

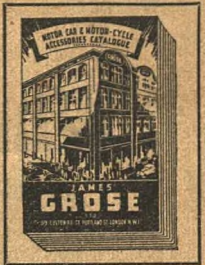
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# The Light Car

EVERY FRIDAY

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## TOPICS of the DAY

OUR editorial on this subject last week has produced several interesting views which deserve consideration. The general opinion seems to be that the suggestion is a good one, and that one-way streets would help materially in easing congestion. It is pointed out that the worst conditions are experienced where five or more roads meet, because this increases the

### BY-PASSING THE LIGHTS.

period of the red and causes traffic during peak hours to pile up proportionately in all directions. Against the scheme, it is argued that it will cause unnecessary delay and inconvenience to drivers wishing to proceed in a straight line which is intersected by a light-controlled crossing, and that owing to the layout of side roads this deviation from their normal course might be considerable. The reply surely is that under present conditions the delay and inconvenience which they now suffer more than counterbalance the equivalent if they were compelled to follow a detour; but this, we are quite prepared to admit, is open to doubt, which could be settled only by experiment. We, at any rate, offer evidence to show that our point is a good one. A by-pass route normally employed by large numbers of traffic-light dodgers was recently closed for road repairs; the subsequent congestion owing to the fact that all traffic was obliged to negotiate the light-controlled crossing was immediately noticeable. Another critic has stressed the fact that light dodging may in itself involve the erection of additional lights, because large volumes of traffic emerging from side roads on to main roads make automatic control imperative at such places on the grounds of Safety First.

The subject, we agree, is a delicate one. Most highway authorities are eager to adopt methods of traffic control which will ease congestion. In the present instance they will, we fear, readily agree that people who endeavour to dodge the lights are only one stage removed from law breakers. That would be a pity, for, as we said last week, the issue demands careful investigation.

Vol. LI. No. 1322.

IF the policeman of the present day is considered by enthusiastic visitors to this country to be "wonderful," what will be their opinion in, say, 10 years time, when nearly every Man in Blue you meet will (we hope) have qualified as a "Courtesy Cop"? Presumably a new superlative will have to be coined. An article in this issue describes in detail the methods employed at the Hendon Police Training College, where 200 young policemen were, at the time of our visit, having the finishing touches put to their education before making their official bow as patrols on April 1. The progress of the scheme has been very largely due to the unremitting efforts of Lord Cottenham. The finished result, in the shape of the "Courtesy Cop" of 1938, will, we think, surprise even those who have been loudest in condemning the police in the past. We ourselves have offered strong criticism from time to time, and we shall continue to do so where circumstances justify it; but when plans for training policemen under expert guidance were first announced we hailed it as a step in the right direction. Now, more than ever, we are prepared to endorse that view. Here, perhaps, we might add that long before the initial announcement coupled with Lord Cottenham's name was made, we had strongly advocated a "Safety Force." We had in mind a body of courteous and well-informed policemen, whose sole duty it would be to educate all classes of road users in the principles of Safety First. Their schoolroom, we clearly intimated, was to be the Highway itself.

### TRAINING THE POLICE.

"Courtesy Cops" are undoubtedly the official answer to our editorial prayer, and if the experiments which started on April 1 prove, as we hope, to be successful, it must inevitably lead to the widespread adoption of a highly commendable system. Exactly how these mobile policemen will operate remains to be seen; at first, undoubtedly, they will not function as anything more than "travelling marshals."

# People and Things

GENERAL, POLITICAL AND PERSONAL POINTS OF  
VIEW DISCUSSED BY

## The Editor

A READER who prefers to remain anonymous (why, I can't think) urges me to raise my voice now with regard to newspaper stories about increased taxation on cars and petrol and to organize a scheme to crush any move in this direction.

Will he please consider the scheme well and truly organized herewith? And will all those who feel the same way about it *write without delay* to their M.P.s?

This means you, as well, my anonymous correspondent.

—ooo—

PITILESS, indeed, is the Press photographer who has to snap the winner of a big motor race. He has to be: his job is to get a picture of the man just as he is. However, I need not apologize to Raymond Mays for our cover picture this week, for it is as fair as a picture of this kind can be. It was taken within a few minutes of Mays's victory last year in the Empire Trophy Race.



Raymond Mays—off duty. (See cover picture.)

MOST people will agree that Raymond Mays is one of the outstanding figures in the history of British motor racing to-day. He is no chicken at the game, either, for he served his apprenticeship 'way

back in 1921, when he was at Christ's College, Cambridge, the car being a Speed model Hillman.

The thing that probably set him on the high road of motor sport—and particularly motor hill-climbs—was his success at the Inter-Varsity event at Aston Hill, where he made the fastest run of the day.

When I was chatting with Mays the other day he recalled that "Tommy" (W. M. W. Thomas), who was then Editor of *The Light*

### IN THIS ISSUE.

John Cobb's Record-Breaking Car .. .. .	628
Racing at the Crystal Palace	630
To-morrow at Donington ..	632
Rich Mixture .. .. .	634
<i>Under the Microscope:</i>	
The Vauxhall Ten .. .. .	636
Developments at Vauxhall Works .. .. .	638
<i>Test Run Report:</i>	
The Four-cylinder Jowett ..	640
Technical Aspects .. .. .	643
Sports Jottings .. .. .	644
Police as Super Drivers .. ..	646
Scotland's Exhibition .. .. .	648
Readers' Opinions .. .. .	650

Car, Kensington-Moir (the light of whose presence was then seen at the Zenith Carburetter Co.) and Amherst Villiers assisted him greatly in his early efforts with a standard Hillman, the speed of which was increased to about 90 m.p.h.

—ooo—

THEN came the 1½-litre Bugatti days. I wonder if my readers remember "Cordon Rouge" and "Cordon Bleu"? I wonder, too, if people recall that Raymond Mays drove a supercharged A.C.? In turn, a T.T. Vauxhall, a Vauxhall Villiers, a four-cylinder 2-litre Mercedes and an eight-cylinder Mercedes passed through his hands, and it was about that time that Peter Berthon, who was a pilot officer in the R.A.F. at Cranwell, came into the picture.

OTHER cars which Mays drove before the era of E.R.A.s were a much-modified Invicta and the "White Riley." Now the "White Riley" (which has become the blue Riley since Mrs. Petre took it over) is an historical car, because the original E.R.A. was largely the result of experimental work carried out on it by Peter Berthon and Murray Jamieson. Providentially—for British



Front-line leeches: a photograph taken by one of them—myself.

motor racing—Humphrey Cook came along at that time, and was so impressed with the enthusiasm of these racing men that he joined up with them—with the result we know.

The first E.R.A. was built in the winter of 1933-34. Four years ago; that's all. Yet what a difference it has made to our national prestige.

—ooo—

A WAG said to me recently, "By about 1950, everybody who goes to Brooklands will be able to see the racing." Well, under the direction of A. Percy Bradley, progress is being made towards this desirable end. If it is slow, it is because Brooklands is a vast place.

The fact remains that even those who pay the most money do not at present always see the best part of the racing. Take the Test Hill Bend on the Campbell Circuit, for example. Unless you glue yourself to the uncomfortable spiked railings in the

Members' Enclosure an hour before racing starts and maintain perfect adhesion throughout the afternoon, you will not find spectating easy at this point. It is a grand corner and well worth watching: moreover, the slope of the hill forms what experienced motor writers like myself have always called a "natural grandstand."

Why not erect a series of plain wooden benches, Mr. Bradley, rather like those which Leslie Wilson uses at Shelsley Walsh under very much the same conditions—and prevent people standing at the rails? Then a whole gang of members would be able to see instead of a mere handful of front-line leeches who form an effective screen so far as those behind are concerned. The present benches are too far up the side of the hill.

**T**HIN oils are in the news. People who are unacquainted with the history of the motorcar may wonder why thin oils were not used years ago. The explanation is simple. In the early days, engines were designed with large clearances and oil pumps that were not nearly so efficient as those used nowadays, whilst the means for making crankcases really oil-tight were sometimes ineffective.

Ricardo, the well-known research engineer, was asked some 15 years ago by the Shell people to investigate the possibilities of using thinner oil, and he reported favourably, but, for reasons which I have just outlined, it could not at that time be entertained.

The Vacuum people, too, have done their bit in the perfection of modern oils. They have carried out many useful experiments.

**A**T the Savoy last week Dr. Helmore told us about the new Wakefield oil. Mr. A. Limb, the chairman of the gathering, reminded us that the Doctor acts as a B.B.C. commentator (he ranks as Commander in the R.A.F. and his voice has been heard over the air in connection with the Hendon pageants) and that he would describe the oil without the use of algebra.

He did: in inimitable style. His speech was epic. Among other things he said that if he was standing at that moment on top of all the volumes that had been written about oil he would be looking down on us from a great height: that according to J. A. V. Watson (Wakefield's publicity expert) 2,000,000,000 horsepower were wasted in friction in motorcars to-day: that thin oils would do much to save this waste and that

Wakefields were the "pioneers in announcing the fact that they recommended thin oils."

Sir Malcolm Campbell, Capt. George Eyston and record-breaker Clouston listened attentively.

I sat next to "Andy"—E. J. Anderson: he looks after the "competition" side of Wakefields.

**C**AME across a man with a partially deflated tyre and a tyre pump connected at the appropriate spot. He grinned. "First time I've ever done this," he said.

"What about bikes?" I queried.

"Never owned one. What do I do? Just push the darn thing up and down?"

I told him the story of the parrot, and the sinking ship.

"Pump, you — dear delightful product of an ultra-modern age; pump," I said.

**J**OHAN COBB'S new record breaker is described in this issue. I make no apology for departing from the

avowed policy of *The Light Car* in matters of international importance like this.

**T**O settle the arguments that always seem to crop up at this time of the year, may I solemnly adjure anyone who is in doubt that the proper thing to do to-morrow (Saturday) night is to advance clocks by one hour. The awful example of the man who lived in a country cottage and who put his clocks back one hour should never be forgotten. He arrived at his office on Monday morning two hours late. His new job didn't suit him nearly so well.

**R**ISKING the wrath of Mr. Michael O'Houghhaigh, who doesn't like women's features (I mean editorial features), I include herewith a charming photograph of a Matita model. You're wrong about men's dress, Michael. We always review men's motoring wear when news of it comes our way. Let's be fair to the ladies. What do you think, girls?

Women's Corner



Here is a Matita model: it is described as a slick little linen jacket checked in Cypress Green on a natural ground, worn over a Cypress featherweight wool skirt. The scarf is Terra Cotta. The photo was taken especially for *The Light Car*.



## “M.O.T. FIGURES MISLEADING”

### Striking Evidence by Mr. T. G. Bennett Before Lords Accident Committee

LAST week, in reporting the evidence given before the House of Lords Accident Committee, we dealt only briefly with the opinions expressed by Mr. T. G. Bennett on behalf of the County Surveyors' Association. In view of the success of his experiments in Oxfordshire, however, his evidence is worthy of closer attention. Here is a summary of the main points:—

Ministry of Transport figures give the impression that there is scant hope of effecting a reduction of accidents by improving the roads. This impression is wrong. If road defects are eliminated, the influence of the “human factor” would be minimized, and a reduction of accidents would follow. In his experience in Oxfordshire, only 24 per cent. of the fatal accidents were not due, wholly or in part, to defects of road design or construction.

Lt.-Col. J. A. A. Pickard (General Secretary, the National “Safety-First” Association):—Nearly one-half of the drivers involved in fatal accidents are under 30 years of age. Persons “in the early 20's” are most frequently involved in accidents. The “deadliest period” for pedestrians is between the ages of 3 and 7, for cyclists between 14 and 18 and for motorcyclists between 21 and 25. All forms of publicity—radio, Press advertising, the cinema, editorial support in the Press, poster advertising—should be used in a national campaign to reduce accidents.

Mr. J. R. Howard Roberts (Honorary Solicitor, the National “Safety-First” Association):—The Government should “adopt” a certain area and, over a given period, introduce every form of “safety” device that could be devised.

There should be a clearer definition as to whose responsibility it was to avoid collisions in various circumstances; the rule of the road should also be defined more rigidly. An increase in the number of mobile police patrols is highly desirable.

Lord Elton (on behalf of the Road Accidents Emergency Committee):—Special Courts, about 500 in number, should be set up to deal with all matters, both civil and criminal, relating to traffic. In each court there should be a Traffic Judge, who should be a barrister of at least ten years' experience; he would be assisted by a traffic registrar and a traffic prosecutor.

The Emergency Committee also recommended a new system of highways and improvement of existing roads. In view of the fact that “60 per cent. of the drivers do not observe the speed limit,” the Committee urged that the law should be enforced more strictly.

Mr. Mervyn O'Gorman:—An independent, unbiased and scientific research into the causes of road accidents is needed.

#### “PEDESTRIAN BETTER: MOTORISTS NOT”

—London Police Chief's Opinion.

PROSECUTIONS for dangerous driving are still far too few, although they rose by 20 per cent. during 1937, said Sir Philip Game, welcoming visitors at the recent Press Visit to the Police Driving School at Hendon, London. During the whole of 1937 the police had been trying the effect of persuasion against prosecution, but road users, as a whole, were not helping. From sta-

tistics of the causes of accidents, Sir Philip continued, the conclusion was drawn that, whilst pedestrians were reacting to the appeals for greater safety, drivers were not.

Promotion in the police ranks was not judged by the number of cases each man brought in. Patrols were promoted for doing their jobs efficiently and for doing their bit in the prevention of accidents. The patrol who brought in a number of “unsatisfactory cases” was likely to find himself unpopular.

(An article on the work of the Police Driving School appears in this issue.)

#### PORTABLE GARAGES.

##### Details of the “Rainham.”

ONE of the most popular of the garages marketed by Messrs. G. Ellis and Co., Gainsborough Road, Hackney Wick, London, E.9, is the “Rainham.” The general appearance and characteristics of the structure can be seen in an accompanying illustration, but it should be added that it is fireproof.

The sides and ends are constructed sectionally of strong braced 3-in. framing, covered externally with 1-in. stormlock weatherboard. Above the string course, side sheets of asbestos cement with broad wooden overlays give a very pleasing half-timbered effect. The roof is separately constructed and covered with Italian pattern galvanized iron. To complete the picture, there are gables, a louvred ventilator, half-glass doors, and windows, whilst, as an extra, a strong floor on joists can be supplied.

Another little refinement is the alternative roofing material, which, at an extra cost of 3s. in the £, can be of red asbestos, or, at 1s. 6d. in the £, red colour asbestos sheets on ploughed rafters. A suitable size for a light car, i.e., 16 ft. by 9 ft., costs £19 9s. 9d., floor £3 11s. 3d. extra. Further details can be obtained from the address given above.

#### FILM SHOWS—

—And Other Special Arrangements.

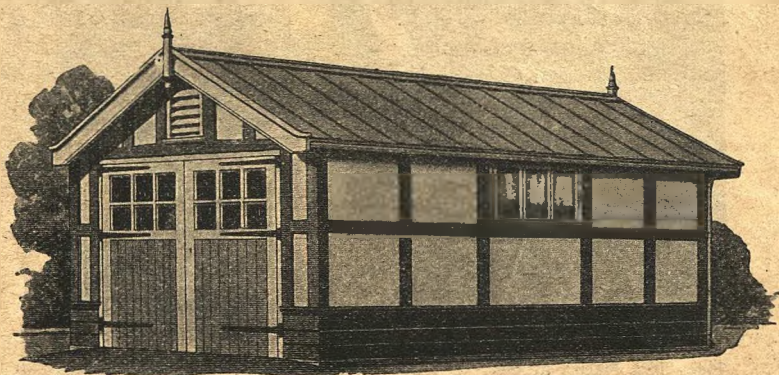
THE following gives full details of the various film shows, service weeks, and so on, that have been arranged for the coming week:—

**Ford Film Shows:**—Bennett's Motor Works, Letchworth (April 8-9); Mann Egerton and Co., Norwich (April 8-9 and 11-13); E. J. Jeremy, Tenby (April 8-9); Luton Motor Co., Ltd., Luton (April 8-9); Glenlea Garage, London, S.E.9 (April 11-13); Reed and Co. (Torquay), Ltd., Torquay (April 11-16); MacKnight Motors, Ltd., Dumfries (April 12-14); W. Harold Perry, Ltd., Finchley (April 12-14); Thomas Cuthbert and Son, Dundee, and George Maclean, Dundee (both April 14-15).

**Hillman Show Week:**—Callanders Garage, Montage Terrace Lane, Glasgow (April 10-16).

**Morris Film Shows:**—E. C. Redruth (April 12-14); Bradburn and Wedge, Wolverhampton (April 12-14); A. E. Taylor, Shipston-on-Stour (April 11 and 12); Frank Dixon, Ltd., Redcar (April 11 and 12); “K” Garage and Service Station, Watford Way, Mill Hill, London (April 12-14).

**Jowett Show Week:**—Godfrey's, Ltd., 366-368, Euston Road, London, N.W. (April 8-9).



THE “RAINHAM” portable garage, manufactured by G. Ellis and Co.; a size suitable for a light car—16 ft. by 9 ft.—costs under £20. (See paragraph headed “Portable Garages.”)



NEWS and DEVELOPMENTS



AT A GLANCE . . . .

. . . . Items in Brief

**Land's End Entries** closed with a total of 454 (491)—234 (327) cars, 10 (14) three-wheelers, 48 (54) sidecars, and 162 (147) solo motorcycles. These figures, it will be noted, are, on the whole, lower than those for 1937, which are given in parentheses above.

**Motor Vehicle Duties.** The total receipts from the duties on motor vehicles, during the financial year 1937-8, amounted to £34,608,000—£608,000 more than the Chancellor of the Exchequer estimated. The total was also £1,881,000 greater than that for the year 1936-7.

**Tulip Fields.** The tulip fields of Lincolnshire are now at their best—a blaze of colour of a beauty not to be found elsewhere in this country or at any other time of the year. To enable motorists strange to the district to see the fields to the best advantage, the R.A.C. has arranged for two tourlets—one of 30 miles and the other of 54 miles—to be signposted from Spalding.

Over 10,000 Vauxhall Tens have been sold since the model went into full production last November.

**A.R.P.** In the case of air-raids, motorists should pull to the side of the road, and crew and driver should take cover, recommends Wing-Commander E. J. Hodsell, Inspector-General of Air Raid Precautions.

**Lighting-up times** for to-morrow (Saturday), April 9, are as follow:—London, 7.15 p.m.; Birmingham, 7.24 p.m.; Edinburgh, 7.36 p.m.; Liverpool, 7.31 p.m.; Cardiff, 7.28 p.m.; Dublin, 7.44 p.m.; Belfast, 7.44 p.m.; Newcastle, 7.27 p.m. Summer Time begins on Sunday, April 10.

**BY DAY AND NIGHT, they shall know the way: signposts up to date. (Right) internally illuminated examples on—**



—the Great West Road, London, and (left) comprehensive direction at a junction on the Gloucester By-Pass.

"Practical Aspects" has been held over this week; it will appear next week as usual.

**Mr. J. W. Tollady, Snr.** We regret to record the death of Mr. J. W. Tollady, Senior, at the age of sixty-three. He was a prominent figure at Brooklands in the early 1920s and drove Hillman and Crouch cars in a number of events.

**Star Sound Studios** are able to offer one double-sided record and one single, being the complete recorded B.B.C. Commentary of the Final for the Coronation Trophy at Crystal Palace last Saturday. The price is one guinea, or 15s. for a condensed version. We have heard these records and they are undoubtedly very good reproductions—particularly the "outside effects." Orders, from people directly interested, should be sent to the concern's new address: 57, Kenton Lane, Kenton, Middlesex.

**On the Air.** The British Racing Drivers' Club Empire Trophy Race will be broadcast at 2.25 p.m. and at 4.45 p.m. in the National Programme. The commentators will be F. J. Findon and Alan Hess. On April 18 an account of the Highland Two-day Trial will be given by Alex. Bruce.

TUMBLER CAR POLISH.

Prices Reduced Considerably.

THE sub-heading to this paragraph is rather misleading; the prices of the "Tumbler Car Beauty" process have not been reduced. The two tins remain at 1s. 9d. and 3s. 6d. respectively. What has happened is that the smaller tin, which used to contain 4 oz., now contains 7 oz., whilst the larger tin has been increased in size from 10 oz. to 15 oz. Which comes to the same thing in the end.

In the same way, the "Junior" and "Senior" kits, at 3s. 6d. and 7s. 6d. respectively, have also been altered to contain the new larger-sized tins, so that the price of these, too, has in effect been reduced. Makers: G. T. Riches, Ltd., Store Street, London, W.C.1.

DID YOU SOLVE IT?

Solution of Last Week's Crossword.

THE solution of the crossword puzzle published in our Easter Number is as follows:—

**Across:** 1, Major road ahead; 11, An; 12, Roving; 13, Rover; 15, Dry; 16, Misuse; 18, Ear; 19, Or; 20, Stays; 22, Axles; 25, No; 26, Helot; 27, Bean; 28, Award; 30, Tie; 31, Con; 33, Pau; 34, L.H.; 35, Kind; 36, Erse; 37, Arena; 38, Et; 39, Evade; 40, Or; 41, Ye; 42, Find; 44, Dangerous bends.

**Down:** 1, Marmon; 2, Ja; 3, Onrush; 4, Reveal; 5, Arrest; 6, Do; 7, Average; 8, Hi; 9, End; 10, Agree; 14, Ostend; 17, Ironware; 21, Youth; 23, Lancia; 24, Standards; 27, Bearers; 28, Ape; 29, Austin; 32, On; 34, Lever; 35, Knife; 37, Ad; 39, Eye; 40, Ond; 43, In.

USED CAR SHOW.

Private Owners' Section.

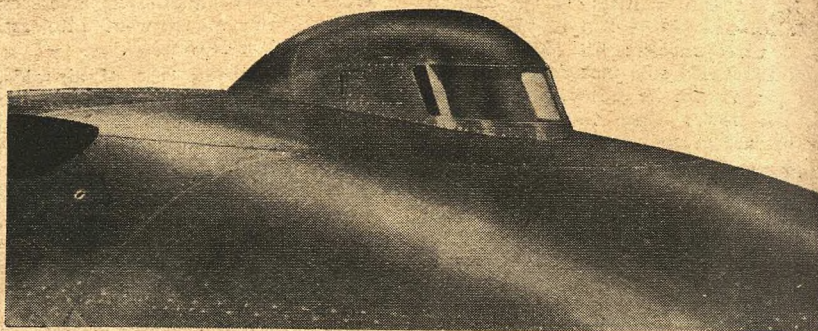
PRIVATE owners may enter their cars for the Used Motor Show, which opens at the Agricultural Hall, London, on April 23. The fees charged will range from £4 to £8, according to the prominence of the position in which the car is shown, and the official sales staff of the Exhibition will represent the owners in all transactions. Entry forms and further details may be obtained from the Used Motor Show Offices, 20, Grosvenor Gardens, London, S.W.1.

As in previous years, trade exhibits will account for the greater number of cars at the Show. Every car will be vetted by the official scrutineers and a certificate of its condition will be displayed.

## John Cobb's 2,500 h.p. Car—

FOR THE WORLD'S  
SPEED RECORD

(Above) John Cobb. (Right)  
Upper part of body showing  
cockpit cover.

First Shown Last Tuesday, the Latest Record-  
Breaker Has 24 Cylinders and Four-Wheel Drive

**PROBLEM:** Given two 1,250 h.p. "broad-arrow" type supercharged Napier Lion engines and tyres of a certain size, design and build a car capable of setting up a new World's Land Speed Record. And when you've failed, go and ask Mr. Reid Railton and Thomson and Taylor (Brooklands), Ltd., to do it for you, as they have just done for Mr. John Cobb.

All record-breaking cars are to some degree unconventional, but John Cobb's new enterprise is completely so. The external appearance is fully streamlined with blunt nose and tapering tail. There is no radiator to spoil the streamline nor is there a fin at the rear; even the four wheels are completely enclosed, and the only things that break the line of the body are the cover over the driver's seat and the arched wheel covers.

Underneath the body—which, incidentally, is removable by six mechanics in a matter of minutes—is the chassis, consisting basically of a single steel girder, on each side of which, near the centre, are mounted the two engines. Each engine with its transmission is independent of the other. One drives through a three-speed gearbox to the bevels for the front wheels and the other drives through a second three-speed gearbox to the rear axle, which is of conventional design. The front suspension, for reasons of convenience chiefly, is independent, whilst the rear wheels are sprung with the axle. In both cases a system of helical springs backed by rubber discs is used.

The driver sits in front of the front axle, and controls have been arranged so that one lever changes gear in both gearboxes simultaneously. The throttles of both engines are intercon-

nected. The steering gear is of normal type but, in view of the fact that the front wheels are driven, a differential is considered necessary. The rear axle is solid.

Two contracting band brakes operating on the gearboxes and controlled hydraulically serve to stop the car.

## THE NEW CAR IN BRIEF

Owner and driver: John Cobb

Designer: Reid A. Railton, B.Sc., M.I.A.E., etc.

