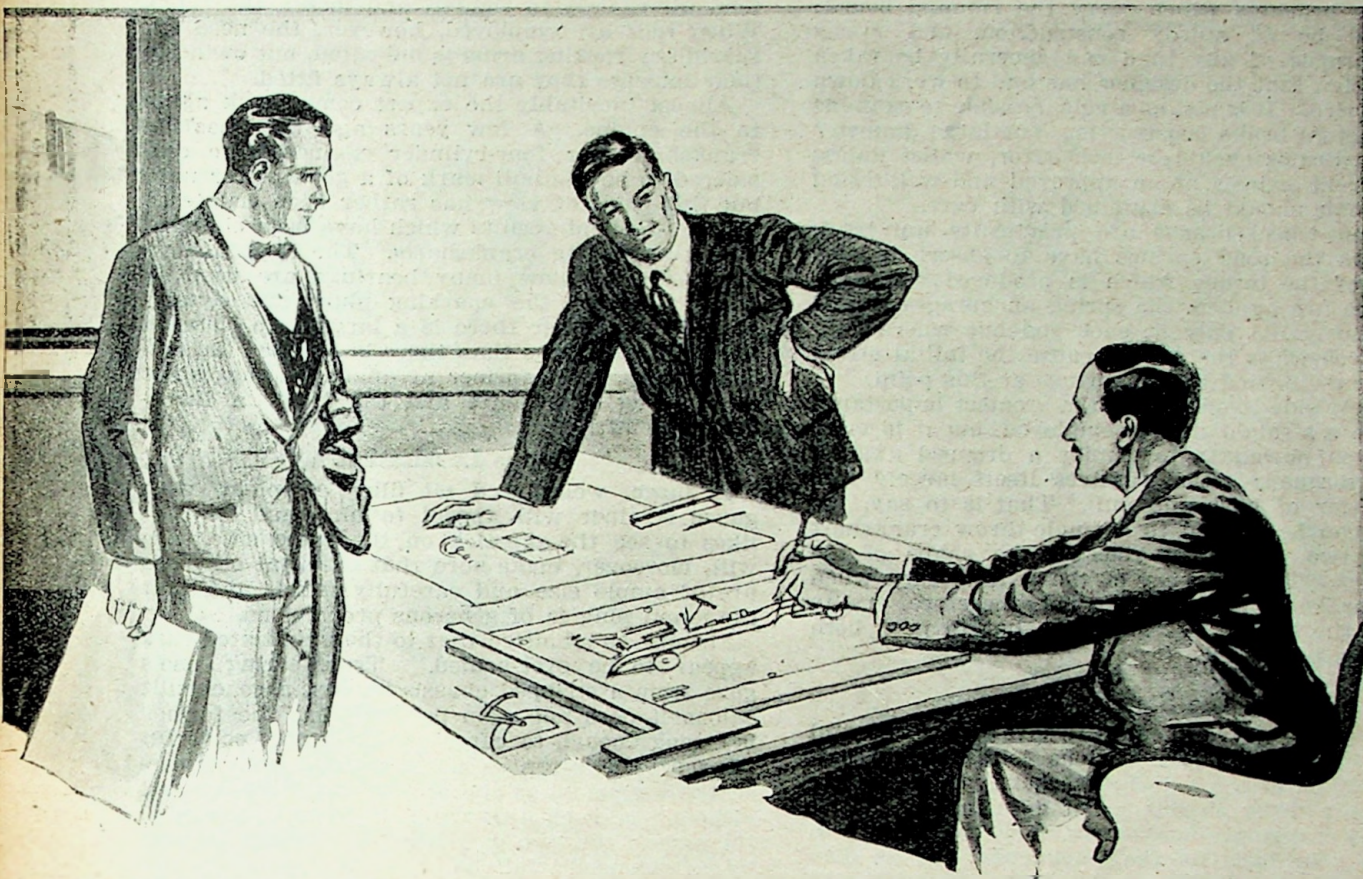
It is certainly true that every car is laid out more or less on similar lines in many respects, but in detail they vary quite a lot. A cleanly designed engine having auxiliary components arranged so that they appear to belong to the unit and not looking as though they are hanging on a Christmas tree, will appeal to him; likewise sturdy bearer arms, an accessible oil filler and magneto and an exhaust pipe which obviously does not come too close to the floorboards will not escape his notice.

Importance of Easy Access.

If unit construction of engine and gearbox is adopted he will make sure that the cover plate over the clutch pit is sufficiently large to enable adjustments to be made with ease and that the cover can be removed without difficulty. He will, at the same time, want to know whether the gearbox is filled through a special orifice or whether the cover has to be removed.

He will also discover whether or not the axis of the engine taken through the crankshaft is continued in a straight line through the propeller shaft; and whereas to the untrained eye the answer may appear to be in the negative, the expert realizes that although the propeller shaft appears to drop away at an angle from the engine, the chassis which he is examining is *unloaded*, and due allowance must be made for the deflection of the springs and the consequent dropping of the frame when the load is added. The shape of the axle casing tells him at a glance whether a car has worm or spiral bevel drive, and it will depend, of course, upon the views he holds as to which of the systems he fancies.





If the car has an open propeller shaft and Hotchkiss drive, the expert will satisfy himself that the rear springs—which, in this system, have to look after torque reaction and drive from axle to frame as well as to suspension—are sufficiently hefty and securely shackled; moreover, he will be better pleased if there is a kind of supplementary master leaf running the whole length of each spring assembly. Where torque-tube or torque-arm construction has been adopted he will give less attention to the springs and more attention to the universal joints and to the method of supporting the front spherical housing of the propeller shaft itself. This should be carried by a sturdy cross member, for its function is to absorb torque reaction—which tends to make the propeller shaft swing upwards and over the back axle when the clutch is let in—and also to transmit the driving thrust of the back axle to the car as a whole.

Neither of these points enters into the calculations of the ordinary owner, but they are extremely important, and arising out of them is the need for means whereby the spherical housing can be lubricated properly and as easily inspected.

Torque Arms Less Popular.

The torque arm principle is probably going out of fashion. It is a compromise between torque-tube construction and Hotchkiss drive, for although the rear springs have to transmit the thrust from the back axle to the frame, the torque arm resists the tendency of the whole axle to turn when the clutch is let in or the brakes applied.

On most chassis nowadays shock absorbers either of a proprietary type or built to a design evolved by the manufacturer of the car are fitted, and a point worth bearing in mind is that although shock absorbers are deemed to be almost a necessity on a modern car, their very existence on the car will enable it to be driven faster over bad road surfaces, which, in turn, will call for greater shock-resisting qualities in the chassis itself.

The point is illustrated by quoting the case of an old-fashioned car fitted late in life with shock absorbers and thereupon revealing a tendency to "break things," for the main function of shock absorbers is to damp out violent up-and-down motion of the chassis, and if that is done by means of tightly adjusted shock absorbers, the load on the road springs is eased, but the shocks transmitted to the chassis are increased.

Effect of Shock Absorbers.

Careful note, therefore, should be taken of the chassis frame design of a car not equipped as standard with shock absorbers, for quite likely the owner may want to employ them afterwards.

The side members should be sufficiently deep, well flanged and securely fastened to the cross members. To resist the tendency of the whole chassis to whip in a horizontal plane—in very much the same way as that which characterizes a picture frame minus the glass and rapidly falling into decay—gussets are an advantage, for otherwise the major part of this stress has to be resisted by the mounting of engine and gearbox, which acts as a kind of stay.

The brackets which carry the running boards should be of sturdy construction, and flimsy anchorages of any kind can generally be taken as a sign that the designer has had to work down to a price. It is not, as a rule, possible to examine the actual brake construction, but large diameter brake drums should be looked for, whilst unless the front axle is of an approved and well-tested design it should be examined with care.

Front-wheel brakes are practically universal, and as the road springs have to absorb a good deal of the torque which is produced when the brakes are applied, the spring anchorages should be sturdy not only at each end but where they are secured to the axle, because the initial stress is communicated to the springs at this point.

These side issues are of the greatest importance where a straight axle is employed, but it is more common nowadays to employ a dropped axle so that torque reaction resolves itself largely into a matter of push and pull. That is to say, the axle can be likened to a single-throw crankshaft with two connecting rods in the shape of the springs. The tendency of the axle to turn when the brake is applied does not, therefore, try to bend the spring leaf assembly, but to push both springs backwards.

The Steering Gear.

Steering gear should receive very careful scrutiny indeed. The various joints should preferably be of the ball and socket type, which are not only shock absorbing but adjustable.

One or two manufacturers, however, believe in plain yoke ends for the track rods, and as they are firms of experience and repute one must give them the benefit of the doubt and merely make sure that the yoke ends are of adequate size and provided with suitable means for lubrication.

Straws show which way the wind blows, and very often by reference to one point alone in a design it is possible to establish the excellence or otherwise of a chassis. Take, for example, the means provided in the steering box for eliminating backlash. On many high-class chassis the drop arm to which the drag link is attached is fixed to its shaft by serrations or splines so that it can be slipped off, the steering wheel turned round, say, a quarter of a revolution, and the drop arm refitted, thus bringing different teeth in the gearing into mesh. Instead of serrations, the end of the shaft may be square, in which case four positions are provided, but, obviously, such adjustment is possible only if a complete gearwheel and not a sector is employed within the box itself.

Study the Brake Layout.

We have mentioned that the internal mechanism of the brakes must be more or less taken for granted, but the means adopted for applying the brakes can readily be examined. A well-designed braking system employs yoke ends no matter whether cables or rods are used. Cables are advantageous because by means of suitably placed fairleads or eyelets the final length of the cable can be made of the same length from the fairlead to the brake connection as the master leaf is from the frame anchorage to the axle. Up-and-down motion of the axle, therefore, will not

tend alternately to tighten and loosen the cable. When rods are employed, however, the need for subsidiary rocking arms is indicated, but owing to their expense they are not always fitted.

Almost inevitably the expert comes back again to the engine. A few years ago three-bearing crankshafts for four-cylinder engines were considered to be the hall mark of a good power unit, but this point of view has rather been countered by the excellent results which have been obtained with two-bearing crankshafts. The expert, however, can tell how many bearings are used by noting whether the sparking plugs are equally spaced or whether there is a larger gap between the two inner plugs than there is between the two outer pairs. The former arrangement suggests a two-bearing crankshaft and the latter a three-bearing shaft.

Engine Lubrication.

A large, well-placed oil filler complete with gauze strainer will appeal to him, and he also likes to see the dipstick on the same side. He will, moreover, make sure that external oil pipes are of ample size and carefully fitted, and that the sump plug is of generous proportions.

It must be admitted that to the uninitiated cars appear to be over-bodied. Transferring one's gaze from a stripped chassis to, say, a coachbuilt saloon it does not seem possible that the former is strong enough to carry or sufficiently powerful to propel the latter. This, however, merely represents the triumph of the present-day engineer, and although no such disturbing thoughts will trouble the expert, the tyro may have to convince himself by an extended trial run.

This will come later; for the present he will have to be content to take his place in the driving seat and to endeavour to sum up the car from the point of view of the man who will have to handle it and in whose keeping the safety of the occupants will lie. The expert will take notice of several small but important points. He will, for example, find out whether he can move his right foot easily from the accelerator to the brake.

Hand Brakes Should be Handy.

In the case of a car with central control he will pull the hand brake on hard and discover whether or not the gear lever can be slipped into first gear and reverse without the brake lever getting in the way. He will note the position of the steering wheel in relation to the driving seat and the windscreen. He will be quick to observe whether or not the screen pillars are bulky enough to form a bad blind spot.

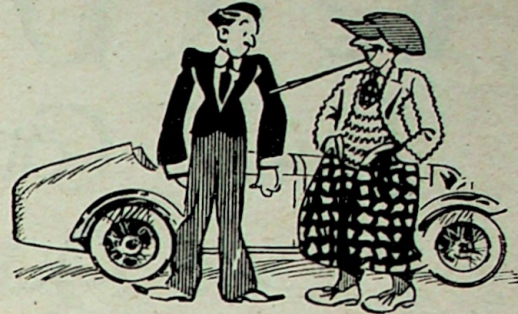
Bearing in mind the fact that long spells at the wheel may be necessary, he will make sure that the seat cushion provides ample support for his legs and that the squab is arranged at a comfortable angle. Finally, he will note the position of the instruments such as speedometer and clock, and verify the fact that he can see them easily from the wheel without having to move his body.

Although not indifferent to the rest of the car, he will leave it more or less to the tender mercies of those who will have to occupy the passengers' seats, for his job really begins and ends with a quick summing up of the chassis on the lines we have suggested and an equally quick first-hand impression of how the car will probably "handle."

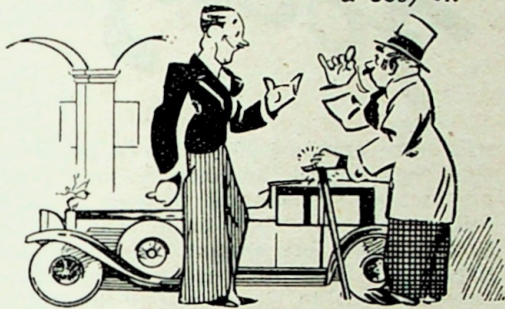
PITY THE MANUFACTURER.



We can supply a car that offers a cosy fit—



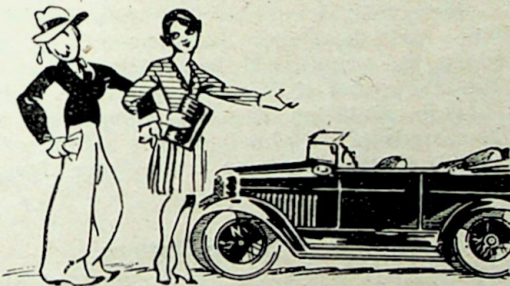
and satisfy a fancy for the "knots" —



we have a car that proclaims great worldly wealth—



all are made to last, which brings joy to many bargain hunters—



our terms suit all pockets—



and even the commercial man has not been overlooked—



but when we are asked to match a dress pattern, well. . . !

THE SHOW—AND OTHER THINGS IT REVEALS.

Although nearly every manufacturer includes in his range a light car to suit every need, the Show usually reveals the fact that the wants of quite a large number of people cannot be met. Salesmen, in fact, live in dread of crises like the above!

Rich Mixtur

Light Car Comment & Advice by

Focus.



Parisian's Criticise from Afar.

PERHAPS the principal thing which struck me at the Paris Salon was that, whereas at Olympia the crowds climb into, round and all over the exhibits, in the Grand Palais one rarely sees a car entered or even fingered. A leading light in the French motor trade explained that the reason is because the French have more regard for other people's property (his own exhibits at last year's Olympia Show had been somewhat heavily manhandled!).

My own view is that it is a far more healthy sign to see the exhibits being "pulled to pieces" more or less literally than criticised from afar. Olympia has always given me the impression of being a show at which a great deal more business is done than at the Paris Salon.

Go Early to Olympia.

LET me repeat my annual advice to everyone going to Olympia and exhort them if they really want to see the Show to get there as soon after the doors open as possible. During the first two hours in the morning it is easy to move about and to examine the exhibits at leisure, but later in the day it is often impossible even to get near the prime attractions of the Show. Another great advantage of arriving at Olympia early is that one feels like lunch by about 12.15 and it is then comparatively easy to obtain, whereas if one waits until the conventional one o'clock queuing-up for a seat is generally necessary, whilst overcrowding makes the service none too good. There is everything in favour of arriving at the Show early and nothing against it.

For those who have no liberty to visit Olympia except after business hours, I recommend that they select the first free evening available. The crowds always get larger as Show Week draws to a close.

A Show—or No Show?

BY this time next week, I suppose, the annual arguments concerning whether the Show should be held every year, every other year or not at all will have reached their usual pinnacle. The "antis" will have explained how the Show "dates" models, thus causing excessive depreciation and undesirably seasonal business, and they

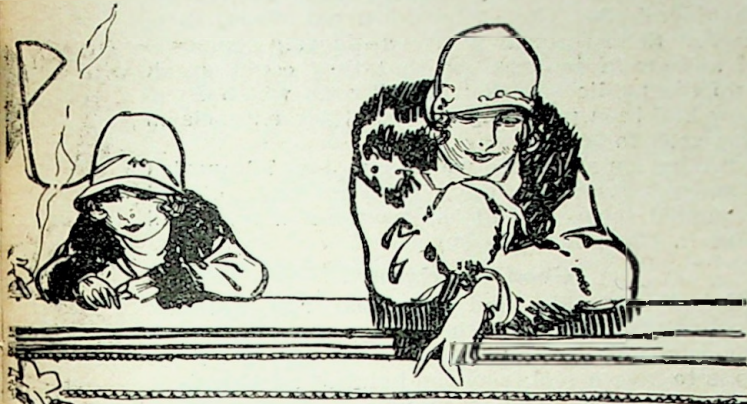
will have emphasized on every possible occasion that they regard the Show as merely a spectacle and not as a stimulant to trade. The "pros" will have voiced their belief that the Show gives to motoring a big annual impetus which it could not gain by any other means; that it creates the new-car urge in the minds of hesitating owner-drivers and that it demonstrates to the world that we in England can make cars of unequalled beauty and appeal.

Personally, I cast my lot in with the "pros." The British motor industry cannot complain about the progress it has made with the aid of the Show and if it refrained from holding its annual exhibition it would disappoint tens of thousands of us who find in it a fund of interest which keeps alive our enthusiasm from year's end to year's end.

A Spare Battery.

TUCKED away in the report of the Paris Motor Show which was published last week was a description of a device called a Reserwatt which was exhibited in the Grand Palais and which takes the form of a diminutive spare bat-





tery for emergency use on cars which have coil ignition. I saw this gadget in the Salon and was not by any means alone in voicing approval of it.

The little Reserwatt battery has a one-way charging circuit (to express a clever notion rather loosely), so that although it is always on charge when the engine is running it cannot be inadvertently discharged by leaving the ignition circuit closed, by neglect of the main battery or by excessive use of the starter. The next car with coil ignition which I own will certainly have a Reserwatt fitted, not because I am in the habit of allowing my battery to get out of order, but because the idea of having a fully charged spare would always be so heartening.

For Self-combustion Cars.

HAVE you ever heard of "Itan"? I was recently handed a pamphlet—evidently of German origin—describing the device in what its author fondly imagined to be academic English. "Itan," to quote the pamphlet, "prevents the fire of motorcars," and is evidently a thermostat which shuts the petrol tap every time the engine bursts into flames, for, as my pamphlet optimistically says, "every motorcar holds the possibility of the fire," although, mark you, "the causes which cause the fire also by the most perfect motorcar and serving by the qualified and expert driver, are different."

The great joy of "Itan" apparently is that "the ignition of the carburetter arises almost

regularly if the motor is in action" (horrid thought) so that "if the flow of the petrol was in the beginning of the fire shutted off, so the motor with his continual march helps consume the fuel from this, and often suffices only falling of the fuel in the carburetter so that the fire is extincted."

The apparatus, states the pamphlet, was "subdued in its country to innumerable examinations," and every time the "arising fire was extincted with security."

I would like to see this apparatus. The roads must be simply lined with blazing cars where "Itan" comes from.

Coroners and Road Accidents.

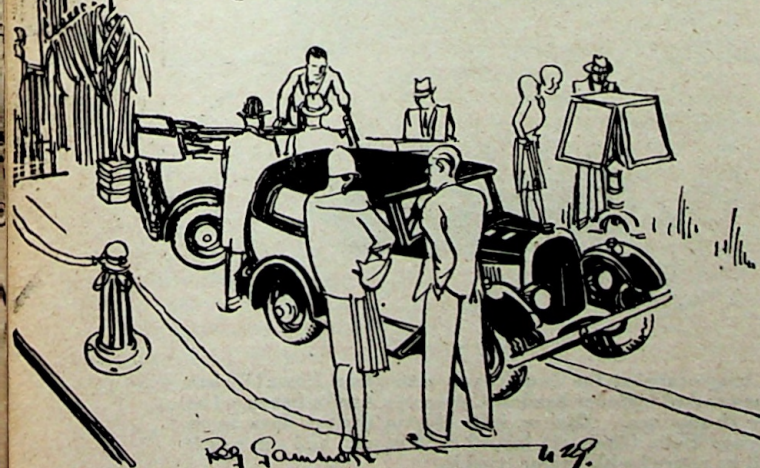
THE inquest held in Reading last week had the effect of drawing public attention to a number of injustices which are liable to result from the present custom. These, however, chiefly concern the ordeal of a witness whose connection with a crime is suspected. The enormous increase in road traffic has brought to the fore many other grave defects in the present coroner's inquest system. Now that there is a possibility that the Government will give attention to the matter, is it too much to hope that there will be a general overhaul of the system and an attempt to place the whole conduct of road accident inquiries on a commonsense basis suited to modern requirements?

Prejudiced Comment.

IN my opinion, it should be the duty of a coroner and his jury to discover the cause of death, and to record the finding without further comment or attempt to place responsibility. At present too many coroners seize an opportunity at a road fatality inquest to air their opinions (rarely free from prejudice) of motorists and other road-users. As a rule they have no special qualifications to enable them to deal with road accidents expertly, and this is an important reason why the ascribing of blame should be taken out of the coroner's court and left to a tribunal of experts. This is the practice in connection with railway accidents, and surely a special knowledge of road matters is as important for the accurate examination of road accidents as an expert railway knowledge is for train disaster inquiries.

A First-class Reform.

THERE is another very important reason why reform is needed, and that is, the effect which a coroner's findings may have upon proceedings which might follow in another court. At present a motorist might, through various local circumstances, be held in a coroner's court guilty of manslaughter, and although he may be acquitted later when the case is heard before a magistrate or judge, the stigma of that first unfair verdict is hard to shake off. Again, someone who has recklessly caused a death on the road may be exonerated from blame by a coroner and jury, and while this does not necessarily save him from further proceedings, it makes it far more difficult for the police or other parties to bring the offender to justice, and thus help to purge the road of those who create its dangers.



There may be, I believe, a clause in the new Road Traffic Bill by which the Transport Ministry may hold an inquiry into any road accident involving a fatality. Now is the chance, therefore, to initiate a first-class reform. There should be a purely medical inquiry, replacing the coroner's inquest, followed by an independent expert inquiry to decide the question of responsibility and means for the prevention of similar occurrences.

The "500."

SO far as I could gather, the only criticism that could be levelled against the 500-mile Race of the B.R.D.C.—run off at Brooklands last Saturday—was the system of handicapping, which hit the 1,100 c.c. and 1,500 c.c. classes rather hard. For all that, the wonderful little Austin Seven, entered by S. V. Holbrook, took sixth place in the general classification and won the 1,100 c.c. class. First and second places in Class 2 (1,500 c.c.) were taken by Lea-Francis—one driven by Earl Howe, who told me that it had been quite one of the most strenuous races of his life and that he very much doubted whether he could have held out for another half-dozen laps.

Clement and Barclay—the victors of the race as a whole—were lionized by the crowd when they ran into the finishing area. After they had been photographed and had talked into a Movietone microphone, hastily thrust into the right position at the end of yards of cable, they were

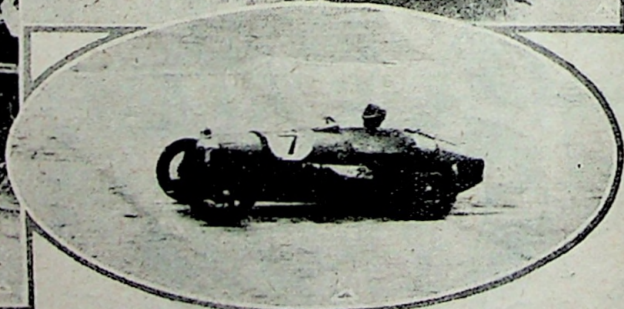
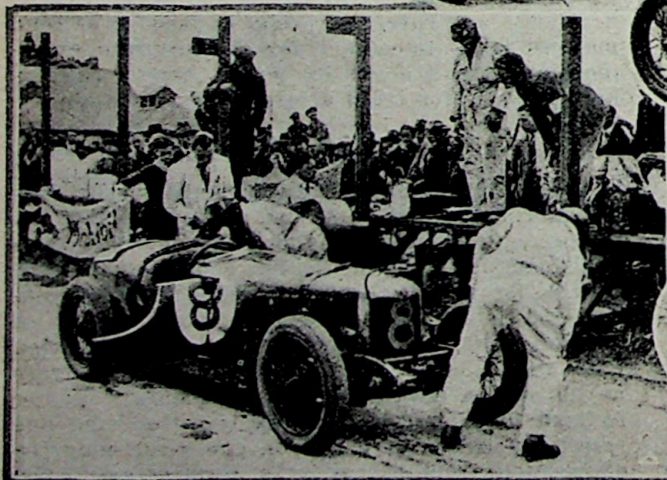
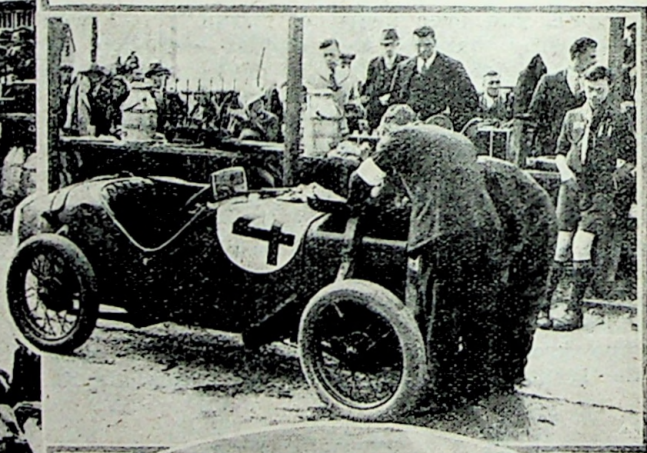
removed "bodily" from the Bentley and carried shoulder high. Then a hard-hearted official shepherded them through a crowd—largely composed of autograph hunters—so that they could speak into the public speech "mike" over which Prof. Low had been presiding all day. Such enthusiasm was good to see.

"What on earth are we to say, Jack?" queried Clement, whereat the hard-hearted official prompted them. "Tell 'em we want a real road race in England!" he suggested.

Good Sportsmen.

RACES of this kind bring out real sporting instincts. One of the things the crew of a car who are working on it at the pits must not do is to take a tool from the hand of an attendant behind the pit. The mechanics must take what they want off the counter itself. When Austin No. 4—Caldicutt's—was having its cylinder head changed, one of the mechanics snatched an oil gun from a pit attendant and darted across to the car with it. The pit marshal spotted it. "Against the rules," he yelled. "Go and put it back on the counter and take it off again!"

It all seemed petty until one reflected that, after all, rules are of no use unless they are obeyed. The mechanic did obey, and, after all the excitement was over and the car was safely away, he went to the pit marshal and they said—both together—"I say, I'm awfully sorry, but . . ." Then they both laughed and parted, the best of friends. Incidents like this were common and everywhere one saw the same thoroughly sporting attitude.



**SIDELIGHTS ON THE
500-MILE RACE.**

(Top, left) In for replenishments. A busy scene at the Lea-Francis pits. Earl Howe (17) has just stopped. (Top, right) Changing the cracked cylinder head of Caldicutt's Austin Seven. The total time of the pit stop was under 20 minutes. (Below, left) Martin (Riley) does some rapid replenishing. (Below, right) Vernon Balls (Amilcar) lapped at 94 m.p.h., and was much fancied until he retired with engine trouble.

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The Light Car and Cyclecar

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"THE LIGHT CAR AND CYCLECAR" WAS
FOUNDED IN 1912 TO CATER FOR THE
NEEDS OF USERS AND POTENTIAL
PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS CONSIST-
ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR
OVER SIXTEEN YEARS.

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (14 LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

Small Car Popularity.

THE popularity of light cars is emphasized to an extraordinary degree by the Motor Show every year. It is on the light car stands where the large crowds gather. It is the small cars which grip the public imagination because they extend such wonderful possibilities and are so remarkably economical and satisfactory in service. There is, however no need for us to stress the advantages of the small car. It is interesting, nevertheless, to review its present position. At the Show this year there are 18 British makes, eight French, eight Italian and one Belgian, making 31 makes in all. Last year there were 33 makes of light car at the Show, and in 1927 there were 29 makes. These figures do not show that the manufacture of light cars is an increasingly popular occupation, but to those who understand the trade they indicate an extremely healthy condition. While the demand for light cars has increased enormously the number of makers shows no rise, revealing that big outputs are the rule to-day, with consequent material benefits to the user in first cost, service and general satisfaction.

A further evidence of this tendency was reflected in the Guide we gave last week of all the light cars at present on the British market. Fifty-seven different makes figured in the list, whereas the number last year was 60 and in 1927 65.

After-dark Police Signals.

WE have often called attention to the confusion caused on the roads at night by the use of red and white lights for other purposes than indicating the presence of a departing or approaching car. Nowadays a red lamp ahead does not convey the need for caution, nor is a white light regarded as a signal. They are looked upon merely as indicating the presence of other vehicles. Emphasis was given to this view at an inquest which was held recently on a motorcyclist who was signalled to stop after dark by a constable using a white light. The evidence went to show that the motorcyclist did not appear to understand that the white light denoted the presence of a constable. He passed it, and, in looking round to investigate crashed into an oncoming car. The foreman of the jury said that a red lamp would be better for police use, and in this

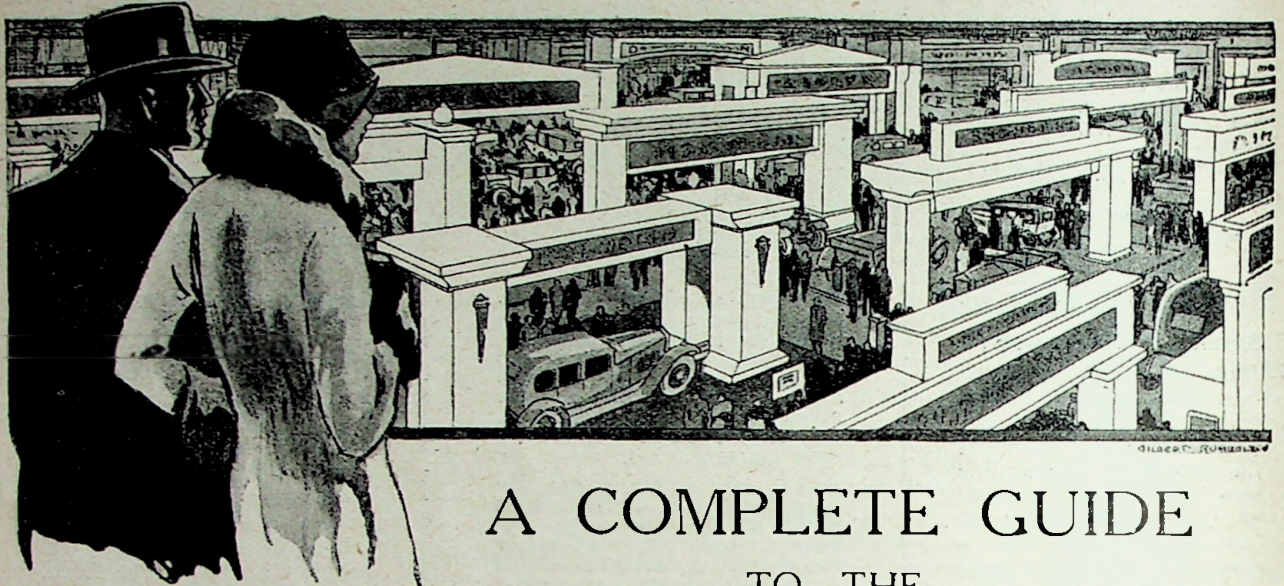
view the coroner concurred, whilst a police inspector remarked that the question was under review. In our opinion neither a white nor a red lamp is of any use to-day for signalling purposes. Blue is the colour which is associated in our minds with the police force, and there seems to be no reason why consideration should not be given to the use of police lamps of this colour. The time has really come when the whole question of signalling and warn-

ing lamps for use on the roads at night should be seriously considered. A single red lamp is no longer a suitable beacon to denote closed level-crossing gates, whilst indiscriminately placed red and white lamps provide a most unsatisfactory way of showing to traffic that a portion of the road is "up." The Ministry of Transport and the police authorities would earn the gratitude of all road users if they would bring about a more satisfactory and less confusing state of affairs.

Roads—A Vital Question.

SOME months ago, when the Conservatives were still in power, a Tory, a Liberal and a Labour M.P. were invited by a well-known body manufacturer to meet on neutral ground and to give their views on problems affecting motorists. On that occasion Sir Henry Slesser concluded a forcible speech by saying that he was in favour of a vast scheme of road reconstruction and he identified himself with the opinion that it was no use saying there was too much transport so that instead of providing more roads we must reduce the transport; on the contrary, the central idea should be to increase the roads.

The coming year promises to witness an even greater invasion of the highways of this country, and it is indeed encouraging to discover that Sir Henry Slesser's utterances—made before the party he represents came into power—were not a mere vote-catching dodge. In effect, Mr. Herbert Morrison, the Minister of Transport, has invited highway authorities to submit programmes of work on Class I and Class II roads, and in a recent speech Mr. Thomas talked in terms of many millions for a five years' road programme; quite ambitious and revealing a go-ahead policy which will meet with approval. At present the scheme is in the form of a proposal; in the near future it will, we hope, assume a more definite form.



A COMPLETE GUIDE TO THE LIGHT CARS AT THE SHOW

Thirty-one Individual Makes of which No Fewer Than Eighteen are Entirely British—Increasing Number of "Sixes" in the Light Car Range—A Stand-to-stand Report.

THIS year the number of makes of light car on view at Olympia is two less than last year—a fact which need not cause light car enthusiasts any degree of concern. Actually, the bulk of the light car exhibitors are the same; the absentees at the Exhibition which opens to-day and which were in evidence at the 1928 Show are the Berliet, Clyno, F.N., Rhode, Schneider and Alvis. Of these, however, all are still actively connected with the production of light cars, except, the Berliet concern, whilst Alvis make but are not exhibiting a light car. The newcomers are Donnet, H.E., Hampton and Imperia—newcomers only in the sense that they were not in evidence at last year's Exhibition, for three of them have been making light cars for many years, whilst the fourth, the H.E.—well-known already in the large-car world—blossoms forth at the Show as a light car.

Olympia has long been regarded as one of the most important motor Shows in the world, and its doers are, generally speaking, open to every country. It is indeed gratifying to observe, therefore, that of the 31 makes of light car on view no fewer than seventeen are British; France comes next with eight representatives, there are four of Italian manufacture and one, the Imperia, hails from Belgium, but is also being assembled in this country at a works near London.

Amongst the light cars there is one decidedly "hush-hush" model. We refer to the much-discussed Trojan, of which details were first disclosed

only three weeks ago and of which even photographs of the car as it appears at Olympia have been difficult to obtain.

Striking innovations are few and far between, but here and there evidence is forthcoming to prove that the voice of the private owner is not as one crying in the wilderness. The Swift concern, for example, has made a definite step forward by adopting Tecalemit single-shot lubrication—at any rate so far as ten of the more inaccessible points are concerned; whilst the Austin Stadium model goes one better by employing the Tecalemit one-shot semi-automatic oiling system to all the main points of the chassis.

The M.G. Midget sportsman's coupé will create interest by reason of its novel type of sliding roof, and the slide-valve engine of the Imperia, with its air and oil filters, will repay examination.

Turning to multi-cylinder cars, it is rather significant to note that amongst the larger cars there will be 16 entirely new "straight eights" and—including the small cars—something like two dozen new "sixes." In the world of light cars eight-cylinder engines have never been seen in a strictly touring-type chassis, but it is not long since the "six" was almost unknown, hence it is reasonable to suppose that the future will bring eight-cylinder engines of 1,500 c.c. For the present, however, considerable attention is being focused on six-cylinder light cars; their number include the Alfa-Romeo, than which few cars have enjoyed such

NEXT WEEK.

A complete summing up of the general trend of design. The biggest of our Three Special Show Numbers, brightly written, brightly illustrated, on sale on Thursday, and costing 3d. as usual.

OUR THIRD SHOW NUMBER.

an extraordinary series of successes on the racing track, Armstrong Siddeley, H.E., Vernon-Derby, Renault and O.M.

Old favourites appear in a new guise, thus the Austin people are marketing an attractive two-seater as well as the popular tourer and saloons, the M.G. Midget is revealed as an attractive coupé with a novel sliding roof, the Morris Minor boasts of a saloon with an opening top, the Swift now has semi-elliptic springs, a group system of lubrication and—in company with the Triumph and Peugeot—a narrow ribbon flush-fronted

radiator, whilst the Fiat is staged with even more handsome coachwork than of yore.

We should, perhaps, emphasize here the fact that this year's fine light car exhibits represent a process of evolution which has been going on for 17 years, and we take no little pride in the knowledge that we have participated very largely in the successful accomplishment of ideals which have not been attained without a considerable amount of uphill work. Visitors to the Show should bear facts of this kind in mind when examining the light car exhibits.



THE LIGHT CARS AT THE SHOW.

STAND to STAND REPORT



ALFA ROMEO.

Stand 31

A Striking Six-cylinder Model.

A VERY fine example of the 15-85 h.p. 1½-litre six-cylinder Alfa-Romeo is exhibited on this stand: this is the special supercharged sports model. The exterior is finished in black, the interior in black and silver; the hood is also black, but mouldings, wheel brake drums and so on are chromium plated. An interesting point in the specification is the supercharger, which is mounted at the front end of the crankshaft and is driven from the crankshaft at 1½ times engine speed. There are two overhead camshafts driven by a train of helical gears from the rear of the crankshaft.

The twin-port Mimini carburetter is fed from a large petrol tank—slung between the rear dumbirons—via an auxiliary tank under the scuttle which holds three gallons, fuel being delivered from one tank to the other by two Autovacs. The body is a two-seater with single diekey seat, and the price complete is £1,175.

AMILCAR.

Stand 147

A Sportsman's Car.

IN the hands of British and Continental drivers the Amilcar has done exceedingly well in both track and competition work, and the example of the 1240 c.c. chassis, which is exhibited on Stand 147, will create widespread attention. For many years these cars have enjoyed a reputation for speed and reliability, and they have, therefore, built up their good will on a very firm foundation. The engine of the model under consideration has a bore and stroke of 60 mm. and 110 mm., side valves, a two-bearing but very rigid crankshaft, forced-feed lubrication, S.E.V. magneto, Solex carburetter and Ducellier electrical equipment.

Although the engine is of the high-efficiency type, a fuel consumption of approximately 40 m.p.g. is claimed, and as the tank holds six gallons, long journeys can be made non-stop.

The car differs from many of English manufacture in that it has a multi-plate clutch, but the gearbox is in unit with the engine; the control levers are central and a conventional form of final drive is used. In chassis form the car costs £195, whilst as a saloon the price is £290.

ARMSTRONG SIDDELEY.

Stand 127

An "All-Six" Display.

A FEATURE of the Armstrong Siddeley programme is that it includes only six-cylinder cars, and the 12 h.p. model occupies a prominent position on the stand of this concern. Features of outstanding interest on the latest examples of the "Twelve" are the employment of Luvax hydraulic shock absorbers, the regrouping of the instruments on the fascia board, an improved appearance and new colour scheme for the wheels, Triplex glass screens, anti-glare headlamp control, automatic ignition and, last, but not least, a new and attractive radiator having twin chromium-plated beaded edges. The chassis costs £185, the fabric saloon £285 and the open tourer, in either two-seater or four-

overhead-valve engine, twin carburetters, four-speed gearbox and other chassis features of particular interest. The remaining two exhibits consist of finished cars on the "International" chassis, the one being a three-seater with two doors—two seats at the front and an occasional seat at the rear, with a detachable tonneau cover and a hood that goes over all three seats—and the other a very attractive two-seater having a rounded back which conceals the spare wheel. The price of the chassis is £518, that of the three-seater £598 and that of the two-seater also £598.

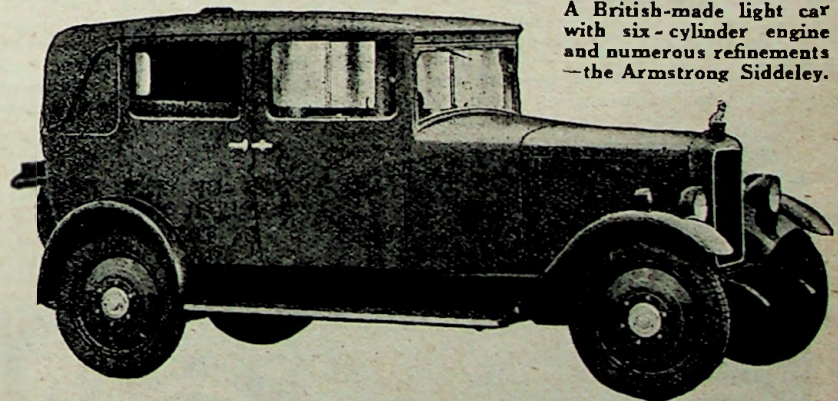
AUSTIN.

Stand 91

The Famous "Seven."

VISITORS who are unfamiliar with the "internals" of a small 7 h.p. car should not fail to examine the Austin Seven chassis. The very com-

A British-made light car with six-cylinder engine and numerous refinements—the Armstrong Siddeley.



seater form, £250. An interesting feature of the chassis is that the gearbox is mounted on the front end of the torque tube.

The actual example shown on the Armstrong Siddeley stand is a four-door four-window fabric saloon finished in a very pleasing shade of red.

ASTON-MARTIN.

Stand 4

A High-grade Sports Car.

THERE are three exhibits on the Aston-Martin stand, that which will command instant attention being the "International" sports chassis, which reveals at a glance the four-cylinder

pact 747.5 c.c. engine-clutch-gearbox unit will well repay attention, whilst the part-open and part-closed propeller shaft is also worthy of examination. The back axle is probably unique in the light-car world because of the means which are provided for essential adjustments. There are two other 7 h.p. exhibits, these being the tourer or chummy model, which is finished in opal blue with black trimming, and the coachbuilt saloon, finished in brown and cream with black line. The prices of these models are £130 and £140 respectively, whilst £5 extra is charged for a sliding roof on the coachbuilt saloon and, incidentally, also on the

fabric saloon and coupé, both of which are listed at £140 each.

Austin enthusiasts will note that various improvements have been made in bodywork and so on. These include the adoption of Triplex glass and of chromium plating of all exterior parts, whilst the wings have been redesigned, a driving mirror has been added and extra room has been obtained in the saloons by recessing the doors.

BIANCHI.

Stand 116

A Popular Italian Car.

LIKE the majority of Italian cars, the Bianchi is of a semi-sporting calibre, and on this stand are no fewer than five examples of the 10-30 h.p. four-cylinder chassis, fitted in each case with attractive coachwork.

In brief, they are as follow:—Monza silent sports in brown and red and upholstered in brown at £350; four-door Weymann saloon with special body by Morgan and Co. in red fabric and upholstered in fawn leather at £375; occasional-four Weymann coupé with Morgan body having a rear luggage trunk and finished in light and dark blue fabric with crocodile grained blue leather upholstery at £395; coupé proper in light brown, brown leather upholstery at £385 and the coachbuilt fabric saloon having a body by Bianchi, of Milan, complete with rear trunk and two spare wheels and finished in beaver brown with red stripe, the upholstery being in brown cloth and the price £420. The price of the chassis, by the way, complete with tyres, is £270.

BUGATTI.

Stand 26

Famous on Road and Track.

FOR folk whose fancy leads them towards a fast 1½-litre car, the Type 40 Grand Sports Bugatti—one of the principal exhibits on Stand 26—will prove an undeniable attraction. Although a comfortable touring body is provided, the car certainly has the look of one which is capable of covering the knots. The specification follows

standard Bugatti lines, that is to say, the overhead-valve engine has a capacity of 1,495 c.c. and the crankshaft is almost unique in that it has five bearings. Another point of distinct interest is that a 13-gallon tank is provided, whilst despite an approximate maximum speed of 75 m.p.h. the estimated petrol consumption is about 25 m.p.g.

The suspension at the front is by semi-elliptics and at the rear by reverse quarter-elliptics, the latter being another interesting feature of the design.

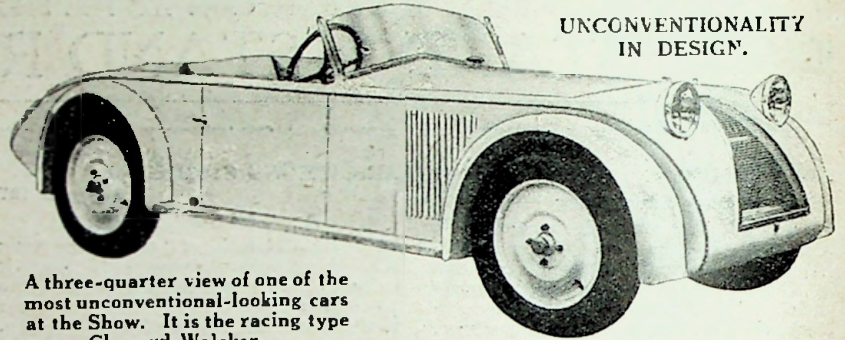
This car sells complete for £365. Although not shown, the Type 37 is worthy of comment in that a 20-gallon

vide a touring car and a racer all in one—and two 12-30 h.p. cars with 1½-litre engines in four-door saloon type at £265 and as a sportsman's coupé at £275.

An unusual feature of the 1½-litre engine is that the inlet valves are overhead, whilst side exhaust valves are used; in fact, this is the main difference between the 1½-litre and the 12-30 h.p. model, for the latter is a side-valve job in respect of both inlets and exhausts.

The chassis price of the 1½-litre is £245, the chassis of the 12-30 h.p. model costing £195.

The photo below gives an excellent impression of the racing two-seater.



UNCONVENTIONALITY
IN DESIGN.

A three-quarter view of one of the most unconventional-looking cars at the Show. It is the racing type Chenard-Walcker.

petrol tank is provided, an approximate maximum speed of 90 m.p.h. is claimed and no starter motor is fitted; in short, it is a near approach to a touring car which can be used for pure racing. The price is £525 or £725 if supercharged.

CHENARD-WALCKER. Stand 37

Exhibited as a Racing Car.

OF the five models shown on the Chenard-Walcker stand, four come within the light-car definition, these being the special racing type two-seater at £295, the 1½-litre special racing type coupé at £345—surely a significant indication of the modern effort to pro-

DONNET.

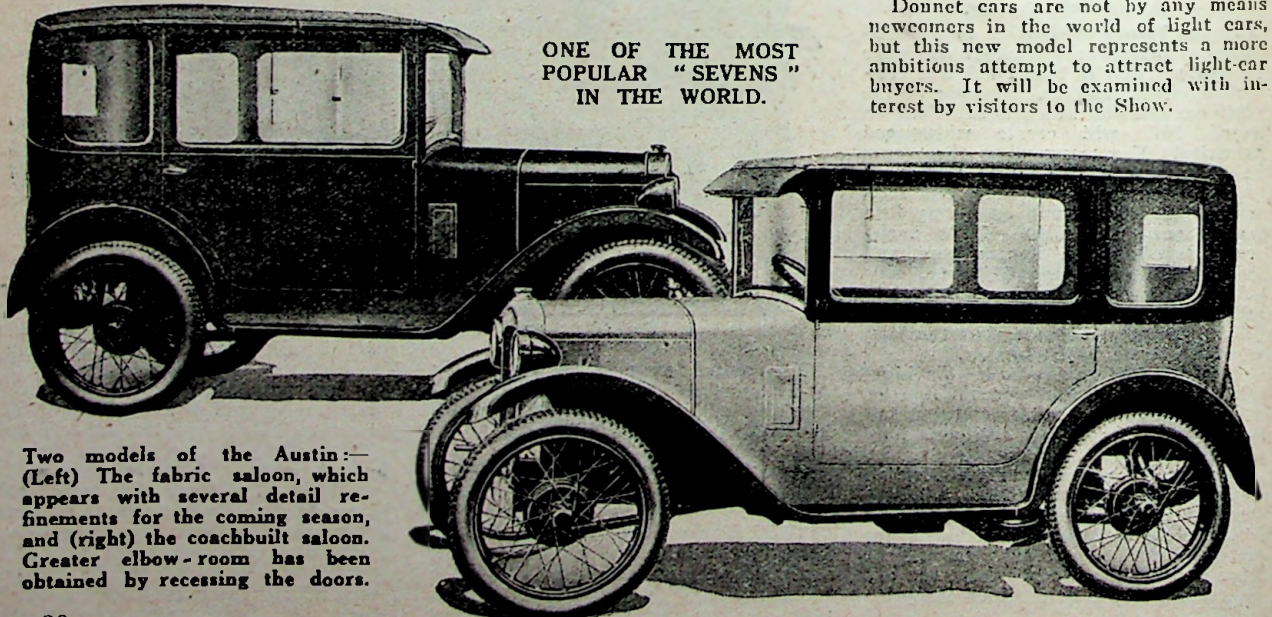
Stand 5

A New 10 h.p. Model.

AN entirely new 10 h.p. Donnet light car makes its debut at the Show. It is exhibited in saloon form and the specification in brief is as follows:—Engine, 63 mm. by 103 mm., 1,285 c.c.; Treasury rating, 9.8 h.p.; detachable cylinder head, four-bearing crankshaft, inclined valves, coil ignition, pressure-feed lubrication, thermo-siphon cooling, single dry-plate clutch, four-speed gearbox and a conventional back axle. The wheelbase is 9 ft. 6 ins. and the track 4 ft. 8 ins. The attractive saloon body is of the four-door four-light type and costs, as shown, £275.

Donnet cars are not by any means newcomers in the world of light cars, but this new model represents a more ambitious attempt to attract light-car buyers. It will be examined with interest by visitors to the Show.

ONE OF THE MOST
POPULAR "SEVENS"
IN THE WORLD.



Two models of the Austin:—(Left) The fabric saloon, which appears with several detail refinements for the coming season, and (right) the coachbuilt saloon. Greater elbow-room has been obtained by recessing the doors.

FIAT. Stand 121
The Popular "509."

A ROYAL four-seater coupé, finished in a two-tone red colour scheme, with standard equipment—including disc coverings for the wheels and a sun visor, mounted on the popular "509" chassis—will command attention on the stand of Fiat (England), Ltd.

The increasing number of "509s" which are seen on British roads is a convincing testimony to the sterling qualities of this famous Italian car.

The chassis sells for £160, whilst a comprehensive range of models is marketed. These are as follow:—Two-seater, £190; four-seater, £195; coupé, £235; two-door saloon, £225; four-door Weymann saloon, £240; Royal four-seater coupé, £250; and the latest addition, a Swallow saloon with wire wheels, £255. The specification in brief is as follows:—900 c.c. four-cylinder engine with overhead valves and a "divided" rear main crankshaft bearing, dry-plate clutch, unit gearbox, with top gear of 6.1 to 1, half-elliptics at the front and at the rear and steel-spoked detachable wheels.