Builders:

Thomson and Taylor (Brooklands) Ltd.

**GENERAL:** "Back-bone" chassis; two engines mounted centrally; four-wheel drive; fully-streamlined body; driver sits in front of front axle.

**ENGINES:** Two "broad-arrow" Napier Lions, each twelve-cylinders, 5½ ins. (139.7 mm.) by 5½ ins. (130.57 mm.)—23,936 c.c. Total power output 2,500 h.p. approx. Supercharged. One engine drives front wheels, other rear.

**TRANSMISSION:** Two three-speed gearboxes; top gear ratio 1.35 to 1; differential in front wheel drive; rear axle solid.

**SUSPENSION:** Front, independent, rear wheels sprung with axle. Helical spring and rubber disc system.

**BRAKES:** Hydraulically operated contracting bands on each gearbox. Supplementary air-brake.

**DIMENSIONS:** Wheelbase 13 ft. 6 ins.; track (front) 5 ft. 6 ins., (rear) 3 ft. 6 ins.; overall length 28 ft. 8 ins.; overall width 8 ft.; overall height 4 ft. 3 ins.; weight (approx.) 3 tons; petrol tank 18 gallons; oil tank 15 gallons; water tank 75 gallons.

The brake drums are automatically cooled by water from the engine cooling system, which, in its turn, is supplied from a 75-gallon water tank. To avoid a radiator, ice is placed in this tank before each run.

We have mentioned above that the body can be removed by six mechanics in a few minutes. This is the only means by which access can be obtained

to the petrol, oil and water tanks; nor can the tyres be changed without removing the body. This arrangement avoids the necessity for detachable panels and also the need for external fillers projecting from the body.

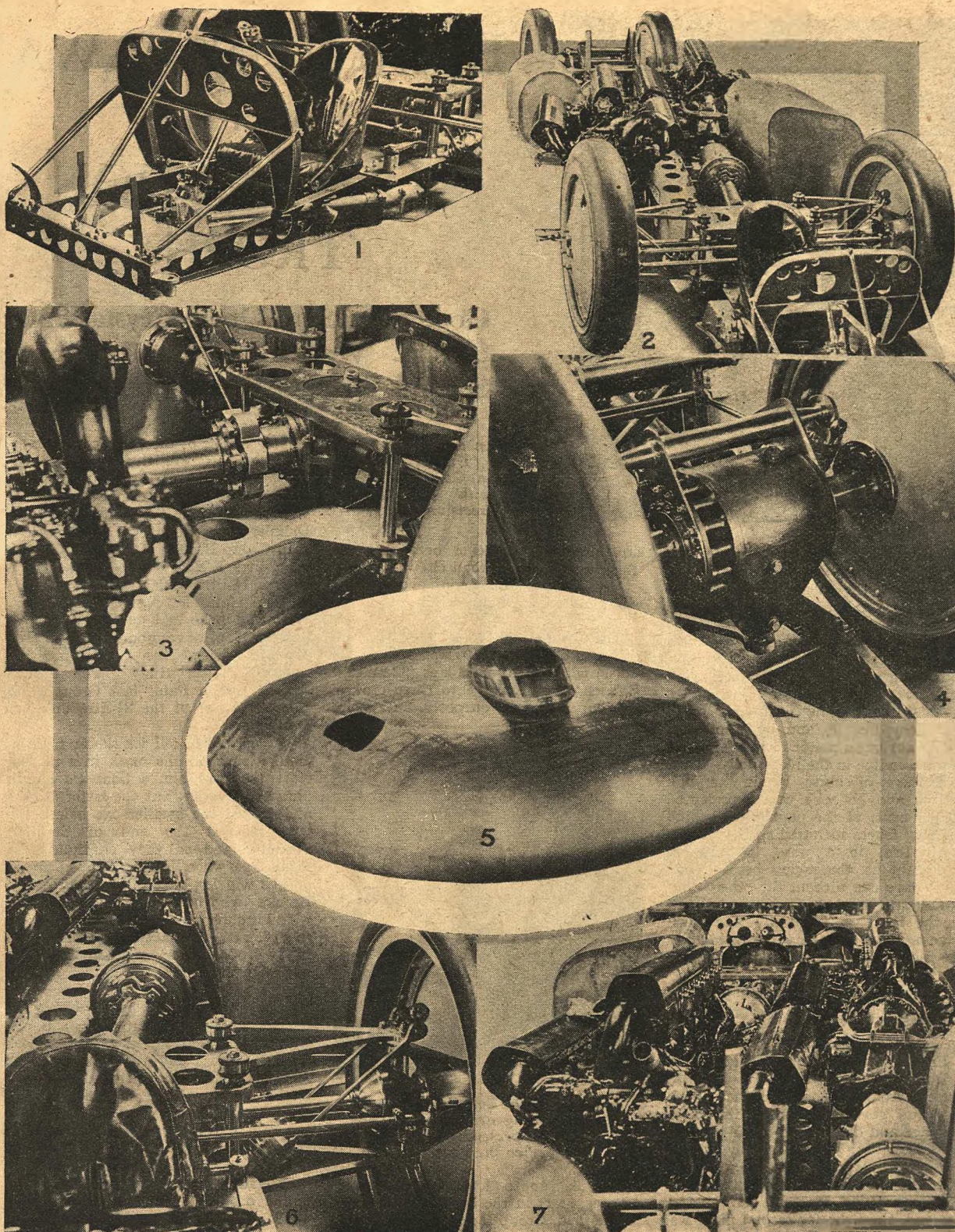
In view of the present trend towards multi-wheeled record-breakers, it is interesting to note that only four wheels in all are used on John Cobb's new Railton. The four-wheel drive eliminates any need for twin tyres and, obviously, tends to lightness. The limiting weight imposed by the strength of the tyres is approximately 62½ cwt. plus fuel, oil and water.

Major dimensions are given in the attached panel, and there is no need to repeat them here. No details as to the estimated speed have been issued by the driver, the designer or the builders. One can only say that the car has been designed to go faster than any car hitherto used for the World's Land Speed Record, or any car which will be in existence this year.

## COMPONENT MANUFACTURERS.

**Air-brake gear:** Sir G. Godfrey and Partners. **Ball and roller bearings:** The Hoffman Manufacturing Co. **Body material:** The Northern Aluminium Co. **Brake and shock-absorber lining:** Ferodo, Ltd. **Brake-operating gear:** The Lockheed Hydraulic Brake Co., Ltd. **Cockpit windows:** Triplex Safety Glass, Ltd. **Frame:** John Thompson Motor Pressings, Ltd. **Fuel:** The National Benzole Co., Ltd. **High-tensile steel:** Firth Derthon Stampings, Ltd. **Instruments, thermostats and fuel-pipes:** S. Smith and Sons (M.A.), Ltd. **Magnetos:** Joseph Lucas, Ltd. **Oil:** Shell-Mex and B.P., Ltd. **Oil seals:** The Super Oil Seal Manufacturing Co., Ltd. **Sparkling plugs:** K.L.G. Sparking Plugs, Ltd. **Controls and wheel nuts:** Simmonds Aerocessories, Ltd. **Steel tubes and light alloy parts:** Reynolds Tube Co., Ltd. **Steering gear:** Burman and Sons, Ltd. **Steering-gear links:** Automotive Products, Ltd. **Suspension springs:** The Tempered Spring Co., Ltd. **Transmission gears:** David Brown and Sons, Ltd. **Tyres, wheels, seat cushions and rubber suspension units:** The Dunlop Rubber Co., Ltd. **Universal joints:** The Laycock Engineering Co., Ltd.





Under close examination these photographs show many interesting details of the new record-breaker: (1) The driver sits right at the front, immediately behind the stiffened "nose" bulkhead; note the steering gear, with independent control for each wheel. (2) A front view of the complete car shows the two engines, one on each side of the central chassis member; also to be seen are the petrol and water tanks and the considerable extent of the crab track. (3) Close-up of the front wheel drive lay-out; note the massive drive shaft. (4) Another close-up, this time of the rear end; the size of the bevel box emphasizes the narrow track of the rear wheels. (5) The body complete; it has to be removed from the chassis to change wheels or to re-fill. (6) Another close-up of the front end depicts the suspension system, and also shows the single girder that forms the chassis frame. (7) The two twelve-cylinder engines seen from the rear.

# BIRA RUNS AWAY

with the

## CORONATION TROPHY

Good Racing to Open Crystal Palace Season. Wakefield-Dobson Fight for Second Place. Bira Equals Record



(Left) An action study of Bira (E.R.A.) on Stadium Curve. He drove with beautiful precision.

THE crowd that flocked to the Crystal Palace last Saturday for the opening of the Road Racing Club's second season left no doubt that road racing as a spectacle appeals to Londoners. Last year many of them obviously came out of curiosity about something new. Their presence again this year, after a winter in which to make up their minds, can only mean that they like it; and by Londoners we do not mean motor racing fans who happen to live in the Metropolis. They were there, of course, but it was John Citizen and his wife who represented 90 per cent. of the population behind the wire fences surrounding the circuit.

All this, in a way, is quite as important as the racing because you can't have one without the other—not, at any rate, on an artificial road circuit in the heart of London. You must have a crowd to justify the racing and the racing, in turn, must justify itself in the eyes of the crowd.

On the whole, Saturday's happenings certainly did that.

### Scrap for Second Place.

Bira, driving his 1935 1½-litre E.R.A. "Romulus," originally a birthday present from his cousin, Prince Chula of Siam, gave a first-class display of polished and determined driving to win the Coronation Trophy race by a fairly wide margin; and if the margin were wide enough to make the result a foregone conclusion for some laps before the end, the fight for second place was as thrilling as anyone could wish to see. J. P. Wakefield (Maserati) and Arthur Dobson (E.R.A.) thrashing it out to such good purpose that only a fifth of a second separated the pair at the finish.

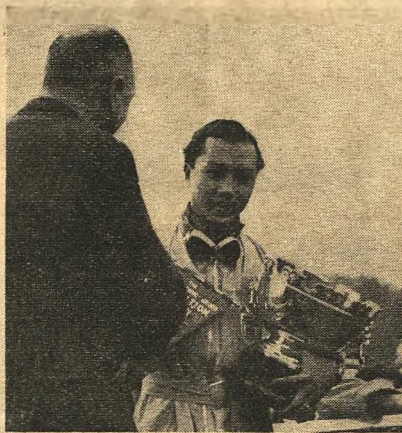
As an interval attraction between the heats and the final of the Coronation Trophy there was a sidecar race and in this the finish was as spectacular as

anything that has ever been seen on this, or any other, road circuit.

Yes, a good afternoon, even if the wind did blow mighty chill.

\* \* \*

The Coronation Trophy race was run off in two heats of 10 laps apiece (20 miles) with a final of 16 laps (32 miles). Entries were divided into three groups for handicapping purposes. Cars in



Bira receives the Coronation Trophy—and the congratulations of Lord Howe who presented the prizes after the race.

Group A (up to 1,100 c.c.) received 60 secs. start in the heats and 96 secs. in the final, Group B runners (1,100 c.c. to 2,500 c.c.) were given 10 secs. in the heats and 16 secs. in the final, and Group C (unlimited c.c.) started from scratch.

There were 10 entries for each heat and the only absentee in the first was J. Willing (3,557 Delahaye), who had spun round in a patch of oil and hit a fence in practice.

The A runners comprised H. L.

Hadley in one of the 744 c.c. o.h. camshaft Austins, W. G. Everitt in the 1,087 M.G. that R. Parnell raced last season, and H. L. Brooke in another M.G. of the same type but fitted with Daimler independent front suspension.

In Group B, Bira and Ian F. Connell in 1½-litre E.R.A.s were opposed to a pair of 1½-litre Maseratis in the hands of the Hon. P. Aitken and J. P. Wakefield (who had put in the fastest practice lap of anybody) and Percy Maclure with his ever-surprising unblown 2-litre Riley. The French driver, Joseph Paul, had Group C to himself in one of the 3½-litre unblown Delahayes.

When the flag fell for the first group Hadley shot off the mark in a perfect start that put him a bonnet's length ahead of Everitt, but the latter caught and passed the smaller car before the pair reached the end of Stadium Straight; and so they continued for three laps when Hadley slipped ahead on the wiggly part of the course and Brooke (who had been having trouble with his supercharger in practice owing to a blob of solder acting as a ball valve in the oil supply) trickled into the paddock and retired.

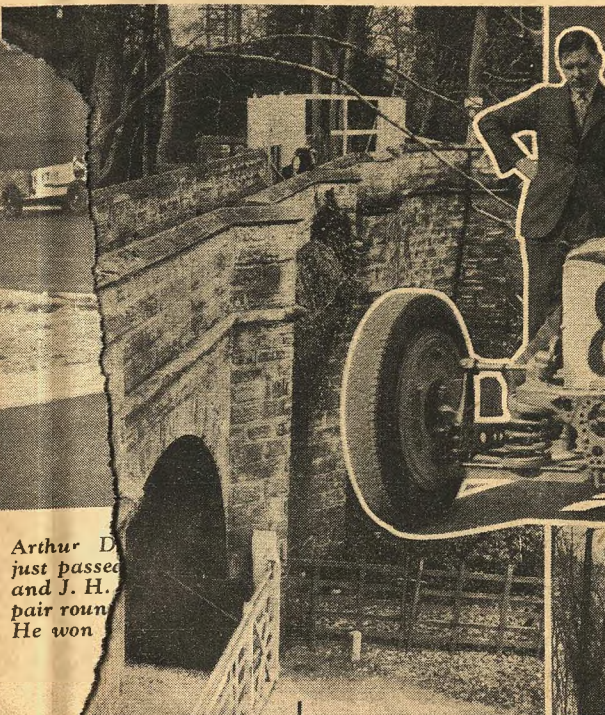
### Connell-Bira Duel.

The next group went off in a bunch with Bira slightly ahead; but it was Connell who came round again first and the pair then settled down to a terrific scrap with Bira doing all he knew to get ahead and Connell grimly keeping in front and rapidly catching the smaller cars. On the fifth lap Connell overhauled Everitt, leaving only Hadley to account for and on the next lap both the E.R.A. drivers went to the front.

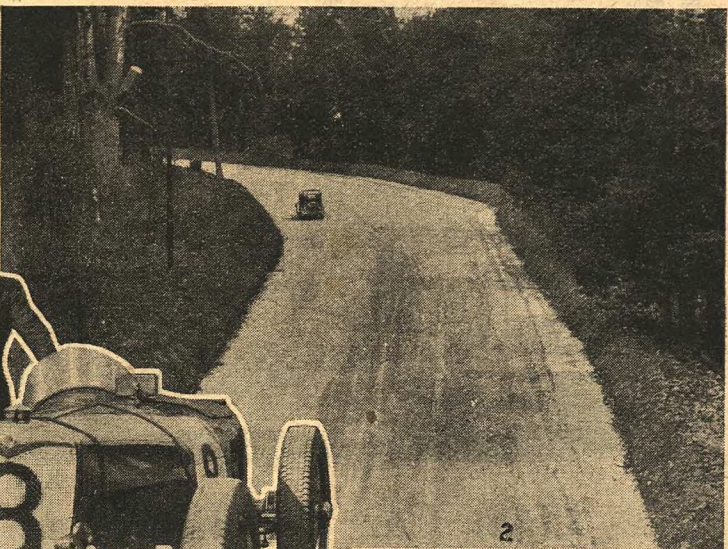
Then it was that Connell went into a slide at Big Tree Bend right in the path of Bira, who was unable to avoid him entirely. Both cars carried on with Bira now in the lead, but the impact had ruined a ball race in Connell's hub and in the last two laps he had to take things easily and dropped right back into sixth place.

Meanwhile, Wakefield had been

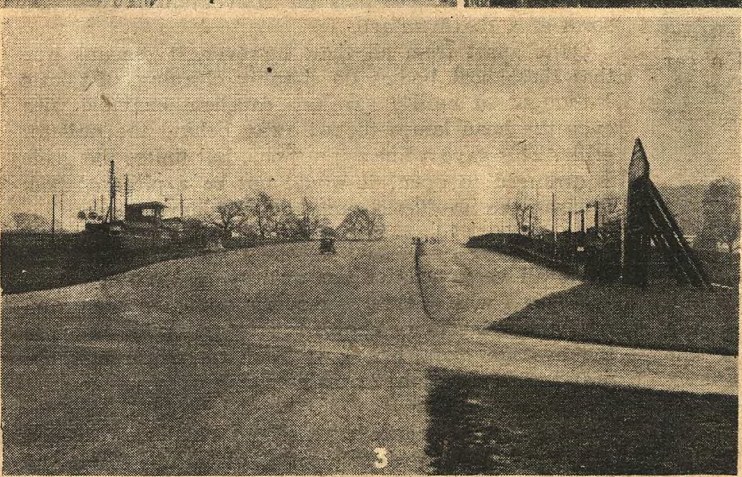
# TO-MORROW



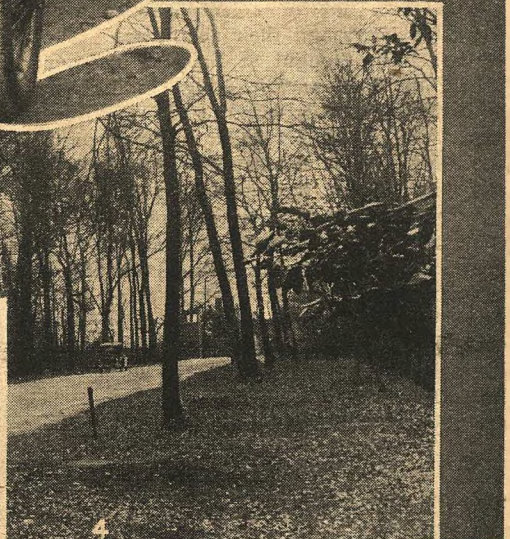
Arthur D. just passed and J. H. pair round. He won.



2



3

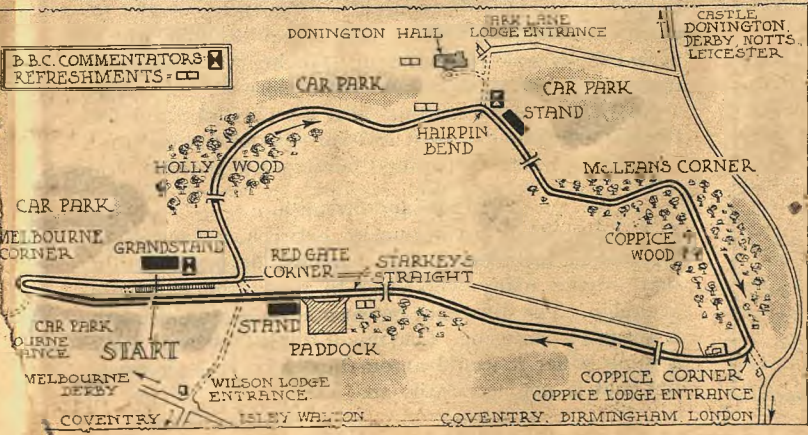


### THE IMPROVED DONINGTON CIRCUIT.

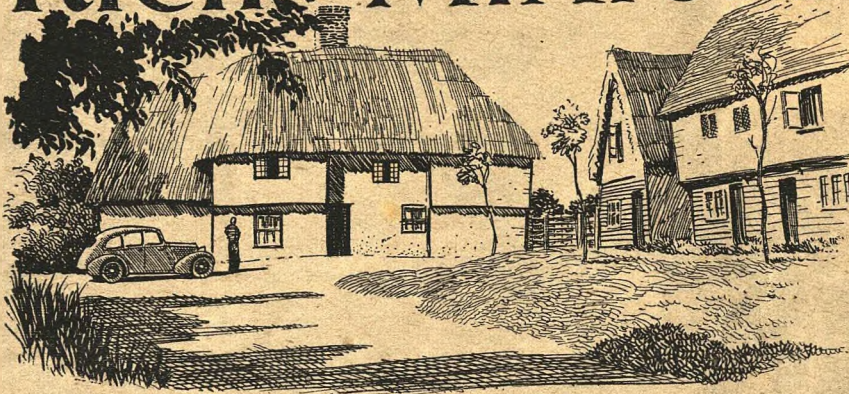
Extensive improvements have been carried out to the Donington Circuit during the winter, mainly as a result of the suggestions made by the German racing chiefs after the Donington G.P. last year. The photographs show:—(1) the top of the stone bridge being boarded in to prevent it being used as a grandstand, and thus make it difficult for spectators to cross at this point; (2) the approach to McLean's Corner which, like the rest of the road through Coppice Wood, is now almost double its previous width; (3) how the pits have been moved back and a "service" road constructed, separated from the main track by a concrete kerb, and (4) another view in Coppice Wood, looking towards Coppice Corner.

*Inset is Percy Maclure, idol of the Donington crowds, standing by his 2-litre unblown Riley, the cowling of which has been removed to show the Andre-Girling independent front suspension. He was second in last year's race in an 1,100 c.c. model.*

The two maps on the left show the situation of the circuit in relation to surrounding places and the course itself. The shaded portions are car parks.



# RICH MIXTURE



## Light Car Comment and

### Auction.

QUITE a lot of correspondence recently about elderly cars and their acquisition. Probably some readers have thought at times of patronizing one or other of the auctioneering establishments which specialize in second-hand cars. With no personal experience of this particular mode of purchase, I cannot advise for or against the procedure, but a recent story does suggest that one has to be careful.

It is not merely the old auction room difficulty that some unwitting movement may be taken by the presiding genius as a nod meaning that one has bid for something of no interest whatever. No! the thing is to be sure you know what you are buying. It is strenuously alleged that when a certain gentleman went to collect a car for which he had successfully bid £5, he found that his lot actually included a second vehicle. Two cars for the price he had bid for one!

### Streamline.

WHETHER elaborate fairing really makes much difference to performance in this country, I am doubtful. Not only are our speeds comparatively modest because of our twisty roads, but the latter also mean that one is rarely travelling for long in any given direction with relation to the wind and a side

## Advice

by

Indicator.

wind as often as not puts the conventional streamline form at a disadvantage.

Quite apart from all that, however, it remains true that these neat bodies do simplify cleaning. At least I thought so until I saw one excellent example with even the head lamps tucked away behind the radiator grille. This gave a fine appearance, but unless the grille is arranged to open, it would not be a pleasant task to clean the inevitable mud from the lamp glasses.

### Workshop.

IT is all very well for the wealthy to have elaborate garages with every modern convenience and mechanical ingenuity known to science. What interests the average man, I feel, is how to get through the ordinary routine jobs of maintenance with the smallest possible expenditure.

One of my colleagues has a gadget which is of interest that way. When the office paste pot became empty, he begged, borrowed or acquired it. The thing is one of those conical glass affairs with a cap through which passes the handle of the brush. Having washed everything clean he uses it to hold oil for springs. Although a good brand of penetrating oil is the best lubricant for the purpose, one can treat leaf springs quite reasonably well with a mixture of sump drainings and paraffin.

### Stiffness and Strength.

LISTENING to an argument between a couple of amateur technicians, I was reminded of a difficulty that worries many who start to study the subtleties of design. The difference between stiffness and strength is apt to be confusing. One might think that by making a thing stiffer it would automatically become stronger, but that is not necessarily so.

### The Motoring Muse.

#### No. 202.—THE HOPEFUL ONE

*I parked my car with conscious care,  
And started off on Shank's Mare,  
When lo, an infant prodigy,  
A snub-nosed child of maybe three,  
Exceptionally pert and pat,  
Asked, "Watch your car, sir?"—just like that.  
I did not ask this hopeful one  
What good his watching would have done,  
Instead I wagged a solemn head  
And counselled, "Now, run off to bed.  
A boy like you, so young and bright,  
Should not be out this time of night."  
The urchin scowled and answered—hush!  
I must confess it made me blush.  
I strode on full of perturbation  
About the rising generation.*

E.S.T.



*SUMMER SUN casts soft shadows as it caresses the picturesque cottages of the villages of Essex, a county that is all too little known. On these pages we picture three hamlets with names that read like poetry — (right) Littlebury, (centre) Wendens Ambo and (left) Clavering.*

As with so many things, this depends very largely on what one means by a particular word. In the case of a spring, for instance, common usage is to make strength and stiffness interchangeable terms, but usually strength refers to the load which can be carried without breaking, whereas stiffness is connected with the load which can be carried without bending more than a certain given amount. Using these meanings, it is actually possible to make a part stronger by removing metal so that the stiffness is reduced.

**Ribbon.**

ON the principle of giving credit where it is due, let me place on record that the Ribbon Development Act is being applied pretty rigorously in parts of Warwickshire. Some of its provisions, in case you had forgotten, were designed to prevent the spoiling of expensive new roads by ribbon building along them. There has been one glaring case in the Metropolitan area of a by-pass built expressly to avoid populous areas, but now so built-up itself that it has become necessary to restrict its use by the traffic for which it was constructed. That should never have happened, and it is not likely to in the Warwick-Leamington-Kenilworth area, at any rate.

A friend looking for a place on which to build a home found a pleasant patch of land by a quiet road bordering one of those towns. The owner was willing to sell but enquiries revealed that the local authorities

would insist that a service road (costing about £1 a foot) should be constructed along the entire frontage. Officially, the lane is or may become a main road. Very annoying for the individual, of course, but probably a good thing for the community at large, especially the motoring section of it.

**Brake Balance.**

ENGINEERING design is usually a matter for compromise. That is as true of brakes as of anything else and presumably accounts for the fact that there is a good deal of difference of opinion about the importance of weight transference. When brakes are applied (the car being in motion) there is an effect similar to shifting the weight farther forward. It is really the same thing that makes you feel as if you are being thrown forward, but we need not worry about that here.

This is what is known as weight transference—for the fairly obvious reason that part of the weight of the car is transferred from the back wheels to the front ones. Its bearing on brake design is that the resistance of a wheel to skidding or sliding depends largely upon the weight which is forcing it down on to the road.

**Theory versus Practice.**

SUPPOSE that when a particular car is stationary all four of its wheels carry an equal load. If the tyre treads also are similar, all four wheels will have an equal resistance to skidding. However, as soon as the



brakes are applied, the front tyres become more firmly pressed on to the road whereas the rear tyres become less so. Moreover, the stronger the braking, the more noticeable this change becomes.

Consequently there is a good case in theory for some device which automatically alters the proportion of front to back brake effect as the pedal is depressed. Various methods are, in fact, used for that particular purpose; on the other hand some engineers hold the view that brakes rarely, if ever, are used to their full effect and, therefore, these niceties are unnecessary. To that the answer comes back that when maximum braking is wanted, it is wanted urgently and is wanted safely without skidding. Taking things all round, therefore, there is a good deal to be said for a compromise, and in very many modern brake installations the mechanism is arranged to apply the front shoes rather more powerfully than the back ones right through the range from pianissimo upwards.

Under the Microscope

# The VAUXHALL TEN

## Part II.—Interesting Details of the Engine — Unusual Big-end Design Explained

A BRIEF general specification of the Vauxhall Ten engine suggests nothing out of the ordinary, but when one comes to examine the design in detail it is found to bristle with features of great technical interest. Before they are examined, however, it will be just as well to run over the main points of the design.

Of the four-cylinder overhead-valve type, the engine has a bore and stroke of 63.5 mm. and 95 mm. (1,203 c.c.) and delivers 35 b.h.p. at 3,800 r.p.m. The overhead valves are operated by push-rods, coil ignition is used, mixture is supplied by a down-draught carburettor and water cooling assisted by an impeller and fan is used. With these general characteristics in mind the design can be considered in all its interesting detail.

The cylinder block is cast in one with the top half of the crankcase, in the usual manner, and the cylinder head carrying the valves and rockers is detachable. At the base, a pressed-steel sump is used, whilst steel pressings are also employed for the timing cover and to enclose the push-rods. There is also the usual pressed-steel valve cover.

A high-tensile steel counterbalanced crankshaft is employed, the counterweights serving not only to ensure good balance, but also to relieve the main bearings of some of their load; the shaft is balanced both statically and dynamically, which means, of course, that it is in perfect balance in any position when at rest and does not set up vibration at any speed when running. It is carried in three steel-backed white-metal bearings, located in stout webs formed in the main cylinder block-cum-crankcase casting. The bearings are of the usual split type and the lower halves of the bearing blocks are bolted in position and, in addition, located by dowel pins.

### Diagonally-Split Big Ends

The big-ends also have steel-backed white-metal bearings, but an unusual point is that the big-end bosses are divided diagonally. The primary reason for this is to enable the piston and con.-rod assemblies to be withdrawn upwards through the cylinder bores, instead of being removed in the more usual manner from beneath; the latter is impossible because the balance weights of the crankshaft provide insufficient clearance for the rods and pistons to pass.

Although the question of dismantling was the primary reason for this unusual arrangement, the scheme has advantages in itself. As the accompanying sketch shows, the two mating faces of the bottom portion of the rod and the bearing cap are serrated and interlocked when the bearing is assembled. It will readily be seen that this and the diagonal division relieves the big-end set bolts of much of the high-tensile stresses that they would normally have to carry.

The bolts are locked by a tab strip, the Vauxhall engineers believing that this system is preferable to any form of castellated head and split pin, because there is no incentive for a lazy mechanic reassembling the

engine to slack the bolts back to the nearest split-pin hole to save himself the trouble of proper fitting; the tab system, of course, enables the set bolts to be locked in any position and is also employed for the main bearings.

The connecting rods are "I"-section steel stampings, and the little ends are split and provided with clamping bolts to secure the hollow gudgeon pins. The latter are of case-hardened steel and run direct in the aluminium-alloy pistons.

The pistons themselves are provided with three rings apiece, the lower ring in each case being a scraper. An interesting point here is that the rings are individually cast in such a way that they not only exert a distinctly higher pressure on the bores than is normally employed in this country, but the pressure varies with different parts of the ring, the maximum being at the ends and at the point diametrically opposite.

The result of this specially apportioned high pressure is to enable far more oil to be delivered to the bores than would normally be possible without some of it finding its way past the rings, and cylinder wear is reduced in consequence. In connection with this matter of oil consumption, incidentally, it is worth noting that the pistons are oval-ground in such a way that the inevitable distortion which takes place as they become hot brings them to a truly circular shape.

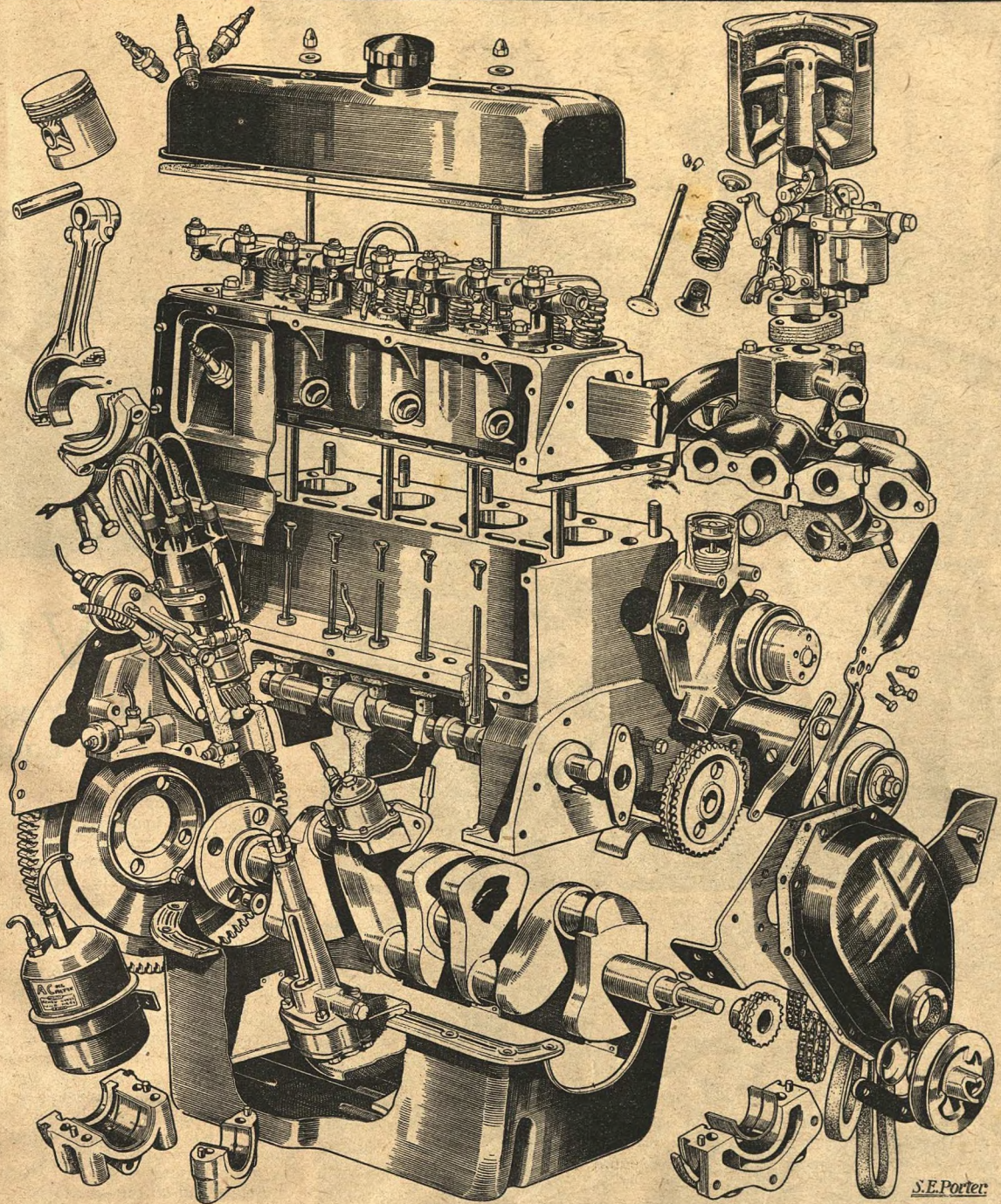
### Engine-driven Screen Wiper

The camshaft, like the crankshaft, runs on three steel-backed white-metal bearings, and, in addition to the actual cams, is provided with two helical gears. One is for the diagonal shaft, which drives the oil pump at its lower end and the distributor at the top, and the other provides the motive power for the windscreen wiper, which is connected to these gears by a flexible shaft. This engine-driven screen wiper is a special feature of Vauxhall cars and has certainly justified itself in practice.

To revert to the camshaft, the push-rods fit, at their lower ends, into thimbles which slide in bosses in the cylinder-block casting and make contact with the actual cams. At their top ends the rods are cup-shaped to retain lubricant and engage with the usual adjustable ball-ended studs in the rockers. The other ends of the rockers operate direct on the ends of the valve stems, the working surfaces being hardened.

The valves themselves are of nickel-chrome steel and the inlets have heads of slightly larger diameter than the exhausts. Split cotters are used to retain the springs, which are unusual in that their lower coils are much closer together than the upper ones, an arrangement which tends to damp out any tendency to surge. Oil leakage along the valve stems is a possibility always to be guarded against with o.h.v. engines and, on the Vauxhall Ten, special precautions are taken by fitting brass thimbles incorporating felt washers over the valve guides.

(To be continued.)

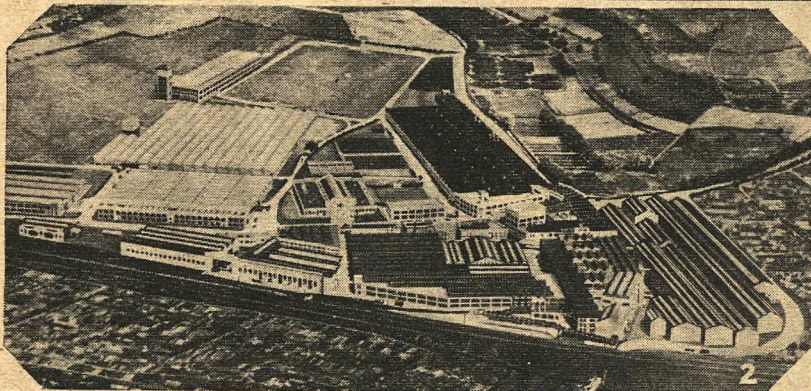
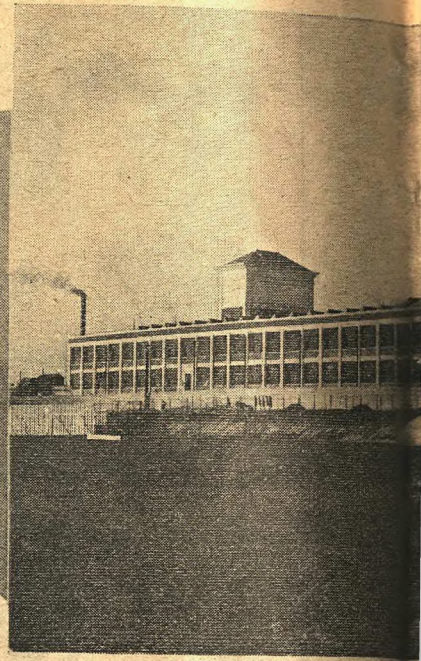
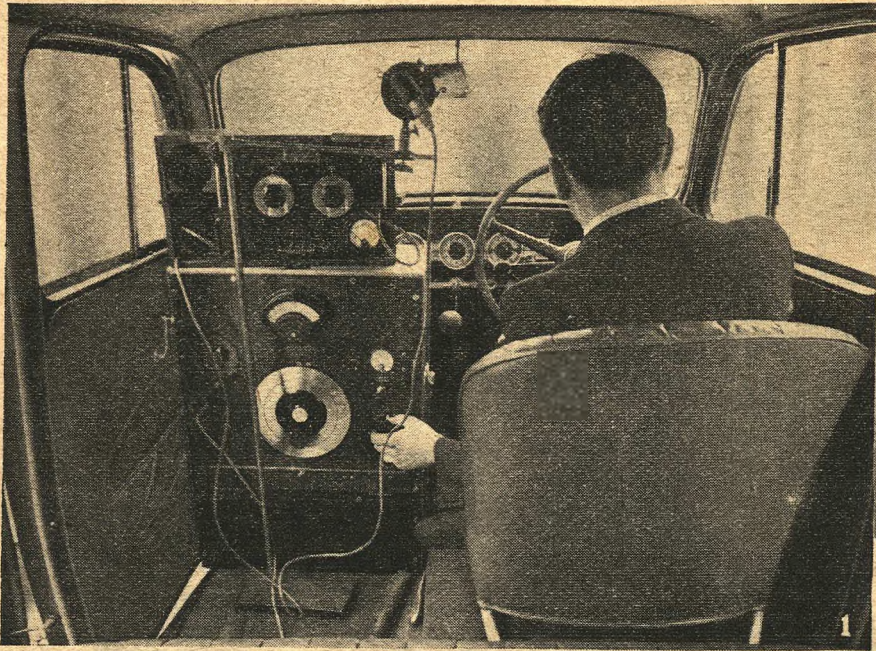


A 10 h.p. POWER UNIT OF EXCEPTIONAL INTEREST

This part-assembled sketch of the Vauxhall Ten engine has been specially drawn by a staff artist to show both the general arrangement of the components and the various points of exceptional interest. Amongst the latter are the diagonally-split big-ends which are made necessary by the counter-weighted crankshaft; the special water duct (shown partly withdrawn from the front of the cylinder head) which ensures that cool water is directed straight to the hottest spots from the impeller unit; the pump-type down-draught carburettor thermally insulated from the manifold by a thick washer of non-conducting material; the inlet and exhaust manifolds broken open to show the special chamber with its thermostatic

valve which deflects the hot exhaust gases from the lower manifold direct on to the centre of the inlet pipe when the engine is cold but allows the gases to pass straight out so soon as normal temperature is attained; and a valve assembly, in connection with which the unusual shape of the spring and the oil-sealing felt washer will be noted.

Other details are the manner in which the main bearing caps are dowelled into the crankcase webs; the skew gearing on the camshaft which drives a diagonal shaft operating the gear-type oil pump at its lower end and the distributor at the top; and the vacuum-controlled advance and retard unit which supplements the normal centrifugal mechanism in the distributor head.



# E V O L

## Vauxhall Progress in Equipped Res

HAVING adopted the slogan "Engineering Leadership," Vauxhall Motors, Ltd., appear to be taking adequate steps to ensure that their position shall remain secure. Evidence of this is available in the new research building which adjoins the main works at Luton, Beds, and which cost £175,000.

The building might almost be described as a factory in itself, as it contains, on the ground floor, a fully equipped machine shop, a woodworking section, sheet-metal shop and numerous special testing rooms. On the upper floor is a large drawing office, a "styling" section—in which new models take shape—the blue-print and engineering records department, and a fireproof strong room, in which key drawings and so on are stored.

Under the general direction of the chief engineer, Mr. C. E. King, the research department is divided into sections in charge of engineers of international reputation, amongst them being Mr. Alex. Taub and Mr. Maurice Olley.

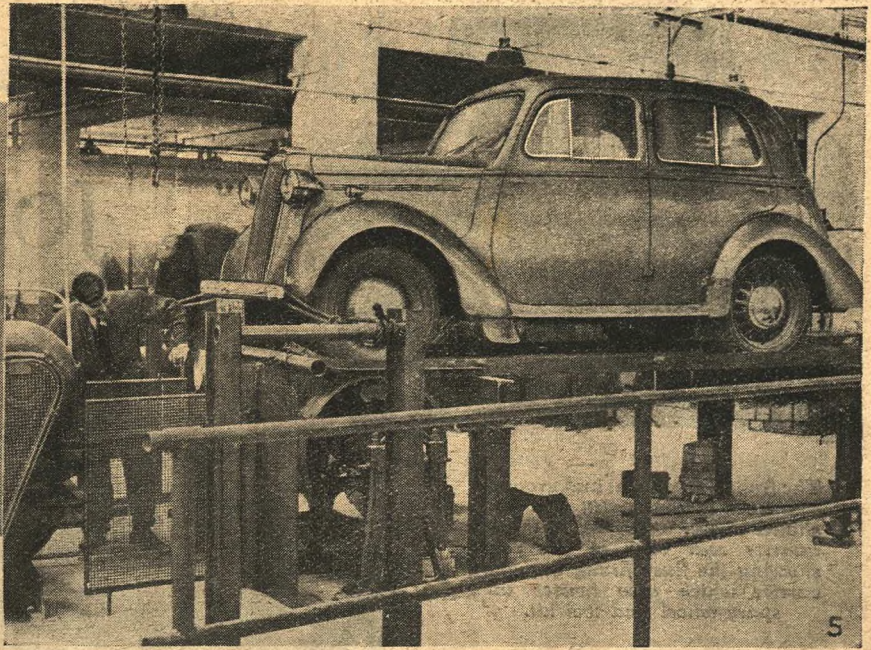
The equipment of the research building is of the most up-to-date type; it includes a range of electric dynamometer rooms, in which highly accurate power, fuel consumption, and other tests can be made. In addition, there are hydraulic dynamometers, which are used mainly for full-power duration tests. To facilitate the study of problems relating to cold-weather starting and running there is a refrigerator, large

(1) The acoustics engineer tests a 10 h.p. model for "stray" noises. (2) Aerial view of the Vauxhall works. The research building is seen in the left background. (3) Part of the experimental department drawing office where new designs are evolved. (4) View of the imposing research building from the sports ground.





4



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# UTION

## gn Aided by Specially ch Building

enough to take a complete car, in which the temperature can be lowered to 20 degrees of frost.

For testing suspension systems, and the ability of body and chassis to stand up to twisting strains, there is a device known as a "bump rig." It consists of rotary drums, on which cams are formed. The car is so mounted in the rig that its front or rear wheels, as the case may be, are driven by the drums. The cams set up a severe bumping action, which will soon show up any fault in design.

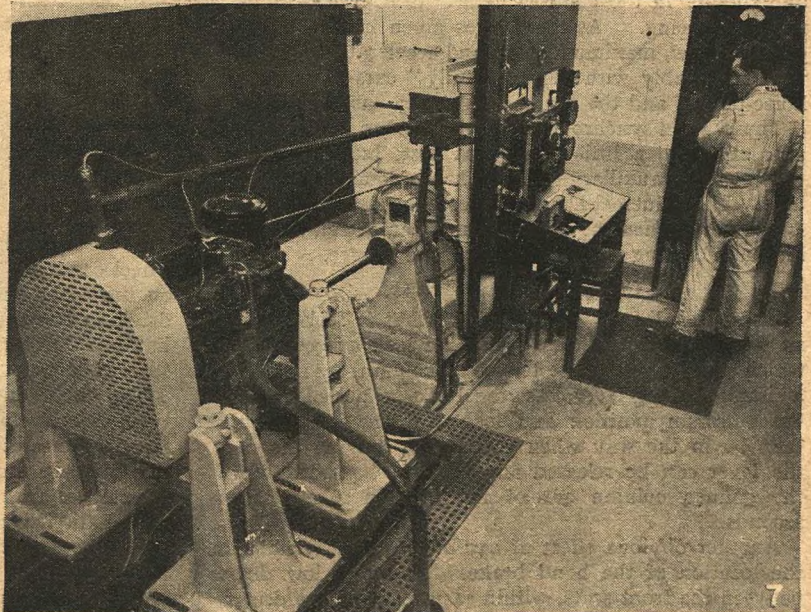
One other interesting point regarding suspension testing: Outside the research building is a disc of concrete 250 ft. in diameter, round which a car may be driven. In the centre of the disc there is a vertical staff, on which a mark is viewed through a theodolite by an observer in the car. By this means the roll angle, "attitude" angle and other important facts can be discovered. There is another test track having a lap length of 970 yards, with banked turns.

The woodworking section of the research department is important, as in it are made the hardwood patterns from which Keller copying machines produce the metal dies used in the body-panel presses.

It has been possible here to make only a relatively brief reference to a very interesting Vauxhall development. The accompanying photographs give some idea of its appearance and equipment.



6



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(5) The "bump rig" in action. The independent front suspension of a 10 h.p. model is being tested. Note the absence of body vibration. (6) Cars on the test track. This has banked corners. (7) One of the electric dynamometers on which special engine tests of a highly accurate nature are made.

Road Tests of 1938 Models

# THE JOWETT TEN



The frontal treatment and ground clearance of the Jowett Ten are shown above. (Right) A three-quarter rear view of the car, showing the flush-fitting luggage carrier which also houses the spare wheel and tool kit.

## Comfort, Body Space and Performance are Combined in this Interesting Car

**E**XTREME roominess is probably the first impression given by the Jowett Ten, and on taking the wheel this is accompanied by that "big-car" feeling arising from a sensation of solidity. This is, perhaps, not the correct term to apply to the car, in that it implies a lack of liveliness; nevertheless, the feeling of strength and rigidity in the controls makes its liveliness all the more surprising. As the figures given in the "Data-graph" show, maximum speed and acceleration compare very favourably with other "family" cars of the same horse-power, and the car is delightfully easy to handle.

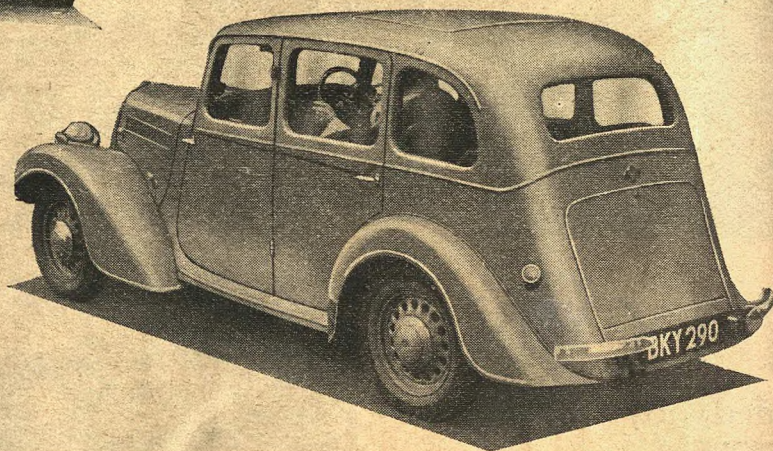
The Warren synchronizer, of which more anon, makes gear changing a little strange at first, but becomes a very pleasant auxiliary once one has become accustomed to it. The Bluemel-Douglas telescopic steering column is another refinement unusual on a car of this kind; it increases driving comfort to a marked degree.

### Catering for the Driver.

Many long-legged drivers know what it feels like to sit too far from the wheel, and the lack of confidence which results. With the telescopic column, by releasing a simple locking lever, the wheel can be pulled up into the optimum position and locked there; if it should then be in the way when entering or leaving the car, the lever can be released and the wheel pushed down the splined column out of the way in a matter of seconds.

Another obvious effect of careful design is visible in the location of the hand brake. It is set low down between the front seats, within easy reach of the driver, but entirely out of the way, even when the brake adjustment requires attention. This is partially attained by the use of unusually high seats, which give a very comfortable driving posture and allow the left foot to be placed flat on the floor without any feeling of strain.

B16



The designer has catered for the driver who likes to know what is happening under the bonnet. The instrument panel calls to mind those advertisements for second-hand cars which offer as an added inducement to purchasers the magic words: "Host of extras—crowded dash." To those of us who like to keep "en rapport" with our engine-room departments, the sight of a thermometer, an oil gauge and an ammeter, in addition to the usual speedometer, clock and petrol gauge, gives satisfaction; the finger-operated dipper, on the centre boss of the steering wheel, is another point which will appeal to those drivers who are of the opinion that the feet have quite enough to do, anyway.