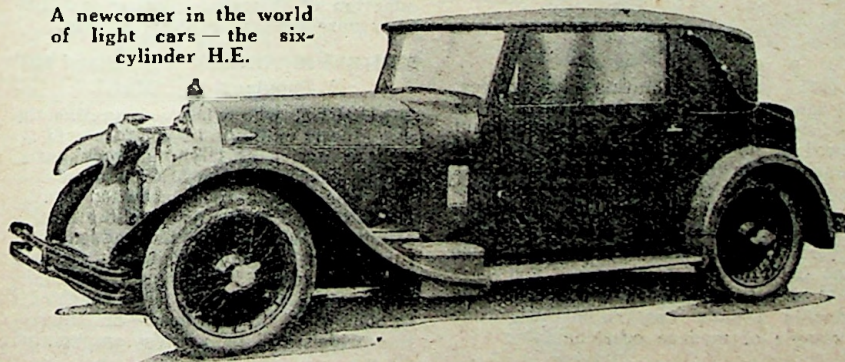
The equipment is generous and includes, of course, screenwiper on the saloons, clock, speedometer, ignition lock and so on.

HAMPTON. Stand 1.
Famous West Country Car.

THE name "Hampton" will always conjure up visions of a sturdily constructed light car "bucketing" its way up the 1-in-2½ gradient of Nailsworth Ladder, and visitors to the Show will examine with interest the 12-40 h.p. fabric saloon finished in brown and the 9 h.p. sportsman's coupé finished in blue, which represent the light car exhibits on Stand 1.

The former car is fitted with a four-cylinder 1,490 c.c. engine, having a three-bearing crankshaft, forced-feed lubrication, B.T.H. magneto, Zenith

A newcomer in the world of light cars—the six-cylinder H.E.



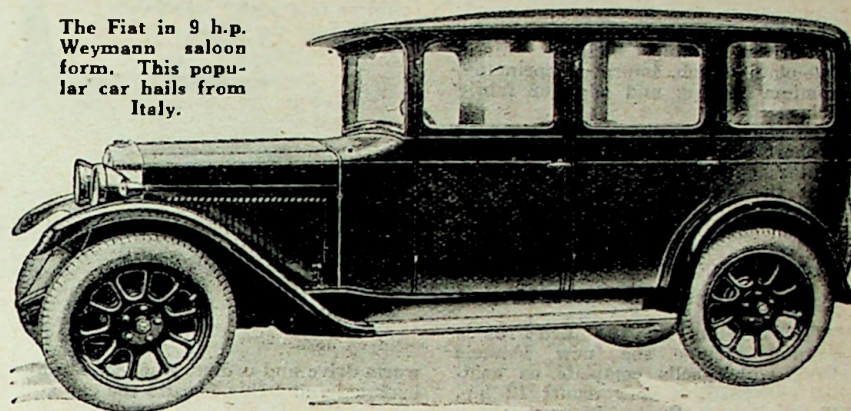
carburetter and Lucas electrical equipment; an excellent feature of the chassis is the inclusion of a seven-gallon tank. The gearbox is in unit with the engine, but side control is employed. The maximum speed of this model is approximately 60 m.p.h. and in saloon form, as shown, it costs £375. This saloon, by the way, boasts of a number of ingenious and interesting refinements.

The 9 h.p. model is similar generally in specification except that it has a 1,247 c.c. engine with two-bearing crankshaft. Its maximum speed is 55 m.p.h. and as a saloon it costs £295.

H.E. Stand 143.
New 11.7 Six-cylinder Model.

A CORDIAL welcome into the realm of light cars will be extended to the Herbert Engineering Co. (1924), Ltd., which is presenting to the public at the Show its first endeavour in the 1½-litre class. This is the 11.7 h.p. six-cylinder chassis which is shown on Stand 143 in the form of a four-door

The Fiat in 9 h.p. Weymann saloon form. This popular car hails from Italy.



Weymann saloon with accommodation for three in the rear seat. A refined note is struck by the subdued colour scheme, the body being covered in black leather cloth with dark blue wings and chassis. The upholstery and trimmings are in furniture hide of the same blue as the wings. The price complete, as shown, is £475, the chassis price, including spare wheel and tools, being £350.

Features of the specification apart from the engine are the adoption of a very ingenious principle of road springing, the quarter elliptics at the front being equipped with radius rods in order to absorb the brake torque. Silentbloc bushes are fitted wherever practicable, and the general specifica-

tion includes a side-valve engine, coil or magneto ignition, four-speed gearbox and final drive by conventional bevels and differential.

place of magneto. The carburetter is a Zenith and Lucas electrical equipment is employed throughout. Visitors will be struck by the ingenuity displayed in the way the tools are housed—as an inspection under the bonnet will reveal—and they will also notice that the radiator and the front wings have been redesigned and made to look even more pleasing. Chromium plating has been adopted and the battery is now placed inside the frame and under the front floorboards. Incidentally, the brake pedal acts on the front wheels and on a transmission brake—a rather unusual but, nevertheless, thoroughly efficient arrangement.

IMPERIA. Stand 12.
With Slide-valve Engine.

FOR the coming season no outstanding changes in design have been made in the four-cylinder Imperia light car, the only modification being the addition of radiator shutters. The outstanding feature of the car as a whole is its 1,094 c.c. engine, which is fitted with slide valves. The principle is unique in the light car world, but has been well tested out by the Imperia concern and has emerged triumphantly.

The actual model exhibited is a saloon finished in black and listed at £305. The range includes a passenger saloon at £299 and a luxurious coupé at £375. The engine, by the way, boasts not only of an air cleaner but of an oil purifier, whilst crankcase exhaust connected with the carburetter is also employed.

JOWETT. Stand 10.
A Famous Two-cylinder.

FOR Jowett enthusiasts there is a regular feast of Jowett models on Stand 10. Details are as follow:—Two de luxe long-wheelbase saloons, i.e., the Black Prince, covered in black fabric, with red wire wheels and mouldings and upholstered in red rexine, and the Grey Knight, with wire wheels painted blue to match mouldings and upholstered in blue moquette; the standard model long saloon in brown fabric, with

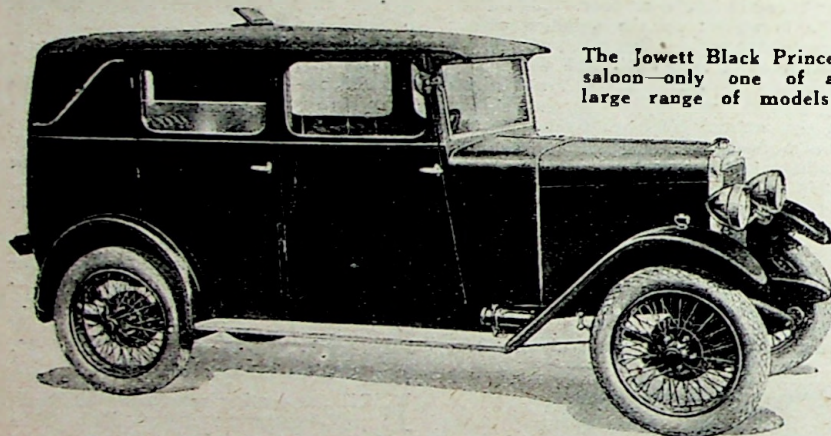
antique grained fabric upholstery, the standard short saloon in blue fabric, upholstered in antique grained fabric, the de luxe Silverdale short saloon, upholstered in moquette and with an outside covering of fawn, the wheels being of the wire type and painted brown, and, finally, the standard four-seater tourer, finished in maroon fabric, with antique grained fabric upholstery.

The outstanding alterations for the coming season are, briefly summarized, as follow:—Detachable cylinder heads, chain-driven timing, inclined valves, single-plate clutch, improved springing, chromium plating and superior fabric finish.

The cheapest model of the range is the short saloon, which sells for £146, Splintex glass being £7 10s. extra, whilst the dearest car is the de luxe saloon at £177 10s., Splintex glass again being an extra.

LEA-FRANCIS. Stand 58.
For Touring or Sports.

THE exhibits on the Lea-Francis stand include the new Francis saloon, which sells complete as exhibited for £375, a very smart 12 h.p. (C.T. two-seater shown in competition trim, but in every way applicable to touring, a sportsman's coupé, a stan-



The Jowett Black Prince saloon—only one of a large range of models.

dard two-seater, a standard four-seater and a coachbuilt saloon.

With the exception, perhaps, of the new Francis saloon, these models are familiar to our readers, and they all embody well-proved Lea-Francis chassis features, including the four-speed gearbox with right-hand change.

It should be emphasized that certain price reductions have been made in the 1930 models; thus, the Lea Fabric saloon has been reduced from £440 to £425, and both the 12-40 h.p. coupé models, one with fixed head and the other with drop head, have been reduced by £5, their price now being £365. In addition, the coachbuilt saloon costs £425, as against £440, whilst the two-seater and four-seater 12-22 h.p. tourers are each listed at £295. Finally, the 12-40 two- and four-seater tourers cost £325.

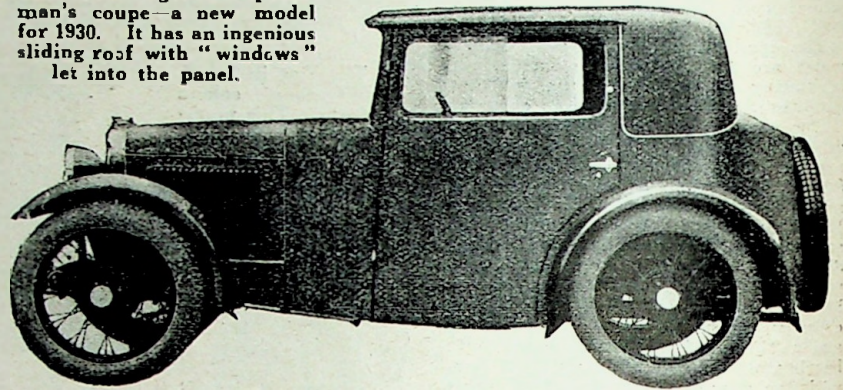
Lea and Francis, Ltd., point out that they are the pioneers of supercharging for genuine touring cars.

MATHIS. Stand 56.
With Twin-top Gear.

A STANDARD four-door four-seater Weymann saloon in blue with grey top, selling complete as shown for £22

£249, occupies the centre of the Mathis stand. A development of distinct interest is indicated by the fact that for £18 extra a twin-top gear can be provided. Mathis, it will be recalled, were the first in the light car world to adopt hypoid bevel drive—a cross between

The M.G. Midget as a sportsman's coupé—a new model for 1930. It has an ingenious sliding roof with "windows" let into the panel.



worm drive and ordinary helical—to the back axle, and this feature the car still retains.

The specification in brief is as follows:—Engine, 60 mm. by 105 mm.,

M.G. MIDGET. Stand 148.
The Car with a Surprising Performance.

THE letters "M.G." are rapidly becoming something with which to conjure! Before the introduction of the M.G. Midget the larger cars made

by the M.G. Car Company had firmly established themselves in the hearts of sportsmen. With the advent of the Midget, however, a new flavour was given to fast motoring in a really small car.

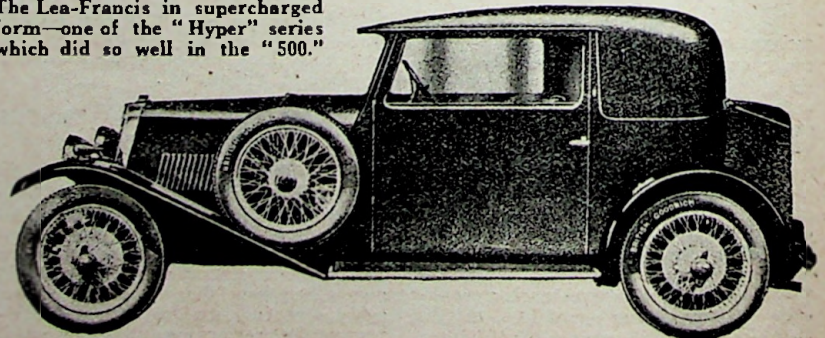
Amongst the exhibits on this stand is a Midget sports two-seater finished in Monitor grey fabric, the price complete as shown being £185. Of even greater interest, however, is the new sportsman's coupé, which embodies the unique feature of a sliding roof with celluloid panels let into the movable portion. The price is £246.

The superior performance is obtained by hotting-up methods which are already familiar to those who follow the art of supertuning. The acceleration of the Midget is surprisingly good, whilst its maximum speed in top exceeds the 60 m.p.h. mark. For the coming season the cars have been improved by the adoption of chromium plating and also of a more efficient braking system.

MORRIS MINOR. Stand 128.
A Popular 8 h.p. Model.

PEOPLE who wish to examine the Morris exhibits in comfort will do well to arrive at Olympia very early, for in past years the Morris stand has been one of the most crowded at the Exhibition. The inclusion of the Morris Minor in the range has added still further to the interest which the exhibits create. This year the Minor appears on the stand as a coachbuilt saloon with folding head—an innovation which will be greatly appreciated

The Lea-Francis in supercharged form—one of the "Hyper" series which did so well in the "500."



by those who favour a closed car which opens. For the rest, the car is very much the same as last year, but it should be emphasized that Triplex glass and chromium plating are now used on all the Morris models. The price of the model shown is £149. In addition, however, there is a fabric saloon with fixed head at £140 and a tourer at £130. The chassis price is £105.

Useful data concerning the Morris Minor may now be given. The 847 c.c. engine is taxed at £8 and has overhead valves and camshaft, two-bearing

PEUGEOT.

Stand 96.

An Entirely New 10 h.p. Model.

OF distinct interest on the stand of Peugeot (England), Ltd., is the new 10 h.p. Type 201 model (rated at 9.8 h.p.). This car has been designed especially to meet the demand for a moderately priced vehicle with a low

RENAULT.

Stand 35.

Attractive Six-cylinder Model.

IN examining the range of Renault Light cars, one of which is the 9-15 h.p. four-cylinder and the other the Monasix six-cylinder, certain readjustments which have been made should be carefully noted. Mainly, however, they affect vehicles which come outside the light-car class, but as an addition to the light-car range it is proposed to produce a car fitted with the same engine as the Monasix, but with a body of the same size as the new Monastella. This car will be specially made for the British market—and eventually partly assembled or finished in England—and will sell at the price of £288, upholstered in leather with chromium-plated fittings.

The outstanding alteration in the general appearance of the larger Renaults is that on certain models the radiator has been moved to the front, whilst still conforming, however, with the sloping lines and general contour of the older type bonnet. This change, however, has not been made in respect of the 9-15 h.p. models or the Monasix.

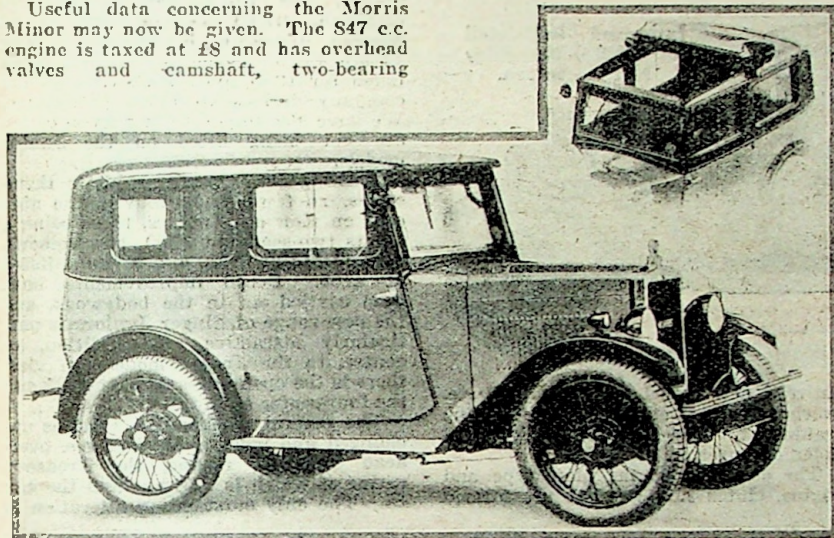
The range of prices is as follows:—9-15 h.p. (four-cylinder) de luxe four-door coachbuilt saloon, £199; two-seater folding head coupé with double dickey, £224, bumpers £4 extra. 12.5 h.p. Monasix (six-cylinder) four-door coachbuilt saloon, £258, bumpers £4 extra. The Monastella range includes three saloons at £310, £320 and £330 respectively and a coupé at £310.

RILEY.

Stand 86.

A World-famous "Nine."

A GOOD many folk will make a straight for the Riley stand in order to examine the 9 h.p. range, these being a Monaco saloon at £298 finished in blue and upholstered in enamelled furniture hide to match, with black wings and wheels; a Biarritz fabric saloon at £325 finished in cream with green



The latest Morris Minor saloon with opening roof.

crankshaft, force-feed lubrication, Lucas coil ignition and S.U. carburetter. The fuel consumption is in the neighbourhood of 47 m.p.g. and the tank holds 5 gallons.

The transmission is by a single dry-plate clutch, engine, clutch and gearbox being in unit. The brake pedal acts on the four wheels, but the emergency hand brake takes effect on the transmission. A note of refinement is struck by the semi-elliptic springs, which are used both at the front and at the back, whilst Armstrong shock absorbers are employed all round.

The wheels are of the wire type and are shod with 27-in. by 4-in. Dunlop tyres. The overall length is 10 ft. and the overall width is 4 ft. 1½ in.

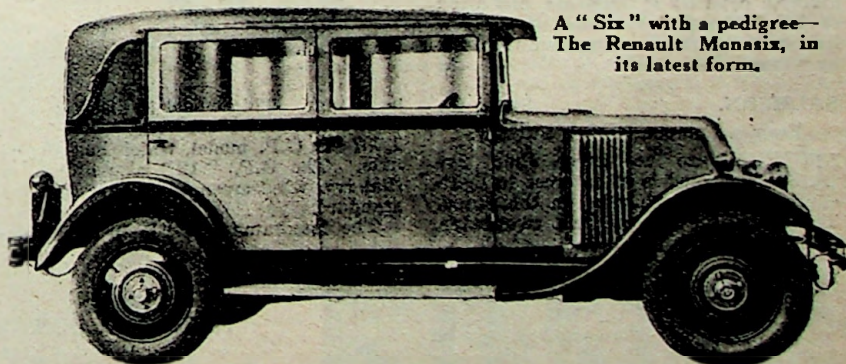
O.M.

Stand 126.

An Attractive Italian Car.

THE 10-30 h.p. O.M., handled in this country by L. C. Rawlence and Co., Ltd., is listed in two types, namely, normal and sports. The engine and, in fact, the entire transmission is the same in both cases, the only difference, apparently, between the two models being that conventional hotting-up methods are applied to the normal chassis in order to convert it into a sports. The bore and stroke are 69 mm. and 100 mm., giving a capacity of 1,496 c.c. Side valves, a three-bearing crankshaft, force-feed lubrication, coil ignition and Bosch electrical equipment are features of the engine. The petrol tank holds 12 gallons and the estimated consumption is 25-30 m.p.g. Prices are as follow:—Normal model: Chassis, £345; tourer, £495; saloon, £545. Sports: Chassis, £395; tourer, £550; saloon, £595. There are no alterations in the new season's models.

tax, low petrol consumption and general economy in running. Although of only 10 h.p., it has a good road performance, is flexible, runs quietly and has good acceleration. The four-seater saloon with its luxurious coachwork, four full-swing doors and roomy interior, will make a wide appeal. There is also the two-seater cabriolet with double dickey.



A "Six" with a pedigree—The Renault Monasix, in its latest form.

This model boasts of an ingenious drop hood fitted with a roll-up rear curtain so that the passengers in the dickey seat can be in close communication with those in the front seats.

The engine has a capacity of 1,122 c.c., the chassis is priced at £155, the two-seater cabriolet at £250, the four-seater at £245 and the saloon at £225.

In addition, there is the popular 7 h.p. model, the bodywork and general finish of which have always been the subject of favourable comment. The prices of the 7 h.p. Peugeot are:—Chassis, £100; two-seater cabriolet with dickey, £142; four-seater saloon, £165.

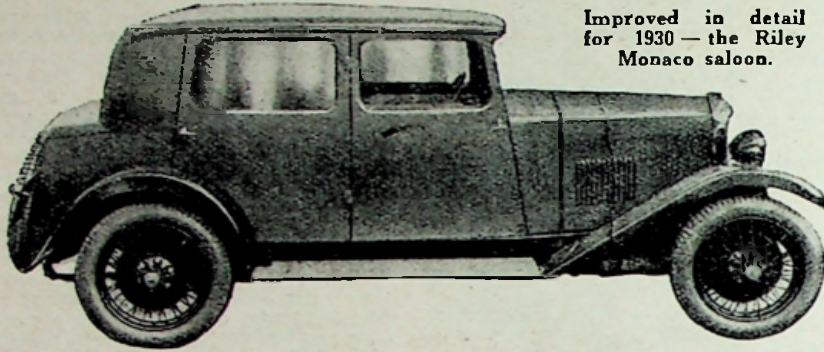
enamelled furniture hide upholstery, wings, chassis and wheels in cream, and an open fabric four-seater at £298.

The chassis alterations for the coming season consist solely of mounting the headlamps on a rigid cross-tube between the front mudguards, and the fitting of a steel-apron between the front dumb-irons. Alterations to bodywork and equipment have been made with the idea of adding still greater refinement.

The luggage locker of the Monaco saloon now conforms with the curve of the body sides, giving an unbroken sweep throughout, while the rear panel hinges downward, carrying with it the spare wheel. Access to this locker can

be obtained also from the inside of the car by means of the rear squab, which hinges up. The equipment now includes Rotax dip and switch anti-dazzle arrangements.

Other prices in the 9 h.p. range are as follow:—Normal chassis, £220; special chassis, £247; special two-seater, £325; special four-seater coachbuilt, £325; special four-seater fabric, £325;



Improved in detail
for 1930 — the Riley
Monaco saloon.

special Monaco saloon, £325; special Biarritz saloon, £352. An extra charge of £10 is made for a Sunshine roof.

ROVER.

Stand 87.

A Popular Sportsman's Coupé.

AMONGST other exhibits on the stand of the Rover Co., Ltd., is a 10-25 h.p. sportsman's coupé in brown and tan with brown hide upholstery and cream wire wheels—a striking and pleasing combination. The price as shown is £270. The chassis of the 10-25 h.p. Rover costs £180, and the saloon—a genuine Waymann—£252. Since last year the only noteworthy alterations in the specification are the adoption of coil and battery ignition in place of magneto and the adoption of a cork-insert clutch. The engine has a bore and stroke of 63 mm. and 95 mm., giving a capacity of 1,185 c.c. and a tax of £10. The Rover is one of the few light cars at the Show with final drive by worm.

SALMSON.

Stand 22.

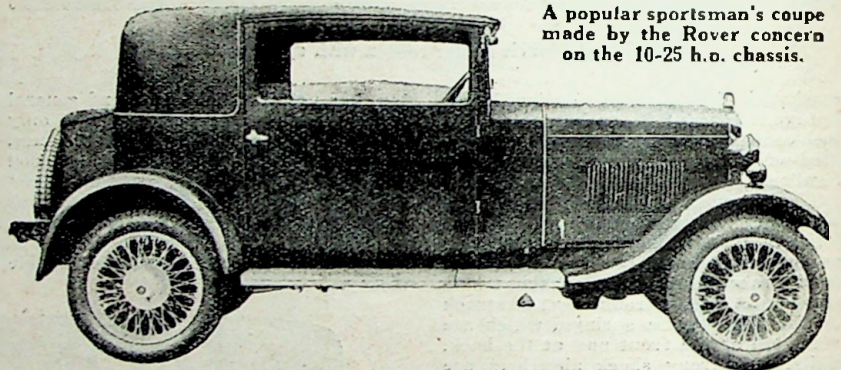
From a Famous French Factory.

THERE are no fewer than five Salmson models of interest to light-car enthusiasts exhibited on this stand. These are the Grand Prix two-seater,

the chassis of which costs £190 and the finished car £248, the same model with a supercharger, the price of which up to the time of going to press had not been stated, and three models of new G.P. "12" type, namely, the saloon at £315, coachbuilt saloon at £305 and coupé at £320. The G.P. model is distinguished by new bodywork, whilst, as we have indicated, the G.P. "12" is an

entirely new model with a 1,300 c.c. overhead-valve engine, three-bearing crankshaft, force-feed lubrication and Solex carburetter.

The clutch is of the plate type and engine, clutch and gearbox are formed



A popular sportsman's coupé
made by the Rover concern
on the 10-25 h.o. chassis.

ns a unit. This model is fitted with a differential in contrast with the 1,087 c.c. G.P. model, which has a solid axle. The G.P. "12" also differs in that two windscreen wipers are fitted as standard.

The maximum speed is in the neigh-

bourhood of 70 m.p.h., but, paradoxical as it may seem, the approximate speed of the smaller horse-powered model is 75 m.p.h.

SINGER.

Stand 92.

The Famous Junior.

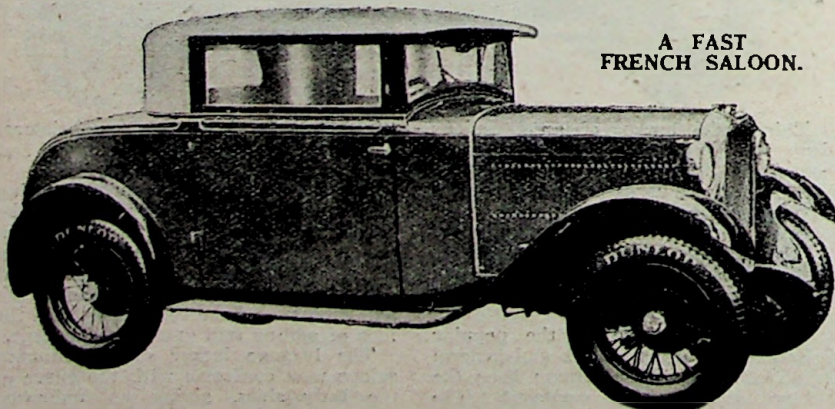
BEFORE describing the Singer exhibits one or two misconceptions should, we think, be cleared up, although, strictly speaking, they do not concern light-car enthusiasts. The 12 h.p. Senior model is definitely being listed for 1930 until such time as the company decides to cease production. We have also to point out that bumpers are not being fitted on the Junior models.

Turning now to the exhibits themselves, no fewer than four of the nine cars on view are Juniors, these being a sports two-seater at £140, two saloons, each priced at £160, and a coupé listed at £165. Detail improvements have been carried out in the bodywork, and the new range of Singer Juniors is particularly attractive. In addition, of course, to the Junior models on view there is the open two-seater at £135 and the four-seater at £140.

The general specification remains unchanged and includes the 848 c.c. overhead camshaft engine, the Treasury rating of which is 7.78 h.p. and the tax £8. The only outstanding alteration is

the adoption of coil ignition, the unit being of Rotax manufacture.

As before, a three-speed gearbox, single-plate clutch and so on are employed, but a point worth noting is that chromium plating is now standard for the radiator shell and screen frame, whilst Newton hydraulic shock absorbers are fitted all round.



A FAST
FRENCH SALOON.

A new model of the Salmson. It is a 12 h.p. saloon, and is ideal for fast touring. The engine is of 1,300 c.c. and has o.h. valves.

STANDARD.

Stand 54.

Five 9 h.p. Cars on View.

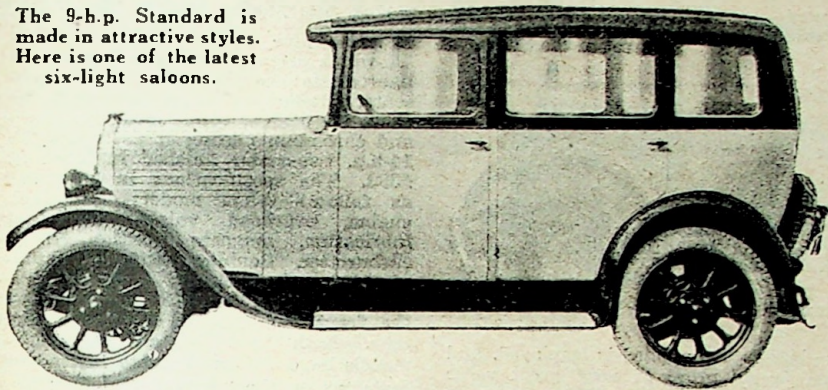
THE Standard Motor Co., Ltd., is staging an excellent display of 9 h.p. models; in fact, there are no fewer than five on the stand. These are the Teignmouth fabric saloon finished in coloured fabric with waist-line to match and with Stanlite sliding roof, chromium plating and so on, priced at £215 (wire wheels as shown, £7 10s. extra); the Teignmouth special saloon, similar to the foregoing but upholstered in leather and fitted with wire wheels, bumpers and special equipment, at £250; the Teignmouth panelled saloon finished in dual-tone cellulose and with steel artillery wheels at £235 (wire wheels, £7 10s. extra), the Selby tourer in dual-tone

cellulose with leather upholstery at £195, and, finally, the Fulham saloon with 7 ft. 8 ins. wheelbase as against 8 ft. 3 ins. wheelbase on the models previously described, finished in brown leatherette and selling for £185 or, with sliding roof, £190. The chassis price of

tions are as follow:—New ribbon-type radiator, semi-elliptic springs at the rear, redesigned frame giving lower centre of gravity, cylindrical petrol tank, Tecalemit group system of lubrication, re-arrangement of instruments on fascia-board, and chromium plating.

The actual exhibits are a Nomad fabric saloon at £260, a Migrant sun saloon at £270, a smart Fleetwing sports saloon at £295, a Paladin coach-built saloon at £285 and a Foursome coupé at £270. In addition to the exhibits, the range includes a four-seater tourer at £235 and a drop-head coupé at £245. The car itself is noteworthy in that a four-speed gearbox is employed.

The 9-h.p. Standard is made in attractive styles. Here is one of the latest six-light saloons.



The engine is of the side-valve type, the capacity being 1,190 c.c. It has a three-bearing crankshaft, force-feed lubrication, magneto ignition, Solex carburetter and Rotax electrical equipment.

The fitting of semi-elliptic springs at the rear has enabled the torque arm hitherto employed to be dispensed with, but the open propeller shaft is still retained.

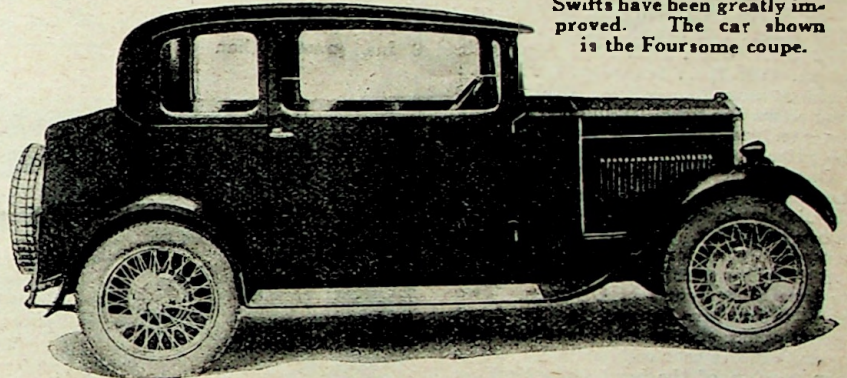
We recently tried one of the 1930 Paladin saloons and its performance was in keeping with that demanded of a modern high-grade production in the light car class.

the long-wheelbase model is £165, that of the short-wheelbase model being £155 (in both cases with tyres).

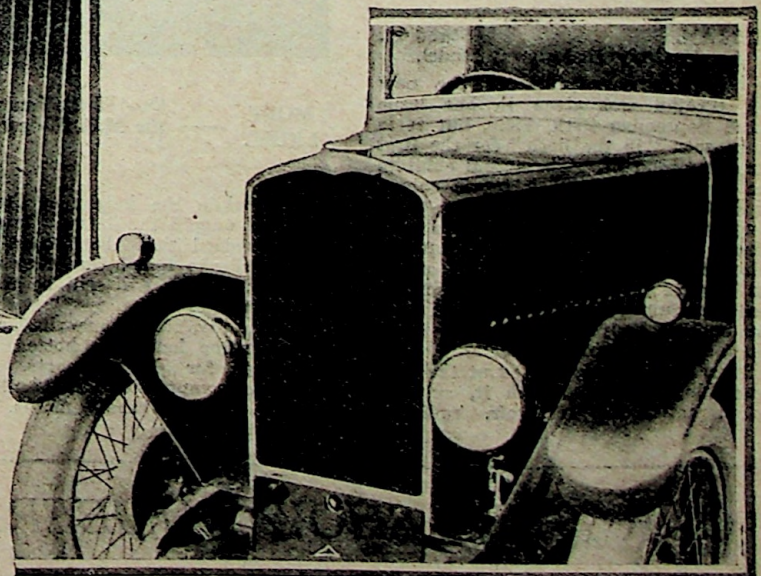
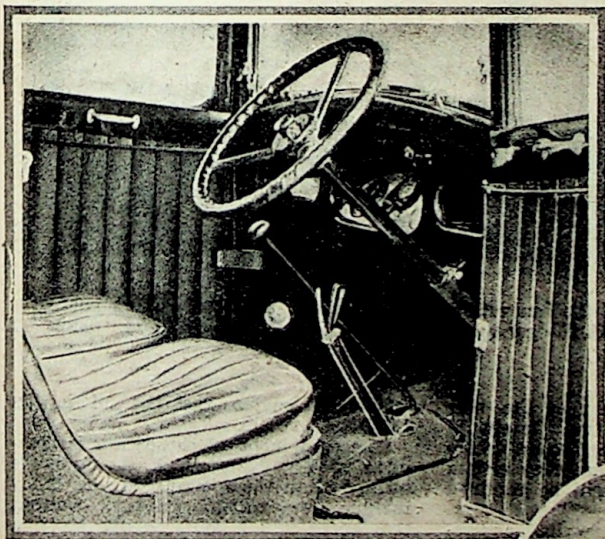
It should be noted that for 1930 the short-wheelbase chassis is being fitted with the same engine (1,287 c.c.) as the long wheelbase, and that this is the only essential difference.

The engine is of the side-valve type, has force-feed lubrication, magneto ignition, Solex carburetter and Lucas electrical equipment. The clutch is of the single-plate type and the final drive is by worm. The approximate maximum speed is 55 m.p.h., and the estimated consumption of fuel 35-40 m.p.g. Hardy-Spicer mechanical joints are used on the propeller shaft.

Swifts have been greatly improved. The car shown is the Foursome coupe.



Featuring the latest Triumph Super-Seven. (Left) The driving compartment; note the long and very convenient gear lever. (Below) Emphasizing the narrow ribbon flush-fronted radiator which Triumphs were the first in the light car field to adopt. The Triumph is the only small car fitted with hydraulic (Lockheed) brakes, and the system has been giving every satisfaction. Details of Show exhibits are given on the next page.



SWIFT. Stand 97.

An Improved Model.

SWIFT of Coventry, Ltd., have for several years been marketing a range of cars calculated to make an instant appeal to knowledgeable motorists. For 1930 the chassis has been considerably improved, and even better and more suitable coachwork has been fitted. The essential alterna-

TRIUMPH.

Stand 19.

An "All 7-h.p." Range of Exhibits.

CONSIDERABLE interest attaches to the stand of the Triumph Motor Co., Ltd., for only light cars are displayed, and these are no fewer than

electrical equipment, epicyclic gearbox and so forth, being contained within a compartment which resembles an ordinary trunk case.

An ingenious form of differential which is automatically locked when

gether, a car which will well repay examination; it is now being manufactured by Trojan, Ltd., who some three months ago took over the work from Leyland Motors, Ltd.

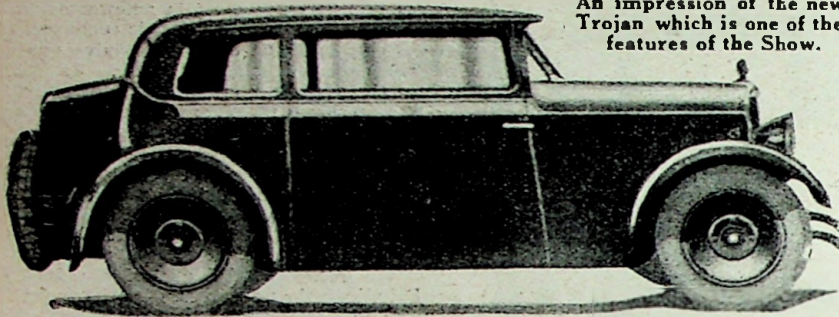
VERNON-DERBY.

Stand 20.

A Six-cylinder Sports Model.

THE three exhibits on this stand which are of particular interest to lightcarists are the 9-h.p. sports two-seater finished in black, which sells for £275, the 12-h.p. coupe model in black and chromium plating at £375, and the 14-h.p. two-seater finished in black at £390. The specifications in brief are as follow:—9-h.p. model: 1,100 c.c. engine, overhead valves, force-feed lubrication, magneto ignition, Solex carburetter, Soubitez electrical equipment, dry-plate clutch, centrally controlled gearbox, half-elliptic springs at the front and quarter elliptics at the rear. Both the 12-h.p. and the 14-h.p. models have Voltex magneto instead of Saga, as on the "Nine," and they are also of side-valve pattern in contrast with the "Nine," which has overhead valves. The 12-h.p. model has a

An impression of the new Trojan which is one of the features of the Show.



seven in number—all different models and all on the Super Seven chassis. The exhibits are a two-seater de luxe at £167 10s.; Gordon England saloon, £189 10s.; de luxe fabric saloon, £192 10s.; coupé, £192 10s.; coachbuilt saloon, £197 10s.; landaulet, £197 10s.; Tickford sunshine saloon, £215, and—good news for practical-minded visitors—a stripped chassis is also on view, the price being £115 10s.

One of the most interesting cars of the range is the landaulet, which is technically described as a close-coupled saloon-landaulet. This is an altogether new departure for a car of this size, and is quite possibly the only one of its type to be found at Olympia. Two wide doors give access to the front bucket seats and to the occasional tip-up seats in the rear compartment. The rear portion of the head folds back in true landaulet style.

The Tickford saloon will also repay examination; the head can be wound back in a few seconds, giving a complete roof opening.

In addition to the cars on view, the 7-h.p. Triumph is made as a tourer at £149 10s., tourer de luxe at £167 10s., fabric saloon at £179 10s., and supercharged two-seater sports at £250—the last-named being one of the cheapest supercharged cars available.

TROJAN.

Stand 17.

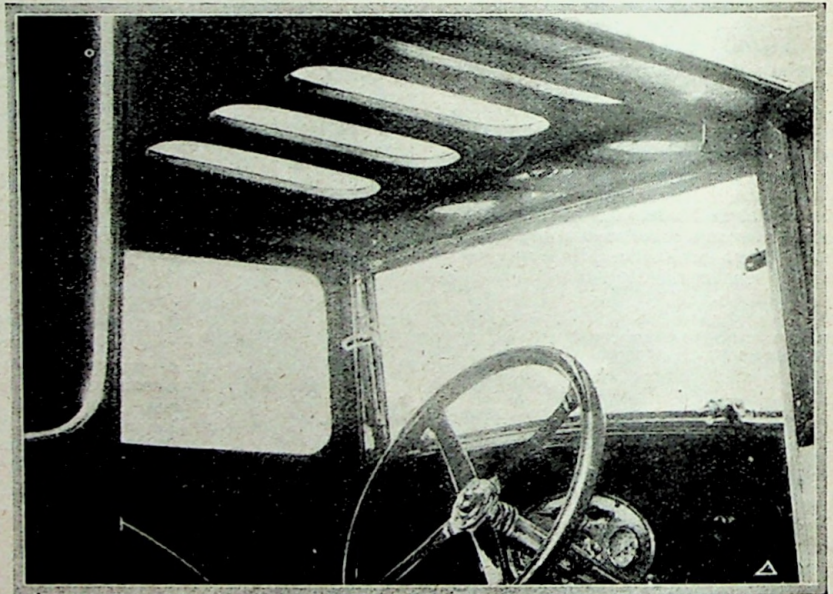
An Entirely Redesigned Model.

A FULL description of the new Trojan was given in our issue dated September 27th, 1920, but it is to be seen "in the flesh" for the first time on Stand 17. The actual exhibits are a tourer at £179, a fabric saloon at £179, and a fabric saloon de luxe complete with electric starter and wire wheels at £198. The main feature of interest is that the "essentials" of the old model Trojan have been more or less re-arranged so as to give even more commodious bodywork and a far more compact engine and transmission unit.

Thus the latter is housed at the rear, everything connected with it, such as petrol tank, oil reservoir, radiator,

the brakes are applied is employed, and this should prove of very great value for rough going. The diff. can also be independently locked.

The wheelbase and the track are 6 ins. greater than on the previous



MORE LIGHT.

One of the innovations of the Show. It is the sliding roof of the M.G. Midget sportsman's coupe which has celluloid "panes" let into the panel.

Trojan, while the height of the new saloon is only 5 ft. 3 ins. It should be emphasized that the Trojan which was familiar to folk before they visited this year's Show will still be retained for commercial use.

Incidentally, the four-cylinder two-stroke engine has been bottled up by arranging for larger ports, higher crankcase compression and ball bearings for the crankshaft mains. Alto-

1,300 c.c. engine and the 14 h.p. a 1,500 c.c. engine.

The equipment of these cars is complete with gadgets which should make an appeal to the sporting driver. They include, for example, a rev. counter, two horns and a spring-spoke steering wheel. In addition, there is the usual five-lamp lighting set, a radiator thermometer, clock, speedometer and ammeter.

OUR THIRD SHOW NUMBER, THURSDAY - 3d.

Of Outstanding Interest at the Show.

LIGHTING, STARTING and IGNITION SYSTEMS.

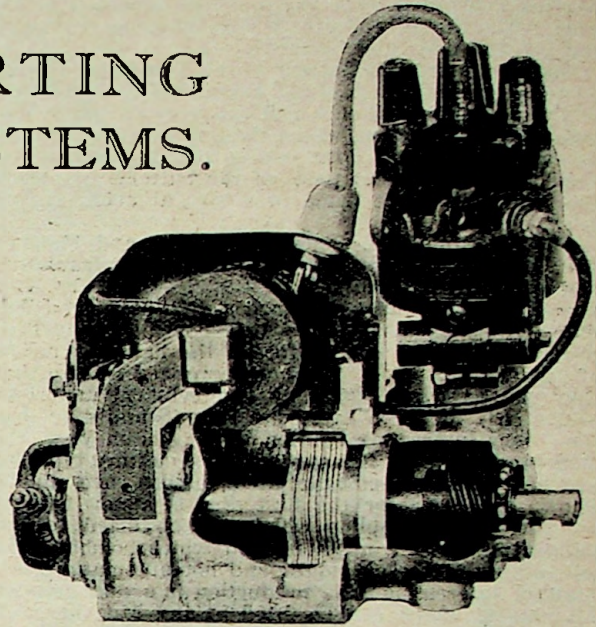
ADVANCES IN DESIGN FOR 1930—
INCREASING POPULARITY OF COILS
—GREATLY IMPROVED SWITCHGEAR
FOR STEERING-COLUMN MOUNTING.

ONE of the most noticeable features in connection with the electrical equipment of the 1930 cars is that still more manufacturers are standardizing coil ignition in preference to magneto. There is no question nowadays as to the absolute reliability of coils in themselves, whilst the batteries which supply the energy have also been so improved in construction that the one-time bogy of a run-down battery causing an indefinite halt no longer obtains. Going a step further and considering the dynamo as the primary energy unit of the system, here, again, we find such perfection of design, material and workmanship, that a complete dynamo breakdown is almost unknown.

Whilst nothing can be said against the magneto—there is, in fact, much in its favour—it must be admitted that coil ignition seems much more logical when it is considered that in any case a dynamo and a battery must be fitted for the purpose of supplying current for the lamps and the starter. Why not, therefore, add a simple coil and distributor and eliminate the magneto entirely?

At Olympia it will be found interesting to examine the cars on the various stands and to take note of the electrical systems fitted, with regard to general layout and so forth, and then to make a round of the galleries where the components may be examined in detail.

As usual, on a number of the stands, ignition apparatus will be shown under working conditions, special



S.E.V. Also combined coil and magneto sectioned to show construction. The magneto is of the stationary armature type.

Starting, lighting and ignition systems of all types are being shown by Joseph Lucas Ltd., on Stand 420. In the switchbox supplied with the coil ignition units there is a red lamp which glows automatically if the ignition switch is accidentally left on when the engine is stopped. A special range of coils and distributors has been developed for use on high-speed six-cylinder engines, whilst another item of interest is an automatic advance mechanism which can be supplied suitable for either coil or magneto ignition.

Steering-column Switchgear.

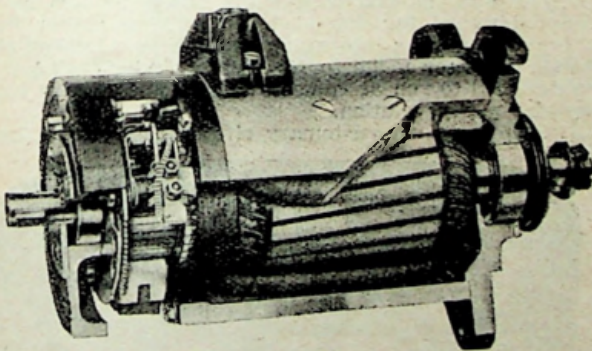
On the lighting side a very interesting innovation is the new Lucas system of mounting the controls for the lamps, horn and dynamo on top of the steering column in a manner which has so often been advocated in *The Light Car and Cyclecar*. The unit provides instant control of the dipping headlights without the need for removing the hand from the steering wheel. The cables of the various circuits are not taken through the column, as the switches are arranged at the lower end where they are easily accessible.

Those who own cars fitted with a magneto and are anxious to change over to coil ignition should examine the replacement units on Stand 292 (Delco Remy and Hyatt Ltd.). The units are obtainable with many types of bracket or flange fitting so that no difficulty will be experienced in mounting them on the engine.

The C.A.V. concern is exhibiting on Stand 476 an interesting range of dynamos, starter motors, coil systems and batteries; the startermotors, incidentally, being available with solenoid control, designed largely to ensure silent engagement of the pinion with the flywheel ring. Special "all-moulded" batteries in various types and size are being shown and it is interesting to note that the plates are separated by means of patent threaded rubber insulators.

A feature of the Rotax stand (No. 467) is a very neat instrument board which carries a combined lighting and ignition switch, starter button, coil ignition safety lamp and ammeter. In addition, there is a plug socket for an inspection lamp, whilst also mounted on the panel are the speedometer, clock, oil gauge and petrol gauge. The panel is arranged for indirect

c27



A Lucas flange-mounting dynamo in part section. The armature shaft is extended for driving a magneto arranged in tandem.

features being made by some exhibitors of the large range of speed variation through which their instruments will work efficiently; thus, magnetos may be seen giving effective sparks at only a few r.p.m. at one end of the scale, whilst at the other there will be a shower of sparks from an instrument running at about 8,000 or more r.p.m.

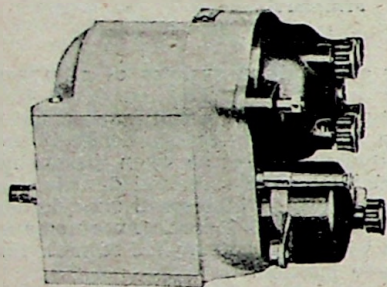
With regard to dynamos and startermotors, no revolutionary changes have taken place in their design during the year, the tendency of the majority of makers still being to adopt the separate unit system rather than to combine the two in one machine known as a dynamotor.

lighting controlled by a small switch mounted at its base. The Rotax concern is also showing complete coil ignition units and batteries.

Another interesting battery is the Tungstone (Tungstone Accumulator Co., Ltd., Stand 307). A feature of the design is that each cell can very easily be dismantled for inspection, whilst the plates are separately detachable and, therefore, can be renewed should the need arise. All metal parts of the battery, excepting the lead plates, are made of a special acid-resisting alloy.

The old-established concern of Powell and Hamner Ltd. has a very fine range of dynamos, accumulators and complete lighting sets on Stand 468, whilst they are showing also neat combined switch boxes and cut-outs. A point about the switch boxes is that they provide individual control for all the lights by means of separate switches. They are arranged also so that they can be wired easily by non-technical motorists.

The M.L. Magneto Syndicate Ltd. (Stand 432), has some very interesting ignition apparatus on view, the magnetos being of the stationary armature type for which many fully-substantiated claims are made. Shown this year for the first time is a new type of impulse-starter coupling which can be fitted to any multi-cylinder M.L. magneto, and which combines the advantages of the automatic and non-automatic types. Another interesting M.L. production is a dual ignition attachment which can be fitted to any M.L. magneto and which can be supplied also with an automatic advance attachment.



A very neat external finish is one of the features of the four-cylinder light-car type M.L. magneto.

A. J. Drew and Co. (Stand 282), amongst a very large variety of general accessories, are showing a range of Titan starter batteries designed largely as replacement units for various well-known makes of car.

Magnetos of various types and a new form of distributor ignition set are being shown by Marelli Magnetos (England) Ltd., on Stand 391. In addition, there are, of course, dynamos, starter motors and so forth. The distributor is of very neat and compact design, whilst the coil which works in conjunction with it is of the cylindrical shape and provided with a simple bracket mounting.

Peto and Radford products can be examined on Stand 438. The range of batteries is extremely comprehensive, a particular feature of their design being the inclusion of a gravity float indicator showing the state of charge of the battery on the principle of a hydrometer, but built, of course, into each cell and working automatically.

A Combined Coil and Magneto.

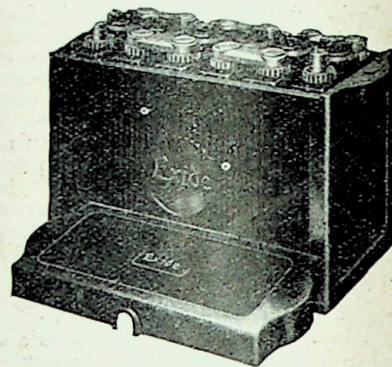
S.E.V. electrical equipment is fitted to a large number of Continental cars and the various components can be examined in detail on Stand 415. The magnetos are of the rotary magnet type, claimed to provide efficient ignition between speed ranges of 35 r.p.m. and 10,000 r.p.m. This concern, in common with others, is supplying a combined magneto and coil unit. The coil is used for starting, and as the engine speed builds up, the coil ignition automatically fades out, as it were, the plugs then being fed with current from the magneto. The change-over is entirely automatic and it is claimed that efficient ignition is

o28

provided, even although the battery be defective. The S.E.V. concern specializes also in "dynastarts," that is, combined dynamos and starter motors designed primarily for coupling to the engine crankshaft either direct or through the medium of special gearing.