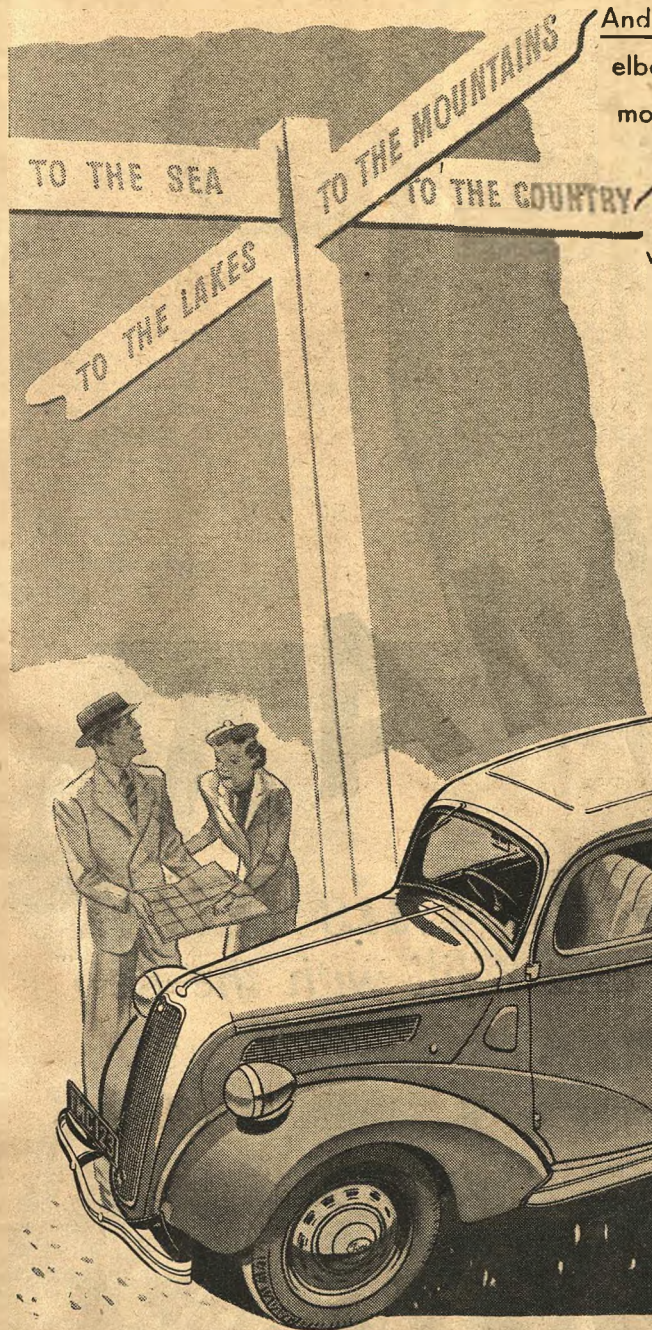
### Well-planned Controls.

Pedal angles, in relation to height of driving seat, have been well thought out; and long spells at the wheel cause no ankle stiffness. The accelerator spring, on the other hand, is on the light side, making traffic driving somewhat tiring. The gear lever is well placed, but on the car tested engagement of first gear was somewhat stiff.

The direction-indicator switch, of the self-cancelling type, is conveniently mounted on the upper arc of the steering-wheel centre, and tell-tale mirrors are fitted at the two top corners of the windscreen; the indicators themselves are recessed in the door pillars, and are thus out of the driver's line of vision. The concealed lighting of the instruments is well planned and gives adequate illumination of most of the instruments; a roof light, with a lever-type switch incorporated in the base, is mounted centrally a little behind the driver's head, well within his reach.

General visibility is good, the off-side wing coming into the driver's eye-line without craning the neck; a little effort is needed to see the near-side wing, but the

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4 The Light Car



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JOWETT TEN ROAD TEST (Contd.)

top of the side lamp is just visible when normally seated.

The windscreen opens, by means of a central winder, through an angle of some 45 degrees, quite sufficient to enable the driver to see under it in fog. The twin arms of the Lucas electric screen wiper drop down on the top of the scuttle, clear of the screen, when not in use, and the wiper motor is reasonably quiet.

Further forethought in design is shown by the wiring of the wiper, indicators and stoplight through the ignition switch, so that any danger of running down the battery by leaving these components "on" is thereby circumvented.

Stowage space for small suitcases, parcels, umbrellas and even golf clubs is provided behind the rear squab. The squab itself is hinged along its top edge and is opened by lifting from the bottom; when up, it is supported by a swinging arm similar to those used on gramophone lids.

A surprising amount of gear may be stowed in the space so disclosed, which is built in the form of a box over the spare wheel and tool locker. Access to this is gained by lowering the lid in the back panel; this lid, which is quite strong enough to support a twelve-stone man, is fitted with "D's" for use with luggage straps when larger cases have to be carried than will go into the inside locker.

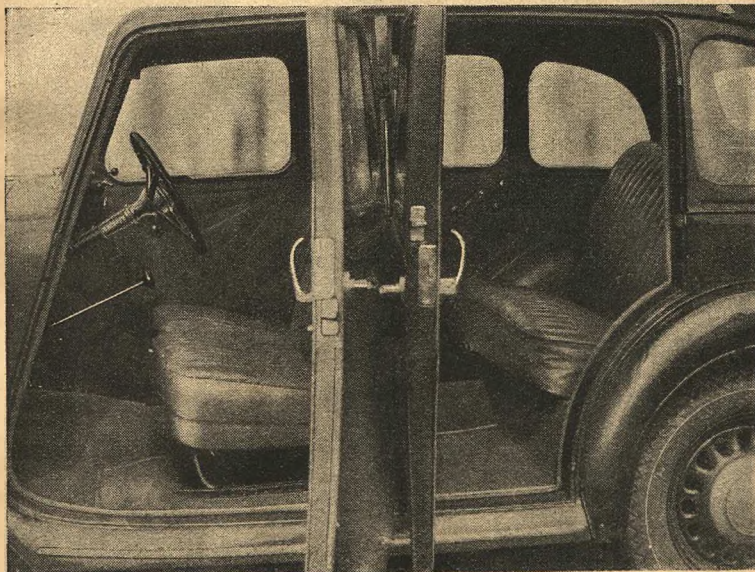
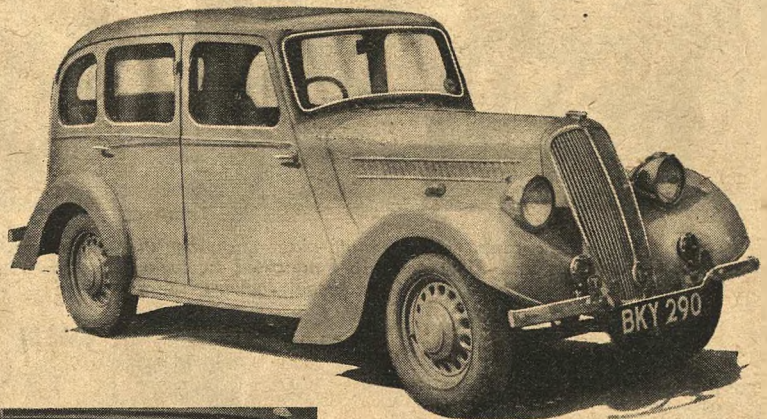
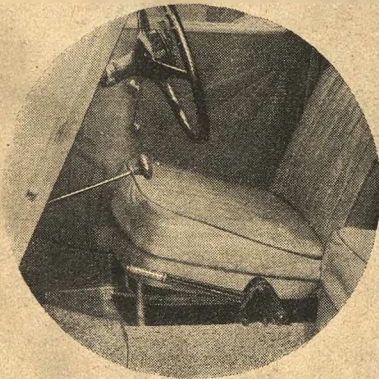
Above this locker, and below the rear window, is a

shelf some 6 ins. in width, on which odds and ends may safely be carried. Behind this again is a slot into which the rear blind disappears when furled. An interesting point of detail is that the blind-operating cord is led to a point above the driver's right shoulder behind the roof trimming, so no unsightly lengths of string are visible. The cord terminates in a stout ivory ring of really sensible dimensions which engages with a neat hook of the same material when the blind is in use.

The impression of roominess which is one of the most noticeable points of the Jowett Ten is borne out by the fact that two six-footers can sit one behind the other without either feeling cramped; three adults can sit in the back seat, although it is rather a tight fit. The car handles as well with four up as with only the driver, a fact which says a good deal for chassis design and suspension.

Steering is positive at all speeds, and is light without being unduly low-g geared. Actually, barely two turns of the 17-in. steering wheel are necessary to move the front wheels from lock to lock; a turning circle of 36 ft. robs parking of many of its terrors.

Most of the test mileage was covered on main roads, apart from the timed distances at Brooklands, but we managed to include a little "trials" country on one occasion. This involved a climb of about 400 yds. of a 1 in 5 field track, when the surface, although dry,



(Left) The centrally placed hand brake is accessible but out of the way. (Above) Absence of running boards and semi-streamlined coachwork give a thoroughly modern appearance. (Below) Centrally hung doors provide easy access to front and rear seats.

was decidedly rough. In spite of two heavyweight passengers in the back seat, the car made very little of the ascent, a change up into second being possible about half-way up. The car was driven across a field and down the track again, the Luvax shock absorbers "ironing out" the irregularities of the surface in a most satisfactory manner. The Jowett Twin had an excellent reputation as a cross-country vehicle, being at one time used as a staff car by the mechanized Territorial Field Artillery, and the four-

JOWETT TEN ROAD TEST (Contd.)

cylinder model carries on the tradition in an exemplary way.

The mechanical side of the car has recently been dealt with in our "Under the Microscope" series, so that details are unnecessary. The most noticeable feature of the engine is accessibility, the valves and tappets lying horizontally above the two cylinder blocks.

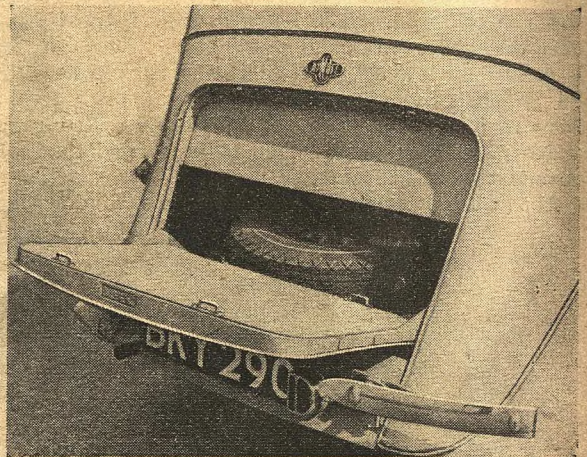
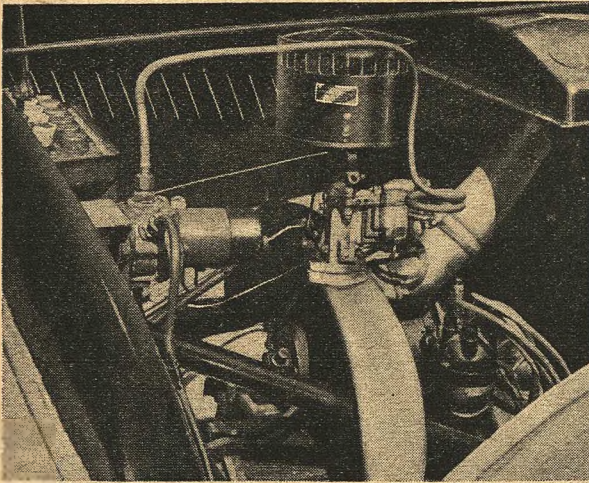
The four-speed gearbox, which has no synchromesh mechanism, is fitted with a very useful third gear ratio, capable of giving speeds from 5 m.p.h. to 40 m.p.h. The "spacing" of the gear ratios is well carried out, and makes for extreme flexibility. Gear-changing, once one gets over the novelty of the Warren Synchronizer, is delightfully easy, and the synchronizer, used as a free wheel, gives almost the effect of a pre-selector gearbox. For example, in traffic, the driver can accelerate in third to the required speed, push the clutch pedal right down to bring the synchronizer into

action, and when power is required again, depress the accelerator, whereupon third gear takes up the drive so soon as engine speed and car speed coincide.

The Bendix-Cowdrey brakes are self compensating and powerful, and pedal pressure is light; there is always a feeling of absolute control over the car at all speeds and under all conditions.

An unusually high top-gear ratio of 4.89 to 1 gives a good cruising speed without over-revving the very willing engine, and with corresponding economy both as regards fuel consumption and wear and tear. The balanced torque of the opposed four-cylinder design cuts out engine vibration to a considerable degree and the more even power impulses improve pulling.

Altogether, the Jowett Ten is a most interesting car to drive; it has points that put it in a class almost by itself—particularly with regard to comfort and accommodation.



(Above, left) The engine, from the off side, showing the water-heated inlet manifold, a feature of Jowett design for many years. The accessibly mounted twelve-volt battery and the S.U. fuel pump are also shown. (Above, right) The spare wheel and tool locker; the lid forms a rigid luggage carrier when required.

IN BRIEF

**ENGINE:** Four cylinders (horizontally opposed); side valves; 63.5 mm. by 92 mm. = 1,166 c.c.; power output, 31 b.h.p. at 4,000 r.p.m.

**TRANSMISSION:** Single dry-plate clutch; four-speed gearbox with Warren synchronizer, providing semi-automatic free-wheel, silent top and third gears (double helical). Gear ratios: 4.89, 7.32, 12.3, 20.6 to 1; reverse, 25.8 to 1. Final drive by open shaft with rubber-bushed universal joints.

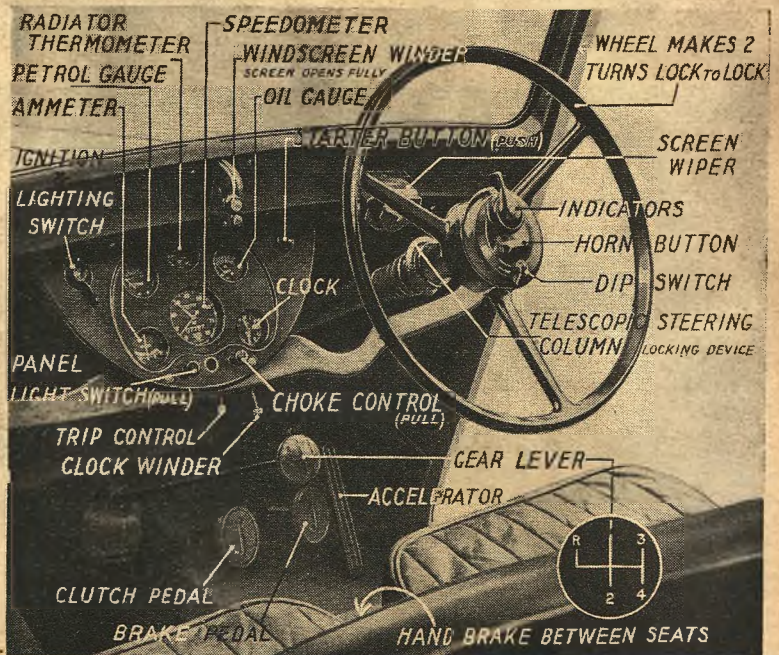
**GENERAL:** Bendix-Cowdrey compensated brakes; semi-elliptic springs, front and rear; 7-gallon petrol tank at rear; S.U. electric fuel pump. Marles-Weller steering gear with Bluemel-Douglas telescopic column.

**DIMENSIONS, ETC.:** Wheelbase, 8 ft. 6 ins.; track, 4 ft. 0½ in.; overall length, 13 ft. 5 ins.; overall width, 5 ft. 1½ in.; maximum width of rear seat, 51 ins.; depth of rear cushion, 19 ins.; width of front seats, each 19½ ins.; knee room, max. 16½ ins., min. 11 ins.; weight, 18 cwt. 3 qrs. 14 lb.; turning circle, 36 ft.; ground clearance, 7½ ins.

**PERFORMANCE:** Flying ¼-mile, (best run), 61.23 m.p.h., (mean speed) 60.81 m.p.h.; standing ¼-mile, 27.2 secs.; petrol consumption, 30-32 m.p.g.

**PRICE:** £209. (Standard saloon, £199.)

JOWETT CARS, LTD.,  
IDLE, BRADFORD.



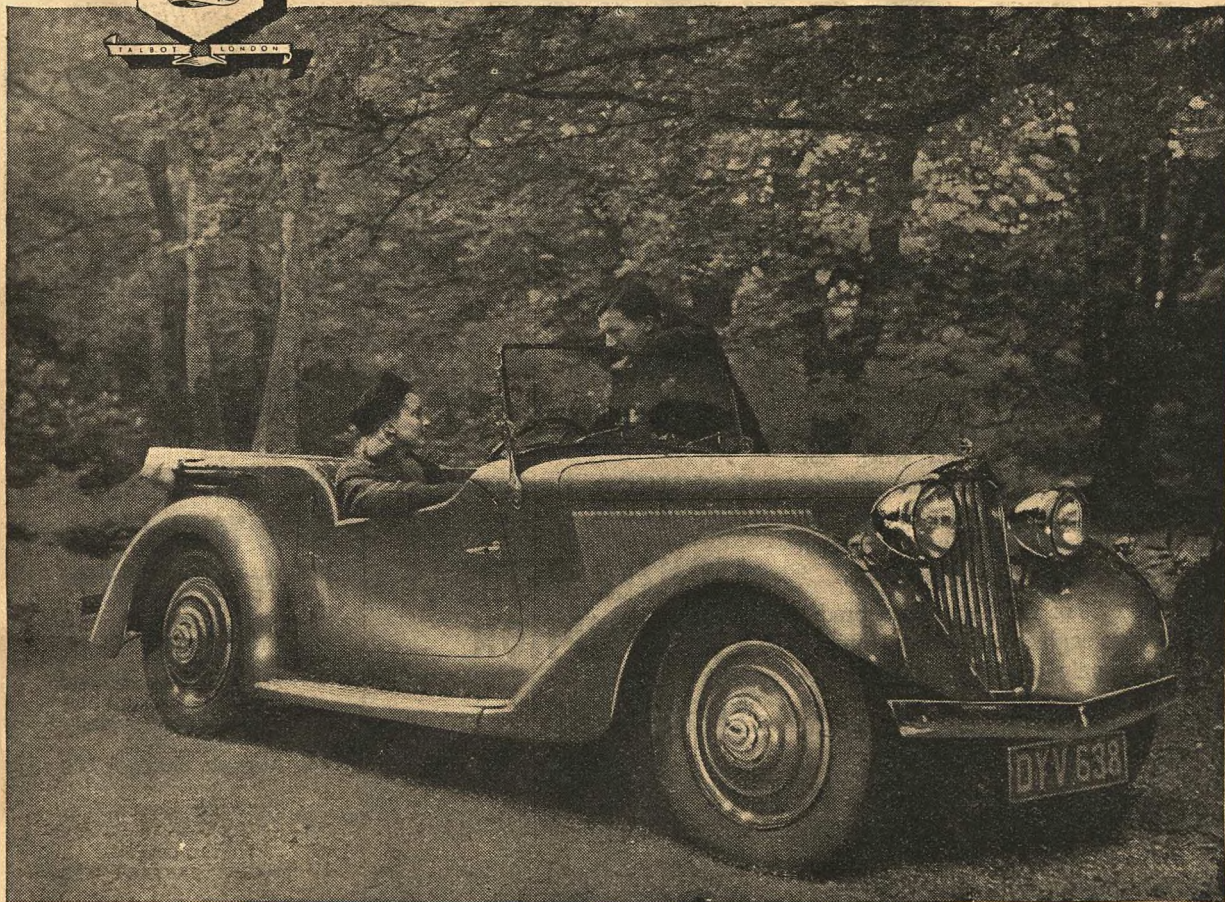
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Patent Castrol XL

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TO THE READER.—By mentioning "THE LIGHT CAR" when replying to advertisers, the progress of the small car movement will be assisted.



Technical Aspects

# HOT-RUNNING ECONOMY

## Effects of Cooling-water Temperature Upon Engine Performance—A Hint Worth Having.

By  
Louis Mantell

THIS week I am going to approach the ever topical subject of economy from another viewpoint. It is not an entirely new one, because, some two or three years ago I discussed it in *The Light Car*, but in quite an abstract way.

Much investigation, however, has been carried out on all such matters since then and now I can give some concrete applications of a well-known but little practised method of improving efficiency that can easily be put into effect.

The scheme is based on combustion head temperature, as controlled very badly by recognized cooling systems and on the revision of these to overcome certain resulting and serious faults, the existence of which have been known and more or less ignored for perhaps 20 years.

Broadly speaking, there are two methods of cooling—"air" and "water." In actual fact there is only one, namely, air cooling, because, although we elect to draw a distinction between them, the difference is only that when we "air cool" an engine we bring an induced draught to bear *directly* on the outside of the cylinder and combustion head—where suitable formations are contrived to increase the surface area—and in "water cooling" we use a radiator.

INSTEAD, therefore, of dissipating our heat here by direct radiation, as in air cooling, we remove it by a water column and carry it to a more convenient place from which to shed it; to wit, the radiator, but the final dispersal is effected by air cooling just as in the first case. The only difference is that, apart from construction convenience, we have rather more control over the cooling when carried out in this way.

Do not imagine, however, that even the best designs of radiators and water jackets, complete with the most sensitive and correctly adjusted thermostats, give us anywhere near the thermo-dynamic optimum; they do not.

All physicists know this quite well, and have known it for a long time, but the policy of "Let well alone" is responsible for much laxity and none more so than where the cooling problem is concerned, because there is quite a lot of additional efficiency to be picked up—both in respect of power and of economy, quite apart from bottom end flexibility—when we get our cooling right.

Where car engines are concerned "cooling" is scarcely the correct word. Strictly speaking it is in "heating" that we are deficient, and I am not talking this time on the almost threadbare subject of acquiring heat quickly to prevent cylinder wear and such like; that is quite another matter.

The subject now is the normal working temperature; this is, and must be, wrong in all engines for the simple but far reaching reason that water, unless under compression, boils at 100 degs. C., which is *not hot enough*. To apply greater heat merely results in its boiling more quickly, but the temperature remains *the same!*

This may surprise many people and the first question that automatically jumps to the mind is—"How can this be reconciled with overheating which sets in with its accompanying power loss, pinking, and so on, when the majority of engines boil and, in many engines, actually *before* the boiling point is reached?" The answer is simple:—

BEFORE an engine arrives at visible boiling, and sometimes long before it, as reckoned in water temperature at the top of the radiator, bubbles commence to form in the jacketing round the exhaust valve seatings. As soon as these appear a vicious circle starts to develop, for the existence of bubbles here insulates part of the cooling stream from the seatings which promptly get hotter still.

More bubbles are formed which still further interfere with actual water contact until presently the seatings are almost cut off from the water and, having only steam to cool them, get very hot. The exhaust valves, of course, follow suit and we arrive at the state called "overheated," although our dashboard thermometer is possibly below 90 degs. C. To sum up, the real trouble lies in the discrepancy between the *general* and the *local* water temperature.

In order to prevent local bubble formations which will quickly raise the heat enormously by mutual reactance we are obliged, as a rule, to limit the general heat to about 85 degs. C. Some engines will take more than this, but I do not think that the average type can do so without showing uncomfort-

able signs. But 85 degs. C. is not nearly hot enough as a *general* temperature for optimum performance. This critical, of course, varies according to design but it is certainly 20 degs. or 30 degs. C. above the figure quoted, and we cannot get it because of the above unfortunate characteristic of all liquids when their boiling points are reached.

Cooling by air is, on the other hand, insufficiently controllable and nearly always too hot. Somewhere in between these two the optimum temperature lies and to attain it or, at least, approach it more closely, we must find a way of reducing the discrepancy so that we can raise the general heat without running foul so early of that vicious local point at which the exhaust valves quite suddenly take the bit, so to speak, between their teeth.

THERE are two ways of doing it. One is by the use of a "closed circuit"; that is, by a more strongly constructed cooling system so that we can allow surface pressure to develop above the level in a sealed-in radiator and thus raise the boiling point, because this is not fixed but is a co-relation of surface pressure and heat. By increasing the former by confinement we can raise the latter proportionately higher without boiling.

Personally, I think it quite likely that something of the sort will have to be standardized in due course; in fact some makers have already adopted the "closed circuit" principle.

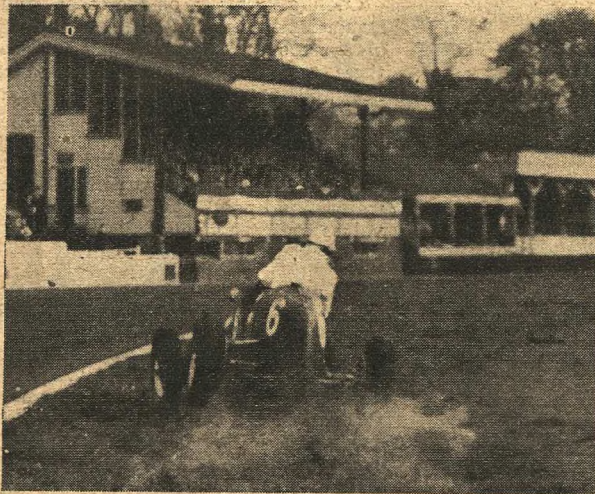
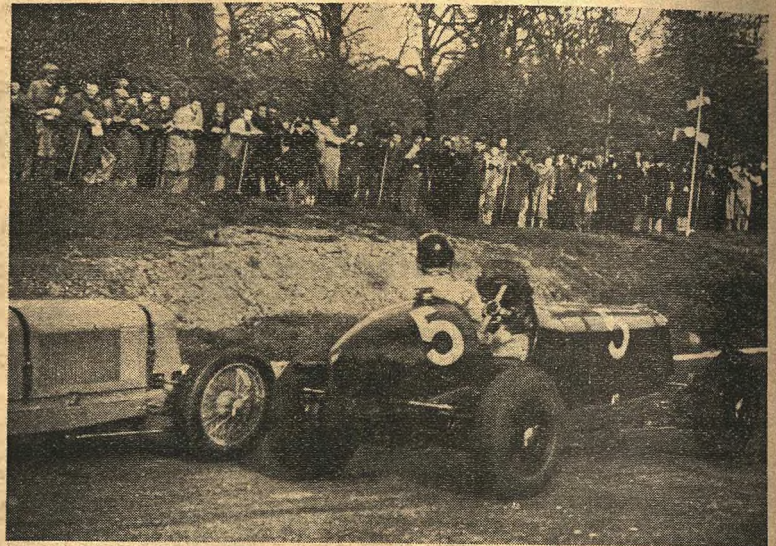
For amateur purposes we must, however, dismiss it, because it is mechanically too involved, and find some other way. Here it is, almost in a sentence:—Charge your cooling water fully with an anti-freeze solution of a type that will raise the boiling point (most of them will do this) and blank off the radiator or reset the water thermostat by trial and error, of course, for a higher cut-off.

In this way you will be able to raise the general heat considerably, which you want, without inviting, at the same time, the formation of exhaust jacket bubbles, which you do not want. The tip was given me personally by a man who knows exactly what he is talking about; Mr. Alex Taub, the eminent research authority, of Vauxhall Motors, Ltd. He is one of those people who never gives tips on anything that they have not personally and thoroughly tried out, or observed. I therefore pass it on with every confidence.

# SPORTS JOTTINGS

Shelsley Special Problem  
Again—Rally Teams—  
Final Cork Entries—  
Italian 1,000 Miles

By The Blower



### "PALACE" MOMENTS

(Above) Bira's E.R.A. (left) contacts with Connell's similar car as the latter slides about after Big Tree Bend in the Coronation Trophy. Both continued but Connell's front wheel was damaged in a second impact a moment after this picture was taken. (Left) The Hon. P. Aitken (Maserati) hits a gully when motoring cross-country on Stadium Curve.

I SEE from the regs. of the May Climb at Shelsley that the Midland A.C. has got over its dilemma on the subject of what qualities go to make up a Shelsley Special. The definition finally decided upon says that it "shall be a vehicle, the basis of which does not constitute a production car. No car shall be accepted as a Special unless the frame, axles (front and rear) and engine are of different manufacture. For the purpose of this Regulation, G.N.s of all types are deemed to be Shelsley Specials."

That definition is a fairly comprehensive one and seems to get pretty well to the root of the matter—except for one very unfortunate point. If it is to be interpreted literally, it would seem to rule out the real genuine home product in which the frame and axles, having been built by the owner with his own fair hands, are certainly not "of different manufacture." It would be ten thousand pities if such machines, which are Shelsley Specials if ever there was one, were eliminated by this clause.

On the other hand, regs. are regs. and must be kept whatever their shortcomings—which seem considerable in this case.

B24

I must confess, too, that I am a little puzzled by the definition of a sports car, which "... shall be a car, the chassis of which complies with the T.T. regulations for 1937-8..."

Is this a forecast that the definition of sports car in the regulations for this year's T.T. (which the R.A.C. assured me would be run under "drastically altered conditions") will be the same as for 1937, or, if not, what will happen if the 1938 definition turns out to be totally different (and contradictory) when the regs. come to be issued?

The general arrangements for the climb will be much the same as last year, with eliminating tests in the morning and the climb proper in the afternoon. The three Challenge Badge holders from the September, 1937, meeting will open the afternoon proceedings or, in their absence, the three known fastest cars.

Shelsley competitors, by the way, will come under the B.R.D.C. bonus scheme, prize winners taking six points and starters two. Those wanting copies of the regulations should apply to Secretary Leslie Wilson, 87-89, Edmund Street, Birmingham.

TEAM rivalry in the R.A.C. Rally should be pretty keen this year. For the Manufacturers' Team Prize, 16 teams have been entered, representing 15 different marques. The maker with two is Ford.

As for the Club Team Award, the list totals 28 and they will be doing battle on behalf of nine clubs. The J.C.C. heads the list with nine teams, the SS Car Club comes next with four, then the Lancashire A.C., Midland A.C. and W.A.S.A. with three apiece, the Singer C.C. and Yorkshire Sports C.C. follow, each with two, and the Liverpool M.C. and Sunbac both have one apiece.

Number plates and Rally pennants are being sent to competitors before Easter, which should be joyous news to those who are finding their Monte Carlo plates wearing a little threadbare.

A STRONG line is being taken by the organizers of the Round-the-Union Trial in South Africa at Easter against practising on the route, which is being kept secret until the last minute. Competitors will get an official warning to respect the sporting spirit of the affair, and if the organizers discover that any competitor is making efforts to find out the location of the stops—or even that spies are making inquiries on his behalf—they will simply refuse his entry and that will be that.

This Trial bids fair to out Monte Carlo, the Monte Carlo, in the matter of toughness. I have already given details, but here are a few by way of repetition:—Circular course, including 5,500-ft. passes in the Drakensberg Mountains and crossing of the barren Karoo Plain; start simultaneously from Johannesburg, Durban and Cape Town, at 5 p.m. on the Thursday before Easter; finish at 9 p.m. on Easter Monday; distance 2,500 miles, to be covered in 99 hours with 99 controls, at which more than a quarter of a minute early or late entails penalty; total time for rest between start and finish 15 hours.

Tough, huh?

now from  
£149



# THE WORLD'S ROOMIEST, SAFEST, MOST ECONOMICAL 8.H.P. CAR

D.K.W. models down in price! At a time of rising costs that's *real news* — and at its now reduced price of £149 the Auto-Union D.K.W. model offers more remarkable value than ever. But the price is the only thing that is

changed. With ample room for four people, exceptional road-holding and 45 m.p.g. guaranteed, the Auto-Union D.K.W. model is still the safest, most economical 8 h.p. car in the world. Drive one yourself and prove it!

### FLEXIBILITY

*The flexibility of the D.K.W. in top gear makes driving in traffic exceptionally easy. Gear-changing is simplicity itself.*



### SAFETY

*Road-holding of which "The Motor" says "severe open bends can be taken at nearly 60 m.p.h. with complete safety" make this the safest of all light cars.*



### ECONOMY

*"The Motor" test of the D.K.W. showed 47 m.p.g. when driven hard, and 45 m.p.g. is guaranteed. How does that compare with your present car?*



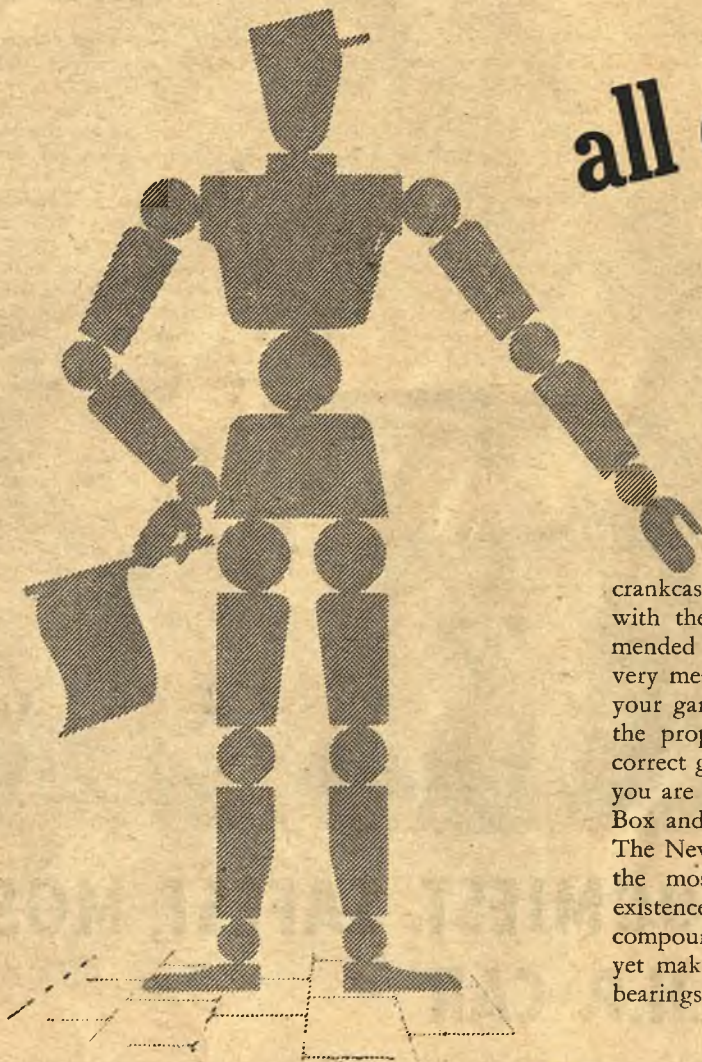
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*There is really generous room for four full-sized people and a very roomy luggage boot. Wide doors make for easy access to the rear seats.*



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# all change!

Now is the time to drain your crankcase of its old winter oil and replace it with the correct summer grade as recommended by the manufacturer. This is a very messy job and the best thing is to ask your garage man to do it for you. He has the proper equipment and will know the correct grade of new Shell oil to use. While you are at it, ask him also to refill the Gear Box and back axle.

The New Shell oil is refined in England by the most modern and efficient plant in existence. It contains an exclusive oily compound which increases its "slipperiness" yet makes the oil cling to cylinder walls and bearings, preventing wear.

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*Golden Shell is the correct grade for every Motor-Cycle.*

WHEN REPLYING to advertisements, mention "THE LIGHT CAR." It helps the advertiser and you, and assists the small car movement generally.

**SPORTS JOTTINGS**

*(continued)*

**A** NORTH versus South (or South versus North, if you prefer it) contest will add an additional bit of pep to midget car racing for the coming season. Matches are being arranged by the National Association of Speedway Car Racing Circuits and participants will be subject to a birth or residential qualification.

Racing opens on Good Friday at Southampton, then there will be Brandon on Easter Sunday and Lea Bridge on the Monday. Fixtures at the other circuits are to follow in the course of a week or two.

\* \* \*

**J**UST when everybody was going into a flat spin because entries for the French G.P. at Rheims were about to close with a total of half a dozen or so, things suddenly brightened up, and it seems that 22 cars will probably face the starter: three each of Mercs., Auto Unions, Alfas, Talbots and Delahayes, two Maseratis and E.R.A.s, and one each of Bugatti, Delage and Sefac (the famous non-starter).

**L**ETTER to hand from H.R.G.-lexponent Peter Clark, who asks me to make it clear that neither his nor A. C. Scott's entries for Le Mans are works cars, but genuine private entries. Apparently I gave the opposite impression last week in my "Chequered Careers—1938," and Clark would like it corrected in fairness to Marcus Chambers, who is looking after all the preparation of his car.

Sorry and all that.

\* \* \*

**N**EWs has just reached me that the three Austin Big Sevens entered for Le Mans will not materialize. Apparently, circumstances have arisen which prevent the cars being prepared in time and Austins have decided to withdraw them. Pity.

In accordance with the odd custom of buying and selling entries for the Le Mans race, these are for disposal. Anyone wanting one should write to Longbridge on the subject.

\* \* \*

The full list of entries at single fees has now reached me and the total stands at 47—including the Austins, of course. New names down on the list since I last wrote on the subject are J. E. Vernet, with a 1,090 c.c. Simca (Balilla Fiat, in other words), the Australian J. Snow, with one of the 3½-litre Delahayes, Jean Prenant, with an undeclared car, and Hans Ruesch with a 3-litre Alfa.

People who don't mind paying treble fees have until May 1 to add their names to the list.

\* \* \*

**T**HE recently formed British Trials Drivers' Association has arranged a general meeting to take place at the Rougemont Hotel, Exeter, on the Sunday after the "Land's End" (at 4.30 p.m. on April 17, to be precise), when a report of the preliminary work of the committee will be placed before members. If one can judge by the

animated voices that found their way through the closed door of the writing-room at the Motor Sports Club when a recent visit of mine happened to coincide with a sitting of said committee, the report should not be uninteresting. Or, perhaps, the noises I heard were merely the committee exploring all avenues and leaving no stones unturned.

At any rate, a memorandum outlining the Association's views on the organization of motoring events in broad and general terms has been approved by the committee for submission to the R.A.C.

OPEN OR  
INTERNATIONAL

**April 9.**  
B.R.D.C. British Empire Trophy Race, Donington.

**April 10.**  
France. Pau Grand Prix.

**April 16-19.**  
Ulster A.C. Circuit of Ireland Trial.

**April 18.**  
B.A.R.C. Easter Monday Meeting, Brooklands.

**April 22-23.**  
Irish M.R.C. Cork Races.

**April 26-30.**  
R.A.C. Blackpool Rally.

**May 7.**  
J.C.C. International Trophy Race. Brooklands.

Other items of interest in connection with the B.T.D.A. are that its membership now totals 85, that it is officially recognized by the R.A.C., and that, as a badge is not yet available, special windscreen labels will be issued to members in time for the "Land's End."

\* \* \*

**M**EANWHILE several clubs in the North have been getting together at the instigation of the Lancashire A.C. to discuss trials matters. No actual resolutions were passed but the feeling of the meeting was taken on several points, from which it emerged that:—

(a) Strong support was forthcoming for the suggestion that the status of R.A.C. permits should be strengthened and the M.O.T. asked to ban all events run without a permit (on the lines of the scheme put forward by The Light Car Club at the final Home Counties Committee meeting).

(b) Enthusiastic agreement was also accorded to the idea of local committees, representing all recognized clubs in the area, which would advise the R.A.C. on the issue of permits—said permits to be distinctly limited especially in connection with Sunday events; and

(c) It was felt that some control was needed over the formation of new clubs.

\* \* \*

**A.** F. P. FANE, driving a German B.M.W. at the invitation of the works, put up an amazingly good show in the Italian 1,000 Miles Race last

Sunday, averaging 74.0 m.p.h. (which is faster than the outright winner last year) and easily winning the international 2-litre class.

The winners of the general classification were Biondetti and Stefani (Alfa-Romeo), who averaged 84.23 m.p.h., and they were followed home 2 mins. 2 secs. later by Pintacuda and Mambelli in another Alfa at 83.27 m.p.h.

Next three home were Dusio and Boninsegni (Alfa), Dreyfus and Varet (Delahaye), and Carriere and Le Bègue (Talbot). Winners of the national sports classes were:—1,100 c.c., Taruffi and Carena (Fiat); 1,500 c.c., Villorosi and Forti (Lancia); over 1,500 c.c., Cortèse and Fumagalli (Alfa-Romeo).

The winning Alfa, by the way, had a blown 3-litre G.P. engine.

\* \* \*

The race was unfortunately marred by one of those tragedies that is always liable to happen when racing takes place over unguarded roads. In Bologna, a Lancia driven by Bruzzo and Mignanevo got out of control and plunged into the crowd, killing seven spectators and injuring a number of others.

\* \* \*

**T**HE first race under the new International Formula, the Pau (round-the-houses) G.P., takes place next Sunday, but is evidently a little too early in the season for a year when the Formula has been changed.

At least, that is what the rather meagre entry suggests. The list of probable starters is:—Nuvolari and Farina (Alfas), Le Bègue (Talbot), Dreyfus and Commotti (Ecurie Bleue Delahayes), Danniell (independent Delahaye), Negro, Lanza and Raph (1½-litre Maseratis), Wimille, Matra and Bayard (Bugattis).

\* \* \*

Since writing the above, the surprise last-minute entry has been made of two 1938 Formula Mercedes, to be driven by Caracciola and Lang—which, of course, alters the character of the race considerably. Nobody thought the Mercedes would run until much later in the season.

\* \* \*

**E**NTRIES for the Cork races closed last Tuesday. Here is the final list of cars and drivers:—

**CORK GRAND PRIX.**

**Alfa-Romeos:** T. Nuvolari, G. Farina, Mrs. E. M. Thomas, Hans Ruesch, C. S. Staniland, A. F. Ashby, K. D. Evans, J. F. Snow.  
**Delahayes:** G. Comotti, R. Dreyfus, L. Schell, J. Paul, L. Gerard.  
**Maseratis:** B. Bira, H. Berg.

**INTERNATIONAL LIGHT CAR RACE.**

**Alfa:** F. O'Boyle.  
**E.R.As:** B. Bira, Earl Howe, A. P. R. Rolt, N. G. Wilson, R. E. Tongue, I. F. Connell.  
**Maseratis:** Count Lurani, L. Villorosi, Baron de Grafenried, G. Soffetti, P. Taruffi, A. F. Hug, H. Berg, J. P. Wakefield, R. Hanson.  
**M.G.s:** W. G. Everitt, H. B. Prestwich.  
**Talbot:** A. Powys Lybbe.

**CORK NATIONAL HANDICAP.**

**Adler:** C. H. Manders.  
**Alvis:** J. D. McClure.  
**Bugatti:** P. A. Mathieson.  
**C.M.Y. Special:** D. Yule.  
**D.R.A. Special:** W. T. Doherty.  
**Frazer-Nashes:** G. D. P. Colley, J. Martin.  
**M.G.s:** C. E. Robb, A. P. MacArthur.  
**Rileys:** T. O'Shaughnessy (and F. O'Boyle), C. W. McCrea.  
**T. F. S. Special:** J. A. Thompson.  
**Triumph:** F. Elliott.

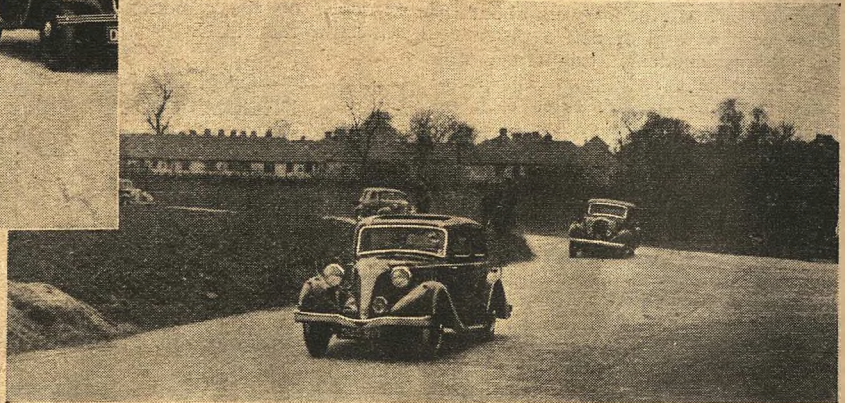
Creating a Class of \_\_\_\_\_

# "SUPER DRIVERS"

A Member of the Staff  
Visits the Police Driving  
School at Hendon



(Above) The Sergeant shows 'em how: a demonstration of stopping an errant driver. (Right) High-speed cornering on the private road in the School grounds.



UP to about ten days ago I used to wonder on what grounds mobile policemen set themselves up as judges of other people's driving. I used to have a feeling almost of resentment when I saw them, immaculate in a spotless car, sweeping along the by-pass. "Lucky blighters," I thought, "nothing to do all day but motor round looking out for unfortunate motorists." Possibly I'd see a police car parked in a side road obviously waiting to catch someone, and I said to myself: "Who are you that you should judge me?"

That is all changed now, however; ten days ago I went to the Metropolitan Police Driving School and saw for myself how police drivers are trained and, you believe me, if they don't know after that course they certainly should! In the first place, let me introduce the two men chiefly responsible for the driving school. Superintendent Minchin, short, dark and dapper; and Chief Inspector King, congenial, hearty, and obviously knowing his subject backwards. Superintendent Minchin is in charge of all the mobile patrols in the Metropolitan area; Chief Inspector King is chief instructor and, as it were, head man of the driving school. Both give you a feeling that they know what they're talking about, and will spare no pains to produce a "super" body of patrol drivers. Assisting Mr. King are a number of other instructors, carefully chosen for their ability to teach not only quickly but completely.

Now let us look at the school itself. Class-rooms and a spacious lecture hall are on premises that used to belong to the Standard Telephone Company. To these have been added new buildings accommodating a fine modern garage and workshops. Altogether a conducted tour impresses one with the efficiency of the place.

The training is divided into three "Wings"—elementary, advanced and motorcycle. To the first of

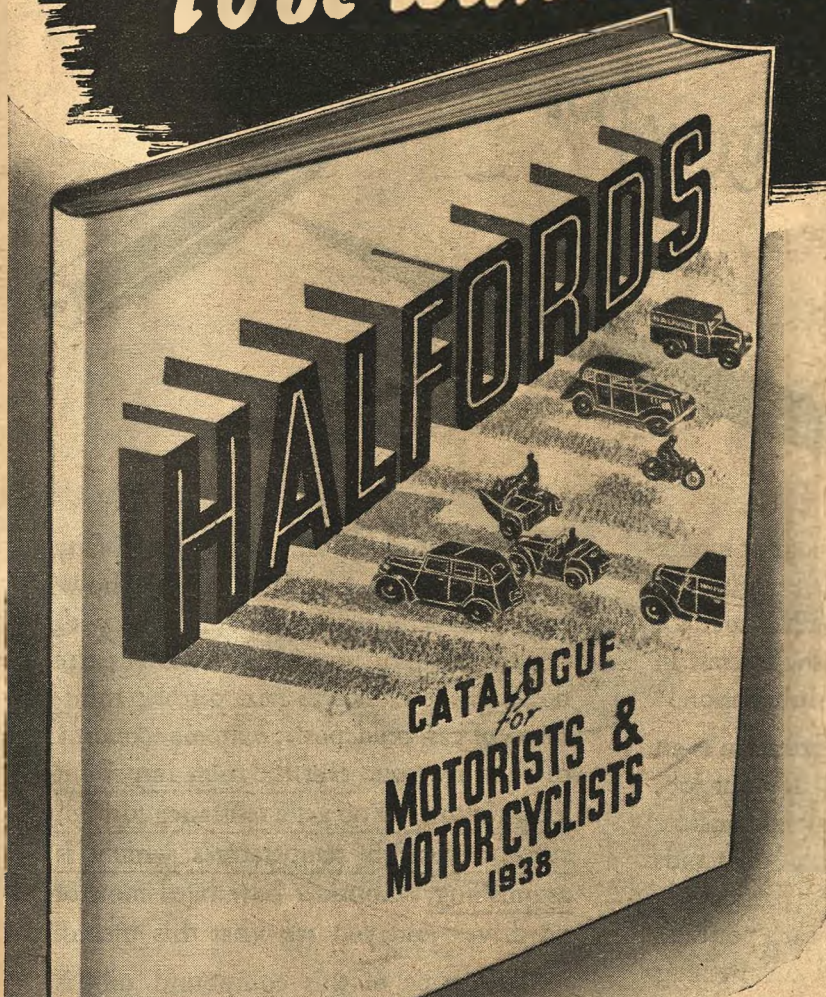
these come selected policemen from various districts to be taught to drive, very much in the same way as you and I were. The school possesses private roads on which the first instruction in handling a car is given. There are all types of corner, a "skid-pan" and an ingenious apparatus to simulate the unexpected movements of children and dogs. The tuition follows normal lines, except for one glorious occasion in each course when the skid-pan is flooded with water to make it really slippery and the novice drivers are turned loose on it. As Chief Inspector King says, their antics have to be seen to be believed!

Then to all the "babies" (that's what the instructors call them) is given a very sound grounding in the mechanics of a motorcar. Starting with wooden models, they're shown exactly how an engine works. The system of teaching is visual; "see, touch and handle" are the watchwords. In other words, the instructor explains how a thing works and then a student can see and touch for himself to bring the lesson home. There are sectioned chassis and engines, stripped gear-boxes and differentials, models of all types of brake; in fact, everything that goes to make up a complete car.

Electrically, too, the students are shown exactly how things work. On demonstration tables are built up complete electrical systems which can be explained by the instructor and handled by the novice. There is one particularly ingenious model which shows the working of a coil-ignition system in coloured lights. Would that I had had such a model when I first tried to understand ignition! So you see that between technical and practical instruction, a student policeman should be a competent motorist after his five weeks' course.