Designed to eliminate all wear of the toothed fly-wheel ring, the Scintilla starter motor (Scintilla Ltd., Stand 414) is fitted with a reversing arrangement by which, if the driving pinion does not engage immediately with the fly-wheel ring, the direction of rotation of the pinion is reversed momentarily, and so soon as engagement occurs the normal direction of rotation is resumed.

Simms Motor Units (Stand 478) show an extremely wide range of magnetos, replacement parts and so forth, in addition, of course, to the well-known Simms

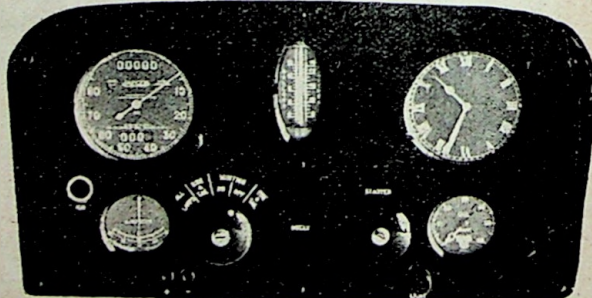


An Exide 12-volt battery, the moulded case and lid of which make it especially suitable for running-board mounting.

patent Vernier couplings and the Simms Impulse starter. There is also an automatic advance and retard device which can be fitted to any engine. Carbon brushes, contact points, cut-outs and other components are also marketed by this concern which specializes in replacement parts.

The products of the B.T.H. concern have a world-wide reputation, their magnetos being used on the engines of the British Schneider Trophy machines in this year's race. Therefore, a visit to Stand 472 should prove particularly interesting where magnetos of a type similar to those used in the Schneider Trophy may be seen with many others no less carefully designed but intended for perhaps rather less strenuous use. An interesting example is a lightweight sleeve inductor magneto for eight-cylinder engines; it is designed to run at camshaft speed and to give four sparks per revolution.

Occupying their customary site on the ground floor



The instruments on this neat Rotax facia-board panel are illuminated by concealed lights whilst the switches are conveniently arranged.

(Stand 207) the Exide concern is showing a very wide range of batteries designed especially for heavy duty work on cars. Those who are interested in battery construction will find it instructive to examine the cutaway sections of cells and the demonstration boards on which are arranged plates, grids, separators and so on. In fact, a visit to the Exide stand is well worth while.



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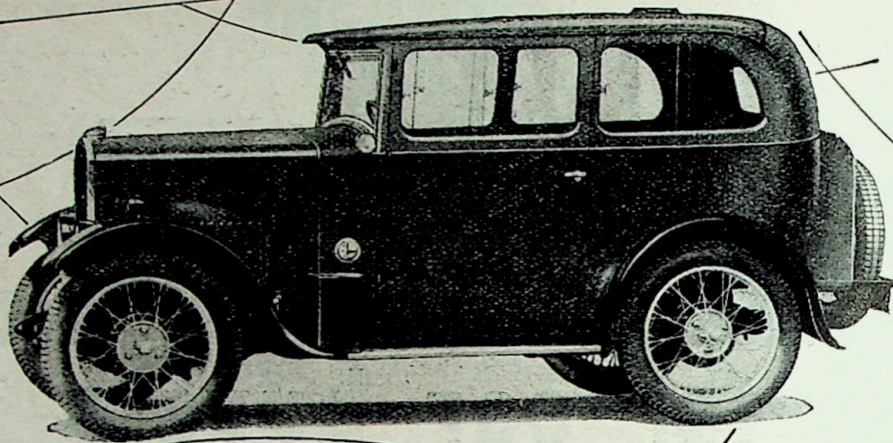
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† EASE OF UPKEEP



See the
 1930 Triumph Super Sevens
 on Stand 19 New Hall

Lines of graceful distinction, yet lines of power, speed and comfort — the lines of the finest small car in the world — Triumph.

This magnificent small car, with the newest and smartest of radiators and ten different body styles,

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If you do not visit Olympia, see Triumph models in your local Dealer's show-rooms, or post the coupon for preliminary details.

* Every Triumph Super Seven has a safety glass windscreen.

† Chromium Plating—standardised on Triumphs—only needs an occasional wipe over with a damp cloth.

TRIUMPH

Please send full details of Triumph Cars for 1930.

Name.....

Address.....

Triumph Motor Company, Ltd.,
 71, Priory Street, Coventry.

L.C. 18/10.

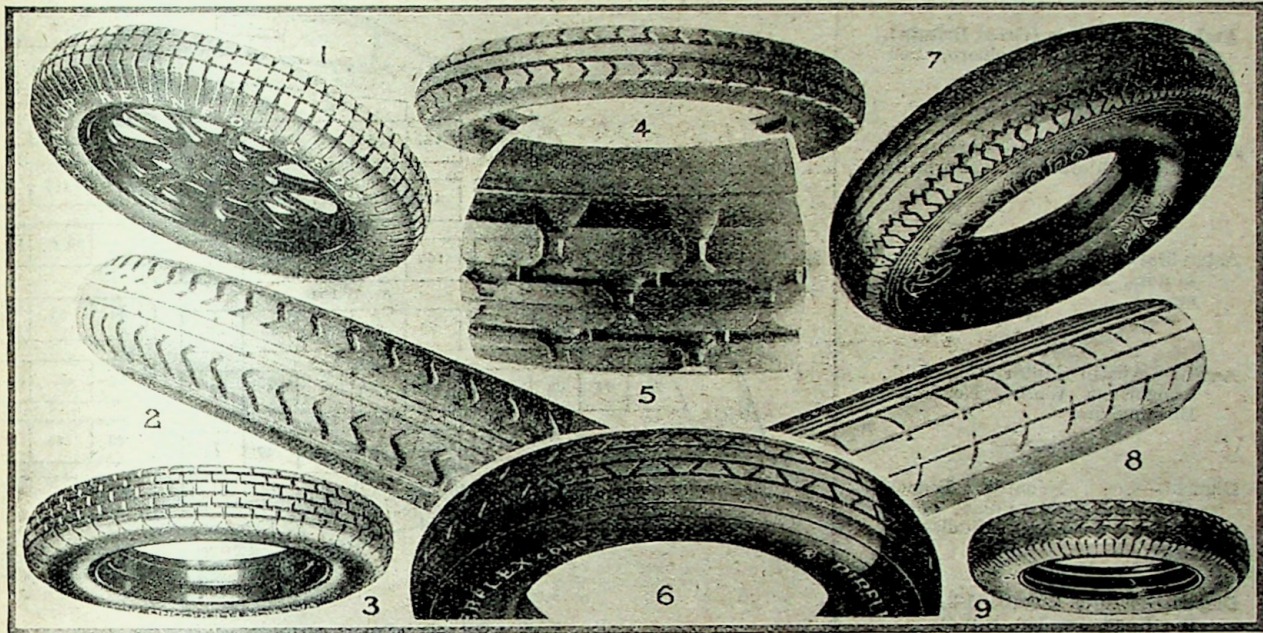
PLEASE WRITE IN BLOCK LETTERS AS THIS.

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

Of Outstanding Interest at the Show.

TYRES IN GREAT VARIETY

Improvements in Construction and Maintenance of High Quality the Main Features for 1930—Well-known Makers Introduce Second-grade Covers.



TYRES FOR
1930 - A
WIDE RANGE.

An ample choice of tread patterns continues to be available as this group clearly shows. The treads depicted are (1) Dunlop Fort on a Dunlop wheel (2) Englebert Chevron cord (3) Palmer Flexicord (4) Henley cord balloon (5) John Bull Rib Stud (6) Pirelli Superflex (7) Firestone Gum-dipped (8) Avon Tricord, and (9) Goodyear Pathfinder.

As usual, the tyre stands in the gallery at Olympia well repay a visit. One comes away, perhaps, a little confused by the variety of tread patterns from which to choose, but there is the consolation of knowing that the quality maintained by the concerns exhibiting is beyond reproach. Even the cheaper types of tyre, of which several makers are showing examples, may be relied upon to give really good service and they should prove a boon to those motorists who have to practise fairly rigid economy.

The Dunlop Rubber Co., Ltd. is showing the new low-priced Clipper tyre on Stand 504, where may also be examined the normal buttressed-tread tyres and the reinforced Fort type, which are becoming increasingly popular for heavy-duty work.

Another concern making a special low-priced tyre is the Avon India Rubber Co., Ltd., and examples may be examined on Stand 513. The new tyre is known as the Democratic and it is available in the popular 26-in. by 3.5-in. and 27-in. by 4.40-in. sizes. In addition, the Avon Co. is showing the well-known Tricord tyres and a new buttressed-tread pattern.

A representative range of balloon and high-pressure tyres can be found on Stand 508 (the British Goodrich Co., Ltd.), whilst on the stand of David Moseley and Sons, Ltd. (No. 520) it will be found interesting to examine this concern's super-tube as well as tubes of normal weight and the special rib pattern tyres.

A new triple-pattern chevron-tread tyre has been added to the range of Englebert Tyres, Ltd. It can be seen on Stand 509, together with the normal chevron-cord covers and the Englebert red-moulded inner tubes.

Stepney Tyres Ltd. occupy Stand 521, on which will

be found a good display of balloon and high-pressure tyres, tubes, patching rubber and repair outfits. Stepney tyres, incidentally, for use on private cars, are sold with a twelve-months guarantee.

As the inventors of cord tyre construction the Palmer Tyre, Ltd., naturally have an interesting display on their stand, which is No. 514. Various tread patterns are available on wired, beaded and straight-side tyres, which are moulded on the Palmer vacuum principle.

Now being made, of course, in the new factory at Burton-on-Trent, Pirelli tyres may be examined on Stand 505. A complete range of balloon and high-pressure types is available for all normal rim sections. In addition, there is a good selection of inner tubes on view.

Firestone gum-dipped tyres and circular-moulded tubes are displayed on Stand 519. They are the products of the Great West Road factory and they give evidence of special care in construction. The exhibit of tread gums, fabrics and so on is specially interesting.

A new pattern buttress tread is being shown on Stand 515 (Dominion Rubber Co., Ltd.). Covers with this tread are available in two qualities and for all standard rim sections.

Amongst other exhibitors whose products merit special attention may be mentioned Henley's Tyre and Rubber Co., Ltd. (Stand 518), Leicester Rubber Co., Ltd. (Stand 506), and the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. (Stand 511). All of these concerns display a wide and interesting range of covers and tubes, amongst which there is a type and size for every need.

NAMES AND ADDRESSES
of
LIGHT CAR EXHIBITORS.

Alfa-Romeo.—Alfa-Romeo British Sales, Ltd., 1, Baker Street, London, W.1.

Amilcar.—Amilcars (Great Britain), Ltd., 95, High Holborn, London, W.C.1.

Armstrong Siddeley.—Armstrong Siddeley Motors, Ltd., Parkside, Coventry.

Aston-Martin.—Aston-Martin Motors, Ltd., Feltham, Middlesex.

Austin.—Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.

Bianchi.—Soc. Edoardo Bianchi (England), Ltd., Palace of Industry, Wembley, Middlesex.

Bugatti.—Ettore Bugatti, 1-3, Brixton Road, London, S.W.9.

Chenard-Walcker.—Soc. Anon. Chenard-Walcker Automobiles, 40, Rue de Moulin de la Tour, Gennevilliers, Seine, France.

Donnet.—Soc. Anon. Donnet Autos., 59, Avenue Georges Clemenceau, Nanterre, France.

Fiat.—Fiat (England), Ltd., 43-44, Albemarle Street, London, W.1.

H.E.—Herbert Engineering Co. (1924), H.E. Works, Wolsey Road, Caversham, Reading.

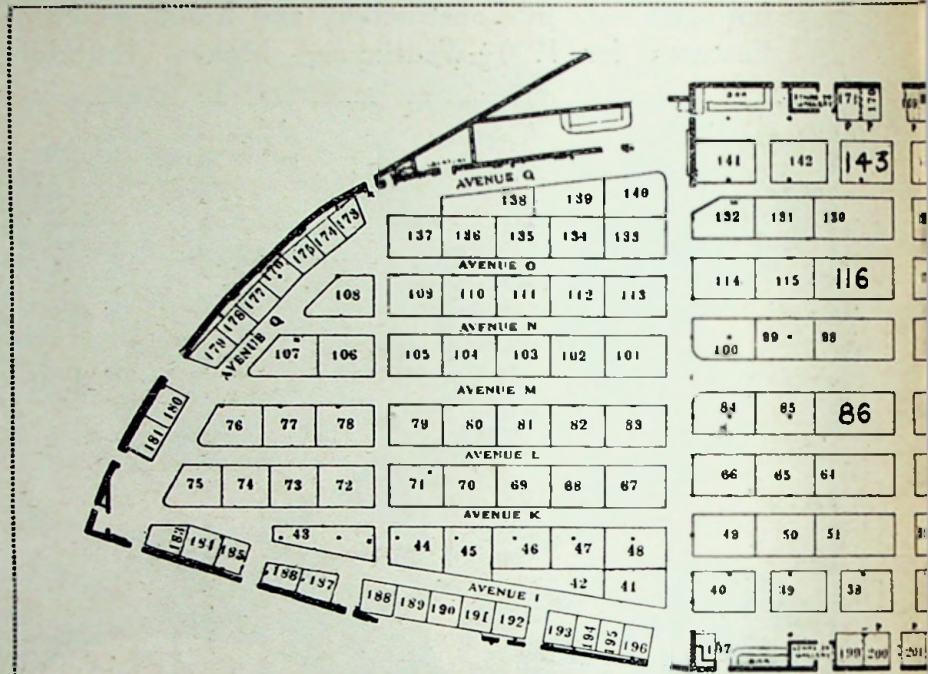
Hampton.—Hampton Cars (London), Ltd., Dudbridge, Stroud, Glos.

Humber.—Humber, Ltd., Coventry.

Imperia.—Imperia Motors, Ltd., Cordwallis Works, Maidenhead.

Jowett.—Jowett Cars, Ltd., Bradford Road, Idle, Bradford.

HOW TO FIND THE LIGHT CARS AT OLYMPIA.



KEY TO STAND NUMBERS.

Large figures are used in the accompanying floor plan to indicate stands where light cars are being exhibited.

Alfa-Romeo	...	31	H.E.	...	143	Renault	...	25
Amilcar	...	147	Hampton	...	1	Riley	...	86
Armstrong Siddeley	...	127	Humber	...	63	Rover	...	87
Aston-Martin	...	4	Imperia	...	12	Salmson	...	22
Austin	...	91	Jowett	...	10	Singer	...	92
Bianchi	...	116	Lea-Francis	...	58	Standard	...	54
Bugatti	...	26	Mathis	...	56	Swift	...	97
Chenard-Walcker	...	37	M.G. Midget	...	148	Triumph	...	19
Donnet	...	5	Morris Minor	...	128	Trojan	...	17
Fiat	...	121	O.M.	...	126	Vernon-Derby	...	29
			Peugeot	...	96			

"The Light Car and Cyclecar," Stand No. 158.

FOR VISITORS.

Olympia is easily reached from all parts of London. Those travelling by train should book to Addison Road Station which adjoins Olympia, and to which special trains run every few minutes from Edgware Road Station (Metropolitan Railway) and Earl's Court (District Railway).

Buses pass Olympia from most parts of London at frequent intervals.

Special police arrangements are made for parking cars in adjacent streets, and in addition to nearby garages the R.A.C. has two parks, one in Addison Road Station, and the other in North End Road. The A.A. has also made provision for visitors arriving by car.

There are excellent restaurant arrangements at the Show, where visitors may obtain refreshments varying from a light snack to a five-course lunch or dinner.

Remember that other people will be thinking about tea when they begin to feel as tired in the afternoon as you do. Moral: take your tea early and avoid the rush.

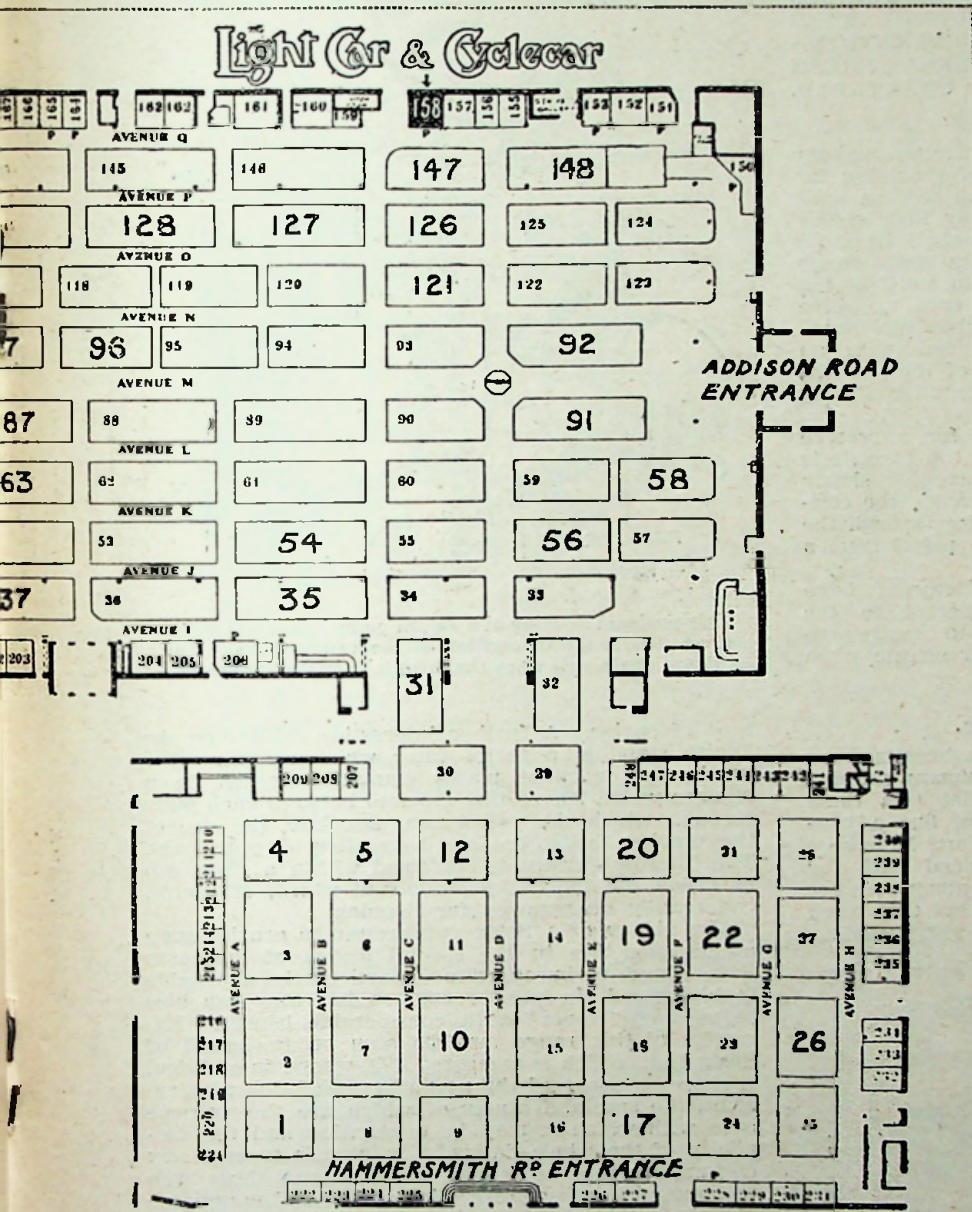
As it is not easy to inspect every stand thoroughly why not mark on the plan above those you must see; after examining them, you can wander round at leisure—not forgetting the Galleries.

If you arrange to meet a friend inside the Show, choose as your rendezvous *The Light Car and Cyclecar* stand. It is easily found—No. 158.

The plan and its key on these pages will prove of great use to you when you enter the Show. You will be able to find any given manufacturer's stand with ease, and you have the names and addresses of all light car exhibitors for future reference. Information concerning the exhibits will be found on other pages in this issue.

A Complete Floor Plan Showing at a Glance the Stands on Which the Light Car Exhibits May Be Inspected—The Names and Addresses of the Exhibitors—A Choice of Thirty-one Makes.

NAMES AND ADDRESSES of LIGHT CAR EXHIBITORS.



Lea-Francis.—Lea and Francis, Ltd., Lower Ford Street, Coventry.

Mathis.—Soc. Anon. Mathis, 200, Route de Colmar, Strasbourg, France.

M.G. Midget.—M.G. Car Co., Pavlova Works, Abingdon-on-Thames.

Morris Minor.—Morris Motors, Ltd., Cowley, Oxford.

O.M.—L. C. Rawlence and Co., 39, Sackville Street, London, W.1.

Peugeot.—Peugeot (England), Ltd., 75, Filmer Road, Fulham, London, S.W.6.

Renault.—Renault, Ltd., Western Avenue, Acton, W.3.

Riley.—Riley (Coventry), Ltd., Durbar Avenue, Coventry.

Rover.—Rover Co., Ltd., Rover Road, Coventry.

Salmson.—S.M.S., Ltd., Church Wharf, Chiswick, London, W.4.

Singer.—Singer and Co., Ltd., Canterbury Street, Coventry.

Standard.—Standard Motor Co., Ltd., Canley, Coventry.

Swift.—Swift of Coventry, Ltd., Cheylesmore Works, Coventry.

Triumph.—Triumph Cycle Co., Ltd., Priory Street, Coventry.

Trojan.—Trojan, Ltd., Vicarage Road, Croydon.

Vernon-Derby.—Morgan Hastings, Ltd., 17, Berkeley Street, London, W.C.2.

THE TWENTY-THIRD MOTOR SHOW.
 The Twenty-third Olympia Motor Show is open from Thursday, October 17th, until Saturday, October 26th, each day from 10 a.m. to 10 p.m. The prices of admission are 10s. on the opening day, 2s. 6d. on each Friday and Saturday, and 5s. on all other days.

Of Outstanding Interest at the Show.

CARBURETTER DESIGN FOR 1930.

MANY WELL-KNOWN CONCERNS NOW MAKING PUMP-TYPE CARBURETTERS—COPING WITH THE DEMAND FOR SNAP ACCELERATION—ENTIRELY NEW DESIGNS WHICH BREAK FRESH GROUND—THE MAIN PRINCIPLE UNALTERED.

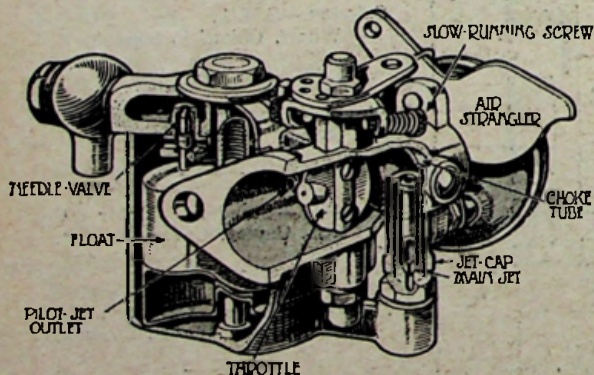
THE chief tendency amongst carburetter makers continues to be in the direction of providing for the maximum acceleration of which modern light car engines are capable. Increasingly high engine speeds demand that the carburetters shall have an ample choke area in order that there shall be no wire-drawing at full throttle. This in itself is not a difficult requirement to fulfil, but with excessive valve overlap and other features found in high-speed engines, efficient slow running, combined with an absence of flat spots on snap opening of the throttle, cannot readily be provided in a carburetter having an ultra-large choke.

Provision, therefore, must be made for a reserve supply of petrol to be available when the throttle is opened suddenly whilst the car is travelling slowly and where, in the ordinary course of events, the comparatively low velocity of the air passing through the choke would be insufficient to lift the petrol from a normal type of jet.

The majority of well-known manufacturers have turned their attention to pumps connected to the throttle control, their purpose being to squirt the necessary amount of petrol into the air stream when the throttle is opened suddenly.

Pump-type Carburetters.

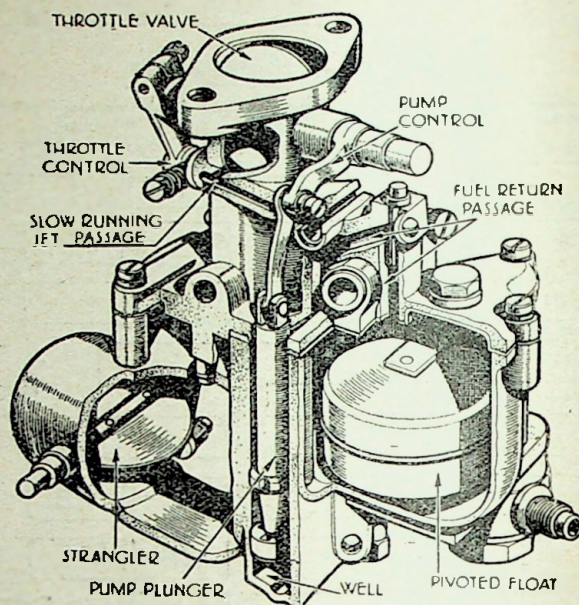
At Olympia examples of pump-type carburetters can be seen on various stands, the Zenith company showing an interesting range on Stand No. 490. On these carburetters the main jet is capable of fine adjustment externally, whilst within special efforts have been made to provide a perfectly streamlined path for the air flow. It will be clear that the pump does not come into action during normal running but only when



The standard Solex carburetter in part section. Similar working principles are adopted in the latest die-cast models.

the throttle is jerked open suddenly for snap acceleration. Thus, fuel consumption is not appreciably increased. In addition, a further saving is brought about by a special form of compensating jet.

The normal type of Zenith carburetter is too well-known to need a full description, but it may be pointed out that the makers specialize in replacement carburetters, specially adapted for direct fitting to any known



This sectional drawing of a Zenith pump-type carburetter slow; clearly the disposition of the various parts. The pump works only when the throttle is opened suddenly.

type of engine. A further interesting exhibit on the Zenith stand is a petrol filter which consists of a number of indented plates clamped together in a manner which leaves tiny crevices between each plate through which the petrol can percolate, the size of the crevices being too small to allow dirt to pass. The filtering element is contained within a glass cup in which the impurities settle and which, of course, can readily be removed for cleaning.

The ability of a Solex carburetter to provide snap acceleration lies in the special design of the main jet. These carburetters are particularly applicable to high-speed six-cylinder engines, but they can also be used on "fours" with considerable benefit. Examples of this range may be seen on the stand of Solex Ltd., which is numbered 499, where, in addition, is shown a range of the normal type of Solex instrument, the special features of which are the extreme ease with which it may be dismantled and the simplicity of the whole design. In certain cases, Solex carburetters are now being die-cast and those who understand this form of casting cannot fail to appreciate the workmanship and design. The use of die-cast bodies does not interfere with the functional principles of the Solex carburetter; thus, we find the normal arrangement of the two simple jets and the special butterfly throttle designed to ensure a smooth change-over from the slow running to the main jet incorporated.

A New Design.

A carburetter which breaks new ground in design is being shown by Stromberg Motor Devices, Ltd., on Stand 317. It is a pump-type instrument, but, contrary to normal practice, it is designed for bolting to the top of the induction pipe so that it feeds downwards into the manifold. The idea underlying this method of construction is to relieve the engine of the effort required to lift the mixture against the normal gravitational pull, and it has been found that by doing this a larger choke area can be used for any given engine,

"THE SMARTEST CARS ON THE ROAD" AT . . .

THE building of racing cars finds no part in the Lea-Francis programme.

The great and continued successes have always been on the production models which are offered to the public.

The 1928 T.T., the Irish International, the J.C.C. Double Twelve, Le Mans, all of these honours have fallen to Lea-Francis models such as YOU can buy from any of our agents.

When the Hon. Mrs. Joan Chetwynd set up a new 12 hours record in class F, she was driving a car which she had used for shopping for 6 months!

When YOU buy a Lea-Francis you have a car with all these inherent qualities. The fact that you do not use them simply means you are always driving well within its large reserve of power and strength. And your consciousness of the capabilities of the car will give you a confidence that will improve your driving and enhance your comfort.

Many seasons' successes prove Lea-Francis performance. The Motor Show is the ideal opportunity for you to see how well the coachbuilders have done their part both in general appearance, luxurious comfort and daintiness of equipment.

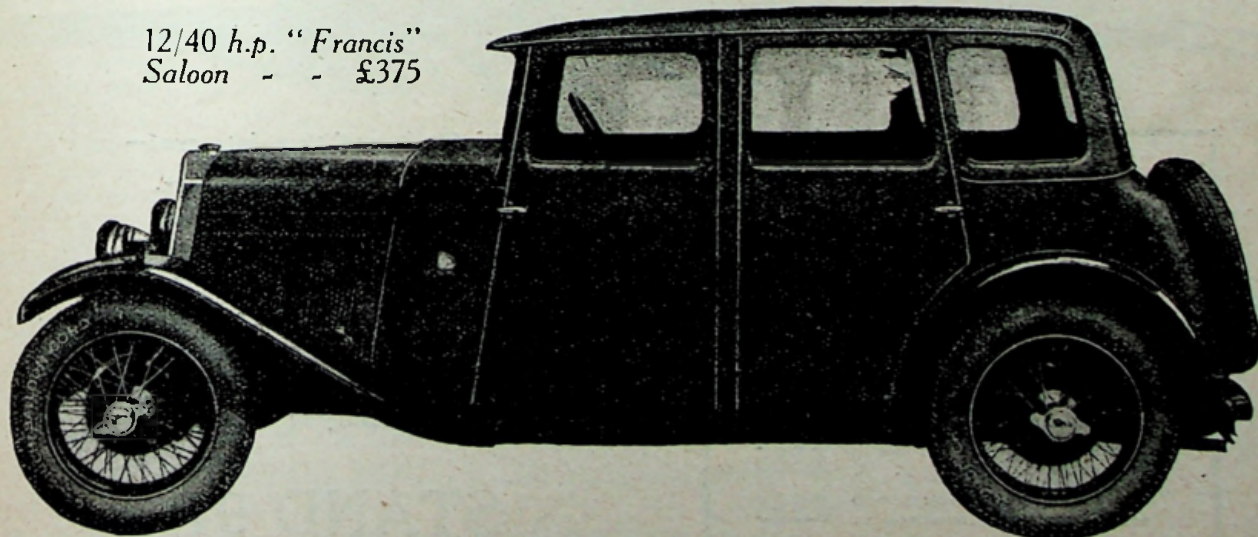
And at the Show you will be able to arrange a demonstration run—that final, convincing argument which no enthusiast can resist.

LEA & FRANCIS LTD., LOWER FORD ST., COVENTRY.

London Distributors' Showrooms - 118, Great Portland Street, W.1.

Telephone: Museum 2963.

12/40 h.p. "Francis"
Saloon - - £375



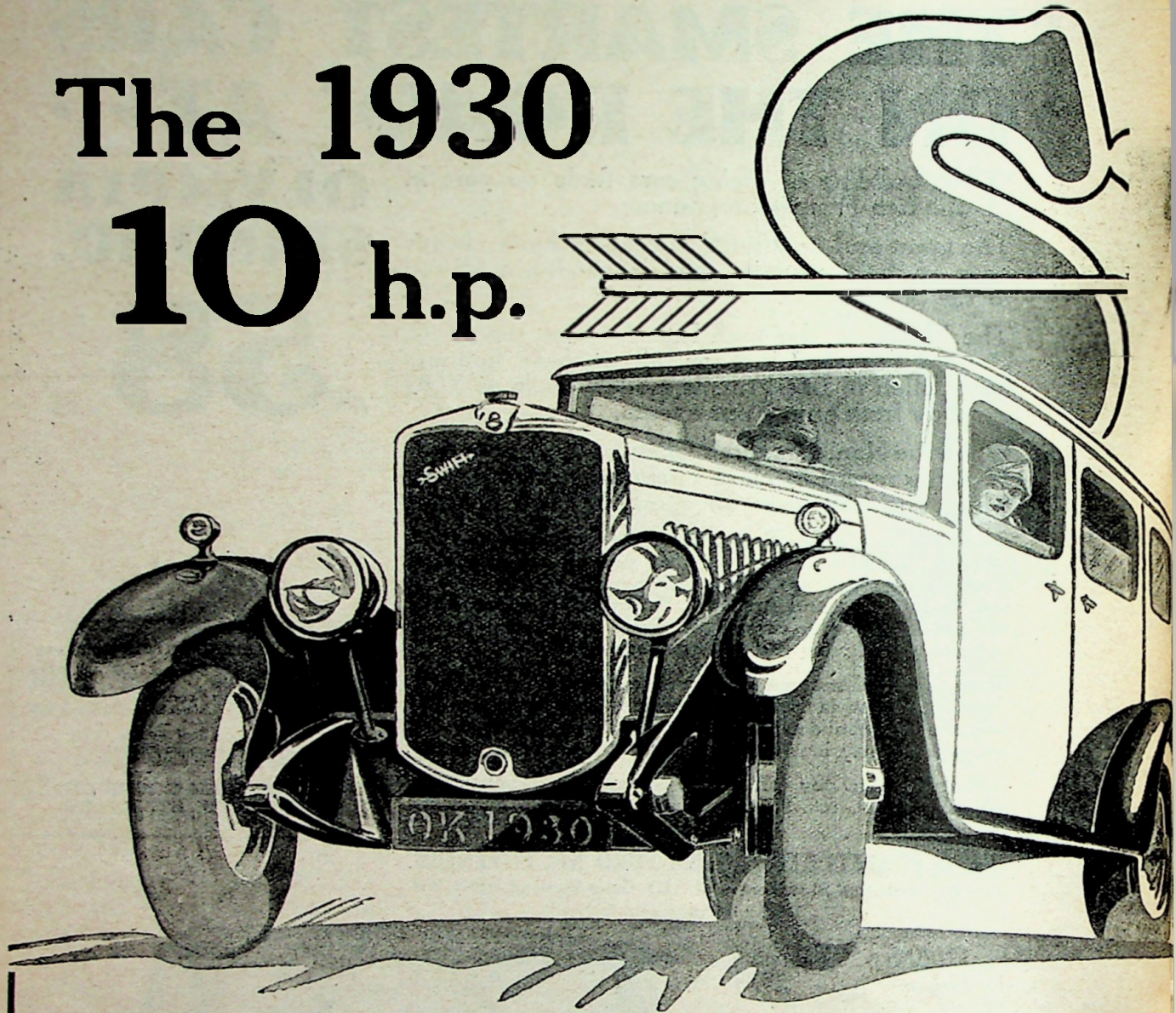
**OLYMPIA
STAND NO.**

58

MODELS AND PRICES FOR 1930.	
12/22 h.p. 2 or 4-Seater	£295
12/40 h.p. from	£325
14-Litre Hyper Sports (Supercharged) from	£495
Sunhite Roof — Free Wheel Chromium Plating Supplied as extras if desired.	
BRITISH GOODRICH TYRES STANDARD	

LEA-FRANCIS

The 1930 10 h.p.



MODELS and PRICES.

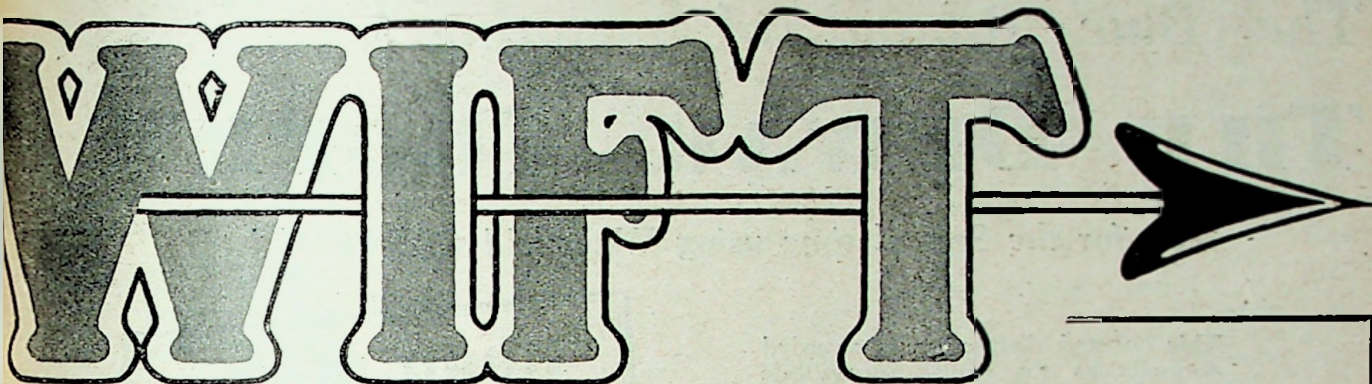
4-seater Open Tourer	£235
Coupe, with folding head and dicky seat	£245
"Nomad" Fabric 6-light Saloon	£260
"Migrant" Fabric 6-light Saloon (with sliding roof)	£270
"Foursome" Coupe, with sliding roof and four windows	£270
"Paladin" 6-light coachbuilt Saloon	£285
"Fleetwing" Sports Saloon, with safety glass and wire wheels .. .	£295
(Wire Wheels £8-8-0 extra.)	

A few Swift quality points are:—

1. 4-speed gearbox with ground gears.
2. Three bearing crankshaft to engine.
3. Centralised chassis lubrication.
4. Luxurious springing.
5. Leather covered pneumatic upholstery.
6. Handsome radiator of entirely new design.
7. Chromium plating to all outside bright parts.
8. Remarkable economy in running costs.

STAND 97 OLYMPIA

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



A REVELATION in Light Car Comfort and Performance

FOR a thousand years the high quality of English made goods has been an accepted fact throughout the world. Centuries before we commenced to teach many of our present day foreign rivals how to fashion articles of beauty and utility, our craftsmen were renowned for their skill and ingenuity, and for the quality of the materials with which they worked. Under stress of modern conditions the fetish of price has been exploited to the detriment of quality, but deep within the heart of every Englishman, the inherited love of quality of our ancestors still prevails. Makeshifts have sometimes to be unwillingly accepted but inferior goods strike a jarring note whenever they are seen or used.

No finer example of English quality craftsmanship could be provided than the Swift car. Men with great experience in the Motor Trade are astonished when they visit the Swift Works at the care and attention which are given to every individual part of the car. The atmosphere is as different from that prevailing in mass production factories as it is possible to imagine, and whilst the beauty and superior finish of the Swift car is strikingly apparent, it is of even greater importance to remember that the same meticulous care and attention to details are given to working parts which are not visible.

Swift of Coventry Limited have been making cars since they were first invented but there is no doubt that the range offered to-day is the finest they have ever produced. You should see these fine new 1930 models, try them and test for yourself the accuracy of these statements. Our showrooms are only 400 yards from Olympia where we constantly have 50 new Swift cars in the various types and colour finishes available for inspection, trial and immediate delivery. Exchanges and deferred payments can be arranged anywhere in Great Britain.

Joint London and Sole Southern Counties Distributors:

NEWNHAMS

NEWNHAM HOUSE, 237, Hammersmith Road, London, W.6.

Only 400 yards from Olympia and open until 11 p.m. during the Motor Show.

Telephone: Riverside 4646.

MANUFACTURERS: SWIFT OF COVENTRY LTD., COVENTRY.

Export Department - - - 20, Cockspur Street, London, S.W.1.

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



The Blue Riband of motoring!

THE DEWAR TROPHY

Won for the Second time using Wakefield CASTROL!

This coveted distinction is awarded annually by the Royal Automobile Club for the most meritorious performance of the year in R.A.C. Official Trials. For 1929 it has been awarded for the

INVICTA 30,000 MILES TRIAL

in which Misses Violette and Evelyn Cordery drove a 4½ litre INVICTA Car for 30,000 miles at 61.57 m.p.h.

The engine was not decarbonised throughout the run and the consumption averaged 894 m.p.g. of

WAKEFIELD CASTROL XXL

A high-speed run of 30,000 miles without once decarbonising justifies beyond doubt the proud claim that CASTROL—just as you can buy—is in every way the world's finest lubricant.

In so far as this advertisement refers to R.A.C. Official Trials, it is approved by the R.A.C.

1,000 MILES
at **95.24 m.p.h.**
— and Seven other
International Records
up to 12 Hours!

At Brooklands, on October 4th,
Messrs. C. M. Harvey and
L. Cushman, driving a 1500 c.c.

ALVIS

lubricated with Wakefield
CASTROL, broke the follow-
ing Class F International
Records:—

200 Miles	99.39 m.p.h.
3 Hours	98.13 m.p.h.
500 Kms	98.20 m.p.h.
500 Miles	98.37 m.p.h.
6 Hours	96.55 m.p.h.
1000 Kms	94.44 m.p.h.
1000 Miles	95.24 m.p.h.
12 Hours	86.23 m.p.h.

(Subject to confirmation.)

Maximum efficiency is no less important in every-day motoring than in record-breaking! Get the best from your engine by using

WAKEFIELD CASTROL MOTOR OIL

MOTOR EXHIBITION STAND 394 GALLERY

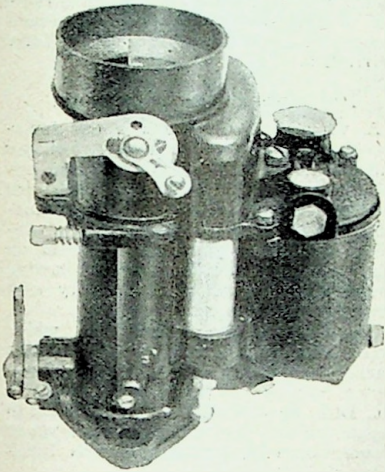
C. C. WAKEFIELD & CO., LTD., All-British Firm, Wakefield House, Cheapside, LONDON, E.C.2

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

thus providing a distinct increase in volumetric efficiency.

The action of the accelerating pump is entirely automatic as it is operated by movement of the throttle control, pumping fuel into the air stream only when the accelerator is suddenly depressed. The only external adjustment on the carburetter is the needle valve controlling slow running. At the moment Stromberg "Down Draft" carburetters are made only for large engines, but sizes suitable for engines up to 1,500 c.c. will shortly be available.

Many interesting features of design are to be found in the Amal carburetter on Stand No. 484 (Amalgamated Carburetters, Ltd.). A very greatly improved model is now available but the principles upon which



The new Stromberg "Down Draft" carburetter, which bolts on top of the induction manifold. A pump for snap acceleration is incorporated in the design.

it works are identical with the earlier types, the improvement being mainly in general construction. Contrary to usual practice, the main jet does not project into the choke but is arranged, instead, in a housing on the side of the carburetter, feeding to the main air stream through three tubes projecting into the choke. Actually, a rich emulsion passes through the holes, further dilution and atomization taking place when the emulsion meets the air stream.

The main jet, incidentally, can be removed and replaced without turning off the petrol and without, indeed, losing any, as it projects from the top of the carburetter body and is provided with a hexagon head for unscrewing by means of a spanner. A needle-valve type of slow running adjustment is provided, whilst the pilot jet system is of a kind which completely eliminates flat spots. This is brought about by the use of a bridging orifice which comes into action as the throttle is opened from the idling position and which maintains the mixture at the correct strength until the main jet takes up its work. By this means a very quick pick-up is provided, whilst slow running becomes remarkably smooth.

An Automatic Economizer.

Fuel is fed to the float-chamber through the top cover, the union incorporating a large gauze filter, whilst the needle is of the inverted type worked by the float through the medium of a simple lever. One of the most interesting features of the Amal carburetter, however, is the patent economizer, which consists of an air leak in series with the main jet system, the operating mechanism being interconnected with the throttle spindle, so that when the engine is slowed down the mixture is weakened automatically but resumes its normal running strength so soon as the throttle is again opened.

The "leak" consists of a simple conical-seated valve connected by means of a short spring steel lever frictionally held to the throttle spindle. There is nothing which can easily become deranged and the device

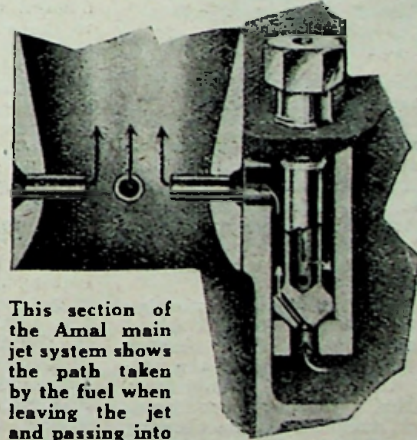
brings about a definite economy in fuel. A large variety of sizes and types of Amal carburetter is on view, together with a pump-type instrument intended for large engines and, of course, designed to provide a maximum degree of acceleration. Apart from the pump the working principle of this model is almost identical with that of the ordinary type.

H. M. Hobson Ltd. are showing a full range of Claudel-Hobson carburetters on Stand 430. The chief feature of these instruments is the provision of a power jet which comes into action automatically when the throttle is opened fully and thus provides additional power and acceleration. For ordinary running the fuel is supplied through a separate self-regulating jet, thus the fuel consumption at touring speeds is perfectly normal, the slight increase when the power jet comes into action being, however, scarcely appreciable.

Vacuum Mixture Control.

A carburetter which breaks away somewhat from normal practice is the S.U., being shown by the S.U. Company Ltd., on Stand No. 495. In these instruments the mixture strength is regulated by means of a tapered needle passing down into the main jet orifice and connected with a piston located in the main air intake, movement of the piston-needle assembly being controlled by a form of bellows in communication with the induction pipe and thus under the influence of engine suction. The throttle is of the simple butterfly type, and as its movement has an effect upon the depression in the induction pipe when the engine is running, the amount by which the piston and needle are lifted is governed accordingly. One of the features of the S.U. carburetter is that it will provide extremely rapid acceleration.

Of particular interest is an entirely new carburetter being manufactured by Bowden Wire, Ltd. and shown on their stand (No. 481). The instrument is of very



This section of the Amal main jet system shows the path taken by the fuel when leaving the jet and passing into the choke.

simple construction, the only moving part being the butterfly throttle, mixture correction throughout the throttle range being carried out on a novel principle. Means are provided, however, for altering the setting of the carburetter through the medium of hand-operated Bowden wire mechanism, so that changes in the mixture strength can be made to suit varying climatic conditions and so forth. At one end of its range the control also provides a rich mixture which ensures easy starting from cold.

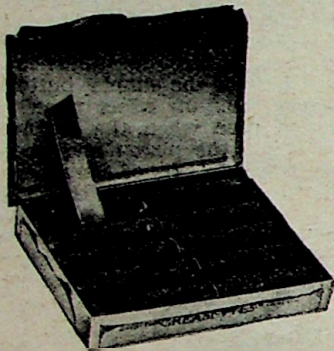
It will be evident from the foregoing that the fresh problems in carburation, which arise with each improvement in engine design, are being tackled by the specialists in a most efficient manner. The various types of 1930 carburetter work upon sound scientific principles and their evolution forms an interesting study. The main working basis remains unchanged, in that the fuel is fed through a metering orifice into a choke tube, but great improvements have been made in automatic mixture regulation.

FUELS AND LUBRICANTS

Interesting Displays, including Working Models and Films, by Leading Petrol and Oil Concerns.

IN their finished state there is nothing particularly interesting about either fuels or oils—they are just liquids. There is, however, plenty to interest visitors on the stands of the well-known petrol and oil companies at Olympia, where some producers are showing instructive working models. These, of course, always attract visitors, for few men ever lose entirely their schoolboy love of things of this kind.

An interesting exhibit in this connection is that of the British Petroleum Co., Ltd., on Stand 246, where a



"Solid oil" for charging grease guns (Stand 309).

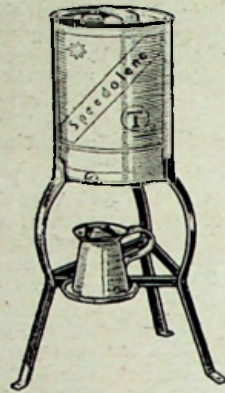
working model demonstrating the refining process by which the new B.P. motor spirit is produced can be seen. In addition, the B.P. concern has a moving device which shows a selection of the B.P. rhymes which have become so familiar to motorists during the past few months.

Another stand on which a working model is to be seen is No. 434, where Sernol Ltd. have staged a gearbox running at speed and showing the properties of their Liquid Ambroleum under actual working conditions. Sernol, Ltd., incidentally, are showing a full range of their oils and various automatic self-measuring pumps, weatherproof cabinets, tanks and oil receptacles.

An Entertaining Film.

A complete departure from the usual exhibits of oil companies is to be found on the Shell stand (No. 242), almost the whole of which is devoted to showing a new and original film which has been specially prepared for the Motor Show. This film which, besides being entertaining, is not without its element of humour, shows how the wrong grade of petrol makes an engine difficult to start, actual motion pictures of what happens inside the engine being included. Sporting enthusiasts, too, will be interested, as some views of the Ulster T.T. Race, which was won by a car using Shell petrol and oil, also figure in the film. It should be noted,

c40



The Speedolene stand for oil drums (Stand 234).

too, that the instructive literature issued by Shell Mex Ltd. will be available for free distribution to visitors.

How the messy job of filling a grease gun from a tin of grease may be avoided can be discovered by a visit to the stand of Barrett, Tagant and Gotts Ltd. (No. 309). Here will be found sticks of solid oil, known as Greasettes, which are quite clean to handle and can be readily slipped into the greasegun. So soon as the gun is operated, the lubricant breaks up into a liquid which, it is claimed, will not re-harden or congeal.

The Latest in Pumps.

Many things of practical interest concerning the production and distribution of the products of the National Benzole Co., Ltd., can be discovered by a visit to Stand 237, where information is available concerning the company's three chief products, National Benzole Mixture, N.B.C. lubricating oils and greases and National Motor Benzole. The concern's newest kerbside pump and bulk storage installations are also displayed and demonstrated.

Pump installations and lubricating oil equipment also figure on the stand of Glico Petroleum Ltd. (No. 454). This concern, of course, is well known in connection with its Carburine and Glico motor spirits, benzole mixture and oils and greases.

Englebert and Co. are showing a range of their Lubol motor oils and greases on Stand 262. It is interesting to note that the research and tests conducted by Englebert and Co. extend over a period of 70 years.

Speedwell Crimsangere, a somewhat unique lubrication for gearboxes, rear axles, springs and so on, which has been a firm favourite for many years, is among the exhibits of the British Oil and Turpentine Corporation, Ltd., on Stand 359. On this stand also are to be found a full range of Speedwell oils.

Edward Joy and Sons, Ltd. (Stand 322), manufacturers of the well-known Filtrate oils, are making a special display of the various tins and drums in which their products are packed.

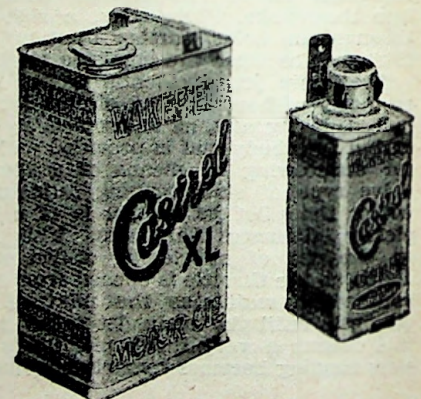
Pumps and equipment suitable for bulk storage of motor spirit at garages and filling stations take a prominent place on the stand of the Redline Motor Spirit Co., Ltd. (No. 364).

For the Private Garage.

A very neat oil drum stand incorporating a platform for a quart measure and eminently suitable for use in a private garage is shown by Silvertown Lubricants, Ltd. (Stand 234), the manufacturers of Speedolene motor oils. Another exhibit of particular interest on this stand is a working model showing comparative variation in viscosity with temperature changes.

Examples of the Texaco oils, which have been introduced to the British market comparatively recently, are shown by the producers, the Texas Oil Co., Ltd., on Stand 358. In addition to engine oil, this concern markets a range of gearbox oils, greases, chassis lubricants and so on.

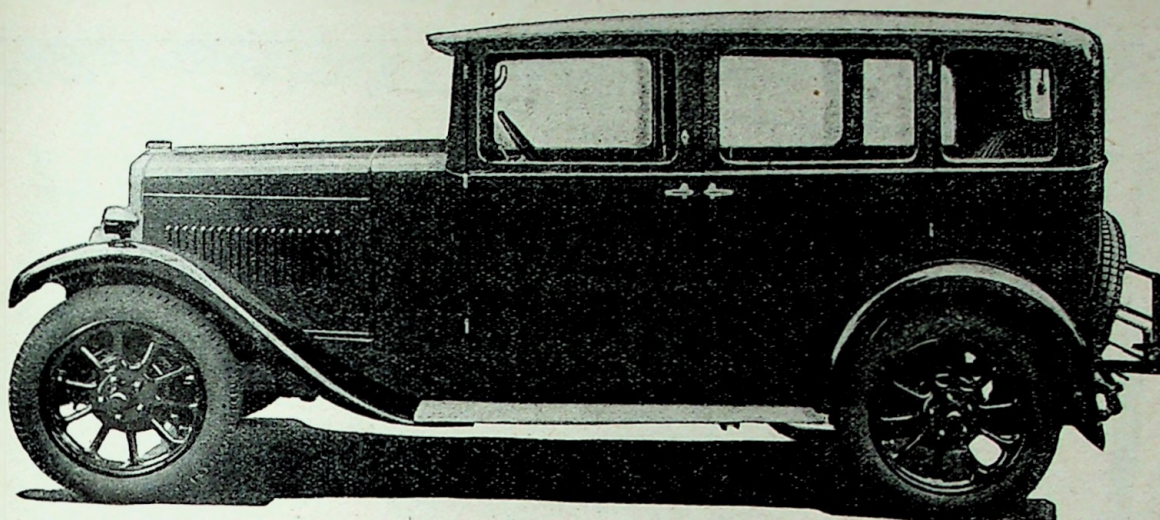
Motorists requiring advice and information on any problems concerning lubrication are specially catered for by the Vacuum Oil Co., Ltd. (makers of Mobiloil) on Stand 464, as a staff of qualified engineers is in attendance



A Wakefield gallon tin and quart canister with clip (Stand 394).

especially to help visitors. Oiling charts for popular cars and an authoritative booklet known as "Correct Lubrication" are available for the asking.

Lubrication experts are also in constant attendance on Stand 394, where C. C. Wakefield and Co., Ltd., have their display and various booklets, lubrication charts and so on are available for visitors. In addition to a full range of Castrol oils and greases there is a display of Wakefield greaseguns and nipples, oil tanks, oil drums, taps and stands and, in fact, almost every conceivable lubrication accessory.



It's Long—and it's Low
and it's Comfortable,
this new SWIFT

AN ADVERTISEMENT OF
HENLYS

who can sell you any make of car, and who specifically stock and recommend the following because, in their judgment, these makes offer in their respective class, the best that money can buy.

ALVIS	AUSTIN
FIAT	MORRIS
RILEY	SWIFT
STANDARD	TALBOT
WOLSELEY	

TAKE a look at the 1930 Swift Saloon. Get an entirely new conception as to how much comfort and room can be built on to a 10 h.p. chassis.

Admire its lines: examine its detail finish. Then consider that this is an improved version of the tried and proved Swift chassis: a chassis that pays only a £10 tax: that gives you 30 miles and more to the gallon of petrol: that has an almost negligible oil consumption; and trouble, never!

And although this car is made by hand, carefully; although it has workmanship in every detail, it costs only £260.

Can you think of a better buy in economical, closed cars? We cannot.

COME AND SEE THE 1930 SWIFT AT HENLYS NOW.

*Coupe, £245. Nomad Saloon, £260. Sportsman's Coupe, £270
Paladin Saloon (illustrated) £285.
and other models.*

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PICCADILLY, W.1
Phone: Grosvenor 2271

91, 155/7, GT. PORTLAND
STREET, W.1

1, 3 & 5, PETER STREET,
MANCHESTER.
Phone: Central 1780

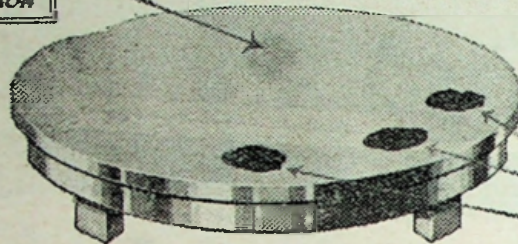
52, NORTH STREET,
LEEDS.
Phone: Leeds 22671

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

TEXACO
DROPPED HERE
LEFT NO CARBON



Other Oils
dropped
HERE
left this Carbon

The HOT-PLATE TEST

We spare no pains in proving that Texaco does not leave hard carbon. This is how we do it. We take a steel plate and heat it to 750°F. Then Texaco is dropped on it.

Ssz! Ssz! Only a trace of it. Just a mark. Hardly anything to show where Texaco touched the plate. Other oils leave a sooty circle. *Carbon!*

With every stroke of your engine a little oil is burned away. With every stroke a little hard carbon is deposited — *unless*



you use Golden Texaco.

Texaco is oil and nothing but oil. Full bodied—with no foreign bodies. It contains no impurities—nothing that can deposit hard carbon.

The hot-plate test is simple proof of what we say. The final proof is in your engine. Change to Golden Texaco and check up its value in months of better running and seasons of reduced repair bills. There's a Texaco garage in your district. Look for it.

The
Champagne of
Motor Oils

TEXACO

GOLDEN MOTOR OIL

FROM BULK-ALL GRADES—ONE PRICE, Pints 11d, Quarts 1/9, Gallons 6/.

THE TEXAS OIL CO., LTD., WELLINGTON HOUSE, 125-130, STRAND, W.C.2.
Distributors of Texaco Petroleum Products Manufactured by The Texas Company, Port Arthur, U.S.A.

Ocean Terminals:
Dagenham, Essex.
Trafford Park, Lancs.



Branches at: Birmingham,
Bristol, Glasgow, Leeds,
Manchester, Nottingham.

ADT.11.



We offer proof

The recently published advertisement — reprinted opposite — has caused probably more comment than any other single motor oil advertisement ever published in this country.

Some motorists and garage proprietors have expressed the opinion that we have overstated our claims.

As an answer to all doubts, we now reprint the advertisement, prepared to stand by every statement in it.

Visitors to Olympia may see the test actually demonstrated at the Texaco Stand

any day, at any hour while the Motor Show is open.

Also, we are willing to demonstrate this test, in public, at any garage.

If, therefore, you wish to see the Hot-Plate Test, do so at Olympia, at your local dealers or, by special arrangement with us direct.



STAND 358 GALLERY



© T. 13

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

c43

"... the most amazing performance in the history, of British Motoring...."

This is an extract from one of the many letters of congratulation received from motorists all over the country when at Brooklands, on Friday, October 4th, Major C. M. Harvey and Leon Cushman, driving an Alvis car, achieved the amazing speed of

**1,000 MILES
at 95²⁴ m.p.h.**

and set up the following International Class F Records

200 Miles.....99'39 m.p.h.	6 Hours.....96'55 m.p.h.
3 Hours.....98'13 m.p.h.	1,000 Kms. ....94'44 m.p.h.
500 Kms.....98'20 m.p.h.	1,000 Miles ...95'24 m.p.h.
500 Miles.....98'37 m.p.h.	12 Hours....86'23 m.p.h.

(subject to confirmation)

making in all

8 INTERNATIONAL CLASS F RECORDS...

The wonderful engineering skill and fine workmanship that make such achievements possible are characteristics of every Alvis car, and constitute but one reason why your new car should be an Alvis.

It is the lessons gained from such performances as these that help us to maintain the Alvis Breed and thus continually to earn and justify the Alvis title.

MASTER OF THE KING'S HIGHWAY.

**ALVIS CAR & ENGINEERING CO.,
LIMITED, COVENTRY.**

London Distributors: Henlys Ltd., Henly House, Euston Road.



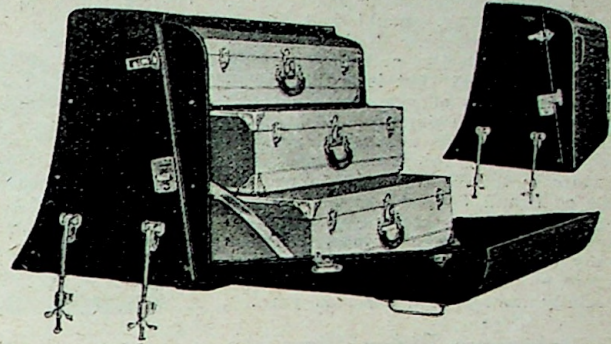
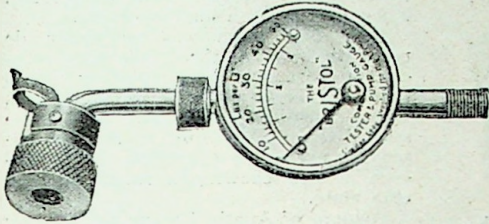
Leon Cushman and Major C. M. Harvey who achieved these remarkable records



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

THE ACCESSORIES

Exhibits, of Particular Interest to Light Car Owners, on View at Olympia.



(Left) The Bristol combined tyre tester and pump gauge (Stand 360), and (right) a Ercoks chested luggage trunk (Stand 441).

THIS year, once again, the galleries at Olympia teem with interest for the enthusiast. To many visitors, in fact, the galleries always form the most interesting part of the Show, for whereas the ground floor makes the greatest appeal to those who are contemplating the purchase of a car, either now or at the beginning of next season, the galleries interest every motorist, for no matter how old a car may be it is always possible to find some gadget which is well worth fitting.

The accessory exhibits form a dazzling and almost confusing display, and, being small, some of the more interesting items may easily be overlooked. It is hoped, therefore that this necessarily brief summary of the exhibits which should appeal most to light car owners will prove both interesting and useful to readers.

Although not necessary in the ordinary way, non-skid chains can prove many times their worth if there is a heavy fall of snow or if exceedingly muddy ground has to be traversed. A type of non-skid chain possessing several interesting features is the McKinnon Dreadnaught, which can be inspected on the stand of Accessories (Edinburgh), Ltd. (No. 276).

Air Cleaners.

Air cleaners are gradually becoming recognized as being very desirable, because they prolong engine life by excluding road dust. Readers who wish to examine good examples should visit the stand of the AC-Sphinx Sparking Plug Co., Ltd. (No. 455), where both centrifugal and oil-wetted types are to be seen.

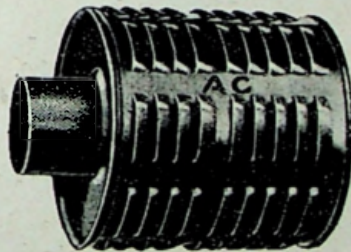
Readers who have heard much about the Andre Silentbloc bearing, but who do not quite understand its construction, should visit Stand 503, where T. B. Andre and Co., Ltd., will be pleased to explain their construction. The main advantages of the Silentbloc are that it cannot rattle and requires no lubrication. In addition, T. B. Andre and Co., Ltd., are displaying their world-renowned Hartford shock absorbers and a wide range of Andre bumpers.

The value of a luggage grid, especially on a small car where the interior body space is necessarily cut down to the minimum for comfort, need not be

emphasized, but there are still some car manufacturers who do not fit a luggage grid as standard. Owners of such cars would do well to pay a visit to Stand 336. Here Frank Ashby and Sons, Ltd., are showing a range of their recently introduced super Easyfit pressed-steel racks.

Fittings for cutting out dazzle, either from sun or headlamps, occupy just as prominent a position as ever, and Auster, Ltd. (Stand 436), are exhibiting the Visolator screen for saloon cars, which, in addition to a glare screen, incorporates an adjustable ventilator.

An oil filter which can be fitted to a car in such a way that the filtering medium is cleaned every time the clutch pedal is depressed, is to be found on Stand 301, where Auto



An A.C. air filter (Stand 455).

Klean Strainers, Ltd., are showing a range of their petrol and oil filters.

The expense of having all the cylinders reground and new pistons fitted to remedy a scored cylinder is considerable, but it may be saved by a patented process of Barimar, Ltd., whereby the scores can be filled in without disturbing the rest of the cylinder bore and without entailing the need for fitting new pistons. A working engine showing scores that have been filled in by this process can be seen on Stand 405.

Much interest is being taken at the present time in opening roofs for saloons, and a particularly neat design is the Bentonsou, exhibited by G. Beaton and Sons, Ltd. (Stand 181). The great feature of this arrangement is that, when closed, the unbroken contour of the roof is retained.

The well-known Boyce Moto-Meters

in a variety of types take a prominent position on Stand 315 (The Benjamin Electric, Ltd.). There is also a very neat auxiliary lamp known as the Benjamin Roadlight; this is designed to fit on the dumbirons or headlamp crossbar and is arranged to give a fan-shaped beam on the road immediately in front of the car.

Improved Grease Gun.

The efforts which are being made to cut off some of the bugbear of car maintenance are reflected on the stand of Benton and Stone, Ltd. (No. 413), where an improved type of Autolub lubricating gun can be inspected. It is of the push-on type, but differs from previous models in that it has a more readily detachable cap for refilling, whilst the pressure chamber is of smaller diameter, thus giving a higher pressure without increasing manual effort.

Being able to turn off the petrol without lifting the bonnet is a great convenience, and a very neat device which makes this possible has recently been designed by Best and Lloyd, Ltd., and can be seen on Stand 354. It is intended for use with the Best and Lloyd concentric cork-lined tap, and incorporates a Bowden control.

Prominent on the stand of Bluemel Bros., Ltd. (No. 477), is a range of spring-arm steering wheels. These, of course, are much favoured by racing drivers, but no matter whether one drives a fast sports car or a very ordinary touring car, there is no question that they greatly improve driving comfort.

Suction-operated Signals.

The number of traffic direction indicators at present on the market is very great, but yet another one has now appeared. It is a product of Bowden Wire, Ltd., whose stand is No. 481, and possesses the novel feature that it is operated by engine suction. A hand-controlled model is also available.

The attention which is being given to labour-saving accessories is well exemplified on the stand of Boyce Motor Accessories, Ltd. (No. 254), where an entirely new electric clock is shown. It is known as the Boyce Empire electric clock, and no winding is necessary.

Attention to tyre pressures every week is recognized as a necessary but unpleasant operation, and the Bristol combined tyre tester and pump gauge, which is to be found on Stand 360, where Bristol Pneumatic Tools, Ltd., have their display, should find favour with many visitors. This ingenious little device costs 10s. and possesses the outstanding merit that it enables pressures to be read off accurately without disconnecting the pump.

Brake linings do not sound particularly interesting things to inspect, but visitors to the Show would do well to halt at Stand 355, where the British Belting and Asbestos Co., Ltd., is showing Halo brake linings. Unlike many other linings, they do not incorporate any metal, but are made from specially impregnated asbestos yarn.

Ingenious Piston Ring.

An ingenious form of piston ring is the Brico Scraypoil, made by the British Piston Ring Co., Ltd., and displayed on Stand 348. This ring has an annular groove and is slotted, so that oil collected in the groove can return to the crankcase via the slots and holes drilled at the bottom of the ring groove in the piston.

Many items conducive to comfort are shown by J. Brockhouse and Co., Ltd. (Stand 160). This concern specializes in body fittings, and amongst the items shown are sliding, portable and tip-up seat fittings for closed cars. A range of bumpers is also shown.

Prominent on the stand of J. B. Brooks and Co., Ltd. (No. 441), is a range of this concern's well-known luggage trunks. These are made in sizes and qualities equally suitable for the purse of an Austin Seven or a Rolls-Royce owner, for the prices vary from about £6 to about £60. The trunks have been considerably improved in detail and are intended to accommodate two or more suitcases in an outer case permanently fitted to the car—an ideal arrangement.

A Novel Lamp.

Of outstanding interest to the motorist whose driving embraces a good deal of night work is the Banks combination hand and button-hole lamp displayed on Stand 429, where Brown Bros., Ltd., are showing a very comprehensive range of gadgets. This lamp incorporates a dry battery having a life of from 60 to 70 hours, and is designed so that it can be used as a front or tail lamp for the car, a reading lamp, inspection lamp, hand lamp, tail lamp or front lamp, whilst provision is even made for signalling in cases of dire distress.

Although motoring is no longer a pastime that requires special clothes, there are still plenty of ways in which a driver can easily ruin a suit of clothes. A slight leakage of oil from the gearbox of a car having a ball change, for instance, may wreak havoc on a pair of trousers, and an interesting little fitting to obviate this is to be seen on the stand of R. Cadisch and Sons (No. 289). It takes the form of a neat leather cover for slipping over the base of the gear lever.

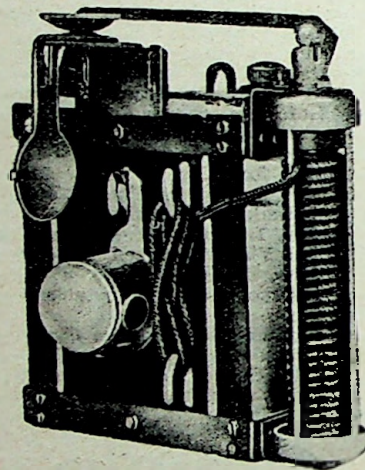
A very comprehensive range of sparking plugs can be seen on Stand 275, where the Champion Sparking Plug

c40

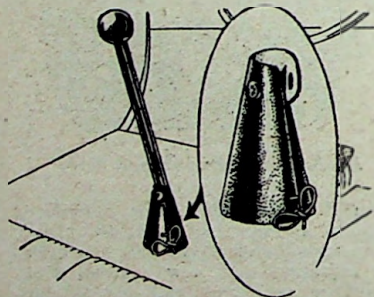
Co., Ltd., is showing examples of its well-known products. Actual models suitable for all well-known makes of car will be on view, and visitors can obtain advice on the selection of the correct model to suit their particular car.



Chemico Solidified Car Polish (Stand 480).



Banks combination lamp (Stand 429).



The Cadison gear socket protector (Stand 289).

Leveroll sliding seat mechanism, which not only enables the most comfortable seating position to be obtained very readily, but also facilitates entry and exit, can be examined on the stand of A. W. Chapman, Ltd. (No. 182), where it appears in an improved form.

In these days of crowded roads, easily operated and powerful brakes are a sine qua non. The exhibit of the Clayton Dewandre Co., Ltd., on Stand 293 is, therefore, of considerable interest, as this concern specializes in servo-brake mechanism. The well-known

Dewandre vacuum servo can be inspected and the difference it makes to brake operation is convincingly demonstrated.

Although they do their work unobtrusively, good piston rings are of vital importance to the satisfactory running of a car. Clupet piston rings are of special design in that they are made in the form of a double coil which enables the gap provided with all ordinary types of ring virtually to be eliminated. They may be seen on Stand 353.

Cast aluminium number plates do much to improve the appearance of a car, and readers contemplating fitting them should pay a visit to Stand 488, where Robert W. Coan, Ltd., who specialize in aluminium work, are displaying some fine examples. This concern is also showing a range of neat step mats.

Owners of Austin Sevens and Morris Minors who have a taste for disc wheels should pay a visit to the stand of Cornercroft, Ltd. (No. 512), where Ace discs to suit these cars can be seen.

Useful Preparations.

If the pessimists are correct and we are due for an exceptionally severe winter, a preparation shown on the stand of the County Chemical Co., Ltd. (No. 480), should be of outstanding interest. Known as Chemico Stop-It Freezing, this preparation is intended for adding to the cooling water, and when used in the right quantities is claimed to give protection from frost to within 6 degrees of zero. Another useful Chemico product for adding to the cooling water is Stop-It Leaking, which is intended for sealing leaks in the cooling system. In addition to these items the County Chemical Co., Ltd., are making a special feature of their range of car polishes and renovators.

There is no question that a driver feels far more "at home" in traffic if he can see the tips of his front wings and thus gauge the width of his car more accurately. Those who own cars where the seating position makes this impossible should pay a visit to the stand of Desmo, Ltd. (No. 283), where a neat width indicator can be examined. It takes the form of an adjustable rod surmounted by a coloured ball and designed for clipping to the outer edge of the wing. The price is 6s. each.

Some excellent examples of spring-spoke steering wheels are to be found on Stand 248, where Dover, Ltd., are staging an interesting display.

A motorists' emergency chest is among the very interesting range of accessories shown by Dunhills, Ltd. (Stand 447). This chest, which is covered in fabric and designed for fitting to a running board, includes space for a two-gallon tin of petrol, a complete first-aid outfit and accommodation for spare lamp bulbs. The price of the case empty is 35s., whilst the first-aid case costs 7s. 6d. and the petrol can 4s. 6d. Dunhills, Ltd., are also showing a neat fabric-finished toolbox for running board fixing.

The value of bumpers needs no emphasis and a fine range can be inspected on Stand 308, where Elephant Motors, Ltd., are showing a comprehensive range of their well-known Elephant bumpers at prices varying from £4 to £10 10s. per set. These bumpers are of very businesslike design

not one of two but

STEWART & ARDERN LTD.

SOLE LONDON DISTRIBUTORS

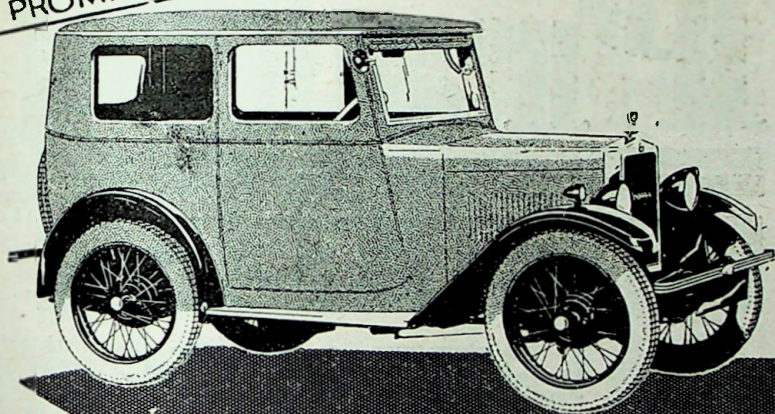
FOR MORRIS CARS

SERVICE AFTER PURCHASE

PROMPT DELIVERY

The full range!

HIRE PURCHASE
PART EXCHANGE
DRIVING TUITION
included in
Service-after-Purchase



GET YOUR
MORRIS CAR
DIRECT FROM
STEWART & ARDERN, LTD.

Showrooms open
Monday to Friday
until 8 p.m. Saturdays
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FOR FREE BOOKLETS

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Please send me post free 1920 Morris Catalogue also your Service, Hire
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Address.....

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COMMERCIAL VEHICLE DEPARTMENT, 371 EUSTON ROAD, N.W.1

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

One way to get

Run it on

IPirattts

HIGH TEST

/// PETROL ///



*“Every car
car on*

ANGLO-AMERICAN OIL COMPANY. LTD.

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

a Better Car

and
Pratts

MOTOR OIL

*is a Better
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36, QUEEN ANNE'S GATE, LONDON, S.W.1.

McC.219

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

EFFICIENT LUBRICATION IS THE GREATEST SERVICE

Lubrication by **TECALEMIT**

means
Complete Efficiency
and the
Utmost Economy

TECALEMIT EXHIBITS

at OLYMPIA
STAND 384 New Gallery

(Tele: Riv. 6115)

will include:—

Tecalemit Automatic, Central and Servo Chassis Lubrication; Tecalemit Grouped Nipple and Series Grouped Nipple Systems; High Pressure Lubricating Guns, Compressors and Tanks for Tecalemit, Alemite, Zerk, Lub and Dot Systems; Tecalemit Gear Flusher; Tecalemit Penetrating Oil Spray; Tecalemit Oil Pump; Tecalemit Oil Filters, Air Filters and Petrol Filters; Tecalemit Electric Clocks, Speedometers and Revolution Counters, etc., etc.

TECALEMIT LTD.,

Lubrication Experts,
Mitre House, Scrubbs Lane,
London, N.W.10.

Tele: Willenden 5961.



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

and have the advantage that they can be fitted without the need for drilling the chassis frame. Bumpers, however, are not by any means the only exhibits of Elephant Motors, Ltd., who are also showing a fine display of other accessories.

The Eural horn ring which fits on to the steering wheel concentric with the rim and operates the horn by means of a light pressure at any point is familiar to most motorists; it is now to be found combined with two similar rims, one smaller and the other slightly larger, and these serve to operate a rear direction indicator. This useful fitting can be inspected on the stand of Eural Patents, Ltd. (No. 329).

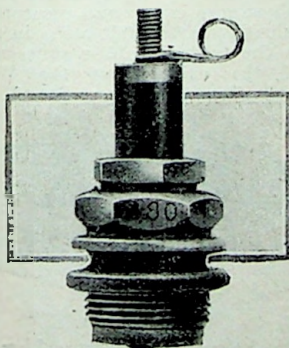
A wide variety of clutch and brake linings comprises the main exhibit of Ferodo, Ltd., on Stand 475. In addition, this concern is showing Ferodo Bonrest, a tough material specially designed to prevent bonnet rattle. It is unaffected by heat and is claimed to be practically everlasting.

A Belt-driven Supercharger.

An exhibit of outstanding interest is to be found on the stand of the Galloway Radiator Co., Ltd. (No. 216). This is a supercharger designed for belt drive, the idea being that much of the expense of fitting is cut down, so that car manufacturers will be able to supply supercharged editions of their standard models without expensive structural alterations.

Of entirely new design is the latest Gamage radiator muff shown by A. W. Gamage, Ltd., on Stand 417. Instead of the usual arrangements whereby either the top or bottom of the radiator can be blanked off for running on cold days, the front is split down the centre and made to roll sideways, thereby exposing a section of the block for the entire depth.

The R.P. adjustable thermostat which serves the very useful purpose of enabling the cooling water in the cylin-



The new K.L.G. miniature sparking plug (Stand 486).

der jackets to reach a working temperature very much sooner after starting than would otherwise be possible, and which also keeps the water at a fairly uniform temperature, is among the exhibits of the Houdaille Hydraulic Suspension Co., Ltd., on Stand 376.

Austin Seven owners in particular should make a special point of visiting Stand 220 where Humphrey-Sandberg (Sales), Ltd., are exhibiting a model of the well-known Humphrey-Sandberg free wheel, specially designed for the Austin Seven. Various working models are

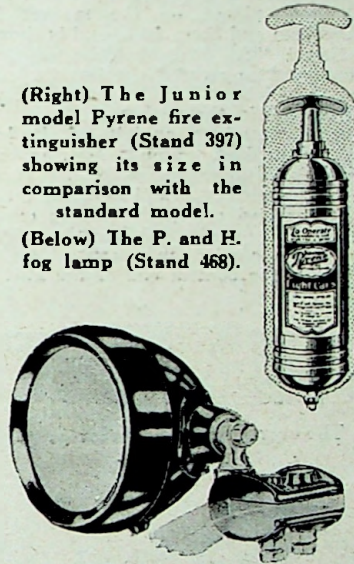
shown on this stand to illustrate the exact functioning of the free wheel.

Ed. Jaeger (London), Ltd., are showing a new accessory this year in the form of an electric petrol gauge which registers in gallons the exact contents of the tank. In addition, this concern, which is exhibiting on Stand 361, is showing a variety of its well-known instruments.

Dipping headlamps are rapidly gaining in favour, and with their increasing popularity designs are becoming available at more moderate prices. A good example is to be found on Stand 311, where Jenks Bros., Ltd., are show-

(Right) The Junior model Pyrene fire extinguisher (Stand 397) showing its size in comparison with the standard model.

(Below) The P. and H. fog lamp (Stand 468).



ing the Jenbro headlamp dipper which sells for 32s. 6d.

K.L.G. Sparking Plugs, Ltd., have recently introduced a range of miniature sparking plugs specially designed to give greater accessibility. Examples of these plugs, which, in spite of their small size, are none the less efficient in the matter of insulation, are to be found on the concern's stand (No. 486).

Examples of scored cylinders which have been filled in by the Laystall process, which entails no risk of distortion and does not enlarge the bore, are to be found on the stand of the Laystall Motor Engineering Works, Ltd. (No. 399).

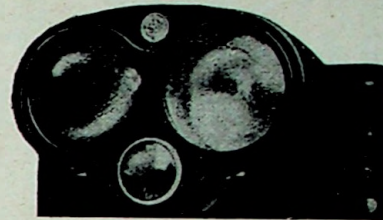
In view of the fact that Lodge plugs were used in the winning Schneider Trophy machine, the exhibit of Lodge Plugs, Ltd., on Stand 435 is of particular interest, especially as a new model for racing and sports engines is shown. This new plug is made according to the same patented construction as was used in the plugs for the Schneider Trophy machine.

Amongst a fine array of headlamps, dipping reflectors, inspection lamps, screen wipers, horns and so on displayed on the Lucas stand (No. 420) is a tail lamp of more than usual interest. In addition to showing a red light to the rear and illuminating the number-plate, it serves as a stop lamp and can be used to show a white light to the rear when reversing.

A new vacuum servo mechanism for boosting the pressure applied to the brake pedal figures amongst the exhibits

of Marcell Magnetos (England), Ltd., on Stand 391. One of the chief features claimed for it is ease of fitting.

Henry Meadows, Ltd., are exhibiting a range of very well-known power units on Stand 240, those shown including the 1½-litre overhead-valve sports model which has behaved with conspicuous success in well-known light cars during the past few years.



The Lucas combined tail, stop and reversing lamp. (Stand 420).

Used among other well-known racing drivers by Sir Henry Segrave and by Kaye Don, Moseley Float-on-Air cushions need no introduction to the majority of motorists, whilst they are being fitted as standard to a large number of cars. Various examples can be inspected on Stand 520.

Moss gearbox and rear axles are fitted to a number of light cars and have gained an enviable reputation for the reliable service they give. Various examples are to be found on the stand of the Moss Gear Co., Ltd. (No. 155).

Cut-away working models showing the ingenious design of their hydraulic shock absorbers are shown by Newton and Bennett, Ltd., on Stand 424. These shock absorbers are made in sizes specially suitable for light cars.

Amongst an interesting range of gadgets on the stand of Tom Norton, Ltd. (No. 162), is a device known as the Notron emergency rescuer. It is a neat non-skid attachment intended to strap round the tyre and rim of a car that has become bogged.

A very useful preparation, known as Solder Seal, is amongst the exhibits of Andrew Page and Son, Ltd. (Stand 205). This preparation serves the dual purpose of sealing leaks and cleaning the interior of the radiator and cylinder jackets.

Neat Spotlight.

A spotlight for fitting to the glass of a windscreen is an interesting item figuring on the stand of the Patent Motor Products Co. (No. 268). Known as the Restor Satellit spotlight, this lamp has a pistol-like grip for tilting it in any desired direction and, if required, can readily be detached and used as an inspection lamp.

The Celamel hand-spraying plant, with the aid of which amateurs can renovate and touch up their cars with cellulose, is one of the main exhibits of Postans, Morley Bros. and Brø s., Ltd. (Stand 363). This spraying plant is very simple to use and sells for 45s.

A very neat fog lamp, selling at the moderate price of £1 1s., is a particularly attractive item amongst a host of interesting accessories shown by Powell and Haumer, Ltd. (Stand 468). This fog lamp is designed to fit on the dumb-iron by means of a clamp, no drilling being necessary, and is provided with a universal bracket, enabling the amber-

coloured beam to be directed on any desired point. This concern also exhibits neat fog discs for fitting to normal headlamps.

Neat dip-sticks for Austin Sevens or Morris Minors are amongst the exhibits of the Prima Co., Ltd. (Stand 423). These dip-sticks sell at 1s. 6d. each and



The Romac Half-a-crown tyre repair outfit (Stand 366.)

are extremely handy to use. A cellulose hand-spraying plant is also shown.

"Safer Motoring" is the key to the exhibits of the Pyrene Co., Ltd., on Stand 307. The productions of this concern comprise fire-extinguishers, bumpers and non-skid chains. In connection with the first-named special interest attaches to the light car model Pyrene fire-extinguisher, which is eminently suitable for use on small cars, and sells at the attractive price of 35s. Pyrene bumpers are also available to suit cars of any size.

With six months or so of cold weather before them motorists' attention is turning to radiator muffs and other winter accessories. A very attractive range of muffs is being exhibited by Ramsdens (Halifax), Ltd., on Stand 287. These muffs are very attractive in appearance, having silver piping, whilst the front is of the double-opening roll type equipped with dot fastenings.

A Polish Demonstration.

Visitors who like to see "something happening" should pay a visit to Reckitt and Son, Ltd., on Stand 446. Here demonstrations are being given of the now very popular Karpol, which makes it possible to clean and polish a car without any application of water. Introduced originally for paint and varnish finishes, Karpol can now be obtained suitable also for fabric bodies or cellulose coachwork.

Despite the predictions of some folk who prophesy a return to favour of the glistening coachbuilt body, there is no doubt that fabric bodies will still retain a very large number of adherents. The exhibits of Rexine, Ltd. (Stand 232), is therefore well worth more than a casual glance, as an extremely wide range of leather-cloth patterns is displayed.

Great attention is now being paid to centralized chassis lubrication systems which save the need for applying a grease gun to innumerable awkwardly placed nipples. Of great interest in this connection is Stand 494, where Ripaults, Ltd., are showing the Aleyl system. The special feature of this is that no pump or other mechanical device

is used, the lubricant being fed from a central reservoir by means of wicks protected by flexible metal tubes.

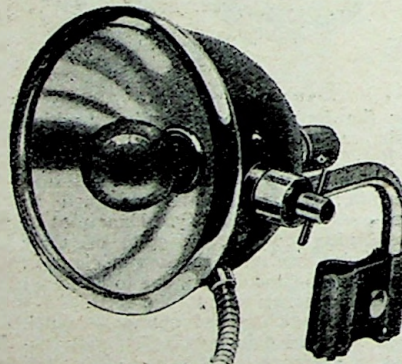
Tyre-repair outfits figure prominently on the stand of Romac Motor Accessories, Ltd. (No. 366). One of the most handy of these is known as the Half-a-crown outfit, comprising 48 sq. ins. of self-vulcanizing sheeting, a wire cleaning brush, a flask of non-inflammable rubber solution and a pair of scissors. As its name implies, it sells for 2s. 6d.

The problem of foiling the joy-rider or car thief is prominent in the minds of very many motorists at the present time. Special interest, therefore, attaches to a new petrol tap which has just been placed on the market by Rotherham and Sons, Ltd., and is shown on Stand 458. It is so designed that it cannot be operated without its own plug, which can readily be detached and carried in the pocket.

An outstanding exhibit of Rudge-Whitworth, Ltd. (Stand 489), is this concern's Multicentric wheels. These are of the wire type and have the inner spokes carried on eyelets fitting on to the driving studs, whilst the outer spokes are carried on a central eyelet fitting on the conical end of the hub.



The ever-popular Schrader gauge (Stand 286.)



A neat Stadium spotlight (Stand 264.)

As originators of the slogan "Test your tyres every Friday," A. Schrader's Son, Inc., are, as to be expected, displaying a range of Schrader tyre valves on their stand (No. 286). Types suitable for balloon, medium-pressure and high-pressure are shown.

In the sphere of brake linings the name Don is held in high esteem. Various examples of these linings can be inspected on the stand of the manufacturers, Small and Parkes, Ltd. (No. 297).

Frank Smith and Co. (Elland), Ltd., are exhibiting an improved form of Smith single-acting shock absorber on Stand 272. This incorporates an arrangement whereby the shock absorber does not hinder small spring deflections, coming into action only when major deflections occur.

Sorbo sponge rubber has many applications on motorcars, as visitors to Stand 183, where Sorbo Rubber Spouge

Products, Ltd., are displaying their wares, can discover. Amongst the exhibits are a range of floor mats and examples of Sorbo cushions.

Good-quality accessories at moderate prices are to be found in profusion on the stand of Stadium, Ltd. (No. 264). Amongst those of particular interest to light car owners are the Stadium Baby spotlight, horn rings for Austin Seven and Morris Minor cars, and a range of rear blinds for small saloons.

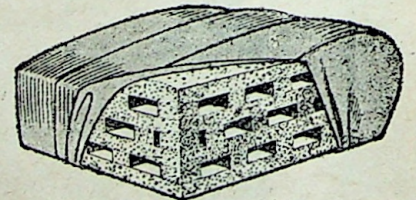
With increasing attention being paid to the question of easy lubrication, special importance attaches to the exhibit of Tecalemit, Ltd., on Stand 384. Here the well-known Tecalemit one-shot lubrication system is being demonstrated, and visitors will see for themselves its manifold advantages. Various arrangements are possible, one of the most notable being the servo system, in which the pressure of a small button on the fascia board serves to lubricate every point on the chassis which would normally be treated with a grease gun. Tecalemit, Ltd., are also developing what is known as the group system, by which a number of awkwardly placed nipples can be connected up to one point.

Useful Tools.

Springs of every conceivable type and description are exhibited by Herbert Terry and Son, Ltd., the well-known spring manufacturers, on Stand 418. In addition, the concern is showing many very useful fittings and tools, such as valve-spring lifters, bonnet clips, spanners, tyre levers, tool-holding clips and other items.

In addition to their electrical specialties, C. A. Vandervell and Co., Ltd. (Stand 476) show the Luvax hydraulic shock absorber in sizes to suit all cars, and are demonstrating its action. A central chassis lubrication system, known as the Luvax-Bijur, is also on view.

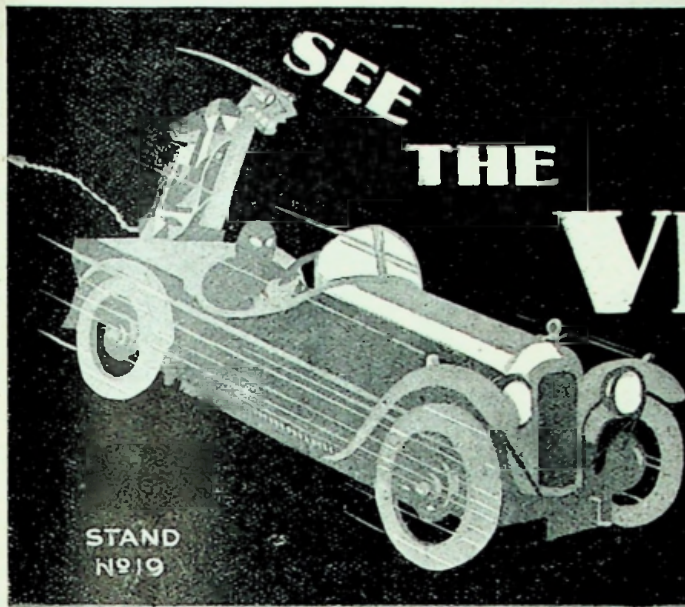
A windscreen-wiper blade, which can be fitted to any wiper and incorporates a chemically treated felt strip in addition to the normal rubber squeegee, is one of the exhibits of the Wilcot (Parent) Co., Ltd., on Stand 260.



A Sorbo sponge-rubber cushion (Stand 183.)

When the wiper is brought into action some of the chemical is deposited on the glass and serves to prevent the rain forming into spots, so that after a few strokes of the blade, the wiper can be put out of action for a considerable time.

Wilmot-Breedon, Ltd., have a display of Protectorglass—for which they are the distributors—on Stand 300. This glass, which has been manufactured since 1913, has the advantage that its edges do not require sealing, whilst another special claim for it is that it will not discolour. Bumpers and luggage grids are also shown.

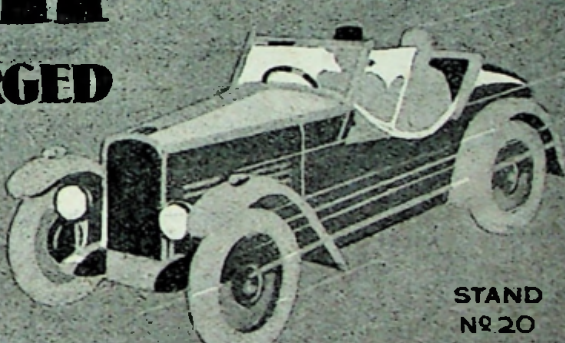


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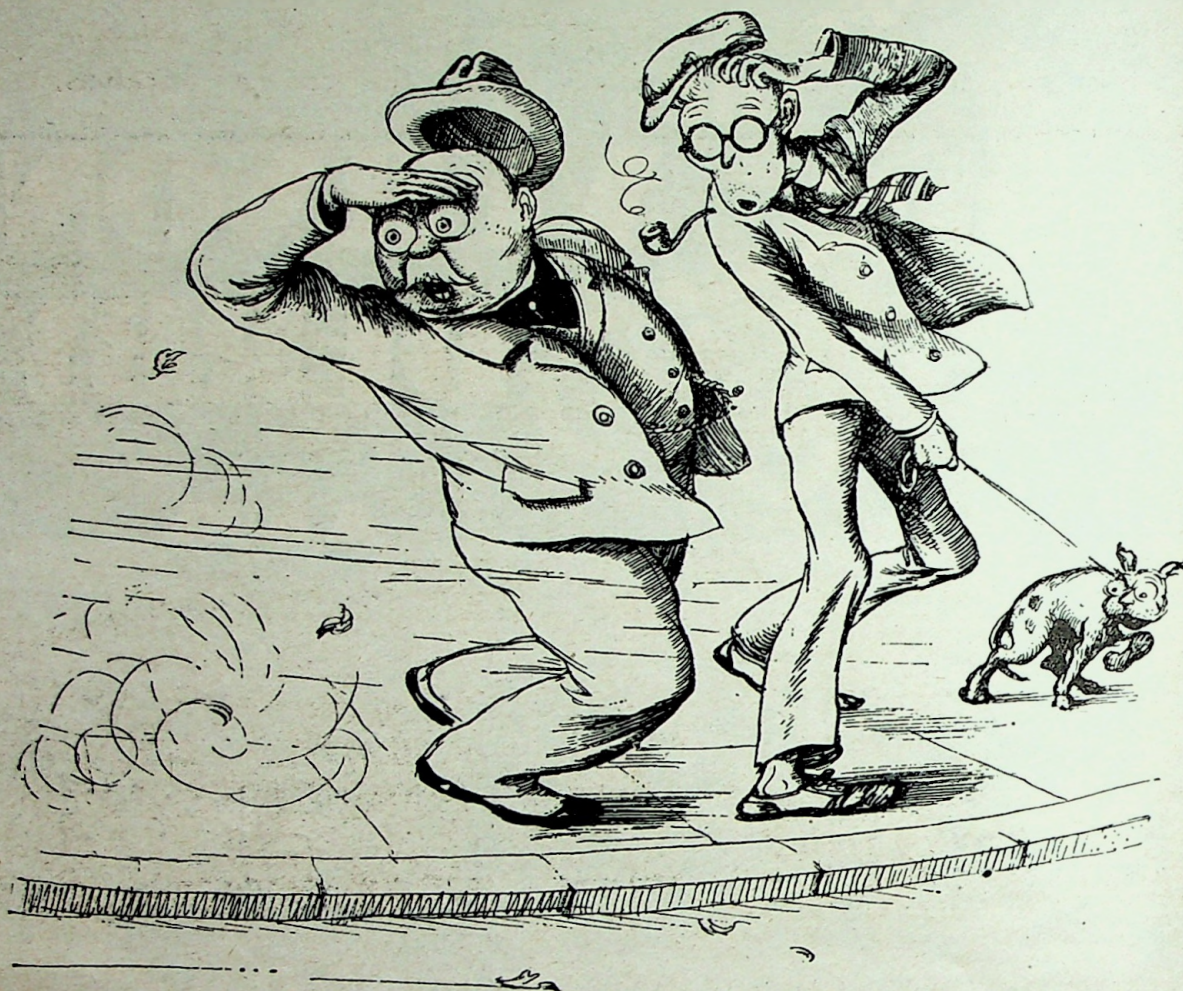
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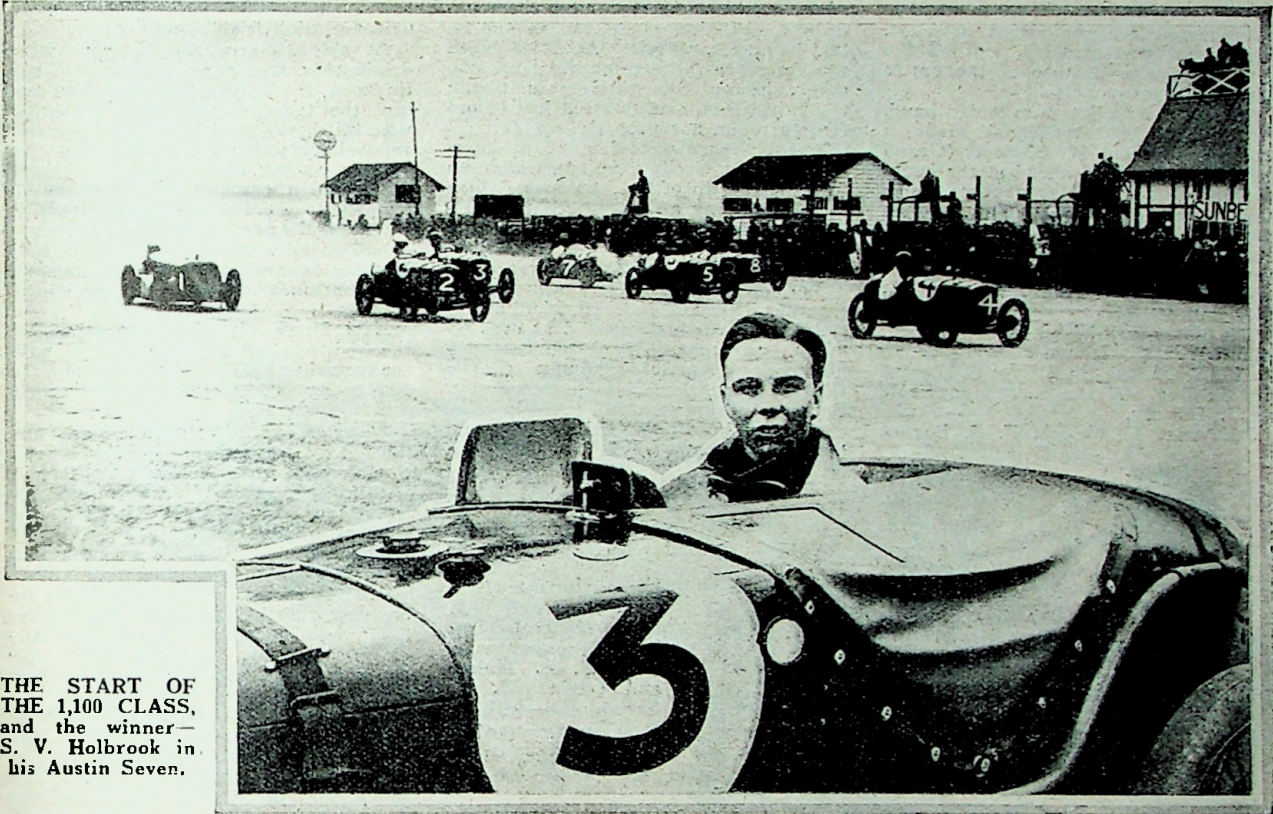
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A GRUPELLING 500-MILE RACE.

Despite Severe Handicap Light Cars Do Well in B.R.D.C.'s Event Last Saturday—Star Performances by Austin and Lea-Francis.



THE START OF THE 1,100 CLASS, and the winner—S. V. Holbrook in his Austin Seven.

The starters from left to right are (1) Spero's Austin. (2) Gunnar Poppe's Austin. (3) S. V. Holbrook's Austin. (7) Vernon Balls's Amilcar. (5) F. S. Barnes's Austin. (8) Martin's Riley and, in the lead, Caldicutt's Austin.

THE RESULTS OF THE RACE AT A GLANCE.

GENERAL CATEGORY.

Position	Drivers	Car	Time	Speed	Handicap
1st	Jack Barclay and F. C. Clement	4½-litre Bentley	5 hrs. 34 mins. 59½ secs.	107.32 m.p.h.	13 mins. start
2nd	Clive Dunfee and S. C. H. Davis	6½-litre Bentley	5 hrs. 42 mins. 40 secs.	109.4 m.p.h.	Scratch
3rd	C. Paul and J. Cobb	4-litre Sunbeam	5 hrs. 48 mins. 14 secs.	102.48 m.p.h.	13 mins. start

CLASS WINNERS.

CLASS 1 (up to 1,100 c.c.)	S. V. Holbrook and E. Poppe (Austin).	6 hrs. 14 mins. 26 secs.	(80.25 m.p.h.).
1 hr. 8 mins. start.			
CLASS 2 (up to 1,500 c.c.)	W. H. Green and R. N. B. Pellew (Lea-Francis).	6 hrs. 14 mins. 55 secs.	(89.19 m.p.h.).
30 mins. start.			
CLASS 3 (up to 3 litres).	L. Headlam (Alfa-Romeo).	5 hrs. 57 mins. 39 secs.	(96.74 m.p.h.).
21 mins. start.			
CLASS 4 (up to 5 litres).	J. Barclay and F. C. Clement (Bentley).	5 hrs. 34 mins. 59½ secs.	(107.32 m.p.h.).
13 mins. start.			
CLASS 5 (over 5 litres).	Clive Dunfee and S. C. H. Davis (Bentley).	5 hrs. 42 mins. 40 secs.	(109.4 m.p.h.).
Scratch.			

A FIELD of 30, a race over 500 straightaway miles, every starter capable of lapping at over 80 m.p.h., wholesale retirements, and terrific speeds by the over-handicapped smallest cars—these were the outstanding characteristics of the British Racing Drivers' Club 500-mile Race—its maiden effort—at Brooklands last Saturday, October 12th.