When he returns to his normal duties, he is put on to driving transport vehicles—vans and so on—for six months or a year, during which time he covers any-

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to be without this book*



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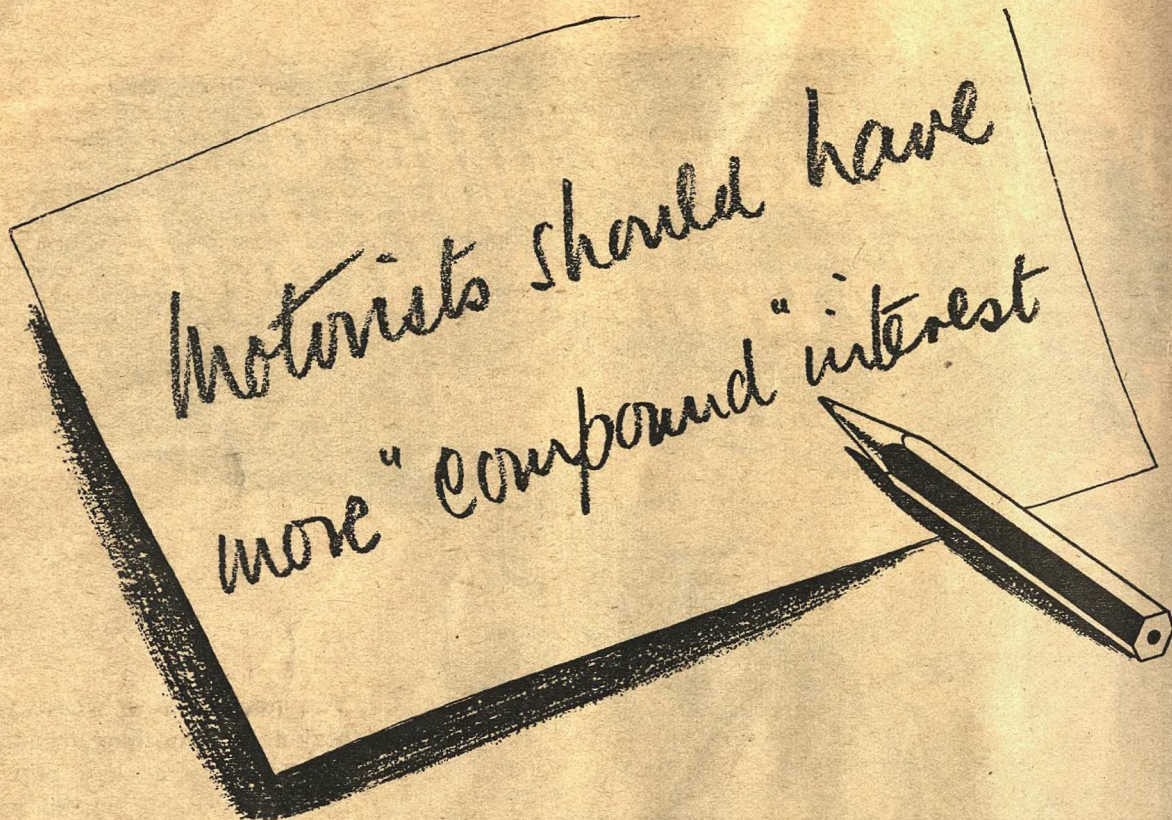
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You can usually get a motorist to talk about his car. You can often get him to discuss quite abstruse technical matters. But how seldom does he show interest in that most important factor—lubrication!

Now to us of Price's, lubrication is an absorbing study. Naturally. It's our job. But if you stop for a moment to consider that only a microscopic film of oil stands between you and disaster (particularly when you are 'caning' your car), you will see that oil *does* matter more than anything else. Here, then, is the interesting story of 'compound' oil.

Compound oil is actually two oils in one—a mineral oil with which is blended fatty oil. Mineral oil by itself must always be a compromise. You take its bad points along with its good points. The same is

true of fatty oil. When mineral and fatty oils are correctly blended together, however, you achieve a compound oil with remarkable properties. Easy starting; free flowing; resistance to neat petrol; minimum of carbon deposit; extreme economy of consumption. But the most important thing is this! You get a resistance to high speed and high temperatures which is astonishing. Consider how hard most of us drive—and you see what this means.

The name of this compound oil—is Motorine. It has been used and recommended by Rolls-Royce themselves ever since they built their first car. Practically every other car manufacturer in the country also recommends or approves Motorine. Remember—it costs no more than other high-grade oils.

## PRICE'S MOTORINE—THE 'OILIER' OIL

RECOMMENDED (OR APPROVED) BY ROLLS-ROYCE, BENTLEY, MORRIS,  
AUSTIN, SINGER, VAUXHALL, M.G., BUICK, RILEY, WOLSELEY, ETC., ETC.

Have you seen the Motorine 'Foldex' Map? It enables you to locate place or route as easily as turning over the pages of a book. From booksellers or write to Price's Lubricants Ltd., Dept. L.C.1, Battersea, London, S.W.11.



thing up to 20,000 miles. If he shows signs of special aptitude, he is picked out again and sent back to the driving school for training in the subtler arts of driving. This includes high-speed cornering—I saw a group of police cars take at over 50 m.p.h. a corner that I'd have said was difficult at 35—dry sliding and power slides, and so on.

During my visit to the school I was shown some very fine driving on the skid-pan, in which, by means of suitable power slides, the driver of a Lagonda passed an alleged "bandit" at speed by sliding the bends in a most skilful manner. Perhaps I had better explain that for training of this type the skid-pan is used dry.

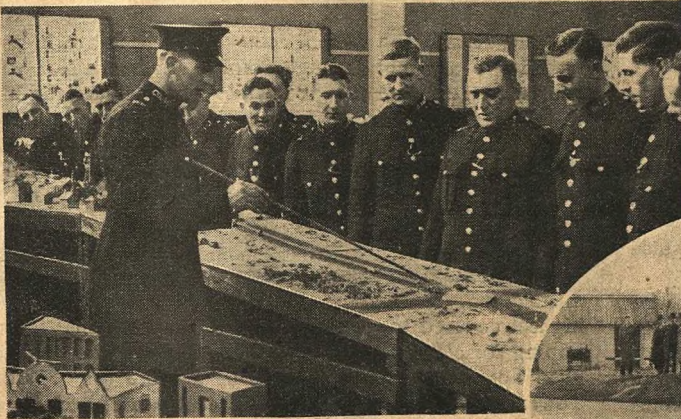
Most ingenious of all, however, is the instruction on the roads. All the school training cars are fitted with two-way radio telephony—that is to say, the drivers can speak to each other while driving along the road. The system was first introduced in order to save the instructor's time, the idea being that he could teach three car loads of drivers simultaneously. In practice, however, it was found to have far more useful possibilities.

Each driver is taught to give a running commentary on the road conditions while the instructor in the car behind listens and watches carefully. Something like this: "I am now engaging top gear. I notice a cyclist on my left. I give him a slight warning with the horn.

Here is an open bend. I first pull over to the left so that I can see the other traffic across the bend. The road is clear so I pull out to the right and pass a lorry, giving him a warning as I do so. There is a pedestrian on the right. I shall give her a slight warning. Here is a car approaching me going at a fast speed, but he seems perfectly safe . . ." And so on.

On reading this through I find there are still many things about the driving school which I haven't mentioned. There is, for example, a reproduction of a police court. The students stage an "accident" on the private roads, take all particulars, issue summonses to the guilty driver and then, as a climax, a real live magistrate comes down to try the case with the full panoply of the Law. Then, too, there is a model road surrounding the lecture hall which shows every conceivable type of road condition that is likely (and even unlikely) to be met. The whole thing was designed by Chief Inspector King and built at the driving school, as, indeed, were many of the other models used for instruction.

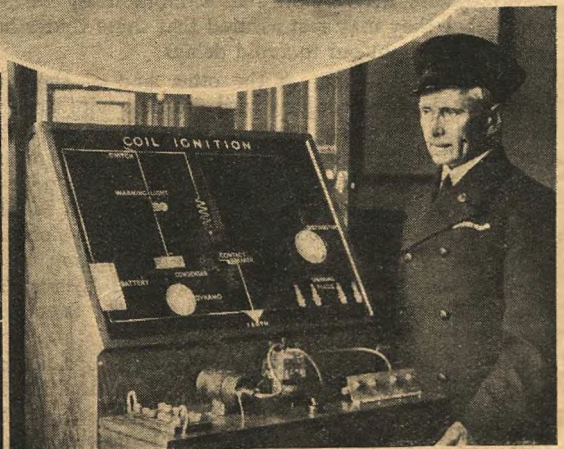
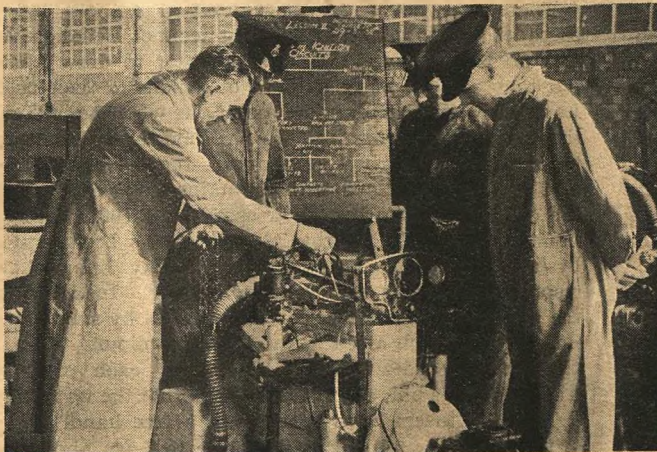
In many ways, it is most unfortunate that every driver on the roads cannot be put through the advanced course. If that were possible we should have a race of super drivers; but, anyway, my visit to the police driving school convinced me that if a mobile officer says a thing is wrong, that thing certainly is wrong. He knows.



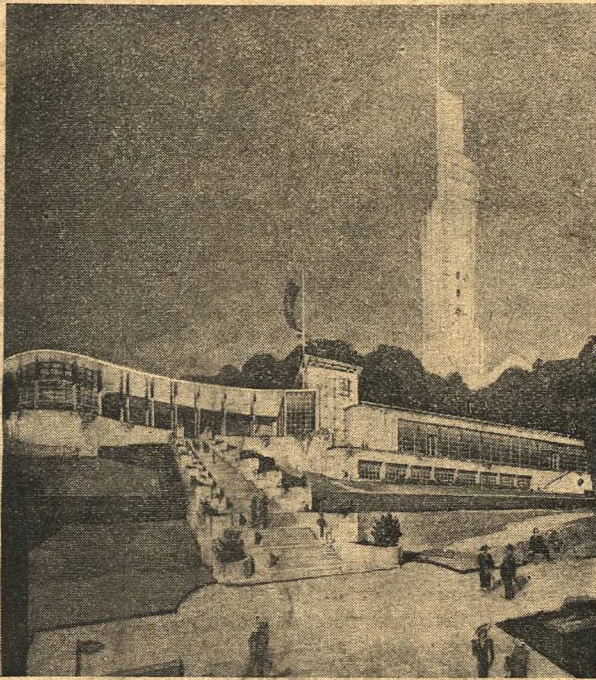
*(Left) An instructor points out to a group of students a typical road situation on the model road that surrounds the lecture hall. Cars and scenery are all to scale.*



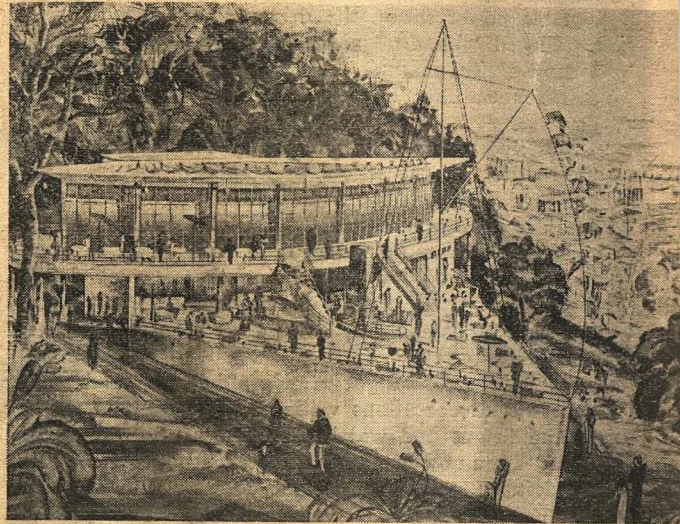
*(Right) Bandit-stopping: dry-sliding practice on the "skid-pan." (Below) Technical instruction on a demonstration engine which has, among other features, glass panels let into the inlet manifold to show the nature of the ingoing fuel.*



*(Above) Proud of his work, an instructor shows the coil-ignition demonstration outfit which he made.*



(Above) For those with well-lined pockets there will be the Garden Club, of which an architect's impression is shown here. (Right) Another striking feature of the Exhibition will be the Atlantic Restaurant, designed to look exactly like the forepart of a ship.



# The GREATEST

Glasgow and Scotland Are  
Empire Exhibition in Bell

"HOW can I avoid Glasgow?" has often in the past been the touring motorist's query; but this summer, for once, Glasgow will become a desirable spot on the motoring map. The Scottish Empire Exhibition is being staged in Bellahouston Park from May until October. It will be the biggest exhibition held in the world since the days of Wembley.

For the benefit of tens of thousands of motorists who will be heading north to see how they do these things beyond the Tweed, roads and bridges are being widened, bends are being straightened, parking space is being allocated and hotel accommodation lists are being compiled. For many months police and motoring bodies have been co-operating to plot out congestion-free routes to Scotland's commercial capital. Motorists may think that they are arriving at the Exhibition by tortuous routes, but they may rest assured that these routes have been well thought out to avoid delays.

Poster slogans—and, at the other end of the scale, postmark slogans—coupled with the design of the rampant tartan lion (so much livelier than Wembley's couchant lion) have helped to acquaint the Sassenach of this big Scottish enterprise, but as yet the man in the Strand knows far less about it than the man in Sauchiehall Street. The number of big exhibitions which have paid their way can be counted on the fingers of one hand, so the Bellahouston Exhibition, if it does nothing else, should prove once and for all that the Scot is not afraid to risk his bawbees.

The builders of Bellahouston have been optimistic in ways other than financial. In the fond anticipation that it will be a bright summer, they have built this city of a hundred pavilions, palaces and pleasure domes in pastel shades of blue, red and yellow, and also in a new tint known as French grey—all to avoid sun glare. For the same reason, the avenues are all tinted rose. This will

be one exhibition which can be viewed with the naked eye and not through smoked glasses. Nor will the visitor find that the green trees which clothe the hill in the centre of a once-sylvan park have been sacrificed to the demands of the Exhibition. So loth have been the designers to cut down trees that they have even built one of the restaurants amid and around a cluster of trees, the boughs of which will come up between the diners' tables.

The Exhibition organizers have, perhaps, been optimistic, too, in erecting, for sightseeing purposes, the highest covered tower in Britain—optimistic, that is, in hoping for clear skies so that the tower may be used to good advantage. The Tower of Empire (or "Tait's Tower," as it was nicknamed after the architect) is a streamlined steel building of futurist design, anchored in a 3,200-ton block of concrete at the top of Bellahouston's hill. The fastest lifts in Britain rise to three overhanging galleries, from which—given clear skies—can be seen not only the Exhibition, but 60 miles of surrounding countryside.

There was never yet an exhibition without lakes, cascades and fountains. The architects of Bellahouston had no large natural resource of water to draw upon, but they are conjuring millions of gallons to their uses. Louis XIV was hardly more ambitious when he laid out the gardens of Versailles. In the centre of Bellahouston's plain—formerly a golf course—there is now a lake of 20,000 sq. ft., lined with fountains, twelve of which are capable of throwing their spray in a 100-ft. arc—a fireman's dream! All the lake water has been aerated by a special process, giving it a milky hue, which responds especially well to floodlighting. In addition, the whole lake and all the fountains are lit by submerged floodlights, which are always changing colour. Add to this the cascades flowing down on each side of Bellahouston's hill, and it will be seen that the water and lighting engineers have been given a free hand.

The official handbook is the place to learn about the

# EXHIBITION Since WEMBLEY

## Comparing No Pains to Make the Bellahouston Park Truly Memorable

pavilions and palaces, each one of which is a monument of facts and figures. Suffice it to say that there will be a Palace of Engineering the size of Buckingham Palace; two Palaces of Industry; a permanent Palace of Arts, which, during the Exhibition, will house a £1,000,000 collection of art treasures; and the pavilions of Scotland, the United Kingdom, the various colonies, dominions and protectorates. Even the Solomon Islands will have an interest in Glasgow's Exhibition. There are to be pavilions for Women of the Empire, shipping, travel, agriculture, radio and a hundred other enterprises.

Visitors will probably get quite a kick out of the Highland clachan, or village, which has been laboriously



erected. Here the stranger will see exactly what a "but and ben" is. The thatched, white-walled cottages are all modelled from existing dwellings in Skye and the Outer Isles, but it must not be thought that the "black house" with walls 6 ft. thick and a fire in the middle of the floor is representative of modern housing conditions in the Highlands and Islands. Near the clachan is a modernized version of the old cottage, more likely to find favour with the Ministry of Health. Through this picturesque clachan runs a "burn" which empties on to a sea loch, on the shore of which rises the chief's castle. This is equipped for the holding of "ceilidhs" (pronounced "caleys")—a kind of Gaelic sing-song or social evening.

If pavilions and palaces pall, if there is no thrill in the coal mine or the blast furnace, or the mechanical man, or the sunken map, or the fashion parades, or the bands in the giant concert hall, there is always the huge amusement park. This is guaranteed to provide all the sensations, from overturning on an icy road to crashing in an aeroplane. The size of it can be gauged from the fact that it contains a mile-long railway.

Transport in the other section of the Exhibition will be by small buses. It is thought that these will be more "flexible" and less subject to delays than a new version of Wembley's famous Never-stop Railway.

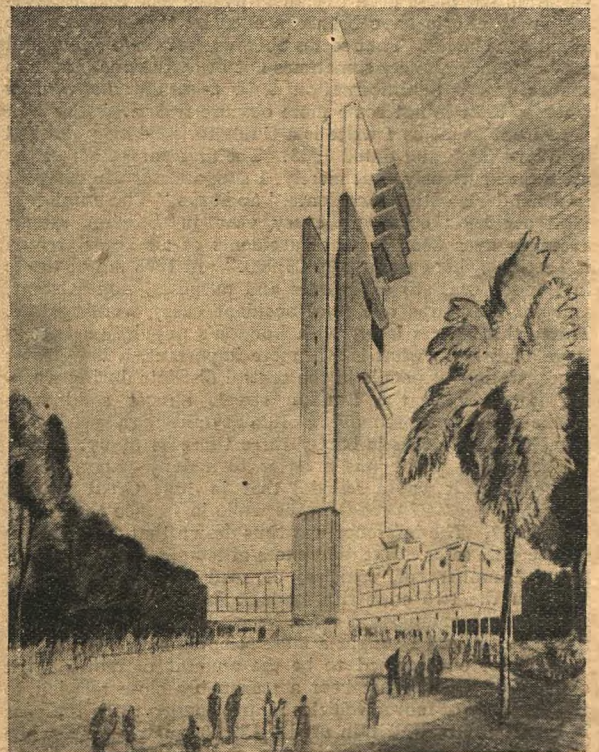
A prandial note might not be amiss. Those who like

*pâté de foie gras* and those who like twopenny pies will be well catered for at Bellahouston. Two of the best restaurants will be highly original in setting. One, below the Tower, will be called the Tree-Top Restaurant, for the reason already described. The other, the Atlantic, is built on the hill in the shape of the bows and bridge deck of a big ocean liner. From afar it will look just as if the "Queen Mary" had lodged on Bellahouston hill, as the Ark lodged on Mount Ararat. The restaurant will be for the man who does not consider six-and-six wasted on a good luncheon. For those who care to pay three guineas for the amenities there will be a Garden Club, on the favoured Southern Slope.

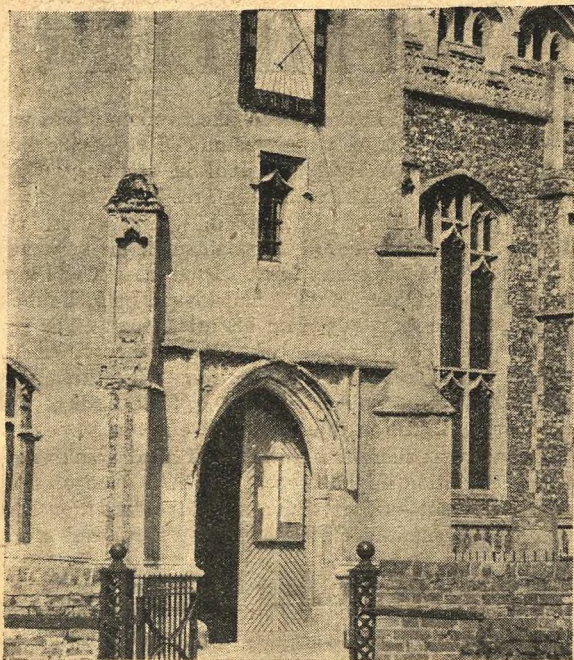
The fact that there are churches of all denominations at the Exhibition might suggest that it is open on Sundays. It is not—a fact which should be mentioned in order to prevent any motorist making a fruitless week-end trip.

Those who cross the Border for the first time to see the Exhibition would be foolish to miss the opportunity of seeing the memorable scenery which lies within a 50-mile radius of Bellahouston—Loch Lomond, the Trossachs, the Clyde coast and estuary, Stirling and Edinburgh. Many new or widened highways have appeared in recent years, and there has been a big "push" to modernize hotels and erect new roadhouses all over the West of Scotland. It is a region which has gone out of late to encourage the tourist, and a visit to the Exhibition should afford a valuable introduction to its attractions.

ERNEST S. TURNER.



(Above) Already an established landmark—the 300-ft. Tower of Empire. (Above, left) The Highland "clachan" (or village), which reproduces exactly the appearance of the real thing, is rapidly nearing completion.



# READERS' OPINIONS

We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. Letters intended for publication in the next issue should be addressed to the Editor, "The Light Car," 5-17, Rosebery Avenue, London, E.C.1, and should reach us by first post on Monday. Please write only on one side of the paper and leave a wide margin.

An hour slow next week. The sundial over the porch of East Bergholt church.

## Accident Factors.

In connection with road accidents there are one or two points which have not, to my knowledge, attracted much attention, but which seem to me to suggest that there may be factors in the case which, so far, have escaped investigation. For six or seven years now the total number of deaths on the road has remained practically stationary in the region of seven thousand. The absence of variation has often been explained by the fact that increasing safety efforts have been cancelled by the increased use of motor vehicles. That seems obvious, but the obvious and easy explanation may sometimes not be a true one, and two chance pieces of information tend to make me wonder whether there is not some more obscure reason.

### What Are the True Explanations?

In front of me as I write is a Guide to London, published by Ward Lock and dated 1905. The first paragraph of the main text curiously (but merely, I suppose, for alphabetical reasons) deals with "Accidents," and says "The number of fatal accidents occurring every year in London streets averages over 315; . . . of accidents of all kinds, trivial and serious, there are usually 25,000." In 1905 motor traffic in London was, to all intents and purposes, non-existent, and yet there was one fatal accident every working day. Thirty-three years later, with London's population half as large again and, what is still more important, a far greater concentration of people in the central districts during working hours, with the London streets almost solid with mechanical transport moving often at quite high speeds, the number of accidents is barely three times as many.

The second point was a letter to a daily paper, which alleged that it was a scandal that in 1934 Great Britain should record 7,273 road deaths while in France there were only 4,737. The inference was thus drawn that the roads in France were safer. But differences of temperament, of population, numbers of vehicles, of road mileage and area, between the two countries made it seem, to me, at least, that no just comparison could be made on a total fatality figure alone, and I sought a more scientific basis.

The best one seemed to be the amount of motor spirit consumed, which must bear a reasonably close relation to the total use of motor vehicles in any country. In the year in question Great Britain used 4,137,000 metric tons, while France used 2,260,000 metric tons, and, putting road deaths against motor spirit consumption I found the extraordinary fact that there was a road death in Britain for every 569 tons of fuel and a death in France for every 519 tons. In other words, there was very little difference between the risk of death on the crowded roads of England or the com-

paratively empty roads of France when the figures were reduced to a proper comparative basis.

These facts—an almost unvarying annual "death-roll" over long periods, the quite serious figures for London in pre-motoring, pre-congestion days, the strange numerical similarity between accidents in England and accidents in France, lead me to wonder whether we may not be labouring to some extent in vain along the lines of traffic discipline and road improvement. Those human errors of judgment which cause railway accidents and ship disasters average out pretty closely over a number of years, but in any one year the figure will be noticeably above or below the average. The extraordinary thing about road accidents is that year after year there is so little change in the total for each twelve months.

This may, of course, be due to the fact that a large number of human units are concerned, which would probably have the effect of keeping the peaks and hollows of the graph nearer the mean, but I feel driven more and more to the conclusion that a certain proportion of the population is liable to be afflicted with some definite but, as yet, quite unsuspected and possible temporary lack of perception combined with a failure of nervous and/or muscular control which, when it appears, leads to an accident. May it not be that to find the solution of the road-accident problems of to-day, we shall have to call in not only the engineer and the legislator, but also the anthropologist and the alienist to make a biological and psychological study of the victims of accidents as well as our study of the external circumstances? D.H.M.S.

Chorley Wood.