The event was for genuine racing cars, with an admixture of a few of the fastest road-racing sports cars, and the course was the full circuit of the Weybridge track without artificial turns or any other obstacle.

It was with some expectancy that a very large crowd of spectators assembled at the track. The day was fine if threatening, but the large black clouds

which loomed up brought no rain.

Seven cars failed to start, and the 30 starters were divided into five classes—up to 1,100 c.c., up to 1,500 c.c., up to 3 litres, up to 5 litres, and over 5 litres.

Promptly at 10 o'clock the flag dropped and the field of seven cars in Class 1 shot off the mark, Vernon Balls (Amilcar) very soon taking the lead and setting a cracking pace. Round he

came after his first circuit leading by a long way and travelling at over 94 m.p.h., with the Austins hot on his tail—and astonishing everybody by their speed. Caldicutt's car lay second, Spero's "Mrs. Jo-Jo" third, Holbrook's fourth and Martin (Riley) fifth.

The Amilcar steadily increased its lead, and lapping at over 80 m.p.h., the supercharged Austins swept after it. Their speed was amazing, and all the more impressive because of the entire absence of fuss or noise.

At 10.38 the 1½-litre cars took a hand, Frazer Nash (Frazer-Nash) made a brilliant start, but W. B. Scott (Grand Prix Delage) forged ahead at the banking, and lead the class as they came round the first time. The Thomas Special—a welcome re-appearance—was travelling very nicely, driven by E. M. Thomas, and the Lea-Francis team, captained by Earl Howe, was particularly impressive.

The 3-litre cars joined battle at 10.47, followed by the 5-litre class at 10.55. At 11.08 a.m. the three cars in Class 5 left the line and the race as a whole was in full cry.

Just after 11 o'clock, F. S. Barnes

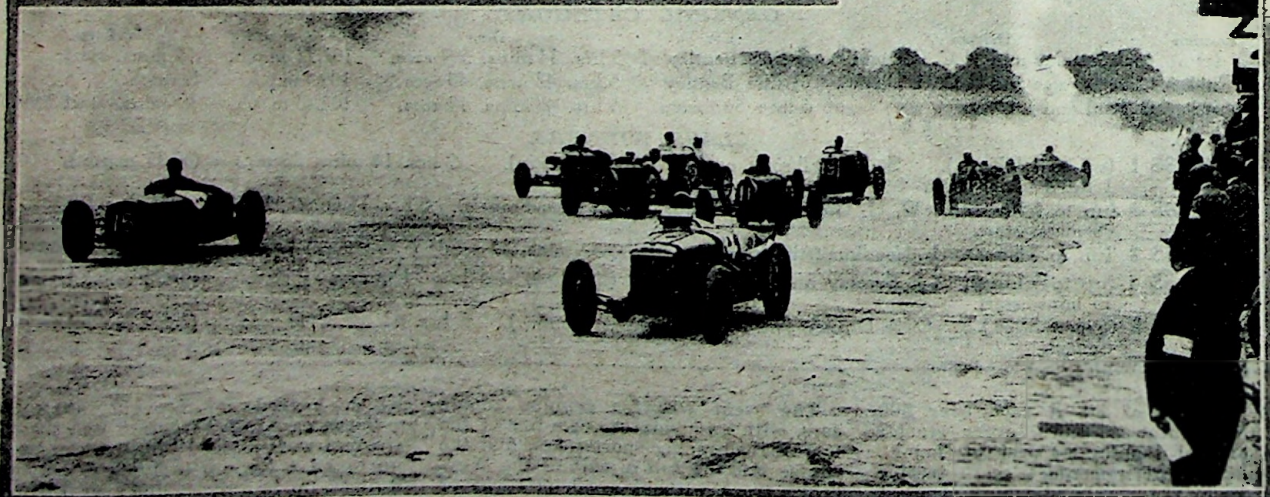
(Austin) pushed three-quarters of a mile into his pit, and later retired owing to a broken connecting rod—very hard luck. Frazer Nash (Frazer-Nash) was soon seen in difficulties with his "hot-water system," making repeated calls to refill his radiator. Pit stops were already becoming frequent, mostly for minor adjustments, tightening shock absorbers, changing plugs and in one or two instances, wheels. At 11.33 Nash was forced to retire after his usual fine effort, beaten this time by a piston which had been hastily fitted just before the start and not properly run in.

The big cars were lapping at enormous speeds, circling the track high up towards the lip of the bankings. Clive Dunfee driving an unsupercharged 4½-litre Bentley actually covered two laps at 126.09 m.p.h., while the three Sunbeams appeared very little slower.

Vernon Balls (Amilcar) was leading the race after 100 miles at 94.06 m.p.h. Caldicutt (Austin) followed at over 84 m.p.h.—an amazing performance—with Holbrook (Austin), Gunnar Poppe (Austin) and the Riley in that order. Spero's unsupercharged Austin lay sixth, having been delayed by an auxiliary oil tank which kept on "coming adrift."

Vernon Balls still led at 200 miles. He was running a little slower now, and Caldicutt was steadily holding the Austin in second place.

Comparing notes after the race. Earl Howe (centre) relating his experiences to (left) H. E. Tatlow and (right) W. H. Green, who—with R. N. B. Pellew—won the 1,500 c.c. class in his Lea-Francis No. 19.

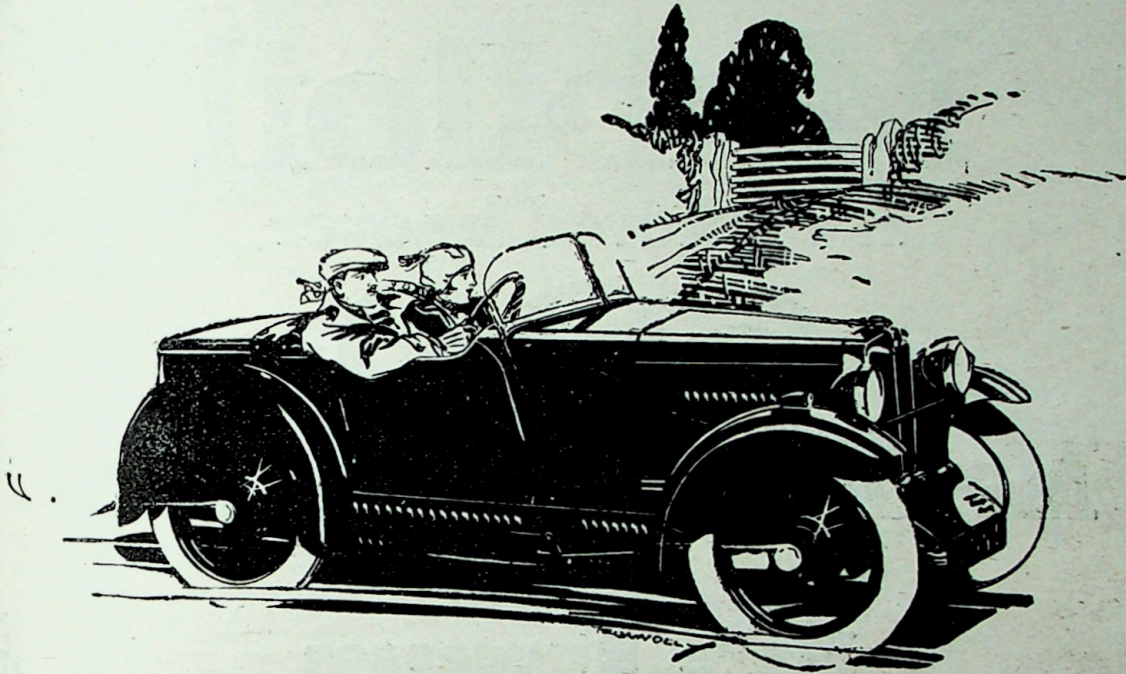


THE START OF THE
1,500 C.C. CLASS.

The cars are: (15) Scott's Delage level with (14) Nash's Frazer-Nash; in the rear are (9) Wilkinson's O.M., (10) Welch's Bugatti, (18) Green's Lea-Francis, (11) Brackenbury's Bugatti, (19) Pellew's Lea-Francis, (12) O. H. Saunders-Davies's Bugatti, (21) E. M. Thomas's Thomas Special.



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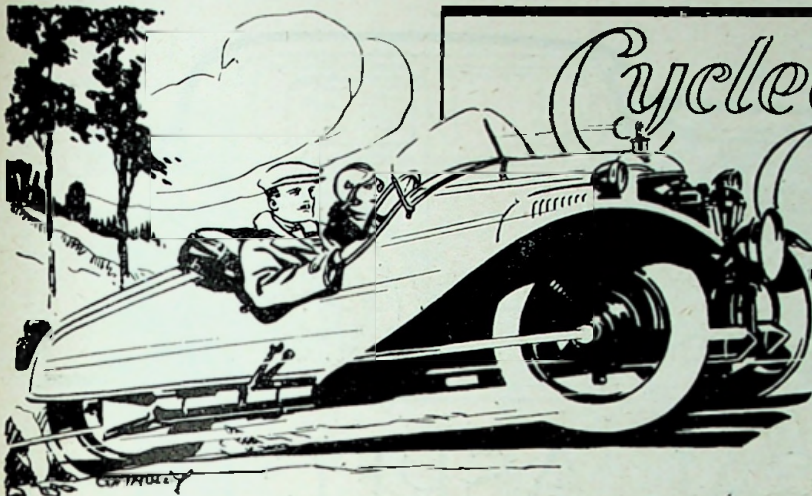
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C.F.H.

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



Cyclecar Comments

by SHACKLEPIN

A G.N. with a 1,550 c.c. Engine!—Rebuilding a Monocar—A Disastrous Trial—The Skidding Bogey Once Again.

THE other day I came across an old friend in the shape of a G.N. which was once my proudest possession and which was equipped with a roller-bearing Anzani engine—modified in various details. It triumphed in more than one hill-climb in its day and on the level was capable of rather more than 90 m.p.h.

Now the days of its glories are past. Heaven knows where is that engine upon which I had lavished such loving care, but the frame was the same and, I think, the wheels. The registration plates still bore the letters and numbers which many know so well. The present owner, however, had wrought wonders with the chassis. He had secured an old Morris engine, of the Hotchkiss-built Continental type, the bearers of which just fitted the frame of the G.N., and, with one or two minor modifications to the clutch, the engine sat in the frame as if it had been built for it.

The steering column had been fitted with a large racing-type flexible wheel and a new body had been built which was really a work of art. Constructed on the aeroplane principle of an ash framework, the owner had covered it in three-ply wood and stretched fabric over the whole. An ancient Phoenix radiator completed the car, which presented a most striking appearance and at first glance was quite unrecognizable.

Invited to take the car for a run, I delightedly accepted and, with the owner as passenger, I climbed into the seat—of bare board; but what mattered that? When I had it you sat on a cushion nailed to a stout piece of packing case—and we set off. With the comparatively enormous engine and the G.N. transmission the acceleration was phenomenal, and maximum speed seemed to be well up in the direction of 70 m.p.h. At any rate, a much-advertised "sports" car of more than two-

litres capacity was left standing on a by-pass road. I rejoice at the thought of the driver's astonishment at an ancient cyclecar getting easily away from him.

Talking of building cars, I do not remember having mentioned previously a monocar I once helped to build. It had been an A.V. monocar, but had no engine. Actually, it had been in a crash, but apparently the "frame" was in good order and the wheels near enough circular.

For some months in spare time a faithful companion and myself slaved on building a body and installing the engine—a side-valve V-twin J.A.P. taken from a motorcycle which my friend had purchased for what he said was a scandalous sum.

However, he was imbued with aeroplane ideas, and the cigar-shaped body was built accordingly. The engine stuck out at the back, of course, in the normal A.V. manner, and with incredible difficulty a motorcycle gearbox was employed to drive by chain to the rear wheel.

The steering was by wire and bobbin; a little crude perhaps, but quite satisfactory in practice, as I have always found. When the machine was, at last, ready, my young friend climbed in, and by pushing the outfit vigorously I caused the engine to fire. Off he went, the lightness of control proving—as the road test reports say—a trifle disconcerting at first; or, at least, so it seemed.

He succeeded, after a few wobbles across the road, in getting into top gear, and then opened the throttle flat out. In a roar from the open exhaust—he had not the patience to wait until a silencer could be evolved—he shot up the road at a pace which must have reached 50 m.p.h. I was following in a Morgan, and expected to see some fun.

There was a well-known bend ahead, and my friend bore down on this apparently with some trepida-

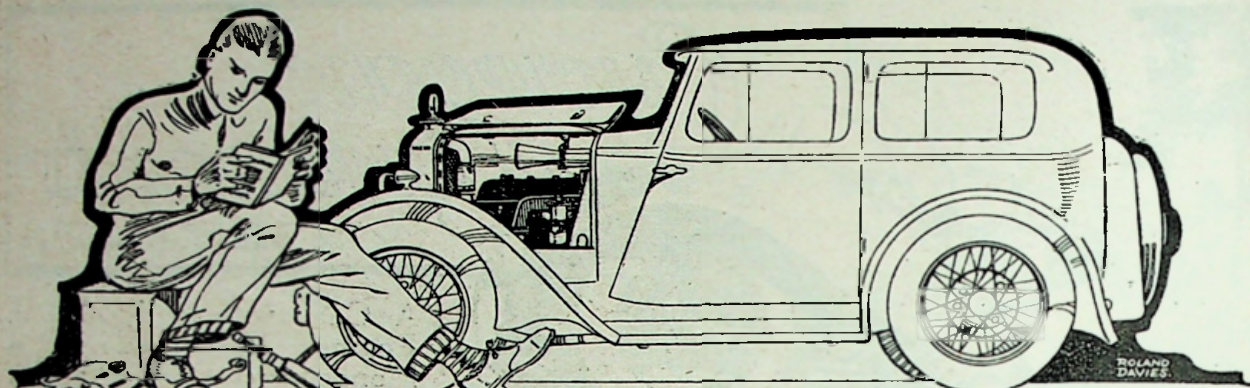
tion, shutting off in good time. Alas! just as he slewed beautifully round the first arc of the bend, a sudden gust of wind caught the A.V. broadside, and it went through the hedge in no uncertain manner.

That was the end of my connection with that car. After the accident, apart from the body being in small pieces, the frame twisted and the engine being found some distance from the wreck, it was quite all right!

I wonder why it is that even now the bogey of overturning and skidding sometimes rears its head at the mention of the words "three-wheeler"? Never, I suppose, in the history of motoring has a stigma been more undeserved. If ever a would-be buyer asks a motoring acquaintance—who has usually never been in a three-wheeler—if he thinks them safe, the answer is that suicide is a better way out. If a Morgan owner be asked, the reply is always the same—there is no more danger of skidding or overturning than in other cars, and probably less than with a sidecar outfit.

I myself am of the opinion that some small low-powered cars are much more dangerous at the same speeds on corners than a Morgan intelligently handled. Of course, that is the whole thing—any car *must* be handled with common sense, not necessarily skill, but ordinary discretion.

As for stability, anyone who has seen a super-sports Morgan on "rough stuff" can vouch for that. I well remember watching fast climbs made by these machines the first year they were produced in a sensational team ascent of Mill Lane—or New Colmore as it is called—in the Colmore Cup trial. Up a narrow, slimy chalk gully, which caused many a sidecar driver an unhappy time, these three-wheelers shot at speed, all the wheels bouncing at different moments, and apparently no two on the ground together. But the climbs were non-stop and dead safe.



TECHNICAL ASPECTS

by L. MANTELL.

A Real Aid to Fuel Economy—Power Losses in Cold Weather—
Would-be Edisons and Where They Fail—A Carburation Fallacy.

WHILE on the subject of economy, let me mention a simple device which works well—the R.P. thermostat. I have one on my own car, a 1926 special tourer 12 h.p. Riley—bless its old bones—61,000 miles and not a rattle yet, and I have the temerity to write this without touching wood. Time was when the thoughts of winter filled me with apprehension and visions of long “warmings-up” on frosty mornings, followed by careful strangler coaxings for the first few minutes on the road, and even then undue consumption through underheating. There is nothing, I might mention, which is such a source of fuel waste in the winter as underheating.

Now that is all like a bad dream. I have a good thermostat which completely blocks the circulation till the temperature is 90 degrees C., which heat is quickly reached and steadily maintained regardless of the outside temperature. A start up, a minute or two wasted while the car is manoeuvred out, the length of a short street and so far as the engine is aware it is July.

Given a dry road my winter and summer consumptions are nearly the same. I said “nearly,” for there is one difference which winter makes that defies thermostating, autostating and other wily methods of spoofing the engine into the impression that it is summer, namely, the grease in the gearbox and back axle. A great deal naturally depends upon the design of these members and upon the kind of grease or oil used, but, even in the best circumstances there is quite an appreciable difference in the viscosity and consequent absorption of power in driving the gearwheels and bevel through the clinging mass of lubricant which—especially in short runs during cold weather—tells considerably, as obviously it must, upon the petrol bill.

C60

With the intensive development of any industry the inevitable shoal of inventors is a natural sequenter, and it goes without saying that the universal commercializing of the internal-combustion engine as a source of popular locomotion is no exception to the rule.

Only those whose business it is to deal with inventors can have any conception of the amazing number of would-be Edisons who are continually casting about for new ideas, and I feel tempted to offer them a word both of encouragement and warning in their endeavours to find a paying idea.

It is, I believe, a noteworthy fact that the greatest and most epoch-making inventions have frequently emanated from persons totally unconnected with the trade in question.

Need I point to a more striking example than the late Mr. J. B. Dunlop, of pneumatic tyre fame, who was, I believe, a veterinary surgeon in Belfast? I happen to be a native of that town and well remember the appearance of the first “puddin’ toire,” as they called it, and the astonishment of the inhabitants at seeing a “Safety” bicycle—as it was then described—floating along over the rough stone square-sets, equipped with monstrous-looking 3-in. or 4-in. low-pressure balloon tyres at a speed which was quite impossible for the very thin solids which up till then were the vogue.

Epoch making indeed; for the pneumatic tyre is one of the undeniable corner-stones on which the whole industry is built. More power therefore to budding Dunlops. Get on with the job, there’s quite a lot to be found out yet, but—yes, there is quite a large and monumental *but*—try and think rationally first, and endeavour to see things as they are before adding your few and perhaps ill-afforded pounds to the millions already wasted in useless patents.

I am tempted to write in this strain by the number of letters I have recently received from people who think they have hit on “the goods” to cause the carburetter and supercharger makers to “sit up.”

By all means get as busy as you like with ideas to improve the fuel or thermal efficiency of engines, even the best at present can seldom use more than 30 per cent. of the actual heat value of the fuel, but keep off cut-and-dried lines and forget the word “carburation” in its present sense and mechanical application.

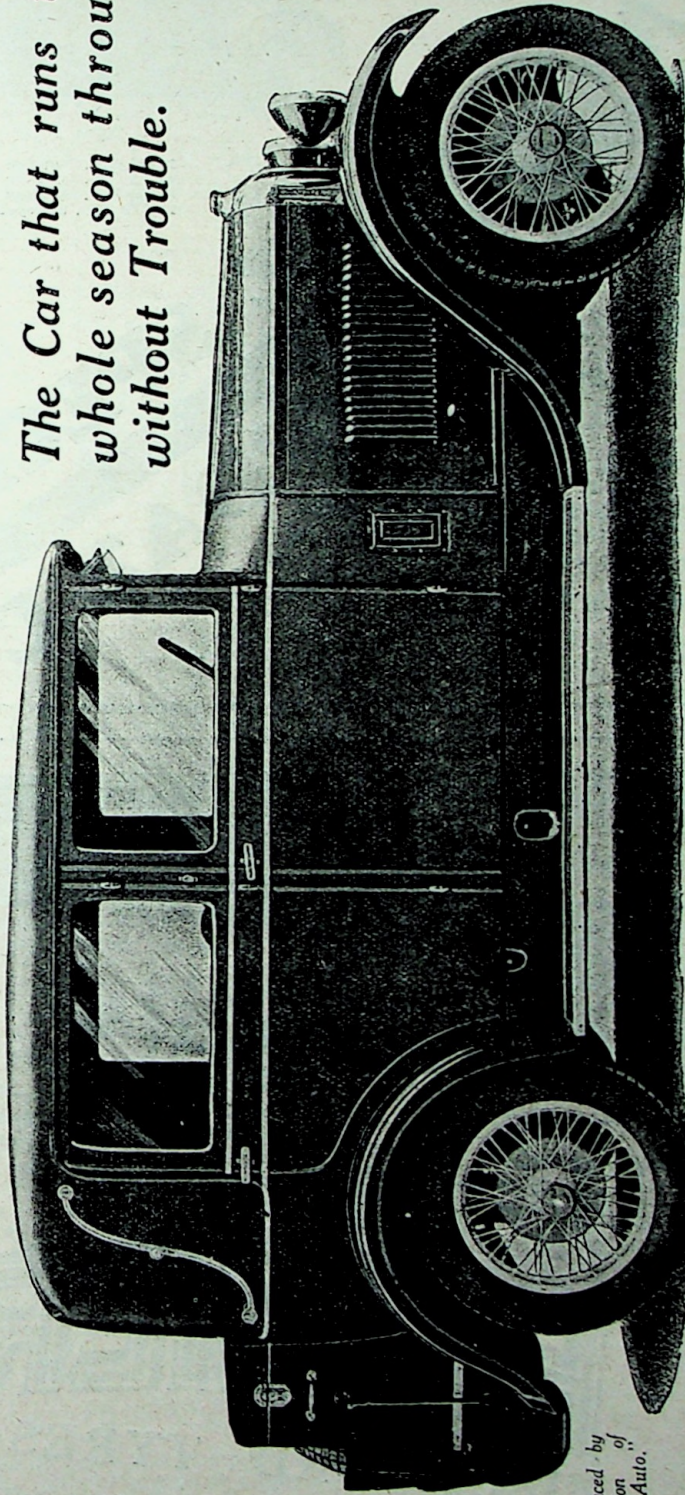
If amateur inventors had the slightest idea of the extent to which research on carburetter design is, and has been, carried out for the past 20 years, they would realize the abject futility of wasting a moment’s thought in working out supposed improvements in the design and arrangement of spraying elements, new mixture corrective methods and suchlike modifications of an existing and thoroughly probed system of fuel feed.

Some time ago an enthusiastic and ingenious soul brought me what he thought would prove to be a revolution in diffusers. Twenty years ago it would have been excellent, but it was not until I was able to convince him that records existed of over 100 practically identical devices that his ardour was spoiled.

The “perfect gas” maniac is another type that keeps rolling up in dozens, thinking that he has solved the great problem of producing a carburetter that will completely convert the petrol into a dry gas—totally oblivious, of course, to the fact that it is quite easy to make a perfect gas, but that nobody wants it. We do not even want a very fine spray in the modern high-speed engine with hot-spotted manifold, simply because it becomes flashed into gas too soon and displaces oxygen, the maximum obtainable weight of which per charge is of vital necessity for efficiency.

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The Car that runs the whole season through without Trouble.



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

FRAPPERSON'S WATER—LOO.

The Tale of an Experiment and Its Untimely Success.

WHENEVER I take tea with Frapperson I also take the opportunity of pottering idly round his rather dishevelled garage.

Frapperson is an Enthusiast; he is one of those fanatics who delight in dissecting the innards of their long-suffering two-seaters, and for this purpose Frapperson has many tools—good tools and, like most eager zealots, he is untidy, and leaves some of these good tools lying about. . . .

Enthusiasts may be able to afford to indulge their weaknesses, but ordinary motorists must be satisfied with what Providence—in the unprepossessing shapes of men like Frapperson—sends, so I was unobtrusively toying with a useful-looking adjustable when the sound of Frapperson's tactless voice caused me to pretend that I was merely practising a spot of conjuring with that desirable spanner.

"Disappearing trick?" queried Frapperson pleasantly, emerging from the bowels of the car. "Here, I want to show you my patent dog-drencher," he added.

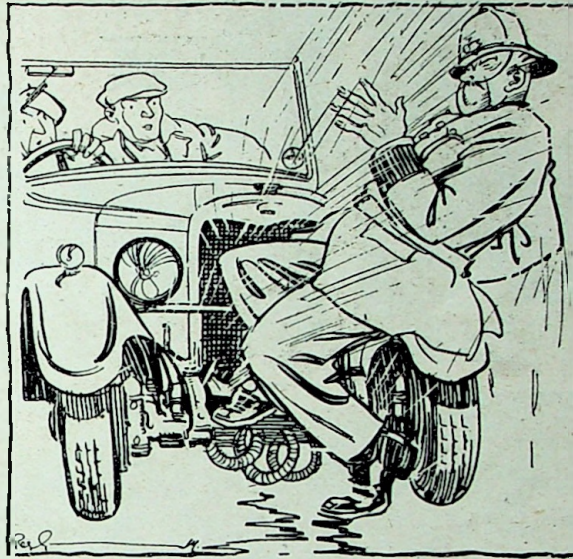
"Your patent what?"

"Dog-drencher. You know as well as I do how aggravating some dogs are. They stand in the road as though bent on fulfilling a canine suicide pact, wuffling 'O death, where is thy sting?' and you have to oblige 'em, or perform a spectacular swerve, or apply the brakes and come to an ignominious halt. Follow me?"

"All the way!" I replied heartily. The Frappersons had killed the fatted calf for me, so I could do no less.

"To my mind, none of these procedures is altogether satisfactory," Frapperson continued. "The owner of the dog mightn't want the beast killed, swerving probably results in accident and always in chaos, and the least of the three evils, stopping and exhorting the animal to remove its obstructive carcase elsewhere, is apt to make one appear ridiculous in the eyes of an appreciative audience. With my device it is possible both to teach the dog a lesson in alacrity and to preserve one's motoring dignity."

He smiled a trifle complacently. Frapperson hasn't liked dogs since one ate his best overalls. Frapperson was inside them.



He showed me the invention, a Heath Robinson affair composed of flexible tubing, nozzles and a cylinder that resembled a fire-extinguisher. It all seemed very ingenious, which, Frapperson assured me, it was, but how the thing worked was beyond my unmechanical imagination.

What happened, Frapperson explained, was this: You slurred your front tyres up against some particularly tired-of-a-dog's-life bow-wow, and, as the petrified animal closed its eyes in the expectant ecstasy of annihilation de luxe, you braked, pressed a pedal, and a stream of icy water douched the creature, who would yelp in pained surprise and scuttle off with its tail between its legs, a wiser, wetter dog.

Simple. And sure to bring off a Big Laugh.

Frapperson ignored my remonstrances. "We'll try it," he decreed, "when I run you home."

I groaned inwardly. I lived a long way from Frapperson.

Frapperson had almost lost his faith in the cursedness of dogs, when at last he sighted a potential victim. It was a nice, middle-sized mongrel, who resolutely stood in the danger zone, legs firmly straddled, and a "Be hanged to you" expression on its features.

"Now," hissed Frapperson. He stood on everything. The car stopped with a jerk. That was all.

The mongrel, after hearing Frapperson swear fluently, delicately withdrew.

"Perhaps there isn't any water in the doings," I suggested helpfully.

Frapperson swore again and savagely let in the clutch. . . .

At the cross-roads near my dwelling a constable was directing the traffic. He was about to wave us on when he noticed something, and strode up to the car. Frapperson quailed. He lives in awe of the law.

"Ere!" said the Law, ponderously, "Wadjermean-beaving yer number plate hobsoured?"

The Law bent down to examine the nature of the sinister offender. Frapperson nervously shifted his big feet. . . .

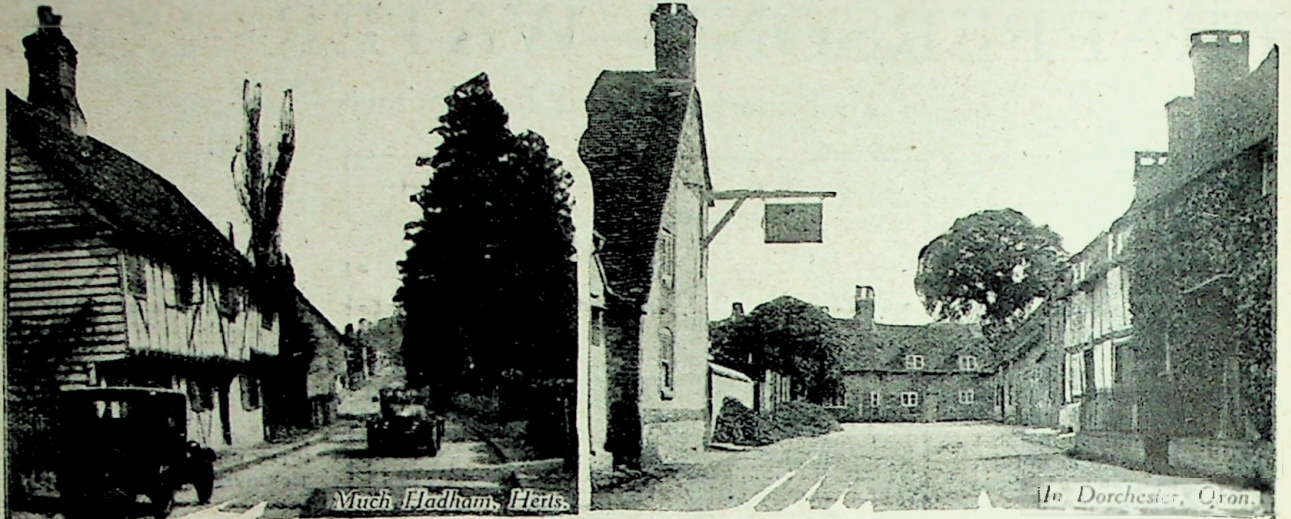
The doings *had* got water in it!

A.B.

PLEASED TO MEET YOU!

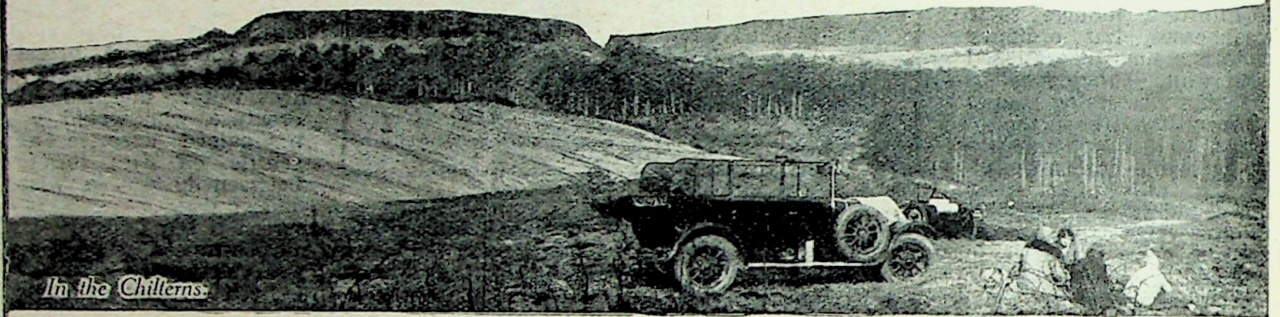
WITH the publication of our Show Numbers each year we make a host of new and lasting friends. If this is your first acquaintance with *The Light Car and Cyclecar* may we number you amongst them? By becoming a regular reader you will gain in several ways, most important of which are that your motoring will be more pleasurable but less costly, whilst you will be provided with instructive and entertaining literature week by week. Articles on economical run-

ning and getting the best out of a car, road test reports of popular makes, details of new models, reports of sporting events and general motoring news are but a few of the features which regularly appear in our pages. All you need do to become a regular reader is to place a definite order with your newsagent, who will then deliver each issue with your morning papers. Finally, remember that *The Light Car and Cyclecar* is the only journal of its kind in the world.



Much Hadham, Herts.

In Dorchester, Oxon.



In the Chilterns.

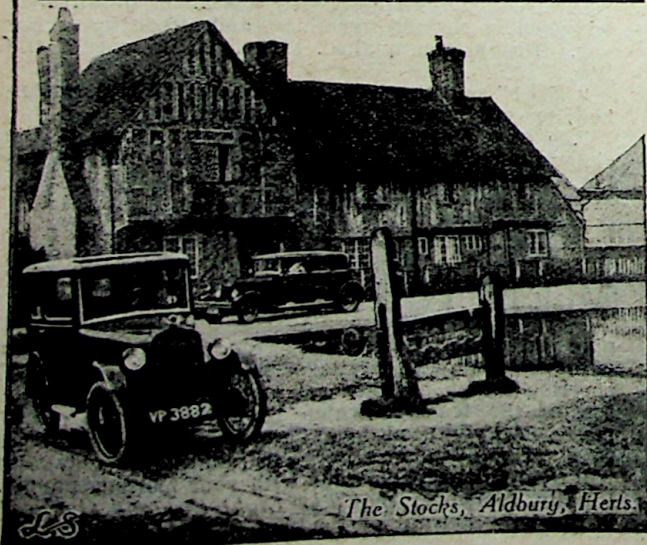
SOME
ATTRACTIONS
NEAR
LONDON

Strangers visiting London for the Motor Show and wishing to visit some of the beautiful and interesting spots in the vicinity of the Metropolis during their stay, will find inspiration for a pleasant run in the following article.

WHAT is more enjoyable at this time of the year than a flying afternoon visit to some attractive place and the run back again through the cold evening air to dinner with the appetite of a hungry wolf?

To those who are not quite sure of the way to get to some of the delightful places illustrated on these pages, a few hints will prove very useful.

The great high road to the Chilterns passes through Edgware and by way of the Watford by-pass one can slip quickly through the small towns of King's Langley, Boxmoor and Berkhamsted. At Northchurch (two miles farther on) a road to the right should be taken over the line stretch of Northchurch Common. Here, on the left, is a signpost to Aldbury, and there is hardly anything more beautiful in the whole wide expanse of Chilterns than the glimpses of the village with its old houses, stocks and pond through the trunks of the pine trees that cling to the almost sheer sides of the hill down which the road makes its gradual descent. Right across the valley is Tring, and behind the town is Aston Hill—no longer a test hill, but a beauty spot, little patronized—with a vista extending over parts of five counties.



The Stocks, Aldbury, Herts.

Much Hadham, once known as Hadham Magna, is rich in history of the Tudor times and it is surprising how many half-timbered houses of that period still stand. The village is an unusually beautiful place

After its non-splintering safety qualities the first essential about Safety Glass is that



you must see through it

Acetex Safety Glass will not discolour, bubble or disintegrate, but you should know the reason why.

NON-SPLINTERING glass is an acknowledged essential on roads to-day. *But it must not fog your vision.* It must not grow prematurely aged or get dingy or develop bubbles. Especially with night driving is the utmost clearness necessary. Acetex is permanently and perfectly clear. There is a scientific reason. Most Safety Glass has to have its edges sealed. If the seal becomes the least damaged the elements may enter and trouble starts. Acetex glass is *not* sealed. The unique materials and process by which it is made make sealing unnecessary. Heat, cold or rain will not dull it. Scientists have tested it under all conditions.

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Significant of the utter safety of Acetex is that you are offered a 20% premium reduction when Acetex is fitted. One year's reduction practically pays for making a Touring Car safe. Send the coupon now for a sample piece of Acetex and full particulars. See how clear and colourless it is, and, finally, try breaking it and satisfy yourself it is positively non-splintering.

ACETEX SAFETY GLASS

Where to see Acetex at Olympia



Acetex can be seen at the following Stands:—Clement Talb 161; Darracq 117; Layonda 124; Lancia 28; Panhard Levassor 90; Warwick Wright (Stutz & Weymann Saloon) 3; Brainsbys Ltd. (Humber) 71; Fountains Auto Carriage Co. 107; Hill & Boll (Talbot, Stutz) 140; Maddox & Sons 109; Cox & Co. 213; Renaults 35.

★ Send for a FREE Sample for your own experiment.

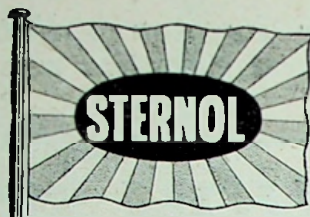
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WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

and, being only 27 miles from London by way of Epping and Sawbridgeworth, is the ideal reversing point of a short run through attractive stretches of Essex and Hertfordshire.

Dorchester, in Oxfordshire, represents one of the oldest cities in England, and in the seventh century it was the Cathedral City of Wessex. The Abbey is part of the Augustinian Priory founded in 1140. By the Great West Road to Maidenhead, along the Thames Valley to Henley and thence by the Oxford Road is the best route to Dorchester; but why not go just ten miles farther and see Oxford, the City of the Dreaming Spires? Then it would be possible to return by the Oxford Road through Stokenchurch and High Wycombe.

To say that Surrey is overcrowded by motorists, is to judge the crowds at Wisley Hut, Newlands Corner and Box Hill. As a contrast, the Hurt Wood district south of Shere could easily be described as almost deserted, and it is possible to walk through the pines for miles without even seeing so much as another fellow motorist engaged in like manner. One of the illustrations of this page is typical of the beauty of Surrey and the rolling stretches of rich pine-covered country form almost a network of 25 miles stretching from Chobham to Caterham

The "Garden of England" is, perhaps, best seen in spring, but a wandering run over winding Kent lanes can be delightful at all seasons. Leeds Castle, in its perfect mediæval setting, will always inspire the most unimaginative mind, and farther is Charing, a village that once boasted a Bishop's Palace and was the scene of Henry VIII's entertainment by the Arch bishop of Canterbury whilst on his journey to the Field of Cloth of Gold.

ROBIN HOOD.



Queen's College, Oxford.



Near Leeds Castle.



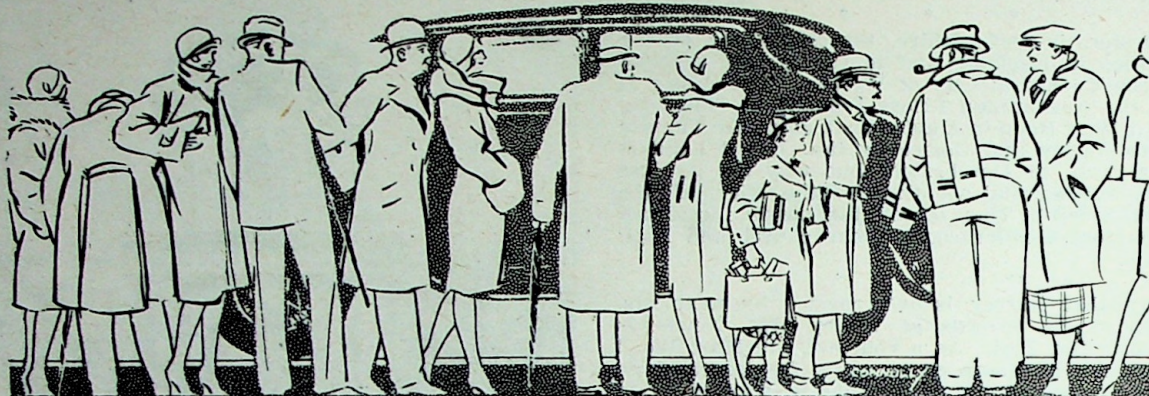
Bishop's Palace, Charing.



On the Surrey Hills.

ES

OUR READERS' OPINIONS



We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. 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. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

1930 CARS THROUGH READERS' EYES. Coachwork Admired but Chassis Design Criticised.

Sportsman's Coupes Admired.

After a glance through the list of light-car specifications in your first special Show Number I was impressed by the great growth in the popularity of the sportsman's coupé.

Improvement in Bodywork.

As an owner of one of the first of these designs it may, perhaps, be out of place for me to say that I consider them easily the most handsome style of closed bodywork yet evolved, and that they are almost the ideal, in that they combine the cosiness of the coupé, the comfort of the saloon and the carrying capacity of the four-seater.

Compared with the exhibits of a year or two ago, coachwork seems to have made more obvious strides than engine design. The sloping screen to nearly every saloon, the high waist and low roof all go to provide a car which is lower, safer and faster owing to better streamlining.

This year's Show will surely be an exhibition of the finest light cars and the finest value, and the British industry must surely be in a most healthy way and able to stand competition with any other country. M. J. CATOR.

Why Wire Wheels?

Is it not rather a paradox that whilst car manufacturers appear to be doing their best to reduce the labour of maintenance by adopting chromium plating, cellulose finish, one-shot lubrication, and so on, they are making cleaning a much more lengthy job by fitting wire wheels? I am quite prepared to admit that wire wheels go well with most light-car coachwork styles, but which looks best—a dirty wire wheel or a clean disc? That is what the matter boils down to for very few owner-drivers have the time to clean wire wheels properly—they take at least a quarter of an hour each—whereas it is but a moment's work to wipe over a disc. I cannot help feeling that in adopting wire wheels many car makers have overlooked this point and have considered only showroom appearance.

A Paradox.

In other respects I must say that 1930 light cars, as a whole, appear to be better than ever. To those of your readers who, like myself, can remember the days when electric starters, front-wheel brakes and reliable electric lighting systems were "non est," whilst prices were about double what they are now, the modern light car appears something approaching a tenth wonder of the world.

N. JAMESON.

"Something Worthy of 1930" Wanted.

I examined with great interest the very valuable list of specifications of modern light cars published in your first Show Number and I must congratulate you upon their lucidity. One thing, however, struck me more than anything else when reading them side by side with last year's Show Number—the almost complete stagnation in design. Indeed, the only tendency I can see in the light-car world is to imitate more closely and more slavishly the design of the larger car, and there is absolutely nothing of engineering interest to be seen.

I wish someone would design something worthy of 1930!
PROGRESS.

Improving Performance Without—

Looking through your specifications last week I was rather surprised to see so few supercharged cars available as standard productions. It seems to me that a mild form of supercharging has very great possibilities, especially if provision is made whereby the supercharger can be brought into or out of action at will. I am not thinking only of super-sports cars but of normal touring jobs intended for ordinary everyday use.

—Sacrificing Comfort.

Is it not possible to design a supercharger which could be fitted to an engine without very great structural alterations and arranging the drive by means of a belt? This would enable manufacturers to offer a supercharger model at a comparatively small extra cost and I am sure that such cars would command a ready sale.

Another point which disappointed me was the fact that four-speed gearboxes do not appear to be gaining any headway. They are to be found on quite a number of the larger higher-class light cars, but are conspicuous by their almost complete absence on the cars which need them most—the touring jobs of from 7 h.p. to 10 h.p..

If attention were given to the two points I have raised the performance of small cars could be greatly improved without any sacrifice of comfort and without an increase in tax.

L.P.

* * A supercharger designed for belt drive and suitable for cars up to 9 h.p. has just been placed on the market and will be on view at the Motor Show.—ED.

OUR READERS' OPINIONS (contd.).

Can You Beat It?

I have had my Aero Morgan for nearly two years and have done to date 17,384 miles by speedometer. During the whole of this time I have never removed the back wheel for any reason whatever; the original tyre is still in use and has not been punctured once. I think this reflects great credit on both the Morgan and Dunlop concerns. I have no connection with either firm except as a satisfied customer.

A Morgan
"Record."

AERO MAJAK.

Cyclists Who Disobey Police Signals.

The complaints which you publish from readers concerning cyclists who do not obey police signals, should not lead us to lose our sense of proportion. There may be reasons, and frequently are, for a police constable to permit a cyclist to continue whilst holding back motor traffic. Furthermore, when one considers the number of cyclists in this country (still considerably in excess of motorists), the misconduct of a few here and there is not surprising, particularly when it is borne in mind that anyone may ride a bicycle on the highway without qualification whatsoever and that those whose behaviour is in question are usually of the errand-boy type rather than the orderly organized clubman, whose roadmanship frequently calls for our admiration and respect.

Live and
Let Live.

Of course, we should remember that new conditions have been brought about by the advent of motor traffic and that, whilst the cyclist may also be legally bound by regulations which such traffic has made necessary and is, as a rule, ready to recognize and conform to them, we, on our part, must recognize our obligations towards the "older inhabitants" of the road and, so far as possible, be prepared to adapt ourselves to conditions on the roads as we find them and not be too impatient for other road users to change their entire outlook and habits to suit our convenience.

Courtesy should be shown towards cyclists in particular, owing to the vulnerable nature of their vehicles and their personal exposure to injury in the event of a collision. If occasionally they seem to be given a little extra licence, it is hardly a serious enough matter for us to worry over.

SPORTSMAN COUPE.

A Cheap Gradient Meter.

Your excellent article on gradients published on September 27th omitted to mention a very simple gradient meter which I have found very efficient for the past three years. I refer to the discarded aeroplane fitting which consists of a curved glass tube containing a bubble and enclosed in a suitable metal holder. It is graduated in degrees 0, 5, 10, 15 and 20 in each direction and may be purchased at any of those firms which specialize in what is facetiously (and erroneously) called "junk." Mine was purchased from a regular advertiser in your journal for fifteen pence.

Purchased
for 1s. 3d.

I prepared a scale of gradients which replaces the degree scale as follows:—First measure along the curved surface of the original scale so as to get a relationship between the degrees and a linear scale. In my case 15 degrees occupied 2 ins., and thus 1 degree is equivalent to 0.133 in. A table similar to the following can then be prepared.

Gradient.	Approximate angle in degrees.	Linear scale. (Assuming 0.133 in. to 1 degree.).
1 in 20	3	0.4
1 in 15	4	0.53
1 in 10	5½	0.76
1 in 8	7	0.93
1 in 6	9½	1.26
1 in 5	11½	1.51
1 in 4	14	1.86
1 in 3	18½	2.46

From the last column of this table a scale can be prepared on which the bubble will indicate the gradient directly.

The little instrument must, of course, be mounted longitudinally in the car; I have mine on the door by my side, and it should be screwed in position with the bubble at zero when the car is on a level surface.

Owing to the almost total absence of inertia in the moving part (i.e., the bubble), the instrument is very steady in its recording, and is not affected by vibration or speed. Unfortunately it is not suitable for dashboard mounting and the scale is not quite so "open" as one could wish for medium gradients, but it is a good fifteen pennyworth nevertheless.

H.S.

The Lighter Side of Motoring in Egypt.

The owner-driver in Egypt is almost invariably a resident, and the visitor rarely sees much of motoring conditions from the owner's point of view. These notes may, therefore, give valuable information

Many a True
Word

to anyone proposing to take up his abode in the "land of the waving palm." Nowadays, Egypt is a land of waving palms in more senses than one—but that is by the way. Here is my advice:—

(1) Do not think that a hand held out from a car in front of you means anything definite; it doesn't. At least nothing that you can possibly hope to understand.

(2) Never allow your thoughts to stray to a possible car behind you. The car is front is not likely to do as much for you.

(3) The horn is meant to be used; an automatic attachment to the engine, by means of which a warning blast is sounded continuously, will be found to be quite fashionable. The net result is negligible in either case.

(4) Although you should resign yourself to the fact that your brain must do duty, not only for yourself but also for every vehicle and pedestrian within sight, you should not expect to go scathless on that account. You are liable to be overcome by sheer weight of numbers.

(5) Do not attribute the movements of any of your opponents to fear; Egypt is one of those places where angels alone are liable to cold feet.

(6) Headlights are intended to be used—not, however, to illuminate the road but more as an eyesight test for oncoming units of the enemy. If a man-of-war's searchlight is available waste no time in securing it; the competition will be keen but you will thus ensure that your driving will be done behind it.

(7) When parking your car, even for five minutes, it is necessary to remove all portable parts, leaving only those articles which are valueless to yourself or to prospective purloiners. Of the former, such things as broken tools, worn-out covers, bumpers, etc., may be surrendered. Of the latter, anything in the nature of cleaning materials are least likely to tempt.

(8) Cutting-in may be considered a national sport. It is advisable to get as much practice as possible before venturing on the more frequented highways. The best players provide themselves with brakes of great power, bumpers of the kind favoured by locomotives, and dispense with their tail-lights. Some extinguish all lights except one headlamp of searchlight proportions, but this is not yet generally adopted.

N.F.W.

ON SALE	THIRD	PRICE
On	SPECIAL SHOW NUMBER.	3^D
THURSDAY	Light Car Design Reviewed - - An Invaluable Issue for Buyers.	AS USUAL

OUR READERS' OPINIONS (contd.).

A Grouse About Greasing.

Two years ago I had a car with what I considered to be the ideal greasing system (one-shot systems were not heard of in the light car world at that time). It was of the hook-on type, and called for the exertion of twisting the handle attached to the

Old-fashioned Guns Preferred. screwed piston rod of the plunger within the barrel. After that I took

delivery of a car which was fitted with the high-pressure grease-gun system, and, although this has the obvious advantage of forcing the lubricant at high pressure to the particular part required, it cannot be denied that, compared with the hook-on gun, it is sometimes very hard work. In theory, one merely applies the gun to the nipple and gives a downward push. In practice, this downward push often requires a great deal of physical strength. I appeal to manufacturers of high-pressure guns to give this point their consideration and, whilst retaining all the advantages of high-pressure, to make the operation of the gun much easier.

INVALID.

To Save Petrol.

From time to time I have seen in the pages of *The Light Car and Cyclecar* references to various devices such as extra air inlets, which are designed to save petrol and also to help to cool the engine when descending a gradient. In this connection, may I ask whether there is any objection to adopting exhaust valve

Why Not Exhaust Lifters?

lifters of a kind which figure on motorcycles? I live in a fairly hilly county, and probably a quarter of my running is downhill. Although I employ an extra air inlet, I feel that this is not adequate in one respect, i.e., it does not literally free the engine. With the valve opened wide a charge of practically pure air is drawn into each cylinder in turn, which is then compressed as the piston ascends and which is at once warmed up. On the "firing" stroke the air surely acts as a miniature power stroke by reason of the fact that it is still expanding, making the engine tend

to run, if anything, faster than it would do without the extra inlet in use.

I might be altogether wrong in my deductions, and, if so, I should be pleased if some expert would put me right. When I advocate exhaust lifters, however, I have something more in mind than the desirability of being able to coast downhill under ideal conditions, for would it not be possible to obtain a kind of free-wheeling effect on the level by operating the exhaust lifters? If this were so, it seems to me that drivers would have at their command one of the cheapest, most efficient and most foolproof free wheels imaginable.

May I also have the opinion of an expert on this, please, as I am thinking of having the necessary modifications made to my engine just for experimental purposes, and I do not wish to go to unnecessary expense if there is a big snag?

SIMPLICITAS.

To Dim or Not to Dim?

Now that the dark evenings are upon us again, may I have the temerity to raise the hoary old question, "To dim or not to dim?" I think it is time there was some definite ruling on this subject, because

The Old Question Again.

the present state of affairs is far from ideal, if not definitely dangerous. The matter should not be left to the personal opinion of each driver. If both cars dim all is well, and in my own experience, if both cars keep their headlights full on all is even better. But when one driver dims and another doesn't, the dimmer usually switches off and on to annoy the non-dimmer, and a dangerous situation arises.

Speaking for myself, I find no difficulty in meeting full headlights, provided I may keep my own on too, in order to pick out my side of the road and to show up divers pedestrians and cyclists who may be just ahead of me in the gutter. When we both dim I have the horrid feeling that I may be right on top of some invisible person. When the other fellow switches on and off to dazzle me I have the feeling that personal violence seems indicated.

H. F. SLINGSBY-WILLIAMS.

How to Avoid Decarbonizing.

A correspondent called attention last week to the fact that some engines call for decarbonization after two or three thousand miles, while others are able to continue for about

Useful Hints.

twice that distance (or more) without such attention. It is natural that those who possess the former type should envy the owners of the latter type and ask how it is done. Here are a few suggestions of methods which have proved very successful with engines of widely different characteristics.

If the deposit which is removed from a cylinder head is analysed it will be found to consist of three main constituents. (1) Carbon; (2) a tarry substance resulting from partially burnt oil; and (3) road grit, dust and so on. It will be helpful to consider the origin of these constituents.

Petrol is a compound of carbon and hydrogen and, when completely burnt, there should be no residue whatever, all the products of combustion being gaseous. If, however, there is a deficiency of air available, the hydrogen will always take its ration first, and an indication of such a deficiency is furnished by the presence of the poisonous carbon monoxide in the exhaust gases, showing that there was not sufficient oxygen in the supply of air for the carbon to form carbon dioxide. If the supply of air is materially deficient some of the carbon will fail to get any oxygen at all and will be liberated as soot. This is the source of carbon in the deposit. It may either be due to insufficient air passing through the carburettor or to inefficient mixing of the air and petrol in the combustion chamber. If the latter is the cause it is due to lack of turbulence, and nothing short of a change in the design of the engine or its adjuncts will remedy it.

To increase the proportion of air entering the carburettor one may either decrease the size of the jet or increase the size of the choke tube, and a few experiments on these lines are well worth while. Makers, as a rule, deliver their cars with a carburettor set somewhat on the rich side, and unless one wants the maximum speed of which the car is capable it is usually in the interests of efficiency and economy to weaken the mixture.

B14

Carbon is frequently deposited from the same source by the undue flooding of the carburettor or priming the engine when starting from cold. Actual liquid petrol may in such instances be found on the piston, where it is a source of inefficiency from several points of view. Its partial combustion deposits carbon, it robs the cylinder walls of lubrication, and it may dilute the lubricating oil in the sump.

To avoid carbon deposit, therefore, one should tune the carburettor to deliver as weak a mixture as is consistent with efficiency and avoid unnecessary flooding of the carburettor and use of the strangler. "Priming" by injecting petrol into the cylinder head or induction pipe should never be resorted to if the engine can possibly be started without it.

The next item is charred oil. Worn piston rings are a frequent cause of oil collecting in the combustion chamber, and when it gets there it has to be "burnt out." Now, lubricating oil is not very inflammable unless it is in an atomized state, and consequently it only gets charred under the conditions prevailing in the combustion chamber. This produces the tarry matter found in the deposit.

Even with relatively good piston rings there is a tendency for oil to be drawn past them when the degree of vacuum in the combustion chamber is very high. This condition is attained when the engine is used as a pump, that is, when running down hill with the throttle closed? This vacuum can be very substantially reduced by the use of an extra-air valve at such times, which will not only prevent this accumulation of oil and its subsequent charred remains, but will ensure the absence of the smoky exhaust frequently produced by cars after running down a decline.

Lastly, we come to the road grit and other solid matter carried by the air into the engine. Much of this will normally pass out with the exhaust gases, but the rough surface of a carbon deposit is liable to retain it, especially if it is of a tarry nature. This grit is therefore most serious when other conditions are favourable for carbon being deposited. It can be effectively excluded by the use of an air cleaner attached to the carburettor air intake.

A.H.S.

OUR READERS' OPINIONS (contd.).

Bumpers.

For the past 12 months I have been running a 10 h.p. Swift, and I am still dead against bumpers! On three separate occasions I have been rammed by an overtaking vehicle, and each time no damage at all was done because the very sturdy luggage carrier acted as a substitute for a bumper. On the last occasion I was actually charged by a taxicab with sufficient force to jerk my car forward about a foot, yet an examination of the luggage grid disclosed only one small scar! Incidentally, why do not accessory makers definitely design a single fitting to combine the functions of a bumper and a luggage grid?
ANTI-BUMPER.

Live Policemen and Coloured Lights.

In a crowded, narrow street three youths saw fit to walk slowly in the road just in front of my car in the direction in which I was going; twice I hooted, to which they responded with grins of derision, so I gave that up, knowing that about a hundred yards on there was a traffic control, where the tables might be turned. When in sight of the constable I pointed towards the three jokers, who got a considerable surprise; at a word from him they fled, to the amusement of those who had watched the proceedings.
So I saluted the constable and continued my journey, convinced that a real live policeman was better than a coloured light.
J. H. ROBERTSON, Captain R.N.

60 m.p.h. Austin Sevens.

I read with interest the article by "R.B.M." entitled "A 60 m.p.h. Austin Seven" and must say that, in my opinion, he paid dearly for his 60 m.p.h. In the first place I do not consider a "Seven" engine free enough to tune until it has done at least 2,000 miles. "R.B.M." says he spent 20 hours polishing the ports and only obtained 40 m.p.h. in second gear. Oh! dear. I can only afford to spend three hours on the ports but am disappointed if I cannot do 35 m.p.h. in second. I am also sorry for him if he had to spend more money on his Cup model

because he could not hold it at 60 m.p.h. Last October I covered 50 miles in the hour on an Austin Seven saloon from a standing start at Brooklands, and at 59 m.p.h. down the Railway Straight found no difficulty in lighting a cigarette. My present Stadium two-seater will do a genuine 60 m.p.h. but took me only 10 hours to "hot up."
THE GOLDEN SPARROW.

CONDENSED CORRESPONDENCE.

Writing on the subject of the lighting of road vehicles "A.G.F." (Wimbledon, S.W.19), suggests that amongst important reforms needed are the compulsory placing of the rear light at the extreme off side of vehicles so as to indicate their width to overtaking vehicles, the limiting of side lamps to six candle power, and the prohibiting of cars being parked on the off side of the road after dark. "A.G.F." tells us that he has been a driver since 1900 and that he considers these reforms would do much towards promoting greater safety at night.

Following the recent correspondence under the heading "The Life of a Sparking Plug," we have received a letter from K.L.G. Sparking Plugs, Ltd., enclosing a copy of a testimonial sent to them a short time ago by a motorist who covered no fewer than 100,000 miles on a set of K.L.G.s. At the end of this period the user stated that they appeared to be just as good as when they were fitted. K.L.G. Sparking Plugs, Ltd., inform us that this is not a record, as on their files they have another letter from a user who completed 145,355 miles on a set of their plugs.

INFORMATION WANTED.

SINGER.—The chance to buy or borrow an instruction book for the 1924-5, 10 h.p. model would be appreciated.—C. J. Fisher, 160, Elm Road, New Malden, Surrey.
FOUND.—On the road between East Grinstead and Uckfield, on Sunday, October 6th, the spare wheel of a Singer Junior. The owner should apply (giving a description) to Francis J. Pearson, Meadow View, Cheam Common Road, Worcester Park, Surrey.
FIAT.—Readers' experiences of the 1929 9 h.p. model, with particular regard to wearing qualities and information regarding any firm who could supply a pair of second-gear pinions to give a higher ratio would be appreciated.—G. Potter, High Street, Tenterden, Kent.

CLUB ITEMS AND SPORTING EVENTS.

LONDON M.C.

The club has accepted the invitation of the directors of Cadbury Bros., Ltd., to visit their factory at Bournville, Birmingham, on Thursday, October 24th. The programme will be: Leave Marble Arch, London, at 5 p.m., arriving Bournville 8.15 for breakfast at the Unicorn Hotel, followed by a tour of Stratford-on-Avon. 2 p.m.: Visit to Bournville, followed by a motorcoach tour of the village, with a tea interval during the afternoon. 6 p.m.: Leave for London.
The party being strictly limited, those members who have not done so and desire to make the trip, should immediately notify their intention to Mr. A. E. Cook.
On Sunday, October 27th, there will be an inter-club social and dance at country headquarters—the East Arms Hotel, Hurley, on the Maidenstone-Henley road. The London Ladies' Club, the Amateur M.C.C. and the Brighton and D. M.C. clubs have accepted an invitation to be present. The clubs will rally at 2.30 p.m. on Alms Hill, tea will be served at 4.30 p.m., and dancing will take place from 6 to 10 p.m.

NEXT WEEK'S ISSUE

—will be our Third Special Show Number. Appealing alike to Show visitors and the less fortunate who cannot visit Olympia, it will be on sale at our stand (No. 158) and all over the country on Thursday—one day earlier than usual.

LIVERPOOL M.C.

Five clubs sent 15 teams of three members each to compete in the inter-team trial for the Sir Leslie Scott Challenge Bowl, organized by the Liverpool Motor Club, which was run

on October 6th. Five cars were among the competitors. The route ran from Ledsham to Llangollen and back, embracing four observed hills, and was of a semi-sporting character. The total distance was 72 miles, which had to be covered non-stop except for the tea interval at Llangollen. Two secret checks were in operation, and the difficulty of maintaining an exact 20 m.p.h. average over the course was increased by very bad weather conditions.
L. Thompson (Cup model Austin Seven) and V. F. Crosswhite (Austin Seven) both stopped on the same section of Maes-y-safn Hill with clutch slip, and on the descent of Old Horse-shoe Pass, G. Frank (Standard) oiled up a plug and was unable to restart.
Full results will be available shortly.
The Open Reliance Cup trial will be run over a course in North Wales on Saturday, October 19th, and there will be 20 observed hills.

W.A.S.A. LONDON-EXETER.

Light cars figure prominently in the list of provisional awards for the Women's London-Exeter trial run on October 4th and 5th by the Women's Automobile and Sports Association. The premier award of the trial was won by a motorcycle rider, Miss Marjorie Cottle, and Mrs. M. Vaughan (Standard Nine) won the trophy and replica for the best performance by a car under 10 h.p. First-class awards were won by Miss V. Worsey (M.G. Midget), Miss E. Procter Greig (Riley Nine), Mrs. M. Vaughan (Standard Nine), Miss L. Roper (A.C.) and Miss P. McOstrich (Alvis). Second-class awards were won by Miss J. Hayward (Austin Seven), Miss K. Perryman (Austin Seven), Mrs. A. Montague Johnston (Riley Nine), Mrs. G. E. Dobson (M.G. Midget), Miss M. Biddo (Singer Junior), Miss G. Manning (Standard Nine), Miss R. Christmas (Morris Minor), Miss G. Schwedler (M.G. Midget), Miss Shillitoe (Singer Junior), Miss M. Gibson Craig (Rhode), Miss V. Lermite (Triumph) and Miss G. Bucknall (Fiat).
Only two light cars received no award—Miss J. Weekes (Riley Nine) and Miss H. E. Elmes (Renault). All the light car competitors finished the course.

FORTHCOMING EVENTS.

- October 17. Olympia Motor Show opens.
- October 19. Liverpool M.C. Reliance Cup Open Trial.
- B.M.C.R.C. Ninth Members' Meeting and Hutchinsons "100."
- October 20. Highton and Hove M.C. Drewitt Trophy Team Trial.
- Carshalton M.C.C. Reliability Trial.
- Sunbeam M.C.C. Passenger-machine Trial.
- Enfield and D. M.C. and C.C. Follow-my-leader Run.
- Wood Green and D. M.C. Social Run.
- October 22. C.S.M.A. First Social Evening.
- October 23. C.S.M.A. Club Dance at Palace Rooms, Bloomsbury.
- October 24. London M.C. Visit to Cadbury's Works at Bournville.
- October 26. Olympia Motor Show Closes.
- M.C.C. One-day Sporting Trial.
- Southport M.C. Speed Trials.
- Essex County and Southend-on-Sea M.C. General Efficiency Trial.

THE RILEY M.C.

The annual dinner and dance of the Riley Motor Club will take place this year on the second Thursday of Show Week—October 24th—at the Hotel Rembrandt, Kensington. The number of tickets being strictly limited to 250, it is advisable to apply for them now, single tickets being 21s. and double 35s. Riley owners who are not members of the club are also invited to be present. The club secretary is Mr. E. H. Reeves, Keyama, Lichfield Road, Sutton Coldfield, Warwickshire.

IDEAS for OWNERS

Keeping Tools Tidy.

The tools which every keen owner collects in his garage are apt to be mislaid unless each has its proper place to which it is returned after use. It will be found that two, or perhaps three, nails driven into the wall will form a convenient "bracket" for practically any tool. Thus, two nails close together will hold a file or a screwdriver by engaging with the shoulder formed where the blade joins the handle. More widely spaced nails will support set-spanners, whilst even heavy objects, such as jacks or wheel pullers, can be hung up on suitably large nails.

A Useful Blow-pipe.

Many small soldering jobs, such as fitting nipples to petrol pipes, often can be done more advantageously with a blow-pipe than with a soldering iron. Spirit blow-pipes can be bought quite cheaply at any good ironmonger's, but they are easily made at home.

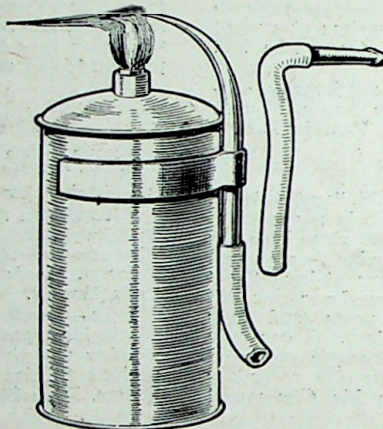
A disused metal-polish tin, with the sprinkler disc in the top removed, forms the spirit container, whilst the blow-pipe consists of the bent, tapered spout of an old oilcan. The spout is clipped to the container, as shown in the accompanying sketch, whilst to its bottom end is fitted a piece of rubber tubing terminating with a mouthpiece, which can conveniently be made from an old vulcanite pipe stem.

A piece of round wick is fitted into the neck of the container, which should be half filled with methylated spirit; alternatively, cotton-wool can be stuffed into the container and the wick allowed to rest on the wool. This will ensure

We invite readers to send us hints gained from their own experiences for inclusion in this feature. Five shillings will be paid to the sender of any hint published but we cannot undertake to return contributions not used.

that there is no free spirit which might spill.

To use the blow-pipe the wick is lighted and a steady blast of air blown through the mouthpiece. This will cause a jet of intensely hot flame to be projected from the side of the main flame, and with a little practice the jet



Small soldering jobs can easily be done by means of a blowpipe of the type shown in this sketch. Its construction is explained in the text.

can be kept fairly constant. By making the blow-pipe nozzle adjustable in relation to the flame its best position can easily be determined.

Securing Hood Nuts.

The nuts which hold the hood irons of a touring car on to the body brackets sometimes have a habit of working loose and dropping off; this is especially so if the hood is fairly frequently raised and lowered. In the case of plain nuts the cure is to ensure that they can be screwed up tightly against a shoulder formed on the bracket, whilst at the same time leaving the hood irons free to move. When blind cap nuts are fitted a simple but effective method of locking them is to press wads of paper into the blind ends. When the nuts are screwed home the wads are compressed firmly and thus form an almost solid abutment for the end of the screwed portion of the brackets.

Resetting Sprung Spanners.

When set-spanners are used carelessly and strained the jaws spring open, so that they are no longer a proper fit on the nut. To close them up to the correct size it is necessary only to support one side of the jaw on an anvil or heavy vice and hit the opposite jaw with a hammer. There is the risk, however, that the jaws may crack during the hammering; therefore, they should first be made red hot. If a nut of the correct size be placed between the jaws they will close on to it exactly and the spanner can then be reheated, dipped out in oil and tempered. Another way is to close up the jaws more than is necessary and then file them to fit.

IN ANSWER TO YOUR QUERY

M.M. (Co. Down).—Felt is preferable to corrugated iron as a roofing where the garage is near the sea, because corrugated iron must be treated with a preservative at least every two years.

L.G. (Kidderminster).—No, we do not know of any make of supercharger that can be fitted to a touring engine "for about £5." Superchargers themselves cost considerably more than this, whilst their adaptation to any engine often entails considerable modifications which, of course, bring about additional expense.

L.F. (Abingdon-on-Thames).—Yes, in view of the fact that your car has brakes on the rear wheels only it would be best to change over the wheels so that the two tyres with a pronounced tread are at the back whilst the smooth tyres are at the front. The roads are often treacherous during the autumn, owing to grease and falling leaves, so that you would do well to make the change within the next few weeks.

B16

Queries of general interest will be answered under this heading whenever possible, but a stamped addressed envelope must be enclosed for reply by post. Telephonic inquiries cannot be answered.

"Rover Eight" (Paignton).—The trouble which you have experienced in removing the valve caps of your Rover Eight can be avoided in future by blackleading the threads before replacing. This prevents the caps rusting in.

O.M.B. (Wembley).—As your car is taxed to the end of the year and you do not intend to use it after the end of this month, you should surrender the licence to your local authority. You will obtain the rebate of a proportionate amount of the annual tax for every complete month of the unexpired period, subject to the payment of a fee of 10s. As the tax on your car is £12 per annum, therefore you will obtain a rebate of £2 less 10s.

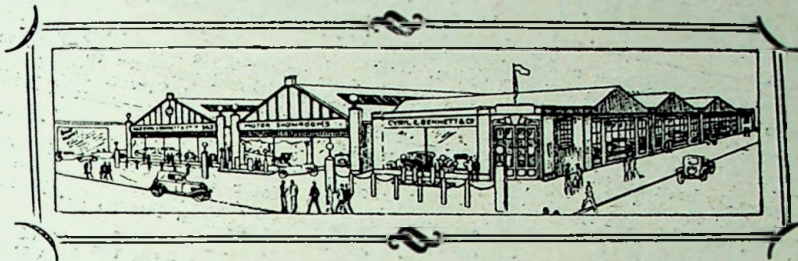
I.L.G. (Liverpool).—As you cannot obtain a ready-made enamel of the exact shade to match your car we suggest that you obtain a slightly lighter colour and mix black enamel with it until you obtain a close match. For touching up small blemishes it is better to err on the dark side than otherwise, as a slightly dark patch is less noticeable than a slightly lighter one.

L.L.D. (Cambridge).—You are quite right in supposing that a two-stroke engine has no valves in the ordinary sense of the word. The mixture is drawn from the carburettor into the crankcase and thence forced by the pressure generated by the descending piston into the combustion chamber via a special port which is uncovered when the piston descends below a certain point. It is impossible in the space available to describe the full action of a two-stroke engine, and we would refer you to "The Petrol Engine" (Temple Press Ltd., 3s. 6d. net), which describes all types, including two-strokes.

OCTOBER 18, 1929.

THE LIGHT CAR AND CYCLECAR

(Supplement i) 67

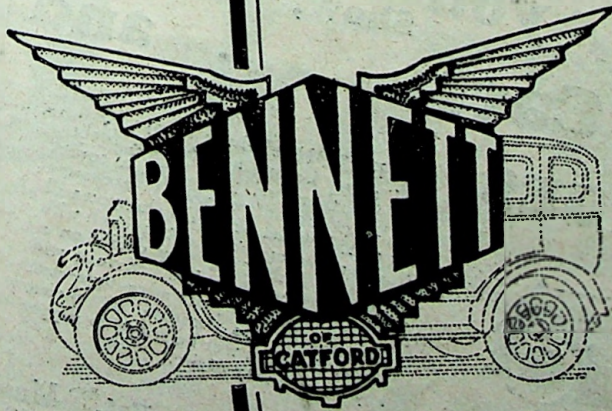


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FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

AROUND THE TRADE.

Lovatts, the well-known Jowett agents, of Mitcham and Croydon, ask us to state that there is no foundation for the rumour, now apparently circulating, that they are giving up their Jowett agency.

Three new representatives have recently been added to the outside travelling staff of the Leicester Rubber Co., Ltd., Evington Valley Mills, Leicester, on account of the increasing demand for John Bull products.

Under the title "De Resta Motors," new and second-hand car showrooms are being run by Mr. W. E. Humphreys, well known in connection with competition work. The address of the showrooms is 125 and 127, Euston Road, London, N.W.

The Grafton Engineering Co., Sycamore Grove, New Malden, London, S.W., inform us that they are now supplying all models of the Grafton Backlight (which was reviewed in this journal recently) at the uniform price of 7s. each. The anti-glare covers for these windows now cost 6s. 6d. each.

A showcard calling the attention of motorists to the fact that they should be prepared for fog by fitting a pair of H.P. fog discs, has been prepared by Mr. Harry Panzetta, 27, Bucks Avenue, Watford, Herts, who is the manufacturer of H.P. fog discs. These cards will be supplied to any motor agent on application.

An experimental balloon tyre of amazing proportions has just been made by the Goodyear Tyre and Rubber Co. The overall diameter is 12 ft., whilst the weight of the wheel and tyre is 1,800 lb., the inner tube alone weighing 125 lb. The tyre has a load-carrying capacity of between 40,000 lb. and 50,000 lb., and the price of the cover, if put into production, would be £1,000.

We are informed that Fewlex, Ltd., Bush House, London, W.C.2, have taken over the business of F.E.W. Patents and Engineering Co., Ltd.

Pass and Joyce, Ltd., the world distributors of the products of British Power Boats, are arranging a special display of craft at their showrooms at 24-27, Orchard Street, London, W.1.

The Birmingham Motor Tyre Depository Co., of Birmingham, have opened additional premises to their main show and salesroom at 84-85, Broad Street, Birmingham. The telephone number remains the same—namely, Midland 3393.

In view of the interest taken in motor boating by car owners, the Elto Motor Sales Co. are staging a special display of hulls and outboard motors during the Motor Show at their headquarters, at Elto House, 24, Harrison Street, London, W.C.1.

Recent successes attained with the aid of Dunlop tyres include the winning of all races in the B.A.R.C.'s final open meeting of the season at Brooklands. Kaye Don also used this make of tyre during his recent successful record-breaking attempts.

David Moseley and Sons, Ltd., inform us that their well-known Float-on-Air upholstery is fitted as standard to all models of a dozen car makers exhibiting at Olympia. Visitors, therefore, have ample opportunity to test the merits of this type of upholstery for themselves.

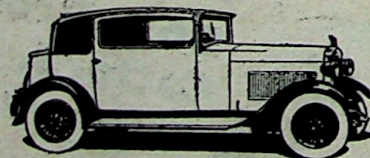
The Midland Gearcase Co., Ltd., Allcroft Works, Hall Green, Birmingham, have just issued a leaflet giving details and prices of their radiator muffs for the coming season. Amongst the improvements which have been effected in design is the fitting of a neat flap which can be raised to blank off the lower portion of the honeycomb, and which, when not in use, folds inside where it is out of sight. In addition, these muffs may now be obtained in a range of colours, including fawn, maroon, brown and red. An idea of the price is indicated by the fact that a model suitable for a Morris Minor costs 10s. in black or 15s. in colours.

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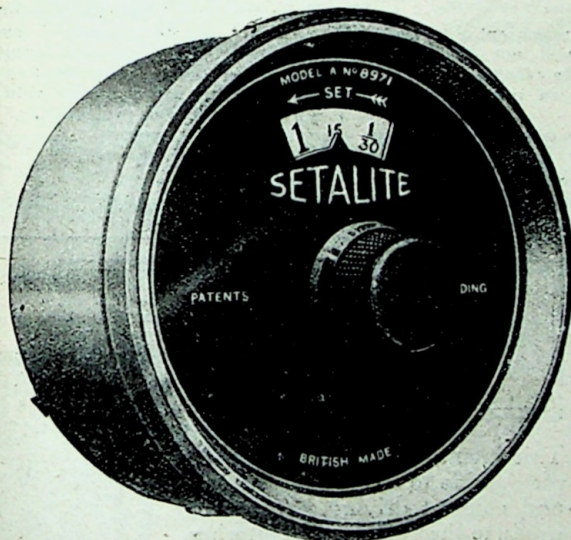
MEBES & MEBES Est. 1893 Museum 4244
144, Great Portland Street, LONDON, W.1.

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



I was fined four times Jim—

last year, but since I purchased my "SETALITE" I haven't even seen the cover of a policeman's pocket book. Just think, Jim, there were 36,078 motorists fined in a period covering July to December in 1928. I can give you no better advice than this:— Go to your garage man and ask him to show you the "SETALITE"; this wonderful little instrument switches on the lamps of your car automatically at lighting-up time. It consumes no current whatsoever and can be fitted to any car in a few minutes without disturbing the lighting system. It's just what you want, Jim, to protect yourself with the police authorities—that's why it is a necessity and not an expense.



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Ask your garage man to show you the three latest models of the:—

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- 1.—**Loss or Damage Section.** This section includes damage by frost (without qualification, provided reasonable steps are taken to safeguard the vehicle) and loss of or damage to internal body fittings.
- 2.—**Third-party Claims.** The assured is indemnified against claims for accidental bodily injury to any person, excepting claims for liability under the Workmen's Compensation and/or Employers' Liability Acts.
This section also indemnifies any licensed driver driving with the Assured's consent.
- 3.—**Personal Accidents.** This section covers accidents to the Assured and/or the Assured's Wife (or husband) in connection with the insured car or whilst mounting, dismounting or travelling in any other private motor car.
- 4.—**Medical Expenses.** Covers accidents to the Assured the driver, or other occupant of the car, each of whom can claim up to 25 guineas. This section is extended to apply to the Assured and/or to the Assured's Wife (or husband) in connection with any private motor car.
- 5.—**Rugs, Golf Clubs and Personal Effects.** These are insured against loss and/or damage (within limits) without payment of additional premium.
- 6.—**Agreed Value.** The underwriters agree in the event of total destruction or total loss of the insured car to pay in cash the insured value.
- 7.—**Loss of Licence.** In the event of a total loss, the Assured will not lose any amount he is unable to recover from the Taxation Authorities in respect of the car licence.
- 8.—**Garage Clause.** Loss of or damage by fire, lightning or explosion up to £100 to garage if such garage is owned by the Insured or the Insured is legally liable therefor.
- 9.—**Foreign Use.** Whilst the cover under this section is on the usual lines, there is no need to give prior notice to the underwriters before taking the car abroad.
- 10.—**No-Claim Bonus.** This is on a sliding scale and increases from 10 per cent at the end of the first year to 20 per cent after four years. The assured will not lose his No-claim Bonus through the operation of the "Knock-for-Knock" or any similar agreement.
- 11.—**Definition of "Private Purpose."** The term "private purposes" means social, domestic, and pleasure purposes including use during elections and for personal matters in connection with the Assured's business or profession.

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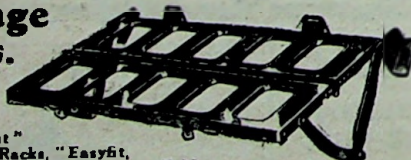
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1930 Show Lists—Post Free.
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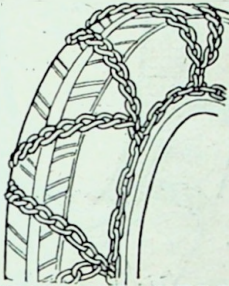
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

When **BUYING** **NON-SKIDS-**

Buy the Strongest Chains ever constructed. Chains that will NOT break and cause damage. That is to say—



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THIRD SHOW NUMBER



To be published next
THURSDAY, OCT. 24th.

The outstanding feature of this issue will be a complete summing up of the trend of light car design mainly as revealed by the exhibits at Olympia. There will be separate and authoritative articles—written in language that everyone can understand—concerning engines, transmission systems, brakes, steering, suspension, coachwork and so on, whilst the inclusion of a guide to the light car exhibits will enable visitors to the Show to find the light car stands without difficulty

The issue will be copiously illustrated, brightly written and greatly enlarged. In order to make sure of obtaining a copy, readers should place a definite order with a newsagent.

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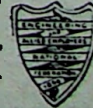
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EXHIBITING AT OLYMPIA MOTOR SHOW, STAND 276.

EXHIBITING AT OLYMPIA MOTOR SHOW, STAND 276.

Outstanding Features of

The Motor

**SECOND
 SHOW
 NUMBER**

**TUESDAY,
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WHAT TO SEE AT OLYMPIA.

An interesting article on the many interesting features of this year's Show and a tabloid guide to the outstanding exhibits, with a glance round the gallery.

COMPILING A GUIDE TO CAR PURCHASERS.

A Handy and Novel System Outlined.

PRICES AND SPECIFICATIONS OF 1930 CARS.

All Models, All Prices.

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With Complete List of Exhibitors.

THE NEW 20-25 H.P. ROLLS-ROYCE.

Exclusive Illustrated Description.

MICROSCOPING THE NEW AMERICAN CARS.

"Major Chassis and Body Developments Bursting into Full Bloom." By our American Correspondent.

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Make this Big Special Number one of extraordinary interest. There is something for every type of motorist to read and more information packed within its covers than will be found in a dozen motor papers.

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- (3) KIRK'S Bargain Show

LIST OF CARS.

STANDARD, 1929 Model, 0 h.p. 4 seater, low mileage, luxurious little car, special black and white colour finish, in beautiful condition, taxed December £130

PEUGEOT, 1929 Model, 7 h.p. Semi-Saloon 4-seater, general appearance and condition equal to new, finished crimson, upholstered to match £95

AUSTIN CUP, 1928 (late) 7 h.p. Sports 2-seater, beautiful condition, many extras, very fast £95

AUSTIN, 1928, 7 h.p. Chummy 4-seater, automatic screen wiper, full dash equipment, very low mileage, practically equal to brand new £80

Choice of another at £75.

AUSTIN, 1927 (late) Model, 7 h.p. Chummy 4-seater, rigid all-weather equipment, clock, speedometer, automatic screen wiper, smart appearance, good condition, taxed December £65

Choice of three.

AUSTIN, 1927 Model, Chummy 4-seater, all equipment, carefully used £59

WOLSELEY, 1928 Model, 11 h.p. 4-seater, all-weather equipment, good set balloons, very fine condition, super bargain £40

Choice of another similar.

OTTOEN, 1926, 7.5 h.p. Cloverleaf 3-seater, complete set, practically new balloon tyres, very fine condition £39

CITROEN, 1925, 7.5 h.p. Cloverleaf 3-seater, nice condition throughout, good tyres, great bargain £30

Another at £25-0-0.

SINGER, 1923/4, 9.8 h.p. De Luxe 4-seater, leather upholstery, rigid all-weather equipment, dynamo lighting, self-starter, full dash, most carefully used, good tyres £25

If on pleasure and business you're bent, Time and money will be well spent, Visit London's three good shows; Let us map them out in rows. No. 1 is full of interest, No. 2 is quite O.K. No. 3 should top the Bill, that's the show which you'll make pay.

All our used car bargains are marked at rock-bottom prices, and every one is Guaranteed a sound roadworthy car.

Call, see and appreciate the value offered.

60 other Cars in Stock

B.E.A., 1923/4, 11 h.p. Semi-Sports 2-seater, sunken diekey, dynamo lighting, Knight engine, attractively finished nile blue, polished aluminium bonnet, £20
good tyres, most attractive car

MORGANS.

AERO, 1929, Sports 2-seater, 8 h.p. J.A.P., dynamo lighting, speedometer, electric horn, hood and cover, f.w.b.s., beautifully finished apple green and cream, £80
low mileage, absolutely like new, taxed December

AERO, 1929, Special Sports 2-seater, 10/40 h.p., O.H.V., racing Blackburne, dynamo lighting, electric horn, very good O/S tyres, special headlamps, marid-cent colour scheme finish, specially £62 10s.
equipped

AERO, 1925 model, Special Sports 2-seater, 10 h.p., O.H.V., racing Blackburne, dynamo lighting, self-starter, electric horns, hood and cover, twin plated exhausts, magnificently equipped, instrument board, spotlight, Triplex, grand condition, wonderful £57 10s.
value

AERO, 1926, 8/10 h.p. J.A.P., w.c., Sports 2-seater, dynamo lighting, electric horn, full dash equipment, finished chrome, red upholstery to match £55

AERO, 1923 8/10 h.p. O.H.V. Anzani-Summit, dynamo lighting, O/S 8/8 tyres, clock, speedometer, hub and electric horns, two special spotlamps, extremely attractive £52

MORGAN FAMILY, 1924, 8/10 h.p. J.A.P., 4-seater, dynamo lighting, electric horn, two-piece screens, very fine condition £45

STANDARD, 1921, 2-seater, 8 h.p. engine, fully equipped, very good tyres, great bargain £12
Selection of several other Morgans, including several Aeros.

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



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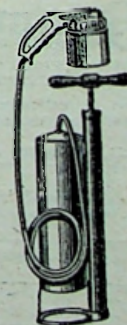
BOOK ON CAR PAINTING

Special Motor Show Issue.

IF you can't visit the Motor Show, write to Postans, Morley Bros. & Birtles, Ltd., Sole Makers of Celamel, Trevor Street, Birmingham, for this Free Book. It tells you how to convert your car to the wonderful hard-wearing celluloid finish, how to touch-up a cellulosed car, etc.

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Celamel can be obtained promptly through any Curry's Depots or Halford's Branches or from Depots at: London—135, Pancras Road, N.W.1 (Tel: Museum 6926); Glasgow—32, Brunswick Street; Bradford—68, Leeds Road (Tel. 7528). Illustration shows the Celamel Hand Spray Plant, which makes a good result in car painting certain.



CELAMEL Stand No. 363, Gallery OLYMPIA Motor Show.



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



GET

SOMETHING BETTER

A few examples from to-day's stock:

TWO-SEATERS.

- 69 Pounds. A-C, 12 h.p., 1928/8, special Royal, as new throughout, one owner, remarkably sound.
- 99 Pounds. A-C, 12/30, 1927 Royal, pneumatic upholstery, f.w.b., £30 worth of extras.
- 98 Pounds. AUSTIN 7, 1928 Burleigh Special Sports, countless extras and equipment, tip top throughout.
- 69 Pounds. AMILCAR, 1925, Petit Sports, streamline 2-str., first registered 1927, fast and attractive.
- 55 Pounds. ROVER, 9/20, 1926/6, 2-door de Luxe, bodywork, etc., as new, small mileage, tip top throughout.
- 65 Pounds. CLYNO, 11 h.p., 1927, 2-door, sunk dickey, f.w.b., excellent tyres, very well kept, one owner.
- 99 Pounds. ALVIS, 12/40, 1926, 2-str., very well equipped, tip top mechanically, fast and attractive.
- 79 Pounds. FIAT, 12, 1927, 2/3 str., f.w.b., full standard equipment, cost over £300.
- 99 Pounds. SINGER Junior, 1928, standard 2-str., small mileage, one owner, very well kept.
- 99 Pounds. LEA-FRANCIS, 1927, 12/20 de Luxe, f.w.b., excellent tyres and equipment, tip top throughout.
- 85 Pounds. JOWETT 7, 1926, long de Luxe 2-str., very well equipped, mileage under 10,000.

FOUR-SEATERS.

- 79 Pounds. CLYNO, 1927/8, 4-door Saloon, very well appointed interior, perfect throughout.
- 99 Pounds. WOLSELEY, 11/22, 1926/7, 4-door Saloon, £30 worth of extras, exceptionally smart and attractive.
- 79 Pounds. RILEY, 12/40, 1925, de Luxe Tourer, 5 new tyres, all extras, fast and attractive.
- 99 Pounds. RILEY, 12/40, 1926 Tourer, all extras and equipment, recently overhauled, exceptionally sound.
- 89 Pounds. ALVIS, 1925, 12/40 de Luxe Tourer, very well kept, very fast and attractive.
- 99 Pounds. ALVIS, 12/50, 1925, Sports Tourer, wire wheels, £30 worth of extras, very well equipped.
- 88 Pounds. LEA-FRANCIS, 12/22, 1926, 4-door Tourer, f.w.b., excellent tyres, tip top throughout.
- 85 Pounds. SINGER 8, Junior 1928 Tourer, dual finish, mileage under 10,000, excellent throughout.
- 69 Pounds. JOWETT 7, 1927, long 4-str., completely reassembled, new hood, mechanically tip top.
- 79 Pounds. SINGER, 10/24, 1927, 4-door Tourer, absolutely as new throughout, very small mileage, one owner.
- 69 Pounds. AUSTIN 7, 1927, Tourer, many extras, 2 new tyres, very sound and attractive.

Etc., Etc.

Send for lists of 100 others—credit terms on any car—delivery and collection anywhere £2-10-0 extra.

YOUR present car or motorcycle may be very serviceable, but don't you sometimes wish for something better, more up to date—a later model or to exchange that motorcycle for a car with its greater comfort and weather protection.

HAVE you ever realised how easy it is to make this exchange no matter in what part of the country you reside.

OUR Exchange Service covers every part of England, Scotland, or Wales—and that "difference" may be smaller than you imagine—so even if you are not contemplating an immediate purchase you should not fail to get Benmotors quotation—it costs you nothing and does not place you under the slightest obligation to buy.

JUST fill in the form below and you will receive a definite quotation per return, together with our latest Illustrated Used Car Lists of some 100 modern Small Cars under £100, so that you may see at a glance the exact difference you need pay to get just the car you want.

WE invite you to call and walk round our new Showrooms if you can find time to do so—all cars are clearly priced so that you may walk round without being worried to buy—your time is never wasted at

"DELAYED" EXCHANGES.

THE BEST WAY TO BUY YOUR 1930 CAR

Let us take your present car or motorcycle off your hands immediately at to-day's market price and give you

CASH NOW

We merely retain a small sum to act as deposit on any

NEW OR USED

Car to be chosen any time within the next few months. Think of the field this opens to you. You are relieved of all the responsibilities of depreciation, etc.—free to make a leisurely choice from our stock at any time or should you favour

NEW

make your selection from the latest 1930 models at the Show just when you want it. Send details of your machine on the form below.

DON'T FAIL, GET Benmotors QUOTATION NOW

128-130, EAST HILL, WANDSWORTH, S.W.18. Phone: Battersea 2425. Hours 9.0—8.0 including Saturday.

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.

I am inclined to favour a New..... and in the event of my deciding to go further in the matter I should be interested Used Car from your stock

*in an Immediate Exchange These details are merely a rough idea of my requirements, and not to be regarded as definite, but just as in your Delayed Exchange Scheme, a guide to enable you to quote your best price.
*Delete or insert as required.

Make of Car or Motor Cycle—	Date of Manufacture—	Type or Model—	No. of Cyls.— If Starter—
Type of Body (or S/c)—		Rated H.P.	Type of Lighting— No. of Speeds—
Condition of Engine—			
Body Work—	Paint—	Upholstery—	Tyres—
Taxed till—			
What Extras (if any)—			
NAME.....		ADDRESS.....	
DATE.....			

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

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

"The Light Car and Cyclecar" deals with its own types of machine exclusively. Old cars produced before 1912 as distinct from modern light cars and cars with an engine of a cubic capacity exceeding 1,500 c.c. cannot be accepted for its advertisement columns.

RATES.

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

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

REGULATIONS.

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

NOTICES.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover postage and cost of forwarding such replies. The words "Box" or "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 are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 14 per cent. (5d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 2 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERRY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of its 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. Insetts, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD.—the responsible printers of the journal.

Head Offices:—5-15, Roseberry Avenue, London, E.C.1.
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Telephone: Clerkenwell 6000 (8 lines).

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

NOTICE.

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

SECOND-HAND

LIGHT CARS AND CYCLECARS FOR SALE

A.C. 25 guineas. Special bargain. Late 1922, 11.8hp, polished aluminium 2-seater sports; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-485

A.C.s. Don't miss page 74. 880-509

A.C., Royal 1925 2-seater dickey, very smart, quiet and fast, an excellent car. £35. E.S. Motors, 235 Tussley Rd., The Grove, Hammer-smith, W.6. Phone, Riverside 5989. 880-583

A.C., 1927 12hp Royal model 2-seater, painted blue, taxed December, 75 guineas. 40 Linhope St., Upper Gloucester Place, N.W.1. Padd. 880-556

A.C., 1924 Royal, 2-seater and dickey, splendid appearance and condition, good performance, £36; exchanges, terms. 155 Ladbroke Grove, North Kensington. Open Sundays. 880-723

A.C., 1924 de luxe 2-seater, in fine order, £40; also 1925 Royal model, finished in black and red, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends: Temple Bar 8135. 880-1163

A.C., special aluminium sports 2-seater, 1923, 11hp, speedometer, revolution counter, 6 wheels, taxed, V screen, very smart and fast, £22 10s. 34a Hereford Rd., Westbourne Grove, W.2. 880-394

A.C., 1925 Royal 2-seater, 2 doors, excellent condition throughout, £39; deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 880-676

A.C., 1924 12hp 2-seater, lawn, 4 nearly new tyres, usual accessories, £38. Smith, 407 Edgware Rd. Paddington 9081-2-3. 880-680

ALVIS, 1923 model 12hp 4-seater, lighting, starter and complete, real bargain, £25. Cummings, 101 Fulham Rd., London, S.W.3. 880-736

ALVIS 1925 2-seater, overhauled, repainted, not licensed this year, £40; deferred. Phone, Kingston 1274. Tippet, Arlington Rd., Surbiton. 880-279

AMILCARS. Vernon Balls.

Sole Amilcar concessionaires, offer second-hand Amilcars from £60. Spares and services for all models. 95 High Holborn. Chancery 8623-4. 880-510

AMILCARS. Don't miss page 74. 880-522

AMILCAR. Sporty cars for the sporty at sporty prices. Eldinghouse Motors, 115 Gt Portland St. Museum 8516. 880-615

AMILCAR sports, 1925 registration, streamline body, shock absorbers, 35 guineas. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 880-609

AMILCAR. 38 guineas. Special bargain. 1925 model, 8.9hp, Grand Sports 2-seater, f.w.b. very good condition; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-487

AMILCAR. We hold the largest stock of used Amilcars in Great Britain. Amilcar, 1927, special competition car, £145; Amilcar, 1927, Grand Sport 3-seater, as new, and three 1927 Grand Sport 2-seaters, priced from £85. Largest stock of sports cars in Great Britain. Open Sunday morning. Exchanges and deferred. 27a Pembridge Villas, Netting Hill Gate. 880-668

ARIEL 9, 4-seater, 1925, fully equipped, lighting, starting, all-weather equipment, good condition throughout, £25. Broadway Motor Co., 998 Garratt Lane, Tooting, S.W.17. zzz-483

ARMSTRONG SIDDELEY used cars at Newnhams.

400 yards from Olympia. Over 200 cars, including Armstrong Siddeleys, in stock. Open until 11 p.m. during the Motor Show. Why not motor us a call? Exchanges and deferred terms arranged anywhere in Great Britain. Newnham Motor Co., Newnham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-706

AUSTIN 7, 1928 chummy model, £85; cash or deferred on all cars offered for sale. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 165. zzz-386

AUSTIN 7s. We always have a large number in stock, chummies, saloons. We buy, sell or exchange. No rubbish. MacLennan and Green, 342 Euston Rd., N.W.1. Museum 3095. zzz-618

AUSTIN 7 saloon 1928 model, choice of 3, £99. zzz-459

AUSTIN 7, chummy, 1927 model, choice of 3, £75. All above guaranteed 5 months; tax paid; terms arranged. Taylors, Sussex Place, South Kensington Station. Kensington 8558. zzz-459

AUSTIN 7, 1929 Wvdr saloon, small mileage, year's tax £118. Archie Simons and Co., 135 Tottenham Court Rd., W.1. (Opposite Maples.) Museum 3268. 880-485

AUSTIN 7, 1929, fabric saloon, brown, very nice condition, £115; also 1928 Austin 7 fabric saloon, maroon, fine condition, £95; deferred terms. Lamb's, Ltd., Ilford. 880-504

AUSTIN 7. Truscott for saloons. 1929 model (delivered 1928) Austin 7hp Gordon England saloon, Sunshine roof, black fabric, red leather, pneumatic upholstery, lavishly fitted, little used, like new, £100; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 880-535

AUSTIN 7, 1929, chummy, unused, unregistered, bargain, £115. Comerfords, Surbiton Park Terrace. Kingston 2815. 880-527

AUSTIN 7. All 1930 models for immediate delivery; deferred terms to suit purchaser; exchanges arranged; free tuition. Premier Motor Co., Aston Rd., Birmingham. 880-525

AUSTIN 7, 1926 tourer, £62 10s.; deferred terms. Lamb's, Ltd., Walthamstow. 880-501

AUSTIN 7, 1928 tourer, blue, £194 10s.; deferred terms. Lamb's, Ltd., Tottenham. 880-508

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

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

AUSTIN 7. 100 guineas. Special bargain. 1929 model Wydoor saloon, one owner, small mileage, carefully used, practically new condition, taxed. Cash, deferred or exchange. Rowland Smith. Below.

AUSTIN 7. 59 guineas. Special bargain. 1926 Brooklands sports, very good condition. Cash, deferred or exchange. Rowland Smith. Below.

AUSTIN 7. 49 guineas. Special bargain. Late 1926, very good condition. Cash, deferred or exchange. Rowland Smith. Below.

AUSTIN 7. 55 guineas. Special bargain. 1925 Brooklands special sports 2-seater, polished aluminium body, cycle-type wings, very good condition; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-488

AUSTIN 7, 1926½ chummy, rigid screens, tax December, several extras and full kit tools, only used week-ends, far above average condition generally, any trial, £50. Bly, 370 Upper St., N.1. Ring Clerk. 0725. (Private owner.) 880-u371

AUSTIN 7, 1928 chummy, fully equipped, f.w.b., good condition. 86 Acro Lane, Brixton. Phone 5401. 880-u375

AUSTIN used cars at Newnham.

400 yards from Olympia.

Over 200 cars, including Austins, in stock. Open until 11 p.m. during the Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain.

Newnham Motor Co., Newnham House, 237 Hammersmith Rd., W.6. Phone, Riversido 4646. 880-705

AUSTIN 7, late 1928 Mulliner fabric saloon, very small mileage, condition as new throughout, taxed, many extras, £85 or exchange. 339A Goldhawk Rd., W.6. Riversido 5113. 880-u382

AUSTIN 7 chummy, 1927, perfect, licensed, £65. Cranmore. Phone. 880-1146

AUSTIN, 1928, chummy, very little used, bargain car, £80. Sinclair Automobiles, 164-6 Fulham Palace Rd., Phone, Riversido 1916. 880-1215

AUSTIN 7, 1926, repainted, oversize tyres, splendid order, £49. 51 Upper Richmond Rd., East Putney. 880-794

AUSTIN, 7hp, 1926 model tourer, overhauled and in first-class condition, good tyres, any trial or examination, £45. Falkland Park Garage, 179 South Norwood Hill, S.E.25. Sydenham 1424. 880-793

AUSTIN 7, 1928. 1928 Gordon England Cup model, one owner, carefully used, excellent condition; exchanges, deferred. Conway Motors, 301 Goldhawk Rd., Shepherd's Bush. Riversido 5228. 880-1211

AUSTIN 7, 1929, Gordon England Wembley saloon, copper and gold, as new, taxed, £135. Below.

AUSTIN, 1929 Wydor saloon, black, red leather, mileage 6,000, taxed, £110. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 880-789

AUSTIN 7 chummy, 1926, £55. Harvey Hudson, 8, Woodford, E.18. Phones, Wanstead 2393-4-5. 880-1232

AUSTIN 7. Cooke's Motors always have in stock second-hand cars, all models to choose from. Buy your car from the specialists. A few examples of our bargains below—

1925 model 4-seater, £39.

1928 cup model, £80.

1928 Mulliner fabric saloon, £78.

1929 Wydoor saloon, as new, £98.

1929, brand new, unregistered, shop-soiled, £126.

Exchanges and extended payments promptly and easily arranged. 366 High St., Sutton, Surrey. Phone 2899. 880-1235

AUSTIN Sevens. 1929 model Mulliner fabric saloon, black-red, one owner quite sound, taxed, guarantee given, £108. Below.

1929 model fabric saloon, black-red, red leather trimming, spotless condition, £105. Below.

1929 (March) Gordon Stadium 2-seater, mileage 4,000 only, absolutely as new, taxed, £120. Below.

1929 Gordon Cup 2-seater, mottled aluminium, 3,000 miles, perfect, taxed, £115. Below.

1928 Mulliner fabric saloon, blue, perfect order, taxed, choice of two, £90; another, untaxed, £85. Below.

1928 Gordon Cup 2-seater, red and black, 4 new tyres, A1 order, guaranteed, taxed, £83. Below.

1927 4-seater, new May, grey-green, exceptionally well kept, two private owners only, £60. Below.

1927 (May) Gordon Cup 2-seater, green fabric, very little used, parking lamps, etc., taxed, £73. Below.

1927 (April) saloon, French grey and black, mirror, step mats, 4 new tyres, kept in most superb condition, taxed, £80. Below.

1926 Gordon England saloon, maroon, moquette upholstery, privately owned, full equipment, £72. Below.

1926 4-seater, recently overhauled, repainted maroon, speedometer, first-class order, £48. Below.

1925 4-seater, grey, speedometer, clock, one change only, clean and sound, taxed, £45. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Paddington 9081-2-3. Evenings 7, Saturdays 5, Sundays 10-1. 880-681

AUSTIN, 1928 7hp saloon, leather upholstery, spotless condition, £85.

AUSTIN, 1928 7hp small 4-seater, beautiful condition, taxed, £79; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, Flaxman 4633. 880-677

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

AUSTIN 7, chummy model, good condition, £55. 89 Gl. Portland St., W.1. Langham 1601. 880-675

AUSTIN Cup, 1928 (late), 7hp sports 2-seater, beautiful condition, many extras, very fast, £85. Kirk and Co.

AUSTIN, 1928, 7hp chummy, 4-seater, automatic screen wiper, full dash equipment, very low mileage, practically equal to brand new, £80; choice of another at £75. Kirk and Co.

AUSTIN, 1927 (late) model 7hp chummy, 4-seater, rigid all-weather equipment, clock, speedometer, automatic screen wiper, smart appearance, good condition, taxed December, £65; choice of 3. Kirk and Co.