## Spare Bits and Pieces.

I could scarce believe my eyes when reading your correspondent's letter signed "Jack M. Reiss" in your issue of March 25. Surely he is joking—because I can't possibly believe that he carried all these "accessories" about with him all the time, unless, of course, he is harking back to the days when it was a virtual necessity to carry a comprehensive stock of spares to ensure that one reached one's journey's end without outside assistance. I also refuse to accept the statement that any of this lumber could be produced within 30 seconds; what about looking for a particular brand of file on a dark night when it is raining hard? Also, why the necessity for a connecting rod, of all things. I daresay he might be able to "produce" it within 30 seconds, but how long was he to allow to fit it? Maybe he preferred to keep it already

### Are They Worth Carrying?

**READERS' OPINIONS**

*Contd.*

attached to a spare crankshaft in order to simplify matters somewhat.

I can appreciate the statement that now he is running a smaller car he keeps his stores down to a minimum; since the toolbox of my own car just takes the normal kit, with very little room to spare, I know what a job it is even to extract such a big article as the wheel brace without bringing out everything else in the box.

However, everyone has their own ideas about things, and I expect our friend would not feel comfortable without his assortment of "insurance premiums against trouble," but somehow I still have an idea that he's joking.

Wembley.

J.E.L.

**Early Days.**

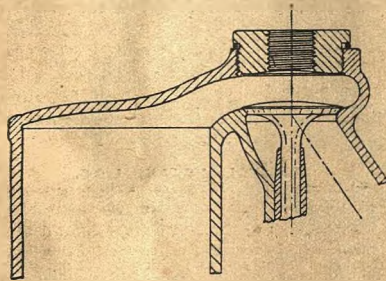
Mr. Mantell's recent references to cylinder head design, in relation to flame propagation, have prompted me to send you the enclosed print of a head design in use, or rather, production, in the year 1915.

*Head Design and  
Valve Timing 23  
Years Ago.*

It was an air-cooled engine possessing the following features:—Cooling clearance space of approximately  $\frac{1}{8}$  in., transfer

port area equal to that of inlet valve port, shallow valve cavity well streamlined.

Owing to the poor heat-dissipating qualities of sparking plugs at this period, their performance when located over the exhaust valve was unsatisfactory. The advantage of such location was realized when a suitable type became available, from the tool room.



**The 1915 cylinder head design to which Mr. F. G. Ball refers.**

This design was the outcome of intensive research into the problem of inaudible detonation, tests revealing that cylinder head shape had an important bearing on engine performance; all this happened in 1912!

In his allusion to valve timing Mr. Mantell mentioned that it was only during recent years that "overlap" had been used. Here is the timing of a 1912 production engine having side-by-side valves. Inlet opens,  $5^\circ$  B.T.D.C.; inlet closes,  $40^\circ$  A.B.D.C.; exhaust opens,  $75^\circ$  B.B.D.C.; exhaust closes,  $15^\circ$  A.T.D.C. This timing was continued until 1925 on subsequent designs.

F. G. BALL.

Wembley.

**Comprehensive Insurance.**

In your issue dated March 25 a letter from "Cautious," of Wigan, states that if his car were stolen from outside his house and involved in an accident, he would not be able to claim under his comprehensive "Damage by Larceny." policy. This is incorrect. If he cares to read his policy (presumably with a first-class company), he will see a section stating that the vehicle is covered for "loss or damage due to fire, theft, larceny." This should set his mind at rest.

If he still doubts, perhaps the following will interest him. During the past month a friend of mine had his car stolen from outside his house one night. The car was found abandoned next morning with all big-ends run. The engine was examined, authority given by the insurance company and the full repair paid for. A comprehensive policy is as good as its word.

D. I. PRATT.

London, N.9.

**The Insurance Question.**

Every now and again outbursts appear in the Press directed against insurance practices. Unless somebody goes to the trouble of contradicting these statements then much erroneous information may become "public knowledge." The information contained in the letter from "Cautious" is quite wrong as far as insurance companies of any repute are concerned.

*All Damage is Covered.*

It is difficult to imagine any insurance company restricting its policy in the manner described. True, a clause appears on a normal policy restricting the right to drive the vehicle to any person authorized to drive by the policy-holder, provided this person fulfils other policy conditions.

On the other hand, the theft section of the policy clearly states that indemnity is provided for loss of or damage to the insured vehicle; thus, in the circumstances described by "Cautious," no difficulty would be experienced in obtaining compensation for the damage to the car. Furthermore, if the car was found abandoned within reasonable distance of the insured's private address, then the cost of the insured's transport to his car would be paid by his insurance company.

GEOFFREY C. WHITEHURST.

Gatley.

**Absence of "Mountain Races."**

I would like to associate myself with "The Blower's" suggestion, in your issue of March 25, that short handicaps on the Campbell Circuit should be run over a minimum of five laps. There are, I believe, a very large number of enthusiasts who regret the absence of Mountain Races from this year's programme, and at the opening meeting one heard the opinion expressed on all sides that three-lap Campbell Circuit races are a very poor substitute.

*Campbell Circuit a Poor Substitute.*

While Mountain racing was admittedly something of a circus, it had the powerful advantage of keeping the race before the public to an extent which is impossible on the Campbell Circuit, and three-lap races over the new circuit lack this very desirable characteristic without attaining the true atmosphere of road racing. Increasing the distance to five laps would do something towards restoring the balance.

I feel that if the B.A.R.C. persist in this policy it can lead only to a marked decline in the popularity of Brooklands racing, and I think you will be doing a service to the sport if you will emphasize this point of view in your valuable journal.

J. L. DYER.

London, N.W.1.

**Deliveries by Rail.**

The suggestion by Mr. John W. E. Wills that more new cars should be brought to their "home town" by rail has its pros and cons. Recently I went away on holiday and, as I had a fairly long journey to get to the place of my choice, I had my light car sent down by train. I just drove up to the station, handed the car over, and got into the train; the next morning I went down to the small local station and found the car strapped in a van; I was able to drive away after about five minutes. This, I thought, is indeed luxury travel.

*Not Always Trouble-free.*

When the time came for me to return home I naturally arranged for the car to travel by rail once more. The car was left at the local station at night, I travelled by train the next morning and when I got to London I saw my vehicle awaiting me on the platform. This, I thought, is indeed . . . Hello, that nearside front wheel looks funny. No wonder, a bent stub axle and a buckled wheel do little to improve the appearance of any car.

This on a two-year-old is bad enough but, Mr. Wills, just think of its occurring to a brand new, showroom condition, 1938 model.

Probably the correct conclusion to draw from my experience is that a motorcar is meant to journey by road, and road only.

C.C.G.

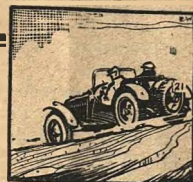
London, W.2.

\* \* An unusual case. In our experience transport of cars by rail has been free of such dangers.—Ed.



# CLUB ITEMS

## and Sporting Events



### SUNBAC TEAM TRIAL.

Instead of being in the Buxton area which has been used hitherto, the Sunbac Team Trial will take place in the Hereford district on April 25. This is the sixth event of the series and, like its predecessors, it is entirely a team event between clubs. Entries can therefore be accepted only from clubs. Regulations will be available in a few days and any clubs which have not already received invitations to compete in this trial should apply for the regulations to Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

### MIDLAND AUTOMOBILE CLUB.

A special enclosure for the use of M.A.C. members will again be available at Donington for the following races: April 9, British Empire Trophy; May 24, Coronation Trophy; July 9, Nuffield Trophy; September 3, T.T.; October 1, Donington Grand Prix.

Admission to the enclosure will be by 1938 membership card only, and the usual charges to the Park will be in force.

In addition there will be M.A.C. enclosures at Shelsley Walsh on May 28 and September 10, for which special tickets will be issued.

### MALDEN AND D. M.C.

Regulations governing the club's second Evening Efficiency Trial have been published. The start will be at the Acorn Service Station, Kingston By-pass, at 9.50 p.m., and a course of approximately 50 miles has been selected. Only main and secondary roads will be used, over which competitors must average 24 m.p.h. There will be no observed sections; the trial will be run on a strict time basis. At the start there will be an efficiency test, and two secret checks en route.

Entries must be made on the official form and forwarded, with 2s. 6d., to the secretary of the meeting, Mr. C. D. Allen, Flat 23, Hill Court, St. Mark's Hill, Surbiton, not later than Friday, April 29.

### HAGLEY AND D. L.C.C.

Supplementary regulations governing the second annual Junior Handicap have recently been issued. Open only to members of the promoting club, the event is rather in the nature of a series of driving tests than a reliability trial. The start, on Sunday, April 24, at 12.30 p.m., is from the Robin Hood Road House, West Hagley, and the 60-mile course finishes at the Lenchford Hotel, Shrawley.

A handicap system has been evolved, in which saloon cars over 1,100 c.c. and tourers over 950 c.c. are regarded as being on scratch, blown vehicles and sports models over 1,400 c.c. owe 15 per cent., and saloons not over 950 c.c., at the other end of the scale, receive 10 per cent.

There will be two time checks, and seven special tests; competition tyres on driving wheels are barred.

Entries, at 5s. (teams of two cars 3s.), close on Thursday, April 21, and should be sent to the hon. secretary, Mr. J. M. Sidaway, "Woodgates," Middlefield Lane, Hagley.

### STANDARD CAR OWNERS' CLUB.

The next Midland Section event occurs on Sunday, April 10, and, in view of recent tendencies, special care is being taken to make these "Leicestershire Manoeuvres" as unobtrusive as possible. Competitors will have no set starting time, but will be despatched at intervals between 2 p.m. and 3 p.m. in order of their arrival at the starting point at the Western end of the Narborough By-pass on the Leicester-Coventry road. Moreover, competitors will go from point to point by whatever route they please. All instructions will refer to a Woolworth's map, Section E of which should be bought by every competitor.

Charnwood Forest is the area to be visited, and the finishing point is the Priory Hotel, Nantanton. The entry fee for this event is 2s. per car. Organizer, Mrs. S. H. Richards, 10, Kensington Road, Selly Park, Birmingham.

### CARAVAN CLUB.

Arrangements have been completed for three caravan rallies to be held by the club at Easter. Hythe, near Southampton, has been chosen as the venue of a joint meet of the London, South-Western and Midland Centres. Members will have an opportunity of visiting the "Queen Mary" at Southampton Docks.

The East Midland Centre meet at Hope, Derbyshire, and the North-Western Centre have selected a site at Marbury, near Northwich, Cheshire.

A national rally, to be held in the Park of Warwick Castle, is being organized for the Whitsun week-end. A programme is being arranged, which will include a number of competitions for caravan owners.

Further details may be obtained from the Central Offices of the Caravan Club, Link House, 300-304 Gray's Inn Road, London, W.C.1.

### HERTS COUNTY AUTO AND AERO CLUB.

A treasure hunt, starting at 3 p.m. from the Chequers Garage, Garston, near Watford, will be held on April 10. Further details may be obtained from the hon. secretary, Mr. N. C. Lone, "The Saracen's Head," London Road, Dunstable.

### FORTHCOMING EVENTS

**April 8.**  
Harrow C.C. Social Evening.

**April 9.**  
**B.R.D.C. British Empire Trophy Race, Donington (2.30 p.m.)**, Caledonian M.C. Rally and Informal Dance.  
Gloucestershire A.C. Trial.  
Middlesex County A.C. Efficiency Run.  
Veteran C.C. Rally and Hill-climb. (Clayton Arms Hotel, Godstone, 1.30 p.m.)  
Westminster Sports C.C. Speed Trial.

**April 10.**  
Astra M.C. Winchester Cup Trial. (Marlow, 10.50 a.m.)  
Bugatti Owners' Club. Opening Rally.  
C.S.M.A. (Headquarters). Services Trial.  
C.S.M.A. (Nottingham). Run Through Sherwood Forest. (Friar Lane, 11 a.m.)  
C.S.M.A. (Birmingham). Social Run.  
C.S.M.A. (Leeds). Social Run.  
Gipsy M.C. Run to Lindford Hill, near Borden.  
Herts County A. and Ae. Club. Treasure Hunt. (Chequers Garage, Garston, 3 p.m.)  
Liverpool M.C. Jeans' Gold Cup Trial.  
Margate and D. M.C. Wing Cup Trial.  
Nottingham M.C. Run to Alton Towers. (Wollaton Park Gates, 10.30 a.m.)

**April 12.**  
Rochester, Chatham and D. M.C. Annual General Meeting. (Headquarters, Rochester, 7.45 p.m.)

**April 15.**  
C.S.M.A. (Merseyside). Easter Week-end House Party.  
C.S.M.A. (S. London). Easter Tour, Minehead.  
Enfield and D. M.C. and C.C. Easter Holidays at Minehead. (Pier Hotel.)

**April 15-16.**  
Motor Cycling Club. Land's End Trial.

**April 15-18.**  
West Middlesex Amateur M.C.C. Easter Runs to Devon.

**April 16-18.**  
Scottish Sporting C.C. Two Days' Trial. (Balloch, Dumbartonshire, 2 p.m.)

**April 16-19.**  
Ulster A.C. Circuit of Ireland Trial.

**April 18.**  
**B.A.R.C. Easter Monday Meeting (2 p.m.)**  
M.C.C. Land's End Dinner and Film Show. (Rougemont Hotel, Exeter.)  
Middlesbrough and D. M.C. Hill-climb, Swaibny.  
N.W. London M.C. Inter-club Team Trial.

### PLYMOUTH M.C.

Only one hill caused any real trouble in the Anon Trophy Trial on Sunday. The recent spell of fine weather had dried ten of the eleven observed sections, but Burns Lane stopped the entire entry of 17 cars.

Hangan's Lane, which in reasonable "trials weather" is considered really difficult, only failed one. Addislade, Bowdens and Stannpits were all dry, and everybody made a clean climb. Then came Eiffel Tower, which called for some very cunning driving. Two acute corners in close succession, on a gradient of one in three, proved too much for four cars, although P. Slade (972 Singer) and W. A. Cleave (blown 918 Morris) made outstanding climbs.

Dog's Leg followed, which claimed one failure, and then Barton, where four stopped. Everybody scorned the team of horses which awaited them on Nuckwell. Next on the card was Burns Lane and here there were four observed sections. The surface consisted of mud, in large quantities, grass and rocks, and a stream ran down the middle of the hill. Only W. A. Cleave (blown 918 Morris) succeeded in getting through the first area, thereby earning much glory and five bonus marks. The last hill, Mucklev, was dry, and provided no difficulty.

**Results—Anon Trophy:** W. A. Cleave (blown 918 Morris). **Hoe Cup:** F. C. Rolfe (972 Singer). **Titadel Cup:** P. Slade (972 Singer). **Smeaton Cup:** D. J. Holliday (972 Singer). **Novices' Award:** G. M. B. Short (748 Austin). **Team Award:** B. Stee, P. Slade, W. A. Cleave.

### NALGO (METROPOLITAN) M.C.

A series of driving tests has been devised to take place at the Autodromes School of Driving, Carlton Road, South Croydon, on Sunday, April 24. The programme will begin at 1.50 p.m.

Entries, at 2s. 6d. for members and 3s. for visitors, should be forwarded on the appropriate form to the hon. sectional secretary, Mr. C. L. Hurst, Municipal Offices, Spa Road, London, S.E.16, not later than April 14.

### YORKSHIRE SPORTS C.C.

Only 16 cars, from an entry of 36, completed the course in the club's trial on March 27. There were no fewer than 12 observed hills, and sundry other tests, all in the Kettlewell area. Two competitors retained clean sheets. These were T. C. Wise (Ford V-8) and the hon. secretary, E. A. Denny (Riley). In the standard ty class, J. F. A. Clough (Singer Bantam saloon) did well, and only failed on one observed section.

**Results—Competition Tyre Class:** 1, T. C. Wise (Ford V-8); 2, E. A. Denny (Riley); 3, G. Warburton (Allard). **Standard Tyre Class:** 1, J. F. A. Clough (Singer); 2, W. L. Woodcock (Frazer-Nash-B.M.W.); 3, G. Clegg (Raitlon).

### TORBAY AND TOTNES M.C.

The dry state of the hills in the annual March Hare Trial on March 27 made things easier than had been anticipated for the 22 starters. Eight observed sections, two brake tests and two time checks were included in the afternoon's programme. Stonelands proved to be the most difficult of the hills. A stop-and-restart test was held on a dry, loose surface, and seven failures were recorded. The only one encountered was at the summit of One Tree, but only three cars failed. Smith's 1929 Austin Seven saloon put up a particularly good show.

**Results—Premier Award:** L. Rolfe (Singer). **Runner-up:** L. Chard (M.G.). **First-class Awards:** I. K. Dyer (Austin 7), C. Deeble (M.G.), W. G. Allan (M.G.), J. E. West (M.G.).

### BRISTOL M.C. AND L.C.C.

Very dry weather conditions took the sting out of the hills used in last Saturday's Scampton Cup Trial. It was the intention of the organizers to provide an afternoon's sport which would amuse the competitors without damaging their cars, and which would not inconvenience the public. Competition tyres and locked axles were barred and the entry was divided into sports and touring classes.

Eighteen competitors started from Redhill, Somerset, five of whom failed on the first hill, Ubley. Here there was a surface of loose stones and leafmould and a gradient of 1 in 6. P. S. Flower and K. B. Steadman, in 847 M.G.s, made rapid ascents. Burledge claimed only one failure, and here R. A. Macdermid (blown 1,292 M.G.) was outstandingly fast. The Chicken Run, which was artificially watered, stopped seven cars, although Macdermid again was rapid, as was L. R. H. Boulter (747 Austin). In the special test, best time was recorded by Macdermid in 15 secs., while E. H. Goodenough (blown 959 M.G.) was runner-up in 15.35 secs. A difficult stop-and-restart test was held on the loose stones of Elwell, which accounted for nine failures. The destination of the awards was decided by the times in the special tests, in which only 2 secs. separated Goodenough and Macdermid.

**Results—Sports Cars: Full Moon Cup:** E. H. Goodenough (blown 959 M.G.). **First-class Award:** R. A. Macdermid (blown 1,292 M.G.). **Second-class Award:** C. C. Evans (1,287 M.G.). **Third-class Awards:** P. S. Flower (847 M.G.); C. A. N. May (blown 939 M.G.); T. C. G. Butler ("Ophelia" Special). **Touring Cars: Scampton Cup:** L. R. H. Boulter (747 Austin). **First-class Award:** S. Hodges (Ford 10). **Second-class Award:** S. O. Roch (Fiat "500").

### ALLEGEMEINE AUTOMOBILKLUB VON EUROPA.

The recent annual Spring Trial was, perhaps, not the success its organizers had anticipated. According to reports which have reached these offices by pigeon-post and Channel swimmer, a large entry was brought to a standstill on the first hill. When car after car had failed, Count Blata Blanta himself ascended the hill on foot to inspect the pitch. On arrival at the hair-pin he was horrified to find the road liberally coated with soft soap. It is suspected that Terence Petrol (that greasy Pole) was concerned in the outrage. "Hardly cricket, dash it," commented Major A. Ward-Hunter.

A "welcome home" surprise, Jean! and if you've any criticisms we can change it... it's on

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1934 TRIUMPH 12 h.p. Gloria Sunroof Saloon .. .. .	£89
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1936 WOLSELEY 12 h.p. Sunroof Saloon .. ..	£95
1936 STANDARD 9 h.p. Sunroof Saloon .. ..	£95
1935 ARMSTRONG SIDDELEY 12 h.p. Sports Sunroof Saloon .. .. .	£95
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1936 HILLMAN Minx 10 h.p. de Luxe Sunroof Saloon .. .. .	£98
1934 MORRIS 10 h.p. Sun Saloon .. .. .	£98
1937 SINGER 9 h.p. Bantam 4-door Sunroof Saloon .. .. .	£105
1936 AUSTIN 12/6 h.p. Ascot Sunroof Saloon	£109
1935 RILEY 9 Special Monaco Sunroof Saloon .. .. .	£109
1935 SS 12 h.p. Sunroof Saloon .. .. .	£109
1935 TRIUMPH 10 h.p. Gloria Sun Saloon ..	£109

1935 LANCHESTER 10 h.p. 4-door Sun Saloon .. .. .	£109
1936 MORRIS 12 h.p. Special Sunroof Coupe	£109
1936 AUSTIN 12/4 (light) Saloon .. .. .	£119
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1937 STANDARD Flying 9 Sunroof Saloon..	£119
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1937 B.S.A. Scout 10 h.p. Coupe .. .. .	£129
1937 AUSTIN 10 h.p. Cambridge Sunroof Saloon .. .. .	£129
1935 HUMBER Vogue 12 h.p. Sunroof Saloon .. .. .	£129
1935 ROVER 12 h.p. Sports Sunroof Saloon	£139
1938 D.K.W. 2-door Saloon .. .. .	£133
1936 ROVER 12 h.p. Sunroof Saloon .. .. .	£159
1937 STANDARD Flying 12 (Heavy) 4-door Sun Saloon .. .. .	£159
1937 AUSTIN 12/4 Ascot Sunroof Saloon ..	£159
1936 RILEY 12 h.p. 1½-litre Falcon 4-door Sunroof Saloon .. .. .	£169
1936 LANCHESTER 12/6 h.p. Sports Sunroof Saloon .. .. .	£139
1937 ROVER 12 h.p. Sunroof Saloon .. .. .	£215
1937 SS Jaguar 12 Sunroof Saloon .. .. .	£219
1937 RILEY 12 h.p. Adelphi Sunroof Saloon	£219
1938 TALBOT 10 h.p. Sunroof Saloon .. .. .	£225
1938 ROVER 10 h.p. Sunroof Saloon .. .. .	£229
1938 TALBOT 10 h.p. Drophead Coupe .. ..	£249

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**CLUB ITEMS**

(Contd.)

**WEST HANTS AND DORSET C.C.**

The date of the Poole Speed Trials has been changed from August 20 to August 6 in order to avoid clashing with a similar event at Lewes.

**FRAZER-NASH CAR CLUB.**

Mr. H. W. Inderwick has recently resigned the competition secretaryship of the club. Correspondence should, in future, be addressed to Mr. W. H. Aldington, 400, London Road, Isleworth, Middlesex.

**BUGATTI OWNERS' CLUB.**

Full details of the Ninth Annual Opening Rally, on Sunday, April 10, are obtainable from the hon. secretary, Mr. E. L. Giles, 2, Queen Street, Mayfair, London, W.1. Members should arrive at the Queen's Hotel, Cheltenham, between 12 noon and 12.30 p.m. for luncheon.

**KENT AND SUSSEX L.C.C.**

The supplementary regulations and entry forms in respect of the speed trials to be held on the Race Hill, Lewes, on Saturday, May 7, have recently been issued. There will be no fewer than 14 classes, including one for H.R.G. cars, another for Frazer-Nashes, and assorted sporting and racing classes.

The speed trials will be timed by the Constable apparatus, and the length of the course is one-third of a mile. Competitors will be allowed two runs in each class from a standing start, the best time of which will count. A large selection of awards is available for competition.

Entry forms should be completed and sent to the hon. secretary not later than Monday, May 2, and accompanied by a fee of 7s. 6d. in the case of members of the promoting club and 10s. for each entry for all other competitors. Hon. secretary, Mr. H. W. Warren, 51, Ringwood Road, Eastbourne, Sussex.

**WEST MIDDLESEX AMATEUR M.C.C.**

The club has decided to repeat last year's experimental "100 Trial." Starting from a point near Beaconsfield, on Sunday, May 1, the course will lead to Swindon, where there will be a lunch stop. In the morning section there will be a time check and a special test.

In the afternoon competitors will face a course of approximately 30 miles, which will include a number of test sections of varied types; but the mud, which usually accompanies trials in this area, will be absent. For several years it has been the policy of the club to encourage standard tyre trials, which have become increasingly popular.

Open this year to members of the Berkhamsted and D.C. and M.C., the Amateur M.C.C. and to members of the promoting club, it is hoped to secure a large entry.

Further details may be obtained from the Hon. Secretary, Mr. K. P. H. Jeens, 22, Farrer Road, Kenton, Middlesex.

Two parties will be spending the Easter weekend in North Devon, one at farms in the district, and the other at Lynmouth. All the farm accommodation has been filled, but the secretary can still make reservations at Lynmouth. The contingent will leave the Dome Garage, on the Great West Road, at 6 o'clock on the morning of Good Friday, April 15.

(Right) P. S. Wilson (Morgan 4-4) getting away in the special test in the Plymouth Club's Anon Trophy Trial.



**WOMEN'S AUTOMOBILE AND SPORTS ASSOCIATION.**

All the hills in the Chilterns Trial on Saturday of last week were dry and none of the eleven starters had any trouble. The course, approximately fifty miles in length, included many of the better-known sections in the Amer-sham area. The grass of Spinning Wheel caused no difficulty; nor did the acceleration-test on Tunnel Slide. Here competitors had to cover 20 yds. in 7 secs. Miss E. V. Watson (Frazer-Nash-B.M.W.) and Mrs. K. M. Hague (Riley Sprite) tied for best time in 4 secs. Mrs. P. N. Wood (Frazer-Nash-B.M.W.) occupied 1.5 sec. longer.