AUSTIN, 1927 model chummy 4-seater, all equipment, carefully used, £59; 50 other cars in stock, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 880-1228

AUSTIN, 1926, chummy, complete and sound in every way, taxed December, 245. K.J. Motors, Bromley, Ravensbourne 3456-7. 880-282

AUSTIN 7, 1929 (July) metal saloon de luxe, Triplex, bumpers, etc., mileage 2,000, £120. G. J. Shafter and Co., 45 Newnham St., W.1. Museum 6663-4. zzz-474

AUSTINS. Don't miss page 74. 880-511

AUSTIN 7, 1929 Wydoor saloon, black fabric, excellent condition, taxed December, one owner, £105. Inglis, Manor Cottage, Stoke Mandeville, Bucks. 880-u283

AUSTIN, F.O.C.H. have several smart Austin Sevens from £55; cash, exchange and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead, Hampstead Tube. Phone, Hampstead 3752. 880-454

AUSTIN. 200 car list post free (including Austin). 1929 to 1924 models from £50 to £1,750. Bargain prices for guaranteed cars. Second-hand and shop-soiled from 7hp to 49hp. 200 cars actually in stock. Saloons, coupes, 2-seaters, landaulets, tourer sports, limousines, etc., all makes including Austins. Open till 8.50 p.m. every day, week-ends included. Hire-purchase if desired. Distance no object. Write, phone or call, "The Exchange Specialists," Banners, 53 Liverpool Rd., near Birkdale Station, Southport. Phone, Birkdale 66161 (8 lines). 880-451

AUSTIN, 1929 Gordon England saloon, mileage 2,000, taxed till December, insured until April, £125. 55 Woodside, Wimbledon, S.W.19. 880-u121

AUSTIN 7, 1929, chummy, 2,500 miles only, maroon, £99; appointment. Williams, 43 Observatory Rd., E. Sheen. 880-u346

AUSTIN 7, chummy, 1928, excellent condition, £70. Call, 18 Grove Lane, S.E.5. 880-u344

AUSTIN 7, 1928, Mulliner fabric saloon, in exceptionally good condition, £97 10s. Ratcliff Bros., 200 Gl. Portland St., W.1. 880-605

AUSTIN 7, 1929, Wydor saloon, mileage 2,000, taxed, insured, absolutely as new, £110. 112 Stroud Green Rd., Finsbury Park, N.4. 880-u349

AUSTINS. See page 14 for 15 bargains. 880-590

AUSTIN, 7hp, Brooklands sports 2-seater, £77. A. Rix, 48 Warren St., W.1. Museum 1618. 880-617

AUSTIN 7, 1929 chummy, blue, mileage 4,000, practically new, £105. Pickworth and Hull, 107 Gl. Portland St., W.1. Langham 1998. 880-619

AUSTIN 7s. "There's no place like Holmes." This is Show week at Olympia, where the very latest models can be seen. May we quote you either cash, easy payments or exchange for the latest Austin 7? This is also Show week for the finest second-hand Austin 7s at our show-rooms. 1927 Gordon-England fabric saloon, colour blue, fine value, £82; 1928 (October) Wydor Mulliner fabric saloon, colour brown, 4 new tyres, perfect condition, taxed, £98; 1928 Austin 7 Mulliner fabric saloon, colour blue, fine condition and appearance, taxed, £100; 1927 cup model, colour red, particularly clean car, in perfect condition, tyres as new, taxed, £75; cash, exchanges or easy payments, no deposit. Herbert W. Holmes, 29 Foley St. (opposite Philharmonic Hall), Gt. Portland St., London, W.1. Museum 1414. 880-618

AUSTIN 7. On leave? DeLoford's Buy-Back-Basis means no-trouble motoring on a guaranteed Austin 7 and 75% back when you return the car. 550 Oxford St., next Marble Arch Tube. 880-579

AUSTIN 7, 1923-24 4-seater tourer, mechanically perfect, 29 guineas; seen any time weekdays at 146 Maygrove Rd., West Hampstead, New spare tyre. 880-u330

AUSTIN 7, 1928 (May) saloon, Wydor fabric, claret, disc wheels, many extras, taxed, insured, equal to new, any trial, £95. Bath, 15 Kynance Mews, Gloucester Rd., S.W.7. 880-u326

AUSTIN 7, late 1927 tourer, maroon, new condition, unscratched, small mileage, best offer. 16 Trelawney Rd., E.9. 880-u322

AUSTIN 7. Cass's Motor Mart, Ltd. (established 1911). 1929 (May) saloon, wide door, small mileage, excellent, £115; written guarantee; deferred terms, exchanges. Cass's, 5 Warren St., W.1. Museum 0623. 880-571

AUSTIN 7, 1928 chummy, brand-new condition throughout, bargain, £85. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester; also 258 Deansgate, Manchester. 880-567

AUSTIN 7, 1927 Halslead sports 2-seater, new condition, latest two-colour finish, bargain, £75. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester; also 258 Deansgate, Manchester. 880-568

AUSTIN 7, 1929 saloon, fabric finish, brand-new condition, fully equipped, taxed, £100. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester; also 258 Deansgate, Manchester. 880-565

AUSTIN 7, 1926 chummy, complete, many extras, perfect condition, £59. Below.

AUSTIN 7, 1927 Gordon England saloon, complete to makers' specification, £82. Below.

AUSTIN 7, 1928 chummy, moderate mileage, complete, £80. Below.

AUSTIN 7, 1928 Cup model, complete, black and green, £82. Below.

AUSTIN 7, 1929 coupe, mileage 5,000, equal to new, taxed, £122 10s. Maudes, 100 Gl. Portland St., London. 880-566

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.

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

AUSTIN, £59; real bargain; exchanges, deferred; 1927 Austin chummy, starter, side screens, luggage grid, speedometer, electric horn, very nice condition. Scenbridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 880-560

AUSTIN 7 fabric saloon, 1929, absolutely as new, £110; 1927 chummy, in splendid condition, £60; 1926 chummy, £50; exchange, deferred. These and many others, all in beautiful condition and really guaranteed in writing 12 months, at Delofords, 559 Oxford St., next Marble Arch Tube. 880-580

AUSTIN, 1928 model chummy, painted maroon, 4 practically new Michelin tyres, full equipment, very good condition, real bargain, £85; deferred terms, exchanges. South Ealing Garage, 150-2 South Ealing Rd. 'Phone, Ealing 4161-2. Hours, 9 a.m. till 8.30 p.m., Saturdays included; Sundays, 9.30 a.m. till 12.30 p.m. 880-575

AUSTIN bargains. Naylor and Root, the Light Car Specialists, have the largest selection of guaranteed used models in London. Full list will be gladly sent on request.

AUSTIN. Our "Easiest of Easy" terms will enable you to purchase a car for a minimum outlay of 25%, including insurance, and the balance is payable in 12 or 18 equal monthly instalments.

1929 wide door fabric saloon, brown, mileage under 6,000, exceptionally smart, £105.

1929 G.E. Cup model, absolutely in brand new condition, a super bargain, £102.

1928 Gordon England fabric saloon, clock, extras, splendid condition, £89.

1928 Mulliner fabric saloon, maroon, 4 new tyres, perfect order throughout, £87; choice of four.

1928 Gordon England Cup model, silver-grey finish, clock, good tyres, smart, £85; another at £89.

1928 tourer, all-weather sidescrreen, good tyres, smart appearance, taxed, £72; choice of three.

1927 tourer, sidescrreen, speedometer, several extras, perfect runner, £64.

1925 tourer, sidescrreen, wiper, ashtray, etc., finished blue, good tyres, £45.

AUSTIN. We have fresh arrivals every day. May we send you our Daily List? Every car a bargain. Three months' written guarantee with every one. Your present car as deposit, balance deferred.

AUSTIN. For real value write or call. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6188-9. 880-604

AUSTIN 7, chummy, perfect condition, Triplex, taxed, insured, no reasonable offer refused. Williams, The Trowlock, Broom Rd., Teddington. 880-u365

AUSTIN 7, special racing car, with special lengthened chassis, and many spares include 2 wheels and 4 racing tyres, speed 85-90 m.p.h., engine just completely overhauled, first offer over £100 secure, viewed or trial by appointment. Cooke, 117 Banbury Rd., Northfield, Birmingham. 880-u355

AUSTIN 7, 1929 Wyder saloon, mileage under 300, taxed, £125. Steele Griffiths, 26 Caxton St., Westminster. Victoria 0329. 880-649

AUSTIN 7, 1928 Gordon England, coachwork unscratched, tyres as new, safety glass, many extras written guarantee, £85. Steele Griffiths, 26 Caxton St., Westminster. Victoria 0329. 880-650

AUSTIN 7, 1928 fabric saloon, excellent, written guarantee, £80. Steele Griffiths, 26 Caxton St., Westminster. Victoria 0329. 880-651

AUSTIN 7, 1929 Swallow super sports saloon, taxed, written guarantee, exchange entertained, £150. Steele Griffiths, 320 Camberwell New Rd., S.E.5 (Brixton 6451), and at Abbey House, facing Westminster Abbey (Victoria 0467). 880-652

AUSTIN 7, 1929 grey-maroon coupe, only run few hundred miles, spare unused, taxed December, £115. Steele Griffiths, Abbey House, facing Westminster Abbey (Victoria 0467), or 320 Camberwell New Rd., S.E.5 (Brixton 6451). 880-645

AUSTIN. Sprosen, Ltd., for Austin Sevens.

1929 Swallow 2-seater, only 900 miles, unscratched, guaranteed.

1929 Boyd Carpenter 2-seater, blue, negligible mileage, guaranteed.

1928 Cup model, red and black, exceptionally fast, guaranteed.

1927 Cup model, small mileage, fine condition, guaranteed.

1928 fabric saloon, Gordon England, red and black, guaranteed.

1925, 1926, 1927 chummies, guaranteed. Seventy sports cars.

Sprosen, Ltd., 111 Gt. Portland St., London. Langham 1212. 880-659

AUSTIN 7, 1929, 1928, 1927 Wyder saloons, coachbuilt saloons and tourers, at prices from £60, all reconitioned where necessary, sold with written guarantee and after-sales-service policy, see our selection before buying elsewhere. Open till 7.30.

Shop-sold 1929 saloons, all models, highest offers for clearance to make room for Olympia models.

1929 Swallow saloon, negligible mileage, taxed, reasonable offer. Steele Griffiths, Abbey House, facing Westminster Abbey, Victoria 0467, 26 Caxton St., S.W. Victoria 0329, 320 Camberwell New Rd., S.E.5 (Brixton 6451). 880-665

AUSTIN 7, 1927 tourer, taxed, written guarantee, exchange entertained, £62 10s. Steele Griffiths, 320 Camberwell New Rd., S.E.5 (Brixton 6451), and at Abbey House, facing Westminster Abbey (Victoria 0467). 880-663

AUSTIN 7, 1928 fabric saloon taxed, written guarantee, exchange entertained, £80. Steele Griffiths, 320 Camberwell New Rd., S.E.5 (Victoria 0467), and at Abbey House, facing Westminster Abbey (Victoria 0467). 880-661

AUSTIN, 1926, Gordon England Cup model, specially lowered seating and gear change, finished in black and red, £59; Austin, 1928, Gordon England Cup model, 2-seater, £79; exchanges and deferred. 27a Pembroke Villas, Notting Hill Gate. 880-669

AUSTIN 7, genuine, 1927 chummy, really nice order and condition, bargain, £65; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W.3. 880-739

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

AUSTIN 7. Bell Motor Mart. Guaranteed sound used bargains.

1928 saloon, painted 2-colour brown, in magnificent condition, taxed, £82.

1927 saloon, blue dipping headlights, £15 worth of extras, £70.

1927 saloon, primrose and black, mechanically perfect, £68.

1928 saloon, brown, taxed, fully equipped, thoroughly reliable, unscratched, £78 10s

1927 tourer, exceptionally good order, very low mileage, £61.

Exchanges and deferred payments. Bath Rd., Cippenham, near Slough. 'Phone, Burnham 149. 880-730

AUSTIN, 1928 7hp Mulliner saloon, taxed year, £77 10s.; exchanges; also 1929 chummy, as new, £99. Whitby's, 7 The Vale, Acton, W.3. Chiswick 1513. 80-1158

AUSTIN 7, 1928 Gordon-England saloon, £89. Below.

AUSTIN 7, 1928 chummy, excellent condition, £75. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Brixton 5511. 880-728

AUSTIN 7 coupe, brand new and unregistered, £125. Elce, Ltd., 11 Camomile St., E.C.3. Avenue 5548. 880-1151

AUSTIN. D.M.K. Marondaz, Ltd., offer—£57 10s. 1927 series Austin chummy, as new. 1 Drixton Rd. Reliance 3381-2. One minute Oval Tube. 880-1150

AUSTIN 7, 1926 tourer, with 1927 improvements, really first-class condition throughout, £48; exchanges. 155 Ladbroke Grove, North Kensington. 880-718

AUSTIN, Gordon England cup model, 1927, specially tuned, Marshall headlamps, winner of many awards, £65. Shell Garage, 282 Milkwood Rd., Herne Hill, S.E.24. 880-x171

AUSTIN 7, 1929 Swallow saloon, cream and green, full tax paid, like new, price £137 10s. Welford Motors, Brighton. 880-748

AUSTIN 7, 1928 Taylor sports 2-seater, just like brand new, £95. Welford Motors, Brighton. 880-749

AUSTIN 7, 1924 chummy, starter, etc., good condition, £29; exchanges. Yarwood, Stoneley South, High Rd., Tottenham 'Phone 3122. 880-x169

AUSTIN, 1925, 7hp coupe, £40 convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-775

AUSTIN, 1927, 7hp chummy, perfect condition £65; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-772

AUSTIN 7, 79 gns., 1928 Cup model, in excellent condition, taxed; exchanges, deferred. Empira Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9, Sundays 10-2. Chiswick 0303. 880-1246

AUSTIN 7, 1928 Gordon England Cup model 2-seater, Triplex screen, taxed, numerous extras, one owner only, bargain, £82 10s. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 880-1249

BAYLISS-THOMAS, 1925, 2-seater, sunk dickey, taxed, balloon tyres, perfect condition and appearance, £27 10s. Paul and Co., 18 The Mall, Ealing 4635. 880-611

BELSIZE, 9½ guineas, 1922, 9hp, 2-seater, dickey, dynamo lighting, starter, speedometer. R.W.M., 37 Arlington Rd., N.W.1. 880-t847

B.N.C., 1929, 9hp supercharged Ruby engine, 3 speeds, l.w.b., exceptionally attractive and super low body, cycle wings, 50 m.p.h., small mileage, one owner, cost £375, my price £175. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 880-671

B.S.A., 2-seater and double dickey, 1923, good order, £20. Denmans, 152 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1185

B.S.A., 1923-4, 11hp, semi-sports 2-seater, sunken dickey, dynamo lighting, Knight engine, attractively finished Nile blue, polished aluminium bonnet, good tyres, very nice car, £20; 50 other cars in stock, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 880-1227

BUGATTI. We specialize in these cars. 1928, 1927 and 1926 in stock. Written guarantee with every car. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 880-670

BUGATTI (modified Brescia), in really first-class condition throughout, 2-4-seater sports body, £65. Hill, 268 Romford Rd., Forest Gate, Maryland 2650. 880-163

CALTHORPE, 1921 10hp semi-sports 2-seater, starting and lighting, runs splendidly, £5 deposit and 12 25s. monthly instalments. King's, New Rd., Oxford. 880-733

CARDEN 2-seater, dynamo lighting, electric horn, med. horn, new hood, side screens, speedometer, clock, dash lamp, new tyres on back, plating and paint in new condition, what offers? Box 6556, c.o. "The Light Car and Cyclecar." 880-u311

CITROEN. See page 14 for 15 bargains. 880-591

CITROEN, 1924-5 8hp 3-seater, balloon tyres, starter, very nice order, £28; exchanges and terms. Beechings, Ltd., Farnborough, Hants. 880-467

CITROENS. Don't miss page 74. 880-512

CITROEN 7, 1925, drop-head 2-seater coupe, new balloons, taxed, insured, good condition, £38. Fox, 9 Underhill Rd., Dulwich, S.E.22. 'Phone, Sydenham 2518. 880-u319

CITROEN, 7hp, 1925, starter, balloon tyres, perfect, £17 10s. Hayment, 8 Stevens Avenue, Hackney. 880-u420

CITROEN, 1925 7.5 3-seater, splendid condition, insured, £38, bargain. 14 Thornact Rd., Anerley, S.E.20. 880-u350

CITROEN, 1925, 11.4 tourer, £50; deferred terms. Lamb's, Ltd., Tottenham. 880-507

CITROEN 7.5, 1925-4, dynamo, starter, hood, side screens, taxed, recently overhauled, £18. Woolcott, 7 Lammas Park Rd., Ealing. 880-u342

CITROEN 11.4 tourer, good condition, price £20. Clarence Garage, Richmond. 'Phone 0431. 880-u374

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

CITROEN 7 2-seater, 1923, good condition throughout, rebored, 40 m.p.g., £25. Little Heath Post Office, Potters Bar. 880-3569

CITROEN, 7hp, £25; 2-seater car, overhauled and taxed. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1164

CITROEN, 1927 saloon, f.w.b., perfect order, £70. Denmans, 132-3 Long Acre W.C. Open week-ends. 880-1165

CITROEN 7, 2-seater, cloverleaf and coupes, 1925 and 1926, £35 to £58; 3 months' written guarantee against mechanical breakage; neither insurance nor reference required for hire-purchase; illustrated booklet, with list of 100 cars free on request. Andrews Motor Mart, Byfield Hall, Barnes. 880-1193

CITROEN, 11.4hp 2-seater, English body, repainted, mechanically perfect, £42. 35 Castle St., Salisbury. Phone 241. 880-u364

CITROEN, 1926 (August) 11.4 saloon, 4-door, blue, upholstery, covers, 2 new balloons, splendidly kept, taxed, £55. Below.

1925 (July) 7.5 3-seater, clover leaf, maroon, sound throughout, good tyres, £32. Below.

1923 7.5 2-seater, blue, exceptionally clean, too small for owner, £20. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-3. Evenings 7, Saturdays 5, Sundays 10-1. 880-682

CITROEN, 1927 4-seater, 11.4hp, starter and full equipment, f.w.b.s., good set of balloon tyres, rear screen, etc., taxed year, a genuine bargain at £45; exchanges and deferred terms. Teddington Garage, 160 High St., Teddington. Phone, Regent 2562. 880-u388

CITROEN, 1926, 7.5hp, cloverleaf 3-seater, complete set practically new balloon tyres, very fine condition, £39. Kirk and Co.

CITROEN, 1925, 7.5hp, cloverleaf 3-seater, nice condition throughout, good tyres, great bargain, £30; another at £25; 50 other cars in stock, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Princes St., Paddington. 880-1229

CLYNO, £40, 11hp 2-seater, maroon, registered 1925, in splendid condition. Modern Cars, Ltd., 196-198 Gt. Portland St., W.1. Museum 2947-2948, 0263. Deferred terms from £10 per month; part exchanges. 880-476

CLYNOS. Don't miss page 74. 880-513

CLYNO 1927 Royal 4-door saloon, new tyres, repainted, any trial, £65; deferred. Phone, Kingston 1274. Tippett, Arlington Rd., Surbiton. 880-u278

CLYNO, 1928 de luxe saloon, brown fabric, leather upholstery, several new tyres, luggage grid, very conceivable accessory, whole car as new, taxed, £80. K.J. Motors, Bromley, Ravensbourne 3456-7. 882-479

CLYNO, £40, 11hp 2-seater, maroon, in very good condition. Modern Cars, Ltd., 196-8 Gt. Portland St., W.1. Museum 2047-8, 0263. Deferred terms from £10 per month, part exchanges. 880-627

CLYNO, 39 guineas. Special bargain. 1927, 11hp 2-seater, f.w.b., very good condition, taxed; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-489

CLYNO. H. Glover-Motors, Putney, offer exceptional 1927 Royal 2-seater; this car is fitted with the large type f.w.b. and has new over-size tyres, general appearance excellent and fully guaranteed by our service after sales, genuine bargain, £59 10s., or £11 deposit, including insurance Chelverton Rd. Putney 7134. 880-524

CLYNO, 1924, 2-seater, good order, tyres nearly new, £27 10s.; deferred terms, exchange. South Ealing Garage, 150-2 South Ealing Rd. Phone, Ealing 4161-2. Hours, 9 a.m. till 8.30 p.m., Saturdays included; Sundays, 9.30 till 12.30 p.m. 880-576

CLYNO, £27 10s. Exceptionally good 1926 (June) 2-seater, f.w.b., etc., one owner throughout, date and condition guaranteed; exchange considered. 368 Hornsey Rd., N.19. Archway 3294. 880-1188

CLYNO, 249, exchanges, deferred, 1927 model, 11hp, 4-seater, f.w.b., starter, side screens, clock, speedometer, screen wiper, balloons, good condition. Seabridge, 35 Hanler Rd., East Dulwich. Sydenham 2452. 880-562

CLYNO coupe, £45, 12-24hp, late 1926, f.w.b., leather upholstery, full equipment; exchanges, terms. 86 Acre Lane, Brixton. Phone 3401. 880-u379

CLYNO saloon, 1925 4-door, excellent condition, any trial, £25 10s., open Sunday, 182 Larkhall Lane, near Clapham North Tube. 880-u418

CLYNO, 1927, 11hp saloon, many extras, perfect condition, £55; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-776

CLYNO, 1927, 11hp Royal 4-seater, £50; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-775

CLYNO, 1928, 9hp fabric saloon, £75; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-774

CLYNO, 1925 (November), sports chassis, new fabric body, 2-seater, dickey, new balloon tyres, etc., £55. 58 Black Lion Lane, Hammersmith. 880-759

CLYNO, 4-seater, 1926, taxed, in exceptional condition throughout, £47 10s. 51 Upper Richmond Rd., East Putney. 880-795

CLYNOS! Clynos!! Clynos!!! 1924-1927 2 and 4-seaters, £38 to £75; 3 months' written guarantee against mechanical breakage; neither insurance nor reference required for hire-purchase; illustrated booklet, with list of 100 cars free on request. Andrews Motor Mart, Byfield Hall, Barnes. 880-1194

CLYNO, 1928, 9hp saloon, very good condition, been extremely carefully handled. £87. 1 Mitcham Lane, Streatham. Phone 6666. 880-764

CLYNO, 1926 2-seater de luxe splendid order, 5 good tyres, taxed December, £55. Steele Griffiths, 26 Caxton St., Westminster. Victoria 0329. 880-646

CLYNO 9, 1928-9 saloon de luxe, negligible mileage, taxed, written guarantee, exchange entertained, £110. Steele Griffiths, 320 Camberwell New Rd., S.E.5 (Brixton 6451), and at Abbey House, facing Westminster Abbey, (Victoria 0467). 880-656

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

CLYNO, 1927, 4-door saloon de luxe, unscratched, taxed, written guarantee, exchange entertained, £77 10s. Steele Griffiths, 320 Camberwell New Rd., S.E.5 (Brixton 6451), and at Abbey House, facing Westminster Abbey (Victoria 0467). 880-657

CLYNO 9, 1928 fabric saloon in perfect order, £90. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1167

CLYNO saloon, 49 guineas. 1923, 4 doors, Royal body, smart and in excellent order. Denmans, 132-3 Long Acre, W.C. Open week-ends. 880-1160

CLYNO, 1927 11hp 4-door saloon, 14,000 miles, o.k. condition, £60. Elee, Ltd., 11 Camonilo St., E.O.3. Avenue 5548. 880-1152

CLYNO, 1925 tourer, starting, lighting, in perfect order throughout, 5 practically new Rapsou tyres, £25.

CLYNO, 1924 tourer, in good order throughout, balloon tyres, starting and lighting, requires repainting, £18. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Brixton 5511. 880-727

COVENTRY-PREMIER 2-seater, chummiest and full 4-seaters, from £10 to £20 each; exchanges, deferred terms. Andrews Motor Mart, Byfield Hall, Barnes. 880-1190

COVENTRY-VICTOR, 1927-28 3-wheeler, family model, starter, dynamo lighting, water-cooled engine, splendid condition, sell cheap, exchanges, easy payments. King's New Rd., Oxford. 880-734

COVENTRY-VICTOR, £75, 7hp family model, maroon, new tyres, in good condition. Modern Cars, Ltd., 196-198 Gt. Portland St., W.1. Museum 2947-2948, 0263. Deferred terms from £10 per month; part exchanges. 880-477

COVENTRY-VICTOR, £75, 7hp family model, maroon, new tyres, in good condition. Modern Cars, Ltd., 196-8 Gt. Portland St., W.1. Museum 2047-8, 0263. Deferred terms from £10 per month, part exchanges. 880-628

COVENTRY-VICTOR, 2-seater sports, 1929, s.v. twin, water-cooled, reverse gear, electric starter, speedometer, very low mileage, condition as new, £85. 50 St. Asaph Rd., Brockley, S.E. 881-u340

COVENTRY-PREMIER 10hp 2-seater and dickey, 1923, £20. Harvey Hudson, S. Woodford, E.18. Phone, Wanstead 2393-4-5. 880-1233

DE DION, 1926 (August), 9.6hp, 2-seater, f.w.b., balloon tyres, Rudge wire wheels, full equipment, £38. 58 Black Lion Lane, Hammersmith. 880-760

DONNETT-ZEDEL, 1927 saloon, with year's tax and new tyres, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1169

ERIC-CAMPBELL 1926 super-sports 2-seater, excellent condition, taxed, £50 cash. Shepherd, Widdow, Herts. 880-u334

FIAT. 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, 79 South Farnborough. zzz-222

FIAT, 10-15 tourer, fitted with many extras, including rear screen, taxed year, £45. Chinery, 3 Hammersmith Rd., Kensington. Fulham 4217. zzz-448

FIAT, 4-seater, 1927, 9hp, nice condition, 67 guineas or exchange with cash for 1928-9 Austin 7 saloon. Box No. 6554, c/o "The Light Car and Cyclecar". 880-485

FIAT 9, 1927 2-seater, excellent condition, tyres practically new, full all-weather equipment, £68. 54 Richmond Rd., Vartry Rd., Stamford Hill. 880-u310

FIATS. Don't miss page 74. 880-514

FIAT, 10-15, 1921, engine and tyres good, 2 spare wheels, bargain to clear, £25. Thompson, Trimley, near Ipswich. 880-1178

FIAT 9hp, 1927 model 4-seater, fully equipped with dynamo lighting, starter, speedometer, etc., etc., very good tyres, f.w.b., excellent hood and side screens, good paintwork, upholstery fair, in exceptionally fine mechanical condition, any trial, 42 guineas, privately owned, 117 Balham Hill. Phone, Streatham 1747. 880-u345

FIAT, 10-15, 1924 saloon, taxed year, Triplex, bumpers, exceptionally good condition, £45. Paul and Co., 18 The Mall, Ealing 4633. 880-612

FIAT. Truscott for saloons.

1929 model Fiat 9hp 4-door Weymann saloon, maroon fabric, luxuriously upholstered, lavish equipment, including expensive extras, mileage 6,000, licensed, like new throughout, £155; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 880-530

FIAT 9 saloon, 1927, insured March, excellent condition, £110. Clavelly, Woodcroft Avenue, Mill Hill, London. 880-u355

FIAT, 10-15, 4-seater, perfect mechanical condition and appearance, completely equipped, taxed insured, reason illness, £45. 79 Elm Bank Gardens, S.W.13. Putney 5206. 880-u359

FIAT, late 1926 10-15 tourer, price £55. Below.

FIAT 9, late 1928 4-seater tourer, mileage 7,000 only, as new, price £110. Below.

FIAT 9, 1927 coupe, just overhauled, condition perfect, price £70. Clarence Garage, Richmond. Phone 0431. 880-u373

FIAT 9, 1927 saloon, in really nice order, full tax, price £75. Wellfords Motors, Brighton. 880-750

FIAT, 1922 10-15 three-quarter fold-head coupe, in excellent condition, £35. Leeds and Oxley, 439 Edgware Rd., W.2. Padd. 3845. 880-790

FIAT 9 2-seater, dark blue, repainted and sound mechanically, 1927, £70. Harvey Hudson, S. Woodford, E.18. Phone, Wanstead 2393-4-5. 880-1231

FIAT, 10-15 tourer, 1922, £20. Harvey Hudson, S. Woodford, E.18. Phone, Wanstead 2393-4-5. 880-1234

FIAT 9, 1929 tourer de luxe, practically brand new, only used for 2 months, £168. Steele Griffiths, 26 Caxton St., Westminster. Victoria 0329. 880-648

FIAT, 1927 saloon, 12hp, year's tax, smart, £120. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1169

"THE PETROL ENGINE." Deals fully with the petrol engine as applied to motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. Profusely illustrated. 3s. 6d. net; 3s. 10d. post free.

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

FIAT, 1926 touring car, l.w.b., repainted, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1170

FIAT, 1925, 10-15 English-bodied touring car, appearance as new, 265. Denmans, 132-3 Long Acre, W.C. Open week-ends. 880-1171

FIAT, 1927 coupe, 10-40hp, extremely smart car, £100. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1172

FIAT 12, 85 guineas, 1927 touring car, like brand new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1173

FIAT, £110!!! 9hp, 1929, 2-seater, still under maker's guarantee, unscratched, marvellous condition throughout, taxed. Bell Motor Mart, Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 880-731

FIAT 9, £95, 1928 4-seater, in superb condition throughout, splendid car, very attractive, taxed December. See below.

FIAT 9, £75, 1927 2-seater, maroon, now tyres, very smart, bargain; also 1928 2-seater, taxed December, 79 guineas; exchanges, deferred. Empire Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9, Sundays 10-2. Chiswick 0303. 880-1242

FRAZER NASH Cars, London Rd., Kingston (6220), have several second-hand cars for disposal. zzz-239

CALLOWAY, £22, 1924, 2-seater, 11hp, repainted, new tyres. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1174

G.N.s. G.N., Ltd., manufacturers of G.N. cars, always have a stock of good second-hand G.N.s. Exchanges arranged. Write for list. Spares, repairs and service for all models. 144-150 East Hill, Wandsworth, S.W.18. Phone, Battersea 0033 (three lines). zzz-438

G.N., 9 guineas; special bargain. 1922 8.7hp 2-seater, good condition; 60 cars in stock. List free. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-490

G.N., 1923 2-seater, shaft drive, fully equipped and in very good condition, £15. A.V. Motors, 28 The Causeway, Teddington. Phone, Kingston 0710. 880-589

GWYNNE 8, £26. Small 4-seater, fully equipped, in splendid condition. Forge, 2 Worton Rd., Isleworth. Phone, Hounslow 1802. 880-u337

HAMPTON, 1920 9.5hp 2-seater, dynamo lighting, spare wheel, runs splendidly, £5 deposit and 12 25s. monthly instalments. King's, New Rd., Oxford. 880-752

HILLMAN, £16; exchanges, deferred. Hillman coupe, sunken dickey, starter, frameless windows, spare wheel, runs well. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 880-564

HILLMAN used cars at Newnham's, 400 yards from Olympia. Over 200 cars, including Hillmans, in stock. Open until 11 p.m. during the Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain. Newnham Motor Co., Newnham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-714

HORSTMAN, 1925, Anzani 11.9 engine, capacious dickey, all-weather equipment, excellent tyres, appearance and performance, little used, genuine bargain, 27 guineas. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 880-608

HUMBER 1924 8hp 2-seater, very fully equipped and in excellent condition throughout, £40; seen by appointment. Baker, Mountcombe, Oak Hill Grove, Surbiton. 880-u284

HUMBER, 1928 9.28hp saloon, as brand new, cost over £320, £218; exchanges, deferred terms. Cooke's Motors, 366 High St., Sutton, Surrey. Phone 2899. 880-1236

HUMBER, 1926 9-20 4-seater, brown, good tyres, very reliable, £80. Smith, 407 Edgware Rd., Paddington 9081. 880-683

HUMBER 9, 1929, 4-seater tourer, finished mole, new April, absolutely unscratched and indistinguishable from new, £185. 151 Goldhawk Rd., Shepherd's Bush, W.12. 880-717

JOWETT in Manchester. The original main distributors. New and used models always in stock; exchanges, deferred. Saxon, Jefferies, 263 Deansgate (Tel., City 1010, Central 4978), Manchester. Grams, "Saxejeffre". zzz-446

JOWETTS. Second-hand Jowetts for the holidays. 1927.8, from £65. Write, call or phone for lists, Westminster Bridge Garage and Engineering Co., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-290

JOWETT, 1927, full 4, taxed, £55. Robbins, 127 High St., Beckenham, Kent. 881-1817

JOWETT, latest Black Prince, licensed, as new, small mileage, £150; light van, Jowett preferred, part exchange considered, terms arranged. Wilson, Six Bells, Abertillery, Mon. 880-1831

JOWETT, F.O.C.H. Ltd., the largest dealers in second-hand Jowetts in London, have all models in stock: 2-seaters, light fours, full fours and saloons; prices from £35 to £95, signed guarantee given with every one; cash, deferred and exchange. F.O.C.H. Ltd., 5 Heath St., Hampstead. Near Hampstead Tube. Phone, Hampstead 3752. 880-455

JOWETTS. Don's miss page 74. 880-515

JOWETT saloon, 1926, taxed December, £55. Weatherill, South Killingholme, Habrough, Lincs. 880-u277

JOWETT. See page 14 for 15 bargains 880-592

JOWETT, £17 10s. 2-seater, dickey, in excellent condition throughout. E.S. Motors, 235 Trussley Rd., The Grove, Hammersmith, W.6. Phone, Riverside 5989. 880-584

JOWETT, 1927, full 4, excellent condition throughout, any trial, first offer £52, real bargain. Lacey, Market Place, Long Eaton. 880-u324

JOWETT, 1927, saloon, £75; deferred terms. Lamb's, Ltd., Walthamstow. 880-502

JOWETT. Buntings, of Wealdstone, main agents. New and other Jowetts in stock. Best house for exchange. Advice and tuition free. Eastact deferred terms. Specialists in Jowett repairs. Buntings, Wealdstone, Harrow. 880-586

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

JOWETT, 1929 short 4, better than new, still under guarantee, ball gear change, 85 guineas. Ball, Jennens Row, Birmingham. 880-1168

JOWETT, 1924, 2-seater, dickey, starter, etc., splendid condition, £25, 58 Black Lion Lane, Hammersmith. 880-761

JOWETT, 2-seaters, from £20 to £30; exchanges, deferred terms. Andrews Motor Mart, Byfield Hall, Barnes. 880-1191

JOWETT, 1927 (first registered November, 1928), long chassis, 4-seater, maroon, mileage under 5,000, taxed, £65. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 880-786

JOWETT, 1923, 7hp, 2-seater and dickey, good condition, paint shabby, £18; exchanges. Yarwood, Stoncley South, High Rd., Tottenham. Phone 3122. 880-x170

JOWETT, 62 guineas. 1928 model, long chassis, full 4-seater, one owner throughout, exceptionally fine order, date and condition guaranteed; exchange, deferred. 368 Holloway Rd., N.19. Archway 3294. 880-1189

JOWETT, 1925 model, long 4-seater, good running order, smart appearance, taxed, £35. Corstophinc, top flat, 92 Eltham Rd., Lea, S.E.12. 880-u353

JOWETT, 1927 2-seater, blue, nearly new balloons, repainted, very sound mechanically, one owner only, £50. Below.

1925 4-seater, blue, 5 brand-new balloons, speedometer, clock, various extras, spotless order, taxed, £45. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-3. Erving's 7, Saturdays 5, Sundays 10-1. 880-684

JOWETT, Lovatt's for Jowetts. 1924 4-seater, starter, engine, gearbox and back axle overhauled, guaranteed, £28 10s. Lovatt, 191 Streatham Rd., Mitcham 1597. 880-637

JOWETT. Finchley Motors offer 1928 Jowett long saloon, taxed year and in almost new condition throughout, £95. 132 High Rd., East Finchley. Phone, Tudor 2358. 880-1160

JOWETT, 1928 full 4-seater, taxed, perfect order, genuine bargain, 60 guineas. Mears, 87 Gt. Portland St., W.1. 880-729

JOWETT, 1927 model 7hp, long chassis, 4-seater, first-class condition throughout, carefully and little used, £58; also 1926, almost equal condition, £45. Exchanges, convenient terms. 165 Ladbroke Grove, North Kensington. 880-722

LEA-FRANCIS. Don't miss page 74. 880-516

LEA-FRANCIS, 1926 12hp 4-seater de luxe, repainted as new, £69; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 880-678

LEA-FRANCIS. Rose and Young, Lea-Francis specialists, offer the following:
1928 12-40 maroon Lea-Francis 4-seater, wire wheels, exceptional order, £155.
1928 12-40, two colours, 4-seater, free-wheel device, £165.
1928 12-22 4-seater, complete equipment, brand-new condition, £145. 97 Streatham Hill, Tele., Streatham 9520-1. 880-542

LEA-FRANCIS, 1927, 12-40hp sports 'le-seater, overhauled and repainted black and cream, perfect condition, £135; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-777

LEA-FRANCIS, 1925 10hp 4-seater, 4-speed, very nice condition, £43; exchanges or deferred. Ridezzi Sales, Ltd., 58 High Rd., Balham, S.W.12. Phone, Battersea 0430. 880-1210

LEA-FRANCIS, 75 gns., 1926 (late), 12hp 4-seater, in exceptionally good condition throughout, thoroughly recommended, smart car; exchanges, deferred. Empire Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9, Sundays 10-2. Chiswick 0303. 880-1248

LEA-FRANCIS, 69 guineas. 1927 10hp 2-seater, dickey, etc.; exceptionally smart and well-kept car, in very good condition, bargain; exchanges, deferred. Empire Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9, Sundays 10-2. Chiswick 0303. 880-1243

MARENDAZ SPECIAL. Communications regarding these famous cars to D. M. K. Marendaz, Ltd., 1 Brixton Rd. One minute Oval Tube. Reliance 3381-2. 880-1148

MATHIS, 12hp, 6-cylinder, Brooklands special sports, flared wings, l.w.b., good tyres, streamline steps, staggered seats, 4 speeds, close ratio, Triplex screens, real hot lot, finished black and red, £35; exchange. 34a Hereford Rd., Westbourne Grove, W.2. 880-u393

MATHIS, 6-cylinder 11hp 4-door saloon, l.w.b., like new, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1175

MORGAN. 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, 79 South Farnborough. zzz-224

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock; trade supplied. Official agents, Homas's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-794

MORGAN. Maskell for Morgans. Sole South London agent. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-967

MORGANS. James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield, Rotherham, Chesterfield and district agents. Full stock of spares carried; new and second-hand Morgans nearly always in stock; trade supplied. When in difficulty phone 61460 Broomhill, or wife "Morservice, Sheffield." zzz-246

MORGAN. Mr. Beart, the well-known Morgan driver, will be pleased to give his personal advice to prospective purchasers; new and specially tested second-hand Morgans always in stock from £30 upwards. Part exchange and deferred terms a speciality. H. Beart and Co., Ltd., 102 Ladbroke Grove, W.2. Kingston. Phone 5148. zzz-300

MORGAN. standard 2-seater, electric equipment 1927 model, £57 10s.; also Family model, w.c. Anzani engine, £69; above in sound condition, tax paid, 7 days' trial. Taylor's, Sussex Place, South Kensington Station. Ken. 8558. zzz-458

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

MORGAN de luxe, 1926, Anzani, geared steering, dynamo, five lamps, pneumatic seats, good order, £45 taxed. Box No. 6489, c.o. "The Light Car and Cyclecar." 880-1818

MORGAN Aero, 1927 o.h.v. J.A.P., new tyres, wonderful performance, 64 guineas; exchange with cash for 1928-9 Austin 7 saloon. Box No. 6553, c.o. "The Light Car and Cyclecar." 880-482

MORGAN, 1923-4 Grand Prix, new tyres, taxed, 28 guineas; consider terms or exchange. Box No. 6552, c.o. "The Light Car and Cyclecar." 880-481

MORGAN Aero, 1927, o.h.v. J.A.P., dynamo lighting, f.w.b., taxed year, very fast, bargain! £62 10s. Lancaster Motor Co., Norwood Rd., West Norwood. Streatham 8120. 880-484

MORGAN. See page 14 for 15 bargains. 880-595

MORGAN, 1927 10hp Aero model, 10-40hp o.h.v. J.A.P. engine, electric horn, hood, good tyres, colour blue, one owner, splendid order, £70; exchanges and terms. Beccings, Ltd., Farnborough, Hants. 880-466

MORGAN, 72 guineas. Special bargain. Late 1928, Aero, 8hp, o.h.v. Anzani, f.w.b., dynamo lighting, one owner, carefully used, exceptionally good condition, taxed; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 69 gns., special bargain, 1928, Aero, 8hp J.A.P., dynamo lighting, f.w.b., duplex cream and green, exceptionally good condition, very smart; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 65 gns., special bargain, 1927, Aero, Eleven Hundred o.h.v. J.A.P., f.w.b., dynamo lighting, electric horn, speedometer, clock, outside exhaust pipes, excellent condition, taxed; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 59 gns., special bargain, late 1928, family, 8hp J.A.P., dynamo lighting, f.w.b., one owner, small mileage, carefully used, exceptionally good condition; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 59 guineas. Special bargain. 1926 Aero, 10hp, o.h.v. w.-c. Blackburne, f.w.b., outside exhaust, dynamo lighting, spot lights, 2 horns, excellent condition, very smart, taxed; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 55 guineas. Special bargain. Late 1927, Aero, 8hp, J.A.P., f.w.b., dynamo lighting, electric horn, very good condition, taxed, cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 49 guineas. Special bargain. 1927 de luxe, 8hp, w.-c. J.A.P., f.w.b., dynamo lighting, Lucas electric horn, carefully used, excellent condition, taxed; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 45 guineas. Special bargain. 1925 model Aero, 8hp, o.h.v. w.-c. Anzani, dynamo lighting, Bosch electric horn, outside exhaust pipe, practically un worn tyres, excellent condition; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 42 gns., special bargain, 1928, 8hp J.A.P., dynamo lighting, excellent condition, taxed; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 35 guineas; special bargain. 1925 model. Family, 8hp, w.-c. J.A.P., dynamo lighting, electric horn, very good condition; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 19 guineas. Special bargain. 1922 de luxe, 8hp, w.-c. J.A.P., dynamo lighting, rigid side curtains, electric screenwiper, good condition; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 42 guineas. Special bargain. 1927 de luxe 8hp J.A.P., f.w.b., dynamo lighting, one owner, excellent condition; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 75 guineas. Special bargain. 1928 Aero 8hp w.-c. o.h.v. Anzani, f.w.b., painted mahogany, carefully used, exceptionally good condition, taxed; 25 Morgans; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-497

MORGAN, Aero, late 1928, Anzani, hood, speedometer, foot accelerator, dashboard clock, 8-12 exhausts, paint and tyres as new, mileage 2,800, bargain, £70. Wickham, Frilford Heath Golf Club, Abingdon, Berks. 880-345

MORGANS. Guaranteed value.

MORGANS. "Easiest of Easy" payment terms. 1929 super-sports o.h.v. J.A.P., 2 colours, £124.

1928 super-sports o.h.v. J.A.P., very fast, £98.

1928 super-sports, as above, cream and green, £95.

1928 Aero, o.h.v. J.A.P., starter, S.S. speedo, taxed, £82.

1928 Aero, o.h.v., f.w.b., speedo, hood, etc., £79.

1928 Aero, s.v. J.A.P., red and cream, as new, £78.

1927 Aero, o.h.v., starter, f.w.b., very smart, £72.

1927 Aero, o.h.v. J.A.P., f.w.b., fast, extras, etc., £75.

1926 Aero, s.v. J.A.P., speedo, hood, f.w.b., etc., £62.

1925 Aero, o.h.v. Blackburne, f.w.b., fast, £49.

1928 Family, w.-c. J.A.P., Show model, all extras, £78.

1927 Family, o.h.v. J.A.P., speedo, s. screens, taxed, £69.

1926 Family, w.-c. J.A.P., side screens, speedo, etc., £55.

1925 de luxe, w.-c. J.A.P., speedo, good tyres, £39.

1921 de luxe, J.A.P., dynamo, good runner, taxed, £15.

MORGAN, Naylor and Root, Ltd., the Morgan Specialists. Complete list gladly sent on request. Let us quote for your present car, motorcycle or Morgan in part payment. All new 1930 models in stock. Guaranteed after-sales service. Call or write to-day. Naylor and Root, Ltd., 248-350 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6188-9. 880-603

MORGAN Aero, o.h.v. J.A.P., 1928 (November), low mileage, very good condition, full equipment, £80 or near offer. 10 Grant House, Larkhall, S.W.8.

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

MORGANS, 2 exceptionally smart 1926 Aero models, s.-v., £52 10s; o.h.v. Blackburne, £57 10s.; motorcycle part exchange. 6 Penwortham Rd., Thralf Rd., Streatham. Phone 5159. 880-770

MORGAN, 1922-25, runabout, from £10 to £40; exchanges, deferred terms. Andrews Motor Mart, Byfield Hall, Barnes. 880-1200

MORGAN, 1929 models actually in stock; £21 secures immediate delivery, balance from £3 monthly; good allowance for motorcycles part exchange. Write for our new Easy Payment Schedule; it pays to buy direct from the largest Morgan distributors (trade and retail). Colmore Depot, 31 Colmore Row, Birmingham. 880-745

MORGAN, de luxe, 1925, completely overhauled, 8hp J.A.P. engine, £30. Powley, 3, Wellesley Villas, Chiswick, W.4. 881-1849

MORGAN 1929 speed model, 10-40hp o.h.v. J.A.P., starter, 3-wheel brakes, fullest equipment, many extras, condition as new, mileage 3,766, cost over £160, price £125, first licenced March, 1929, taxed to year end. W. Hepworth, Acme Garage, Kirkburton. Phone 69. 880-465

MORGAN, de luxe, 1929 condition, sell cheap or exchange family model. R. Scott, Yardington, Furze Platt, Maidenhead. 880-358

MORGAN. Cass's Motor Mart, Ltd. (established 1911), 1929 super-sports, J.A.P., mileage 2,000, as new, £120; deferred terms; exchanges. Cass's, 243 Brompton Rd., S.W.3. Sloane 2544. 880-573

MORGAN, 1925, standard 8hp s.-v. J.A.P., dynamo lighting, new tyres, repainted, fully equipped, £32. Below.

MORGAN, 1928, 10hp super Aero, J.A.P., black and red, £98. Maudes, 100 Gt. Portland St., London. 880-565

MORGANS. Homac's have for disposal the following Morgans:—

1927 Aero, 10.45hp o.h.v. J.A.P., dynamo lighting, just overhauled and repainted, Dunlop s.s. tyres, splendid condition, £85. Below.

1928 Family, 8hp J.A.P., f.w. brakes, in really splendid order, guaranteed, £60. Below.

1926 Grand Prix, o.h.v. Anzani, dynamo, speedometer, nice condition, £47 10s. Below.

1923 de luxe, 10hp Blackburne, good tyres, in excellent running order, £27 10s. Below.

1922 de luxe, 10hp, w.-c. M.A.G., just overhauled by Mag. Co., client unable to clear, £19 10s. Below.

Easy terms arranged Homac's, Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-7. 880-574

MORGAN, bargain, 1925, Aero, 8hp J.A.P., smart, 40 guineas. 13 The Grove, Golders Green. Speedwell 6433. 880-356

MORGANS. 1926 de luxe w.-c. J.A.P., dynamo lighting, 3 brand-new tyres, privately owned, £50. Below.

1924 Grand Prix J.A.P., maroon, electric lighting, spotlight, 5 lamps, speedometer, taxed, £32. Below.

1924 de luxe w.-c. J.A.P., maroon, one owner throughout, bought car, taxed, £35. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-3. Evenings 7, Saturdays 6, Sundays 10-1. 880-685

MORGANS. Maskell, the well-known competition driver, official Morgan specialist, has the following Morgans:—

1928 super-sports, starter, o.h.v. J.A.P., £100.

1926 Aero, o.h.v. Blackburne, cream and green, £60.

1925 de luxe, w.-c. J.A.P., many extras, £40.

1926 Grand Prix, w.-c. J.A.P., tax paid, £35.

1925 family, a.-c. J.A.P., overhauled, £40.

1921 de luxe, w.-c. J.A.P., running order, £15.

1921 de luxe, a.-c. J.A.P., running order, £15.

Maskell for Morgans. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. 880-1240

MORGAN, about 1921, G.P., home-made special sports model, o.h.v. water-cooled engine, dynamo lighting, £9 to clear. King's, New Rd., Oxford. 880-735

MORGAN, 1928, super-sports, o.h.v. J.A.P., taxed, 85 guineas, or exchange 7hp saloon. Box No. 6559, c.o. "The Light Car and Cyclecar." 880-333

MORGAN specialists. Kirk and Co. always have a splendid selection in stock. All guaranteed. Exchanges, terms.

MORGAN, Aero, 1929, sports 2-seater, 8hp, J.A.P., dynamo lighting, speedometer, electric horn, hood and cover, f.w.b.s. beautifully finished, apple green and cream, low mileage, absolutely like new, taxed December, £80. Kirk and Co.

MORGAN, Aero, 1926, special sports 2-seater, 10 o.h.v. racing Blackburne, dynamo lighting, electric horn, very good o.s. tyres, special headlamps, magnificent colour-scheme finish, specially equipped, £62 10s.

MORGAN, Aero, 1925 model, special sports 2-seater, 10hp o.h.v. racing Blackburne, dynamo lighting, starter, electric horns, hood and cover, twin plated exhausts, magnificently equipped instrument board, spotlight, Triplex, grand condition, wonderful value, £57 10s.

MORGAN, Aero, 1926, 8-10hp, J.A.P., w.-c., sports 2-seater, dynamo lighting, electric horn, full dash equipment, finished chrome, red upholstery to match, £55.

MORGAN, Aero, 1925, 8-10hp, o.h.v. Anzani-Summit, dynamo lighting, o.s. s.s. tyres, clock, speedometer, bulb and electric horns two special spotlamps, extremely attractive, £52.

MORGAN Family, 1926, 8-10hp J.A.P. 4-seater, dynamo lighting, electric horn, 2-piece screens, very fine condition, £45.

MORGAN standard 1921 2-seater, 8hp engine, fully equipped, very good tyres, great bargain, £12. Selection of several other Morgans, including several Aeras, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. Phones, Paddington 6049 and 6892. Open until 8 p.m. every night, Sundays 10 to 1 p.m. 880-1226

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

MORGAN, 45 gns.; 1926 Family 4-seater, only one owner, well kept, bargain; exchanges, deferred. Empire Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9, Sundays 10-2. Chiswick 0305. 880-1247

MORRIS. See page 14 for 15 bargains. 880-594

MORRIS Minor, 1929, blue, saloon, one owner, complete, taxed to December, as now, £110. H. Brown, 23 Cornwall Avenue, Wood Green. Palmers Green 0840. 880-u327

MORRIS Minor, 1929 saloon, Triplex, blue, small mileage, quite faultless, taxed year, £110. Below.

1929 model saloon, blue, full equipment, quite small mileage, one owner only, £100. Below.

Smith and Hunter, 407 Edgware Rd. Paddington 9081-2-3. Evenings 7, Saturdays 5, Sundays 10-1. 880-686

MORRIS MINOR, 1929 saloon, blue, Triplex, taxed, bargain, £102 10s. Comerford's, Surbiton Park Terrace, Kingston. Phone 2815. 880-528

MORRIS Minor saloon, April, 1929, as now, £110 or nearest; taxed. Hosking, London Rd., Kettering. 880-u331

MORRIS used cars at Newnham.

400 yards from Olympia.

Over 200 cars, including Morris, in stock. Open until 11 p.m. during the Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain.

Newnham Motor Co., Newnham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-707

MORRIS Minor, 1929 saloons and tourers, at prices from £100 together with a few shop-soiled models. Steele Griffiths, Abbey House, facing Westminster Abbey, Victoria 0467. 26 Caxton St., S.W. Victoria 0329. 320 Camberwell New Rd., S.E.5. Brixton 6451. 880-666

MORRIS Minor, May, 1929, saloon, small mileage, condition as new, £115. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1988. 880-620

MORRIS Minor, 1929, saloon, shop-soiled, taxed, written guarantee, £120; exchange entertained. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey, Victoria 0467. 880-653

MORRIS Minor, 1929 (July) saloon, brown, mileage 2,000, roof ventilator, taxed till December, £112 10s. Below.

1929 (February) tourer, blue, mileage 6,000, taxed till December, £95. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 880-791

MORRIS Minor, 1929, brown fabric saloon, taxed and insured, small mileage, £120. Charles Hudson, St. Leonard's Rd., Eastbourne. Phone 2683. 880-744

MORRIS Minor, 1929, saloon, blue, taxed December, as now, guaranteed in writing, sold on seven days' free trial basis, £110 or terms. London Auto Sales, Mill Hill, N.W.7. Phone 1550. 880-1239

MORRIS Minor, 1930, saloon, Triplex, chromium, taxed, carefully run 278 miles, cost £145, sell £135; bought larger car. 35 Neston St., Liverpool. 880-u357

MORRIS Minor, 1929, fabric saloon, car won in hospital competition, owner not requiring, perfect condition, mileage 500 for demonstration, £110. Wallace, 46 London Rd., Worcester. 880-u356

MORRIS-COWLEY, 1926 2-seater and dicky, grey, 4-wheel brakes, nice condition, £55; deferred terms. Lamb's, Ltd., Ilford. 880-505

MORRIS Minor, Renno's. 1929 8hp fabric saloon, lighting and starting, speedometer, traffic bumpers, spare wheel, 4-wheel brakes, year's tax, absolutely new condition, 110 guineas, or terms. 252-54 Upper St., Islington, N.1. Near Tubes, North 2966. 880-1241

O.M., £80. 14-40 sports tourer, f.w.b., smart and fast. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1176

OMEGA, 49 guineas; special bargain. Late 1927 Family, 8hp J.A.P. dynamo lighting, electric horn, very carefully used, exceptionally good condition; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-494

PEUGEOT, 1926-7, 7hp, cabriolet, in good condition, £40 or nearest offer. 23 St. John's Rd., Highgate, N.19. 880-1545

PEUGEOT, 1927 7hp coupe, splendid condition, £60. Arthur Stuart Auto Services, Ltd., 6-11 and 29-31 Vauxhall Bridge Rd., S.W.1. 880-478

PEUGEOT, 1927 7hp 4-seater, fabric body, new condition, £45. Rose and Young, 97 Streatham Hill. Tele., Streatham 9520-1. 880-543

PEUGEOT, 7hp, late 1926, all-weather, 2-seater and dicky, perfect throughout, £40 or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 880-u381

PEUGEOT 7hp, 1926 4-seater, £55, 3 months' written guarantee against mechanical breakages; neither insurance nor references required for hire-purchase; illustrated booklet with list of 100 cars on request. Andrews Motor Mart, Byfield Hall, Barnes. 880-1202

PEUGEOT, 1928, 7 coupe, de luxe model, beautifully finished, dicky seat, 3,000 miles only, taxed year, £69. 1 Mitcham Lane, Streatham. Phone 6666. 880-765

PEUGEOT, 1926, 7hp coupe, good order, £38; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-778

PEUGEOT, 1928, 7hp fabric 4-seater, equal to new, £75; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-779

PEUGEOT, 1929 model, 7hp, semi-saloon 4-seater, general appearance and condition equal to new, finished crimson, upholstered to match, £85. 50 other cars in stock, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 880-1223

PEUGEOT, 1926, 2-seater, dicky, in excellent condition, £27. E.S. Motors, 235 Trussley Rd., The Grove, Hammersmith, W.6. Phone, Riverside 5989. 880-585

RALLY. Sporty cars for the sporty at sporty prices. Ridinghouse Motors, 116 Gt. Portland St. Museum 8516. 880-614

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

RENAULT, 1926 9hp tourer, magnificent condition, taxed, £50. Arthur Stuart Auto Services, Ltd., 6-11 and 29-31 Vauxhall Bridge Rd., S.W.1. 880-479

RENAULTS. Don's miss page 74. 880-517

RENAULT, 1925 9-15 saloon, blue, cloth upholstery, good tyres, sound mechanically, £35. Below.

1926 (September), 9-15 4-seater, maroon, nearly new tyres, very sound, privately owned, £35. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-3. Evenings 7, Saturdays 5, Sundays 10-1. 880-687

RENAULTS, 3 to choose from, 1926-27-28, all have had very careful use and in condition, mechanically and in appearance, are as new. Prices from £39 to £65. 1 Mitcham Lane, Streatham. Phone 6666. 880-710

RENAULT 9, 1928 tourer de luxe, fine condition, new tyres, excellent order, taxed, written guarantee, exchanges entertained, £75. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey, Victoria 0467. 880-659

RENAULTS. The following cars, together with several others, taken in exchange for new Renaults, carrying our usual guarantee. Deferred terms, part exchanges (arranged). Apply, Welham Renault Sales Service, Surbiton Hill Rd., Surbiton, Kingston 1875.

1929 12.5 6-cylinder Weymann fabric saloon, de luxe, special, used as demonstrator £160; another, earlier, £140; tax paid.

1929 9-15hp saloon de luxe, used a few runs only, £140.

1929 9-15hp saloon de luxe, Weymann, tax paid, bumpers, £125.

1928 9-15hp 4-seater all-weather tourer, rear screen, new tyres, battery, etc. £75. 880-554

RENAULT 8hp, 1925, saloon, f.w.b., good tyres, leather upholstery, clean, good runner, 29 guineas. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. 880-636

RENAULT 9 tourer, 1927-8, f.w.b., any trial, 55 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1177

RHODE, chummy, 1925, f.w.b., £50, offer. 3 Springfield Rd., New Southgate. Phone Palmers Green 3673. 880-u120

RHODE, £22; bargain; exchange, deferred. 1922-23 Rhode 9.5hp 4-seater, dynamo, clock, speedometer, electric horn, good appearance and running. Scabridge, 35 Hansler Rd., East Dulwich. Bydenham 2452. 880-563

RHODE, 1928 2-seater, taxed December, leather hide upholstery, 5 excellent tyres, written guarantee, exchanges entertained, £75. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey, Victoria 0467. 880-663

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz 324

RILEY. Olympia Motor Co., Riley distributors. Special offer.

RILEY 9, late 1929, latest model Mark IV Monaco saloon, mileage under 500, £259. Also Riley 9, late 1928 Monaco saloon, fully licensed and absolutely as new, £195.

Part exchanges and deferred terms. 3 Hammersmith Rd., Kensington, Fulham 4217. zzz 466

RILEY, 1928 Monaco fabric saloon, taxed, in fine condition, £185; deferred terms. Lamb's, Ltd., Ilford. 880-506

RILEY. 200 car list post free (including Riley). 1929 to 1924 models from £30 to £1,750. Bargain prices for guaranteed cars. Second-hand and shop-soiled from 7hp to 49hp. 200 cars actually in stock. Saloons, coupes, 2-seaters, landaulets, tourer, sports, limousines, etc., all makes, including Rileys. Open till 8.30 p.m. every day, week-ends included. Hire-purchase if desired. Distance no object. Write, phone or call, "The Exchange Specialists," Bammers, 33 Liverpool Rd., near Birkdale Station, Southport. Phone, Birkdale 66161 (8 lines). 880-452

RILEY. Boon and Porter, Ltd., S.W. London Distributors, Five minutes Olympia (9, 33 and 173 buses.)

1929 Mark IV sportsman's coupe, black with brown furniture hide up holstery, brand new and unregistered, £285.

1928 genuine Ulster model, 2-seater, black and red, as new, very fast £250.

1929 Monaco, black and cream, 8,000 miles, Triplex, absolutely unscratched, £215.

1928 Monaco special, twin carburettors, carmine, faultless, £195.

1928 Monaco special, twin carburettors, brown, very fast, oversize tyres, £195.

1928 special tourer, black and green, sports engine, Triplex glass, in faultless condition, £195.

1928 Monaco, Mark III, black and red, Triplex, extremely fast, many extras, £180.

1929 (May) Monaco, Mark IV, finished blue, 6,000 miles, sports engine, faultless, £245.

All the above are taxed for the year and available for any inspection and trial. Complete range of spare parts stocked. Many refinements are available for early models. 159 Castelnau, S.W.13. Riverside 4444. 880-550

RILEY, 1929, 9hp, Monaco, very fine condition, £195. Convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-780

RILEY, 1928 9hp Monaco saloon, taxed, new tyres, excellent condition, £165; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Fluxman 4633. 880-679

RILEY 9, 1929 Monaco saloon, brand new and unregistered, one only to offer at £250. Wellfords Motors, Brighton. 880-751

"THE MOTOR BOAT MANUAL." 9th Edition. With a special section on outboard motors and motor boating. 5s. net. 5s. 4d. post free.

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

RILEY, Monaco sports, 1929. £325 model, two carburettors, Triplex, perfect condition, taxed December, extras, £205. 78 Hampstead Way, N.W.11. Speedwell 2447. 880-x167

RILEY 9 1928 and 1929 Monaco saloons at prices from £160. All cars reconditioned where necessary. Sold with written guarantee and after sales service policy. See our selection before buying elsewhere. Open till 7.30. Steele Griffiths, Abbey House, facing Westminster Abbey (Victoria 0467), 26 Caxton St., S.W. (Victoria 0329), 320 Camberwell New Rd., S.E.6 (Brixton 6451). 880-667

RILEY 9, 1929 (August), Monaco saloon, Mark IV, latest type, used for five weeks only, colour blue, unsoiled, special circumstances compel sale, bargain, 215 guineas. Albany Motor Co., 75 Albany St., near Gt. Portland St. Station, N.W.1. Museum 3984. 880-557

RILEY 9 Monaco saloon, maroon, 1929 model, taxed, very fine condition, small mileage, a real bargain, price 215 guineas. Modern Cars, Ltd., 196-8 Gt. Portland St., W.1. Museum 2047-8, 0263. Deferred terms from £10 per month. Part exchanges. 880-625

RILEY 8hp, 1929 Monaco saloon, Mark IV, Triplex glass, small mileage, almost new, £245. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 880-623

RILEY used cars at Nownhams.
400 yards from Olympia.

Over 200 cars, including Rileys, in stock. Open until 11 p.m. during Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain.

Newham Motor Co., Newham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-712

RILEY 9, Monaco saloon. £150, 1928, fully equipped, extras, excellent condition throughout; exchanges, terms. 86 Acro Lane, Brixton, Phone 3401. 880-u378

RILEY 11, drop-head coupe, electric starting and lighting, 4-speed gearbox, bulb and electric horns, good brakes, sweet clutch and easy steering, a handsome and reliable little car, capable of an excellent performance, any trial. £30. Kingsley Motors, 19 Brook Green Rd., Hammersmith Broadway, Riverside 5604. 880-1144

RILEY 10, 1925, 4-seater, starter and fullest equipment, good order throughout, unusual bargain at £18 10s., exchanges. Teddington Garage, 160 High St., Teddington. Phone, Kingston 2562. 880-u385

ROVER. All kinds of second-hand cars at the Rover specialists. Write for list and deferred terms. Pollitts (Rover Specialists for 25 years), 41 Renshaw St., Liverpool. 881-452

ROVERS. Don't miss page 74. 880-518

ROVER. Sporty cars for the sporty at sporty prices. Ridinghouse Motors, 116 Gt. Portland St. Museum 8516. 880-615

ROVER cars. The Liverpool specialists are Pollitts. New and second-hand cars always available. Send for list. Exchange or deferred (up to 2 years). Pollitts, The Rover Specialists, 41 Renshaw St., Liverpool. 883-398

ROVER Sports, 10hp, September, 1928, 9,000 miles, as new. £145, 182 Lordship Lane, Dulwich, Bydenham 5344. 880-t547

ROVER, 1926 9-20 4-seater de luxe tourer, taxed, £70. Arthur Stuart Auto Services, Ltd., 5-11 and 29-31 Vauxhall Bridge Rd., S.W.1. 880-480

ROVER 9hp 1926 super-model, good condition, £55. Apply, Chandler, 26 Brisbane Rd., Reading. 880-u280

ROVER 8 (late 1924), chummy, absolutely first-class condition, nothing to repair or replace, £20, no lower offer considered. King's Arms Garage, High Rd., Wood Green. 880-u232

ROVER 8, 1924, 4-seater, starter, good battery, tyres and coachwork, mechanically sound, taxed December, £25. Batten, 47 Wesley Rd., Leyton, E.10. 880-u348

ROVER. 200 car list post free (including Rover). 1929 to 1924 models from £50 to £1,750. Bargain prices for guaranteed cars. Second-hand and shop-soiled from 7hp to 49hp. 200 cars actually in stock. Saloons, coupes, 2-seaters, landaulets, tourer, sports, limousines, etc. all makes, including Rovers. Open till 8.30 p.m. every day, week-ends included. Hire-purchase if desired. Distance no object. Write, phone or call, "The Exchange Specialists," Bangers, 33 Liverpool Rd., near Birkdale Station, Southport. Phone, Birkdale 66161 (8 lines). 880-453

ROVER, 1928 10.25hp semi-sports 2-seater, blue, perfect order; open to A.A. or other expert examination. Cairns, 9 Park Place W., Sunderland. 880-u222

ROVER, 1927, 9-20 sports 2-seater, blue and cream, a most attractive car, £75. Below.

1926 9-20 super 2-seater, i.w.b., good tyres, very sound throughout, £63. Below.

1922 Rover 8 2-seater, nearly new tyres, sound runner, £10; choice two. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-3. Evenings 7, Saturdays 5, Sundays 10-1. 880-688

ROVER 8, £15. Exceptionally smart small 4-seater, dynamo lighting, speedometer, 48 m.p.g., hood, upholstery, paintwork excellent, carefully used, any examination; would exchange. Barnes, The Cottage, 25 Leigham Court Rd., Streatham. Phone 9221. 880-551

ROVER, 1928, 10-25 sports 2-seater and dickey, leather pneumatic upholstery, cellulose finished dual tone green and grey, wire wheels, 12-volt starting, bumpers, hood and side curtains, Pyrene, whole car as new, perfect, taxed, £110. K.J. Motors, Bromley. (Ravensbourne 3456-7.) 882-480

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

ROVER 10, £65, 4-seater, maroon, taxed, in very good condition. Modern Cars, Ltd., 196-8 Gt. Portland St., W.1. Museum 2047-8, 0263. Deferred terms from £10 per month. Part exchanges. 880-631

ROVER 9-20, late 1925 2-seater, excellent order, genuine bargain, £32 10s. Clark, 223 Hammersmith Rd., W.6. Riverside 3327. 880-624

ROVER, 1926 8hp 4-seater de luxe, blue, lavish equipment, very low mileage, extremely well kept and attractive car, £49; exchanges, deferred. John S. Truscott, 173a Westbourne Grove, W.11. Park 7785. 880-534

ROVER, 1928, 10-26hp, semi-sports 4-seater, finished beige and brown, indistinguishable from new, £125. Conscient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-784

ROVERS! Rovers!! Rovers!!! 1922 to 1925 2 and 4-seaters, £18 to £38; 3 months' written guarantee against mechanical breakages, neither insurance nor references required for hire-purchase; illustrated booklet with list of 100 cars free on request. Andrews Motor Mart, Byfield Hall, Barnes. 880-1198

ROVER 9, 4-cylinder, o.h.v., 4-seater, exceptionally fine condition, £28. 68 Black Lion Lane, Hammersmith. 880-762

ROVER, 12 guineas; special bargain. 1924 8hp 4-seater, dynamo lighting, starter; exchanges. Rowland Smith. Below.

ROVER, 12 guineas; special bargain. 1922 8hp 8hp saloon, dynamo lighting; exchanges. Rowland Smith. Below.

ROVER, 45 guineas; special bargain. 1926 model 9hp 2-seater sports, dickey, very good condition; 60 cars in stock. List free. Cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St. Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-496

ROVER, 10hp, Weymann Paris saloon, unique finish, 1928 model, £135. 2 Hampden Avenue, Beckenham. Phone 0037. 880-758

ROVER 9, 1927 (sports), like new, must sell, £90; accept £10 down and £5 monthly; taxed and insured. French 49a Goldhawk Rd., W.12. Phone, 3011 Riverside. 880-u341

ROVER 8, 1924 model, smart 2-seater, dickey, special dash, double screen, five good tyres, starter, dynamo lighting, taxed, trial, £17. Morgan, 8 Bloueleigh St., N. Kensington. 880-u332

ROVER 1929 10-25 saloon, folding head, mileage 4,000, many extras, bumpers, etc. £200. Sinclair Automobiles, 164-6 Fulham Palace Rd. Phone, Riverside 1916. 880-1216

ROVER, 1928 (July), 10-15 semi-sports 2-seater, cream and brown, perfect condition. Leeds and Oxley, 439 Edgware Rd., W.2. Padd. 3843. 880-788

ROVER, 1924, 8.9hp, 2-seater, double sunken dickey, maroon and black, dynamo lighting, speedometer, clock, etc., smart, original paintwork, engine excellent condition, 40 m.p.g., trial, £30. 71 Virginia Rd., Thornton Heath. 880-u328

ROVER 8hp, 2-seater, dynamo lighting, repainted, special offer, £19. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester; also 258 Deangate, Manchester. 880-570

ROVER, 1926, semi-sports 2-seater, 8hp, o.h.v. engine, exceptionally attractive appearance, full all-weather equipment, £75; exchanges and deferred. 27a Pembridge Villas, Notting Hill Gate. 880-672

ROVER 10, 1929, 4-door sunshine saloon, only few weeks old, taxed December, written guarantee, exchanges entertained, £165. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey, Victoria 0467. 880-660

ROVER 9, 1927 4-seater de luxe, taxed, written guarantee, exchanges entertained, £70. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey, Victoria 0467. 880-664

ROVER 9, 1926 4-seater, taxed, written guarantee, exchanges entertained, £45. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey, Victoria 0467. 880-655

ROVER used cars at Nownhams.

400 yards from Olympia.

Over 200 cars, including Rover, in stock. Open until 11 p.m. during Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain.

Newham Motor Co., Newham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-710

ROVER 9, 1927, special dome-back saloon, small mileage, condition perfect, price £119. Clarence Garages, Richmond. Phone 0431. 880-u372

ROVER 8, 1924, 2-seater and dickey, full equipment, good condition, £10 10s., exchanges. Teddington Garage, 160 High St., Teddington. Phone, Kingston 2562. 880-u386

ROVER, £85, late 1927 10-25 semi-sports 4-seater; £115, July, 1927, 10-25 semi-sports 2-seater; £125, late 1928 10-25 saloon, all are in splendid condition and real bargaining; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W.3. Sloane 6726. 880-737

ROVER, £38, 1925 9, 4-seater de luxe, 4 doors, balloons, etc. Denmans, 132-3 Long Acre, W.O. Open week-ends. Temple Bar 8135. 880-1178

ROVER 10-26, 1929 sportsman's coupe 4-seater, taxed, sunshine roof, as new, £215. Denmans, 132-3 Long Acre, W.O. Open week-ends. Temple Bar 8135. 880-1179

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

ROVER 8, 1924 model, 4-seater, fitted new battery, 2 new tyres, all-weather equipment, and taxed to December, any trial with pleasure. £12 10s. Falkland Park Garage, 179 South Norwood Hill, S.E.25. Sydenham 1424. 880-1155

ROVER 8, 1923, 2-seater, good condition, very reliable, taxed. £10. 155 Ladbroke Grove, North Kensington. 880-719

ROVER 9, 62 guineas. 1927 model 9-20hp 4-seater, in exceptionally good condition, very smart car, taxed, bargain; exchanges, deferred. Empiro Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9. Chiswick 0303. 880-1245

SALMSONS. Don't miss page 74. 880-519

SALMSON. Apply at the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchange and special deferred terms arranged. 51 Brook St., London, W.1. Phone, Mayfair 0267-B-9. zzz-283

SALMSON. Sporty cars for the sporty at sporty prices. Ridinghouse Motors, 116 Gl. Portland St. Museum 8516. 880-616

SALMSON sports 2-seater, long-tail body, Aero screens, tyres and condition excellent, fast and sporty. £22 or near. Craddock, High St., Godalming. 880-0351

SALMSONS. Vadum Co., used Salmson specialists, offer:—

1925 Grand Prix, twin camshafts, f.w.b., absorbers both axles, Vee screens, clock, speedometer, thermometer, mirror, etc., very smart sports body, flared wings, 49 guineas. Others include 1927 Grand Prix fabric coupe, 89 guineas; 1925 model de luxe, overhead camshaft, 4-seater, 39 guineas; 1926 (December) sports, 49 guineas; 1926 model Grand Prix, 59 guineas; 1927 model Grand Prix, large some long-tail streamline fabric body, 89 guineas; 1927 skiff sports, 67 guineas; 1927 streamline fabric 3-seater, all-weather equipment, 89 guineas; 1925 1/2 sports, taxed, 35 guineas; 1925 twin-camshaft 4-speed 3-seater, 59 guineas. Convenient deferred terms, exchanges. Open Saturdays. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 880-610

SALMSON, 1928 10hp streamline fabric saloon, Grand Prix 80 m.p.h. engine, four-speed, an extra-special car, cost £425 complete, taxed year. £150. Below. 1926 sports 2-seater, wire wheels, five lamps, winer, speedometer, clock; to clear. £48. Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-3.

SALMSON, 1926 Grand Prix, twin o.h.c., 60 m.p.h. second, 75-80 top, mechanically perfect, smart appearance. 3-seater streamline body. V screens, 265; exchange saloon. Nash, Dene St., Dorking. 880-0359

SALMSON, 1925, 9.5, Grand Sport 2-seater, just overhauled at Salmsons and repainted in blue with red chassis, wire wheels, f.w.b., rev. counter, speedometer, new hood, excellent condition, £35. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 880-673

SALMSON, 1925 sports 3-seater, exceptionally smart and in perfect condition, balloon tyres, starter, clock speedometer, concealed hood. £37 10s., or exchange Morgan or motorcycle. 339a Goldhawk Rd., W.6. Riverside 5113. 880-0360

SALMSON. Grand Prix Sports. 1926, double o.h.c., f.w.b.s., etc., very attractive little sports car, long-tail body. £46; exchanges and deferred terms. Teddington Garage, 160 High St., Teddington. Phone, Kingston 2662. 880-0357

SALMSON, 35 guineas, sports 2-seater and dickey, taxed. Denmans, 132-3 Long Acra, W.C. Open week-ends. Temple Bar 8135. 880-1183

SALMSON, 1926, 2-seater in excellent order and condition. £45. Denmans, 132-3 Long Acra, W.C. Open week-ends. Temple Bar 8135. 880-1180

SALMSON, 1925 de luxe 2-seater, sunken dickey, starter, smart. £21. Para, 25 Crescent Rd., S.E.18. 880-421

SCOTT Sociable, 1924, excellent condition, fully equipped, deliver England or Wales, good value at £25, what offers! George, 87 Spurling Rd., Tottenham, N.17. 880-0274

SCOTT Sociable. 12 guineas. Special bargain. 1923, 5.96hp 2-seater, dickey, dynamo lighting, very good condition; 60 cars in stock, list free; exchanges. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-492

SINGER Juniors, several in stock. Stanley Norman, 84 Baker St., W.1. Welbeck 9702. zzz-60

SINGERS. Don't miss page 74. 880-520

SINGER, 8hp, coachbuilt saloon, excellent condition throughout, taxed, insured June, small mileage, real bargain, £90. 51 Calabria Rd., Lighbury, N. 881-x157

SINGER Junior 4-seater, 1927, blue, mileage 3,000, absolutely indistinguishable from new in every way, tyres unmarked, taxed. £65. K.J. Motors, Bromley, Ravensbourne 3456-7. 881-473

SINGER Junior, 1929 tourer, 8,000 miles, wire wheels, new April, taxed, exceptional condition, £110. Wade, 10 Crescent Rd., Kingston Hill. 880-0362

SINGER, 4-seater, 1924, fully equipped, taxed, trial. £25. 30 Waldrons, Croydon. 880-038

SINGER Junior, 1928 4-seater, taxed to December 31st, good condition. £67 10s. Ratcliffe Bros., 200 Gl. Portland St., W.1. 880-606

SINGER, 1927 8hp Junior 4-seater, insured, bargain, £52 10s. 25 Pratoria Rd., Leytonstone, E.11. 880-469

SINGER. See page 14 for 15 bargains. 880-596

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

SINGER, 1929 Junior saloon, maroon, new February, one owner, small mileage. £115. Below.

1928 (April) Junior fabric saloon, one private owner only, beautifully kept, taxed, £90. Below.

1928 (July) 8hp 4-seater, maroon, very fully fitted, privately owned, clean throughout, £72. Below.

1927 (June) 8hp 4-seater, dark blue, mileage about 8,000, all in first-class order, one owner (bought saloon), £65. Below.

1926 (July) 10hp 4-seater, dark blue, spotlessly kept, good tyres, coachwork, hood, upholstery, etc., perfect, £50. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Paddington 9081-2-5. Evenings 7, Saturdays 5, Sundays 10-1. 880-690

SINGER Junior, 1929 saloon, negligible mileage, spare unused, written guarantee, £112 10s. Steele Griffiths, 26 Caxton St., Westminster. Victoria 0329. 880-647

SINGER Junior, 1929 saloon, taxed, written guarantee, exchanges entertained, £110. Steele Griffiths, 320 Camberwell New Rd., S.E.5. Brixton 6451. And at Abbey House, facing Westminster Abbey. Victoria 0467. 880-654

SINGER, 1928, Junior tourer, taxed, written guarantee, exchanges entertained, £77 10s. Steele Griffiths, 320 Camberwell New Rd., S.E.5 (Brixton 6451), and at Abbey House, facing Westminster Abbey (Victoria 0467). 880-658

SINGER used cars at Newnham's.

400 yards from Olympia.

Over 200 cars, including Singers, in stock. Open until 11 p.m. during the Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain.

Newnham Motor Co., Newnham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-703

SINGER Junior saloon, 1928, taxed, excellent tyres, mechanically perfect, shock absorbers, mirror, automatic wiper, dashboard light, electric horn, £90. Below.

SINGER sports, 1929, low mileage, tyres, appearance as new, fast, 99 guineas. Below.

SINGERS. These and other Singers to clear for new stock. Open week-ends; exchanges, deferred. Murphy, 17 Sheen Lane, Mortlake, Richmond 5305. 880-1143

SINGER Junior, £65, 1928 4-seater, f.w.b., full equipment, excellent condition. Below.

SINGER Junior, £78, 1928 coachbuilt saloon, f.w.b., fully equipped, excellent condition; exchanges, terms. 86 Acra Lane, Brixton. Phone 3401. 880-0376

SINGER bargains to make room for 1930 models.

SINGER Junior saloon, brand new, fully guaranteed, £145.

SINGER Junior saloon, 1928 model, one owner, £82 10s.

SINGER 10hp saloon, 1927, perfect condition, taxed, £95.

SINGER 10hp saloon, 1926, very smart, £82 10s.

SINGER 10hp tourer, 1927 model, maroon, £62 10s.

Written guarantee with all above cars; deferred payments or exchanges. Pengo Motor Co., Green Lane, Penge, S.E.20. Sydenham 0604. 882-715

SINGER, 1927 saloon, 6 lights, domed roof, 4 doors, 10hp, splendid tyres, Hartfords, 12-volt starting and lighting, pneumatic upholstery, mechanically perfect, carefully used, taxed December, £75; 1928 Junior saloon, maroon, mileage only 3,000, indistinguishable from new in every way and perfect, taxed, £100. K.J. Motors, Bromley, Ravensbourne 3456-7. 880-283

SINGER Junior, 1929, sportsman's coupe, black fabric, red leather cloth upholstery, red wire wheels, very small mileage, new condition throughout, £128. Rose and Young, 97 Streatham Hill. Tele., Streatham 520-1. 880-539

SINGER 8, 1927, 4-seater, complete equipment, good running order, £42. Rose and Young, 97 Streatham Hill. Tele., Streatham 9520-1. 880-544

SINGERS! Singers! Singers!! 1924 to 1927 2 and 4-seaters and saloons, £40 to £85, 3 months' written guarantee against mechanical breakages; neither insurance nor reference required for hire-purchase; illustrated booklet with list of 100 cars on request. Andrews Motor Mart, Byfield Hall, Barnes. 880-1199

SINGER Junior, 1926 4-seater, £65, 3 months' written guarantee against mechanical breakages, neither insurance nor reference required for hire-purchase, illustrated booklet with list of 100 cars free on request. Andrews Motor Mart, Byfield Hall, Barnes. 880-1201

SINGER, 1925 10hp tourer, very good order, £38; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lea Green 4444. 880-781

SINGER, 1927 8hp tourer, repainted, etc., £65; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lea Green 4444. 880-782

SINGER Junior 4-seater, 1927, 43 guineas; exchanges, deferred; exceedingly well-kept condition, taxed December. 241a High Rd., Wood Green. Phone, Palmers Green 1148. 880-1203

SINGER, 1928 8hp sports 2-seater, unsoiled, £98; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lea Green 4444. 880-783

SINGER. Truscott for saloons.

1925 Singer, 10hp, 4-door coachbuilt saloon, unusually good condition, fully equipped, leather pneumatic upholstery, balloon tyres, licensed, £49; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 880-536

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

- SINGER, 1928, Junior, 4-seater de luxe, used week-ends only, condition definitely like new throughout, £73; exchanges, deferred. John S. Truscott, 173a Westbourne Grove, W.11. Park 7785. 880-553**
- SINGER, 95 guineas. Special bargain. 1929, 8hp, sports 2-seater, f.w.b., one owner, very carefully used, practically new condition, taxed; cash, deferred or exchange. Rowland Smith. Below.**
- SINGER, 69 guineas. Special bargain. Late 1928, 8hp, 4-seater, one owner, excellent condition; cash, deferred or exchange. Rowland Smith. Below.**
- SINGER, 45 guineas. Special bargain. Late 1926, 10hp, 4-seater, one owner, very good condition; cash, deferred or exchange. Rowland Smith. Below.**
- SINGER, 69 guineas. Special bargain 1928 8hp, 2-seater, dickey, blue, one owner, carefully used, almost new condition; 60 cars in stock; list free; cash, deferred or exchange. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-495**
- SINGER, 1928, Junior saloon £115; deferred terms Lamb's, Ltd., Walthamstow. 880-503**
- SINGER, 1928, Junior tourer, £89 5s.; deferred terms. Lamb's, Ltd., Tottenham. 880-499**
- SINGER, 8hp, 1928 4-door saloon, exceptionally good condition, finished 2-colour brown, £85; exchanges, terms. 155 Ladbroke Grove, North Kensington. Park 5541. 880-720**
- SINGER Junior, 1928 tourer, very clean condition, written guarantee for six months. £80. Ace of Spades Garage, Great West Rd., Hounslow. Phone, Hounslow 2461. 881-724**
- SINGER 10hp 1924 4-seater, good tyres, hood and side curtains, a nice-looking little car and mechanically perfect, £35. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Brixton 5511. 880-726**
- SINGER, 1929, Junior sports, new in June, taxed year, perfect, as new, £97 10s.1 Whitby's, 7 The Vale, Acton, W.3. Chiswick 1513. 880-1159**
- SINGER, 1929, Junior 4-seater, brand-new, list price £141, my price £119.11 Terms over 2 years if desired. Whitby's, 7 The Vale, Acton, W.3. Chiswick 1513. 880-1157**
- SINGER 10, 1924 de luxe model 4-seater, starter and full equipment, good in all respects, £25; exchanges and deferred terms. Teddington Garage, 160 High St., Teddington. Phone, Kingston 2562. 880-584**
- SINGER Junior, July, 1927, 4-seater, taxed for year and in splendid order and condition, real bargain, £65; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W.3. 880-738**
- SINGER, 1929, Junior saloon, taxed, unsoiled, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1184**
- SINGER, 1926, 2-seater, like brand new, de luxe model, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1181**
- SINGER Junior saloon, 1928, finished in blue, tax paid, splendid order. £95. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 880-1182**
- SINGER Junior, 1928 4-seater, in very good condition, £85. Brooklands Motor Co., 410-414 Euston Rd., N.W.1. 880-1186**
- SINGER, £59; exchanges, deferred. 1927 Singer Junior, 4-seater, 8hp, starter, clock, speedometer, side screens, taxed December, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 880-559**
- SINGER Junior saloon, late 1928, first registered February, 1929, shock absorbers, taxed, 4,700 miles only, practically as new, £100. 24 Princes Court, Wembley. 881-0338**
- SINGER, 4-seater, 1925, excellent mechanical order, £33. 51 Upper Richmond Rd., East Putney. 880-790**
- SINGER Junior, 1929, 4-seater, two-tone brown, wire wheel, mileage 4,000, taxed, as new, £100. Leeds and Orley, 439 Edgware Rd., W.2. Paddington 5845. 880-787**
- SINGER, 1925, 10-26hp, 4-seater, very good running order, bargain, £47 10s.; also 1924 10hp 4-seater recently overhauled, all tyres practically new, wonderful bargain, £32 10s.; also 1927 4-seater Junior, finished blue, exceptionally good condition, genuine bargain, £62 10s.; also 1929 Junior 4-seater, finished dual maroon, mileage under 4,000, perfect order, bargain, £105. Also numerous other bargains. Cash, deferred, exchanges. South Ealing Garage, 150-2 South Ealing Rd. Phone, Ealing 4161-2. Hours 9 a.m. till 8.30 p.m. Sundays 9.30 a.m. till 12.30 p.m. 880-577**
- SINGER 1925 4-seater, in perfect condition, £40. Sinclair Automobiles, 164-6 Fulham Palace Rd. Phone, Riverside 1916. 880-1213**
- SINGER, 1923-4, 9.8hp, de luxe 4-seater, leather upholstery, rigid all-weather equipment, dynamo lighting, starter, full dash, most carefully used, good tyres, £25; 50 other cars in stock, every one guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 880-1225**
- SINGER, £69. 1927 10hp 4-seater, completely equipped, in excellent condition, very attractive car, bargain; exchanges, deferred. Empire Motors, 325 and 506 High Rd., Chiswick, W.4. Open 9-9; Sundays 10-2. Chiswick 0303. 880-1244**
- SINGER Junior, 43 guineas; 1927 4-seater, beautiful condition, taxed December. Maynards, 241a High Rd., Wood Green. 880-797**
- SINGER saloon, 55 guineas; 1926, 10hp, very nice condition, fully fitted. Maynards, 241a High Rd., Wood Green. 880-798**
- STANDARDS. Don't miss page 74. 880-521**

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

- STANDARD, 1924 11.4hp 4-seater de luxe, many extras, excellent condition, £30; exchange Radio gramophone or H.M.V. latest model, 112 Stroud Green Rd., Finsbury Park, N.4. 880-n347**
- STANDARD 9 Teignmouth saloon, absolutely like new, many extras, cost new £250, sacrifice, 150 guineas; deferred terms arranged. Cooke's Motors, 366 High St., Sutton, Surrey. Phone 2899. 880-1237**
- STANDARD, 15 guineas. Special bargain. 1924, 11.4hp, 2-seater; 60 cars in stock, list free; exchanges. Open 9 till 8 daily, closed Sundays. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 880-491**
- STANDARD 1929 Teignmouth 4 door saloon, wire wheels, sliding roof, bargain, as new, £158. Rose and Young, 97 Streatham Hill, Telc. Surcathum 520-1. 880-540**
- STANDARD. Truscott for saloons.**
- 1929 Standard, 9hp long chassis, Teignmouth fabric saloon, sunshine roof, blue, with cream wire wheels, mileage 4,000, condition definitely indistinguishable from new, outstanding opportunity, £165; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 880-552**
- STANDARD, 1929 model, 9hp 4-seater, low mileage, luxurious little car, special black and white two-colour finish, in beautiful condition, taxed December, £130; 50 other cars in stock, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 880-1222**
- STANDARD 9. Finchley Motors offer July, 1928, Fulham saloon, just completely overhauled by makers, taxed end of year, bargain, £135. 132 High Rd., East Finchley. Phone, Tudor 2338. 880-1161**
- STANDARD, 1924 and 1925 2 and 4-seaters, £35 to £55; 3 months' written guarantee against mechanical breakages; neither insurance nor references required for hire purchase; illustrated booklet with list of 100 cars free on request. Andrews Motor Mart, Hylfield Hall, Barnes. 880-1197**
- STANDARD, 1924 11.4hp 2-seater, very good condition, repainted, etc., £11 down and £3 7s. 6d. monthly, or 45 guineas cash. Julians, 27 King's Rd., Reading. Phone 1024. 880-746**
- STANDARD 9, 1928 2-seater, finished in blue, in excellent condition, £95. Brooklands Motor Co., 410-414 Euston Rd., N.W.1. 880-1187**
- STANDARD, 1929, 9hp Teignmouth saloon, taxed December, Saletex glass throughout, 3,000 miles only, as new, £160. Below.**
- STANDARD, 1928 9hp Falmouth saloon, blue, small mileage, any trial or examination, £155. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Gerrard 5264-5. 880-581**
- STANDARD, 1925, 11.4hp, 2-seater, good running order, bargain, £25; deferred terms exchanges. South Ealing Garages, 150-2 South Ealing Rd. Phone, Ealing 4161-2. Hours 9 a.m. till 8.30 p.m., Saturdays included. Sundays 9.30 a.m. till 12.30 p.m. 880-578**
- Do Resta Motors offer:—**
- STANDARD 9, 1929.11 Saloon, fitted with Sunshine roof, brown, positively as new, £140.111**
- Exchanges, deferred, 125-7 Euston Rd. (200 yards Euston and St. Pancras Stations), N.W.1. Phone, Museum 3541-2. 880-632**
- STANDARD, 1925 2-seater, good tyres, mechanically perfect, genuine bargain, £27 10s. Clark, 223 Hammersmith Rd., W.6. Riverside 3327. 880-625**
- STANDARD, 9hp, 1929, Teignmouth saloon, sunshine roof, small mileage, condition as new, £175. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 880-622**
- STANDARD used cars at Newnham's.**
- 400 yards from Olympia.**
- Over 200 cars, including Standards, in stock. Open until 11 p.m. during Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain.**
- Newnham Motor Co., Newnham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-711**

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

- STANDARD**, 1925, 11.4, 2-seater, taxed, insured, very good condition, price £35. 70 Windermere Avenue, Morden. 880-7333
- STANDARD**, £45; 1926, 12hp, Piccadilly saloon, balloons, numerous accessories, excellent condition; exchanges, terms. 86 Acra Lane, Brixton. Phone 3401. 880-u377
- STONELEIGH** utility car 1923, 3-speed, reverse, dynamo lighting, £20. Andrews Motor Mart, Hylfield Hall, Harnes. 880-1192
- SWIFT** 1929 4-door saloon, fabric, mileage 4,000, guaranteed unscratched, £175. Rose and Young, 97 Streatham Hill, Tel. Streatham 9520-1. 880-641
- SWIFT**, 1929, 10, Fleetwing saloon, cost £300, guaranteed as new, safety glass all round, special engine, selected leather upholstery, wire wheels, roof ventilator, £215. 1 Mitcham Lane, Streatham. Phone 6575. 880-769
- SWIFTS**. Don's miss page 74. 880-522
- SWIFT**, 1921, 9.4 2-seater and dickey, perfect condition, e.l. s.s., offer; inspect after 2. 7 Mellowa Rd., Wallington. 880-u204
- SWIFT**, 1925, 10hp, 4-seater de luxe, f.w.b., fullest equipment, almost new throughout, £47; exchanges, deferred. John S. Truscott, 173a Westbourne Grove, W.11. Park 7785. 880-551
- SWIFT**. We have many used Swifts in stock from 1926, 1929, all in the most perfect condition, at prices from £68 to £250. 1 Mitcham Lane, Streatham. Phone 6666. 880-767
- SWIFT**, 1927, 10hp, 4-seater de luxe, exceptionally clean, good tyres, perfect runner, 59 guineas; easy terms, quarter down; exchanges. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. 880-635
- SWIFT** used cars at Newhams. 400 yards from Olympia. Over 200 cars, including Swifts, in stock. Open until 11 p.m. during Motor Show. Why not give us a call? Exchanges and deferred terms arranged anywhere in Great Britain. Newham Motor Co., Newham House, 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 880-709
- SWIFT** used car bargains at Newhams. 400 yards from Olympia. As Swift distributors in London and the Southern Counties we always have a good selection of shop-soiled, demonstration and second-hand cars available at attractive prices, most of the cars being fully guaranteed. A few suggestions given below. Further particulars and prices of about 20 of these cars sent on request.
- 1929 brand-new 10hp Migrant sliding roof saloon, as listed at £270, offered for £235.
- 1929 10hp Nomad fabric saloon, finished maroon, fitted with wire wheels, used as demonstrator, £215.
- 1929 10hp Paladin coachbuilt saloon, finished black cellulose, red wire wheels and upholstery, run very small mileage and almost equal to new, £225.
- 1929 10hp Fleetwing sports saloon, with safety glass, finished black with red wings and upholstery, run few hundred miles only, £235.
- 1928 10hp 4-seater, finished maroon and in exceptionally nice order, £125.
- 1928 10hp fabric saloon, in very good order, £145.
- Also a very limited number of new 1929 cars offered at reduced prices to make room for 1930 models.
- Open until 11 p.m. during Motor Show. Newham Motor Co., Newham House, 237 Hammersmith Rd., W.6. Riverside 4646. 880-704
- SWIFT** 9hp coupe and dickey, colour blue, taxed, an excellent little car and a bargain at £33. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Brixton 5511. 880-725
- SWIFT**, 10hp 1928 4-seater tourer, pneumatic upholstery, grid, collapsible luncheon table, licensed, splendid condition, £125. 50 Coolhurst Rd., Crouch End, N.8. 880-u425
- TALBOT**, 1923 4-seater, blue, £55; deferred terms. Lamb's, Ltd., Tottenham. 880-500
- TALBOT**, 8-18, 2-seater, late 1923, very fast, good condition, 18 gns. Tel., Edgware 0109, or Box No. 6550, c.o. "The Light Car" 880-u130 car.
- TALBOT**, 1923, 8-18, 2-seater and dickey, taxed year, £19; exchanges. Whitby's, 7 The Vale, Acton, W.3. 880-1156
- TALBOT**, 2-seater, 1925, 10-23hp, excellent condition throughout, £65; also 1924 2-seater, balloon tyres, taxed, £48; exchanges, terms. 155 Ladbroke Grove, North Kensington. Park 5541. 880-721
- TALBOT** 8-18 2-seater, 1922-3, exceptionally sound, owner given up motoring, £35. Smith, 407 Edgware Rd. Paddington 9081. 880-691
- TALBOT**, £29, exceptional bargain, taxed year; exchanges, deferred. Talbot 8hp, 2-seater, starter, dickey, luggage grid, screen wiper, speedometer. Seahridge, 35 Hantsley Rd., East Dulwich (Sydenham 2452). 880-561
- TALBOT**, 8hp, 1922, excellent condition, lighting and starting o.k. £37-10s. Juliens, 27 King's Rd., Reading. Phone 1024. 880-745
- TALBOT**, 10-23, saloon, 1924, taxed, low mileage, good order, best offer over £70. Seen, Croham Garage, South Croydon. Phone 0832. 880-634
- TALBOT**, 1924, 10-23, tourer, attractive appearance, splendid running order, economical, year's tax paid, £45. Apply or write, Garthside, Rejoan, Windsor Rd., Slough. (Farnham Common 187 in office hours.) 880-633

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(continued).

- TALBOT**, £50, 10-23hp, 4-seater, taxed, in good condition. Modern Cars, Ltd., 196-8 Gt. Portland St., W.1. Museum 2047-8, 0263. Deferred terms from £10 per month. Part exchanges. 880-650
- TALBOT**, 8-18hp 1924½, 2-seater, grey (excellent), decarbonized, double windscreen, hood, side curtains, two new tyres, starter, dimmer, many accessories, new coil, taxed, 45 m.p.g., £35, or offer. Box No. 6570, c.o. "The Light Car and Cyclecar." 880-u424
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- TRIUMPH**, 1929 tourers, 2-seaters and saloons, from £110; a large selection to choose from. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. 880-607
- TRIUMPH**, 1928 7hp de luxe 4-seater, 1,000 miles only, taxed and insured, £105. Orchard, High St., Aylesbury. 880-u369
- TRIUMPH** 7hp 1929 2-tone blue de luxe 2-seater, chromium plating, splintex glass, mileage under 3,000, cost £172 10s., accept £120. Below.
- TRIUMPH**. 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, 79 South Farnborough. zzz-223
- TRIUMPH**, 1928 (May), super 7 tourer de luxe, 4-seater, mileage only 8,000, exceptional condition throughout, £95. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 880-792
- TRIUMPH**. See page 14 for 15 bargains. 880-595
- TRIUMPH** 7, 1928 tourer. £110; deferred terms. Lamb's, Ltd., Walthamstow. 880-498
- TRIUMPH**. Jarvis, of Wimbledon, Triumph specialists, offer 1929 de luxe 2-seater, chromium plating, taxed, small mileage, £125. Victoria Crescent, Wimbledon. Phone 2526. 880-553
- TRIUMPH**, 1928-9 fabric saloon, as new, £125. Elce, Ltd., 11 Camomile St., E.C.3. Avenue 5548. 880-1153
- TRIUMPH**. Bargain! 1929 super 7 4-seater, condition as new, sacrifice 96 guineas. Farwood, 89 East Hill, Wandsworth. 880-u270
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- TRIUMPH**, 1929 tourer de luxe, brand new and unregistered, only one to offer, £150. Welfords Motors, Brighton. 880-752
- TRIUMPH**. Cass's Motor Mart, Ltd. (Established 1911). 7hp de luxe 2-seater, dual blue, mileage 2,000, Triplex, chromium plating, £120. As new. Below.
- TRIUMPH**, 7hp, de luxe 4-seater, green and grey, excellent, £115. Written guarantee with both cars. Deferred terms, exchanges. Cassis, 6 Warren St., W.1. Museum 0625. 880-572
- TRIUMPH**, 1928 7hp fabric saloon, hardly sold, £110; convenient deferred terms. Cyril E. Bennett and Co., 363 Bromley Rd., Catford, S.E.6. Lee Green 4444. 880-785
- TRIUMPH**, 1929 de luxe super 7, 3 months old, £135; part exchange motorcycle. 6 Penwortham Rd., Thrulo Rd., Streatham. Phone 5159. 880-771
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- WOLSELEY**. Don's miss page 74. 880-523
- WOLSELEY**, 1924-5 11hp fabric saloon, balloon tyres, starter, good order, £45; exchanges and terms. Beechings, Ltd., Farnborough, Hants. 880-468
- WOLSELEY** car, 11-22hp, 4-seater, 1926, £50. 83 Calverley Rd., Tunbridge Wells. 880-u203
- WOLSELEY** 7, 1923 2-seater, full equipment, exceptionally nice condition, carefully used, £15 10s.; exchanges. Teddington Garage, 160 High St., Teddington. Phone, Kingston 2562. 880-u385
- WOLSELEY**, 10hp, 1924 4-seater de luxe, new hood and tyres, clock, speedometer, etc., a-w. equipment, perfect condition, 19 guineas, exchanges. 34a Hereford Rd., Westbourne Grove, W.2. 880-u392

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- WOLSELEY**, 11hp 1925 4-seater, full equipment, taxed, £50. 58 Black Lion Lane, Hammersmith. 880-763
- WOLSELEY**, 1926 model, 11hp, 4-seater, rigid all-weather equipment, good set balloons, very fine condition, super bargain, £40; choice of another similar; 50 other cars in stock, all guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 880-1224
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- CALCOTT**. All spares can be obtained from stock for the 10.5, 10-15, 11.9, 13.9, 12-24 and 16-50 (6-cylinder models). Catalogues (free) obtainable from the sole manufacturers, R. H. Collier and Co., Ltd., Coventry Rd., Yardley, Birmingham. zzz-186
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- RALLY** cars. Sole concessionaires for British Empire sales, spares and service in Rally Garages, Ltd., Harewood Avenue, Marylebone, N.W.1. Paddington 7625. zzz-319
- ERIC-CAMPBELL**. See below.
- WINDSOR**. Only genuine spares for the above cars can be obtained from the manufacturers, Watkins and Doncaster (Services), Ltd., Windsor Works, 786a High Rd., N.17. Tottenham 3171. zzz-252
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(continued).

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A53

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to 5s. Balloons: 26 by 3.50, 25s.; 27 by 4.00, 27s.; 27 by 4.40, 30s.; 28 by 4.95 (29 by 5.00), 35s.; 715 by 115 (720 by 120), 27s.; 730 by 130 (740 by 140), 37s. 6d.; 27 by 3.85, beaded edge, for 26 by 3 rim, 22s. 6d.; 31 by 4.40, beaded edge, for 30 by 3 1/2 rim, 35s. Tubes, 4s. 6d. to 6s. Carriage paid on approval against remittance or c.o.d.

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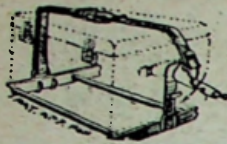


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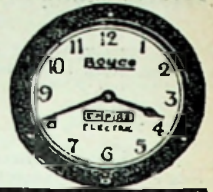


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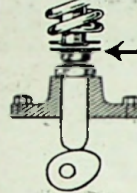


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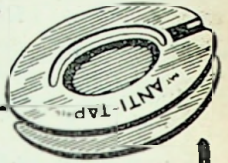


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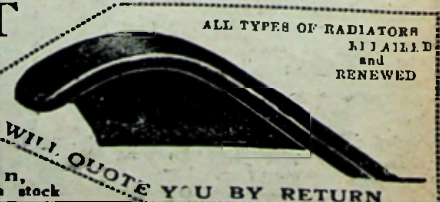


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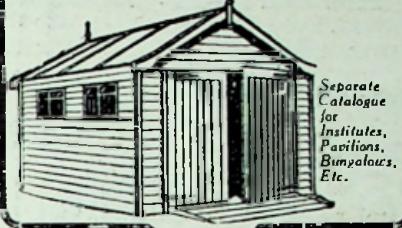
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