Jacob's Ladder was dry and easy, and was followed by Ruddy Lane and Hale Acre Farm. Mrs. Wood took the T.T.-type B.M.W. up the first section crabwise: very spectacular. After Little Boys Hill, which proved to be as easy as the others, a special test was held at Piper's Corner. Described as a Blowfast Test, it consisted in covering a distance of some 20 yds. slowly, and then 20 yds. flat out. Figures of merit resulted from dividing the slow time by the fast time. Here Mrs. Hague (Riley) returned the best figure of 4.7, while next best was Miss K. Taylor (Lancia) with 3.95. On the last

observed section, Miss E. V. Watson (B.M.W.) and Miss M. Wilby (Lancia) were both fast.

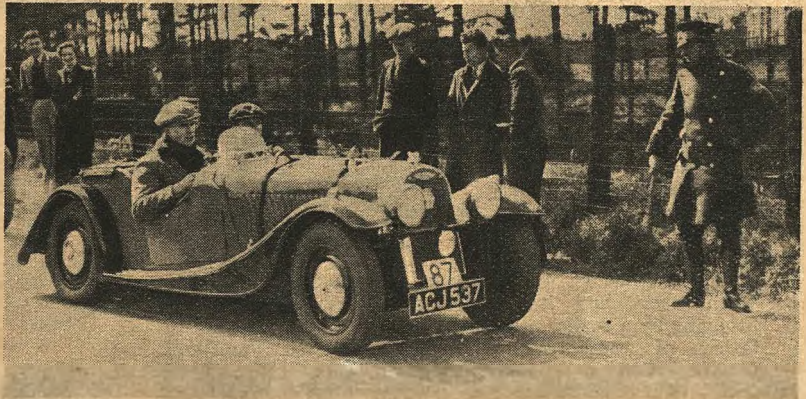
There were no novices taking part, and therefore no novices' award. Nor was there the minimum of four to compete for the closed car award. However, all the following eleven starters won a First-class Award, and are eligible for the Wakefield Trophy: Miss E. V. Watson (Frazer-Nash-B.M.W.), Mrs. G. Stanion (Rover), Mrs. K. M. Hague (Riley), Miss D. L. Bean (Morgan 4-4), Miss M. V. Milne (Singer 9 Le Mans coupe), Miss E. M. Dobson (O.M.), Miss B. Marshall (Anzani G.N.), Mrs. P. N. Wood (Frazer-Nash-B.M.W.), Miss M. Wilby (Lancia Aprilia), Miss K. Taylor (Lancia), Miss I. C. Schwedler (Talbot).

**SS CAR CLUB.**

The annual Buxton Trial, which was held on Saturday of last week, attracted an entry of 16 members, who were undaunted by the rain which set in during the afternoon. The first observed section on the route card was Bamford Clough, which, despite a recent dressing of tarred chippings, is still 1 in 3 at the top. Most of the competitors had no difficulty here, but T. R. Price, carrying three passengers and eight warning devices, just failed in his 2½-litre model. Pindle Hill claimed six failures, although the sports models made light of it. Eyam Bank was the scene of a special test which involved a high-speed climb. Performances on the hairpin bend were sometimes instructive and always entertaining. G. E. Matthews recorded best time in his 2½-litre car, while W. Hetherington and E. H. Jacobs were also impressive and revealed large reserves of power.

Only three competitors failed on Taddington, although the hill later in the day became impossible owing to the heavy rain. The timed hill-climb was held on Cowdale, which again included a hairpin. The finish was at the Palace Hotel, Buxton, where the following provisional results were announced: Foleshill Trophy and First-class Awards: E. H. Jacobs. Second-class Awards: E. Hodges, W. Hetherington, T. Crumbe.

Will you let us have your week-end report on Monday. Mr. Secretary? Thanks.



**LANCASHIRE AND CHESHIRE C.C.**

Eight observed sections, including such horrors as Jenkins Chapel, Cowlow and Washgate, were included in last Sunday's Derbyshire Sporting Trial. Shortly after the start a driving test was held in which best time was made by A. G. Imhof (M.G.), with F. D. Gilson (Allard Special) as runner-up. On each of the observed sections the Allard Specials were particularly outstanding, but J. F. A. Clough, in a Singer Bantam saloon, was almost equally impressive. The provisional results are as follow:—

Quick Trophy: A. G. Imhof (M.G.). Mawrey Trophy: J. M. Toulmin (M.G.). Lady's Prize: Mrs. K. M. Hague (Riley). Standard Tyre Award: L. Bodden (M.G.). Club Team Trophy: M.G.C.C. Cream Crackers (J. M. Toulmin, H. K. Crawford, J. E. S. Jones, all with 1.553 M.G.s).

First-class Awards: W. T. Green (M.G.), K. Hutchison (Allard Special), J. Terras (M.G.), A. H. Langley (Austin).

W.A.S.A. Chilterns Trial: Here is Miss I. C. Schwedler taking her Talbot 10 up Hawridge. There were eleven starters, and eleven first-class awards.

**READERS' WANTS**

Readers wishing to have their "Wants" published in this column must append their names and addresses for publication. No replies can be received c/o "The Editor."

Riley Nine.—An instruction book for the 1932 Monaco model.—C. J. Sanders, 68, Grosvenor Avenue, Carshalton Beeches, Surrey.

M.G.—An instruction book for the 1932 F-type Magna model.—L. W. Wenman, "Clovely," Thornash Road, Horsell, Woking, Surrey.

Singer Nine.—An instruction book for the advance 1935 Special Sports twin-carburettor model.—F. J. Carpenter, 23, Fairfield Avenue, Upminster, Essex.

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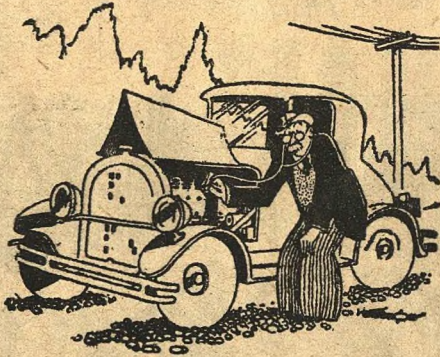
"You are going to buy one of our cars?"  
"No. I am going to get married."

—Vendredi (Paris).

Magistrate: "I suppose you have a dozen good stories to explain your offence?"

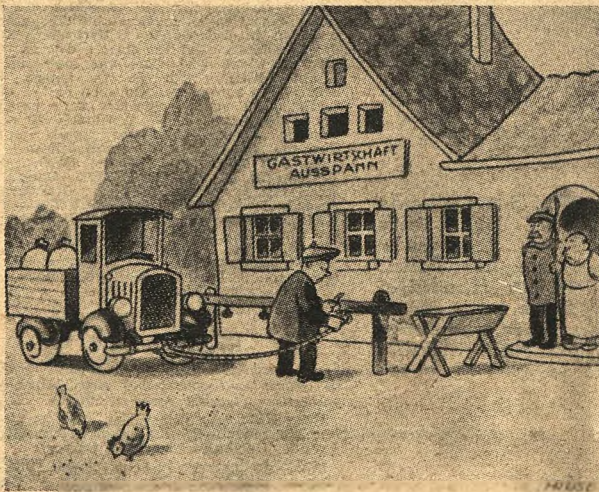
Motorist: "Yes, your Worship. Stop me if you've heard this one."  
\* \* \*

The town family had been motoring in the country one Sunday, and, as is the way of their kind, had filled every available inch of their car with flowers and shrubs. Evening fell, and they were wending their homeward way, when they got lost. Stopping by a rustic, the father of the family asked: "Can we take this road back to town?"



The family doctor's car breaks down.  
—Everybody's Weekly (London).

Bitterly the rustic answered, eyeing the car: "Yes, if you must. You seem to have taken everything else."



Force of habit: The farmer buys a lorry.  
—Lustige Blatter (Berlin).

Brown and Smith were returning rather late from the club. Gradually the needle of the speedometer crept up—20, 30, 40, 50, 60 and at last 70 miles an hour. Smith began to feel a bit nervous.

"Drivin' a bit fast, aren't you, ol' man?" he asked.

"'Shnot my fault," replied Brown. "'Shnot me thash drivin'."—The Weekly Scotsman (Edinburgh).



... and I thought it was a mirage."  
—Fliegende Blatter (Berlin).

At the county court, the motorist had just been fined £2 and costs.

"Two pounds and costs!" he exclaimed. "I haven't that much with me. I'll have to leave the car and pay you later."

"That isn't really necessary," replied the clerk of the court. "Take the car and leave your watch as security."

"What!" said the motorist. "Leave my watch? No fear; that watch cost me £5."



"The Shah's been in Europe."  
—Kreuzer Zeitung.

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£95	1937 STANDARD Flying 9 Sun Saloon, grey, AI .. £10
£92	1937 HILLMAN Minx Saloon, blue, as new .. £10
£89	1937 OPEL Olympia Saloon, beige, own owner, 2,000 miles only .. £9
£87	1936 MORRIS 10/4 Sun Saloon, with radio, superb condition .. £9
£79	1937 OPEL Cadet Saloon, maroon, small mileage. 4 others .. £8
£79	1936 OPEL Olympia Drophead Saloon, beige, good condition .. £8
£72	1935 AUSTIN 10 Lichfield Sun Saloon, blue, immaculate condition .. £8
£65	1936 MORRIS 8 4-door Saloon, red and black .. £7
£59	1936 FORD 10 Saloon, black, with cloth upholstery .. £6
£59	1936 AUSTIN 7 Ruby Saloon, blue. Choice 2 .. £6
£54	1935 AUSTIN 7 Ruby Saloon, black, with green hide .. £6
£51	1935 FORD 10 Fordor Sun Saloon, with hide .. £6
£49	1935 MORRIS 10/6 Sun Saloon, green leather upholstery .. £5
£45	1934 AUSTIN 7 Sun Saloon, beige, hide, rebored .. £5
£45	1934 VAUXHALL 12/6 Sun Saloon, brown, leather upholstery .. £7
£42	1932 STANDARD 10 4-door Sun Saloon, rebored, coachwork excellent .. £5
£38	1932 STANDARD 10 4-door Sun Saloon, overhauled .. £5
£37	1934 FORD 8 Saloon, beige, very smart. Choice 2 .. £5
£35	1933 HILLMAN Minx 4-seater Tourer, blue, very attractive .. £5
£35	1932 STANDARD 9 Sun Saloon, very good condition .. £5
£33	1932 AUSTIN 7 Sun Saloon, blue and black, very good tyres .. £5
£27	1932 ROVER 10 4-door Sun Saloon, black, very good order .. £5
£25	1932 WOLSELEY Hornet Tickford Sports Coupe. Choice 2 .. £5
£17	1931 MORRIS Minor coachbuilt Sun Saloon, s.v. engine .. £4
£15	1930 STANDARD 9 4-door Sun Saloon, Trafficators .. £4
£15	1930 MORRIS Minor Saloon, very good runner .. £4
£12	1930 ARMSTRONG 12/6 Sun Saloon, coachbuilt, exceptional cond. .. £4

Cash	Deposit
£132	1938 STANDARD Flying 9 Sun Saloon, maroon, 6,500 miles only .. £25
£99	1938 FORD 8 Saloon, black, 2,500 miles only, as new .. £10
£99	1937 HILLMAN Minx Sun Saloon, blue, excel. order and condition .. £10
£87	1935 AUSTIN 10/4 Sun Saloon, blue, 10,000 m'les, 1 owner .. £10
£75	1937 MORRIS 8 Sun Saloon, red/black, good tyres, well kept .. £10
£72	1936 VAUXHALL Sun Saloon, blue, very clean, exceptional order .. £10
£72	1937 AUSTIN 7 Saloon, blue, low mileage, leather upholstery .. £10
£69	1936 MORRIS 12/4 Sun Saloon, blue, good tyres, nice order .. £9
£68	1936 MORRIS 8 Sun Saloon, red/black, well kept, splendid cond. .. £9
£67	1937 FORD 8 de Luxe Sun Saloon, leather, black, good tyres .. £9
£67	1936 AUSTIN 7 Sun Saloon, blue, excellent order, clean, snip .. £9
£63	1936 FORD 10 Sun Saloon, blue, leather, clean, except. bargain .. £9
£62	1935 AUSTIN 10/4 Sun Saloon, blue, leather, good tyres .. £9
£61	1935 MORRIS 8 Sun Saloon, red/black, smart, well equipped .. £9
£59	1935 AUSTIN 7 Sun Saloon, blue, leather, unmarked, excellent .. £8
£57	1937 FORD 8 Saloon, black, leather, low mileage, bargain .. £8
£49	1936 FORD 8 Sun Saloon, black, good order and condition .. £7
£45	1933 AUSTIN 10/4 Sun Saloon, blue, leather, good tyres, well kept .. £7
£45	1935 FORD 8 Sun Saloon, black, good appearance, reliable order .. £7
£43	1933 MORRIS Minor de Luxe, Sun Saloon, blue, exceptional order .. £7
£35	1933 WOLSELEY Hornet Sun Saloon, blue, reliable order and con. .. £6
£29	1933 AUSTIN 7 4-seater Tourer, blue, full equipment, snip .. £6
£29	1933 FORD 8 Saloon, blue, reliable order and condition, bargain .. £5
£27	1932 JOWETT 4-dr. Sun Saloon, good tyres, smart appear. reliable .. £5
£25	1932 MORRIS 4-door Sun Saloon, exceptional order, smart cond. .. £5
£22	1932 B.S.A. Family Model 4-seater, well equipped, reliable .. £5
£22	1932 B.S.A. Sports 2-seater, Vee screen, red/black, fast, good .. £5
£22	1930 AUSTIN 7 C/B Swallow Sports, red, fine condition .. £5
£17	1931 AUSTIN 7 Sun Saloon, maroon, good tyres, reliable cond. .. £5
£12	1931 MORRIS Minor 5-cwt. Van, good tyres, very well kept .. £5

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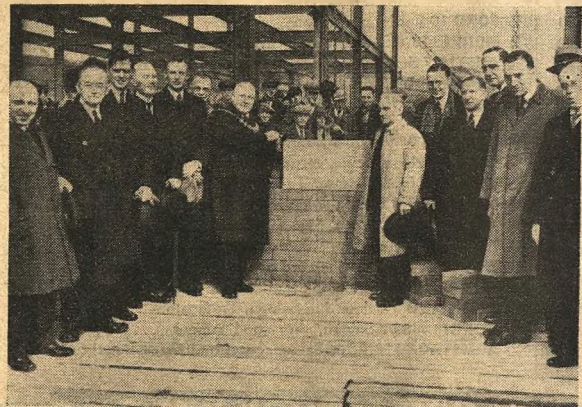
## AROUND THE TRADE

"Modern Photographic Development" is the title of an informative little brochure which has been issued by **Burroughs Wellcome and Co.**, Snow Hill Buildings, London, E.C.1. Copies can be obtained gratis by readers of *The Light Car*.

For the guidance of motorists desiring to fit radio sets to their cars, an instruction manual entitled "Major Pointers on Car Radio Installation" is now on sale. It is now available from **The Motorola Company**, 38, Hugh Street, Eccleston Square, S.W.1, and the price is two shillings.

Following the opening of showrooms at 124, Holland Park Avenue, London, W.11. further extensions of **The Archway Garage** are contemplated. Very soon premises next door, i.e., at 126, Holland Park Avenue, will be acquired. The additional space will enable some 25 or 30 cars in all to be exhibited over the 50-ft. frontage.

Risks arising from cracked bumper supports, following impact, are stressed by **Barimar, Ltd.**, 14-18, Lamb's Conduit Street, Theobald's Road, London, W.C.1. It is suggested that a bumper should always be examined for cracks when it has received a blow so that the necessary steps can be taken to remove any potential source of danger.



*The Mayor of Blackburn laying the foundation stone of the new Philips Blackburn Works.*

On Wednesday, March 30, the Mayor of Blackburn, Alderman James Fryars, J.P., laid the foundation stone of the new £100,000 factory of **Philips Blackburn Works, Ltd.** After the ceremony, the Mayor expressed pleasure at the prosperity which the new enterprise would bring to Blackburn.

The new factory will be another manufacturing unit of **Philips Lamps, Ltd.**, in addition to the one already in operation, at Mitcham, Surrey.

To clear up any misunderstanding which may have arisen as the result of our paragraph concerning **Andrew and Booth, Ltd.**, 37, Sheen Lane, Mortlake, London, S.W.14, in the issue of March 25, we wish to make it quite clear that motor insurance premiums, by both monthly and quarterly instalments, are offered and fully explained in an attractive illustrated booklet issued by the concern. This 20-page booklet also gives several convenient alternative quotations, it offers generous No-Claims bonus upon transfer, and special summer policies for as short a period as one week, at competitive rates.

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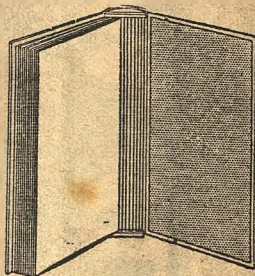
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1930 AUSTIN 12 1/4 Open Road Tourer .. .. .	10
1931 MORRIS Minor coachbuilt Sun Saloon, paintwork bad .. .. .	14
1929 MORRIS Minor fabric Sun Saloon .. .. .	10
1931 MORRIS Cowley 2-seater de Luxe Sun Saloon .. .. .	12
1930 MORRIS Cowley 4-door de Luxe Sun Sals., choice of 4. From .. .. .	10
1929 MORGAN 3-wheeler, J.A.P. engine, Family model .. .. .	8
1930 ROVER 10 4-door Sun Saloon, wire wheels .. .. .	12
1930 SINGER Porlock Sports 2-seater, very smart .. .. .	15
1930/31 SINGER 8 4-seater, 1936 condition .. .. .	10
1929 TRIUMPH Super 7 Saloon, good runner .. .. .	9
1931 WOLSELEY Hornet 2-door Sun Saloon, nice condition .. .. .	16

- ★ Best value for a lot less money.
- ★ Best 6 months' written guarantee on cars over £35.
- ★ Best and by far the easiest Hire Purchase Terms to suit your own requirements, with third party insurance, 12, 18 or 24 months.
- ★ Best Stock of Used Cars like New Cars under £100 in Europe.
- ★ Best exchange prices on anything, including cars of any h.p., 3-wheelers, motorcycles, tandems, cycles, boats, wireless and furniture.
- ★ Best and very special insurance rates, payable monthly if you like.
- ★ The Bargain Basement now offers 60 Cars under 20 guineas.
- ★ Grand Show of Motorcycles and Motorcycle Combinations. 450 to choose from.
- Great Britain's greatest Mammoth Showrooms where you can wander about without being badgered to buy.
- Every car plainly marked with price and year.
- Open until 10 p.m. every night, including Sunday.
- Any car sent to any part of England for demonstration.
- 10,000 satisfied customers can't be wrong.
- Hire Purchase accounts settled.
- Cars bought for immediate spot cash—unlimited cash available for modern cars in super condition.
- Special Facilities—we can garage your car free till Easter.

**YOU KNOW THE ADDRESS  
—IT'S OPPOSITE.**

If you want CASH for your CAR or three-wheeler go to



**THE LARGEST LIGHT CAR BUYERS  
HAMPSTEAD HIGH STREET,  
LONDON, N.W.3**

(One minute from Hampstead Tube Station).  
Telephone .. .. . Hampstead 6041 (10 lines).  
Telegrams .. .. . "Rosmicarex, Haver, London."

**HOURS OF BUSINESS—  
Weekdays, Saturdays 9-9. Sundays 9-1**

**Definite Allowance by Post . . .**

● On receipt of the coupon below we will quote you a definite allowance on your present car or motorcycle.

**Any car on 7 DAYS TRIAL . . . . .**

● An absolute assurance of getting a car exactly suited to your own special requirements.

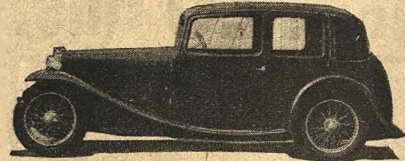
**Delivery Anywhere for only 50/- . .**

● In England, Scotland or Wales—wherever you live, we will deliver the car you buy for only 50/-.

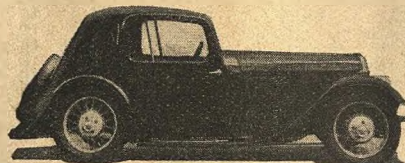
- A few examples from this week's stock:—TWO-SEATERS.**
- 85 Pounds. **AUSTIN 7**, 1936, Nippy "85," fast and attractive, fully equipped. Choice 2 others.
  - 89 Pounds. **AUSTIN 7**, 1937, de Luxe 2-seater, as new, spare unused. Choice 4 others.
  - 79 Pounds. **AUSTIN 10**, 1936, 2-seater, de Luxe, very attractive, tip-top condition. Choice 5 others.
  - 79 Pounds. **AUSTIN Light 12/4**, 1935, drophead Coupe, one owner, small mileage. Choice 3 others.
  - 99 Pounds. **B.S.A. 10**, 1936, special Coupe (illustrated), exceptionally smart small mileage, superb condition.
  - 59 Pounds. **B.S.A. 10**, 1934, 2-seater, F.W.D., excellent tyres, all extras and equipment. Choice 5 others.
  - 49 Pounds. **FORD 8**, 1934, special Sports 2-seater, low built, streamline body, all extras, very attractive.
  - 99 Pounds. **HILLMAN Aero Minx**, 1935, Sports 2-seater, fully equipped, two spare wheels, all extras, cost over £300.
  - 79 Pounds. **JOWETT 7**, 1935, Flying Fox 2-seater, small mileage, well maintained, distinctive and economical.
  - 69 Pounds. **MORRIS 8**, 1936, 2-seater, all extras, bumpers, etc., well maintained. Choice 5 others.
  - 69 Pounds. **MORRIS 10**, 1935, de Luxe 2-seater, practically unmarked, host of extras. Choice 4 others.
  - 79 Pounds. **M.G. Magna**, 1934, Sports 2-seater, very attractive, excellent tyres. Choice 3 others.
  - 99 Pounds. **M.G. Coupe**, 1935, very attractive lines, low built, tip-top throughout. Choice 7 others.
  - 99 Pounds. **RILEY 9**, 1935, 2-seater, very well appointed, all extras, excellent tyres. Choice 2 others.
  - 99 Pounds. **SINGER 9**, 1935, Le Mans Sports, 2-seater, two spare wheels, very full equipment. Choice 4 others.
- TOURERS AND SALOONS.**
- 89 Pounds. **AUSTIN 7**, 1937, Saloon, fully equipped, Girling brakes, all extras. Choice 6 others.
  - 69 Pounds. **AUSTIN 7**, 1936, Saloon, large body model, tip-top throughout. Choice 3 others.
  - 79 Pounds. **AUSTIN 10**, 1935 Saloon, original condition, small mileage, one owner. Choice 4 others.
  - 99 Pounds. **AUSTIN 10**, 1935-6, drophead Foursome Cabriolet, negligible mileage, excellent tyres, superb condition.
  - 99 Pounds. **AUSTIN 12/4**, 1935, Ascot de Luxe Saloon, practically as new, one owner, fully equipped. Choice 2 others.
  - 99 Pounds. **B.S.A. 10**, 1936, Sports Tourer, fully equipped, all extras, tip-top throughout. Choice 4 others.
  - 69 Pounds. **B.S.A. 10**, 1935, 4-door six-light Saloon, tyres as new, fluid flywheel, pre-selector. Choice 3 others.
  - 99 Pounds. **FORD 8**, 1936, Saloon, well maintained, tip-top throughout, all extras. Choice 5 others.
  - 85 Pounds. **FORD 10**, 1937, Saloon, small mileage, one owner, full equipment. Choice 8 others.
  - 99 Pounds. **HILLMAN Aero Minx**, 1935 Sportsman's Coupe, magnificent condition, fast and distinctive. Choice 2 others.
  - 99 Pounds. **JOWETT 7**, 1936, 4-door six light Saloon, outswep back, full equipment. Choice 3 others.
  - 99 Pounds. **M.G.**, 1934-5 Magnette (illustrated), 4-door, K model Sports Saloon, very fast and distinctive. Choice 3 others.
  - 99 Pounds. **M.G.**, 1935 V/A Sports Tourer, very fast and distinctive. Choice 2 others.
  - 79 Pounds. **M.G. 1934**, Magna Sports Tourer, host of extras, folding screen, large instruments, etc. Choice 5 others.
  - 99 Pounds. **M.G.**, 1935, Saloonette, 4-light, outswep back, Brooklands hubs. Choice 2 others.
  - 99 Pounds. **MORRIS 8**, 1937, Saloon, tip-top condition, excellent tyres, fully equipped. Choice 3 others.
  - 99 Pounds. **MORRIS 10**, 1936, Series 2, 4-door Saloon, dual finish, tip-top throughout. Choice 4 others.
  - 99 Pounds. **MORRIS 10**, 1935, Cunard Sports Tourer, excellent condition, £20 worth of extras, twin carburetors, etc.
  - 99 Pounds. **ROVER 1935**, 4-door Saloon, late type radiator, free wheel, etc. Choice 4 others.
  - 59 Pounds. **ROVER 1933**, Sportsman's Coupe, incorporated luggage boot, tip-top condition. Choice 3 others.
  - 99 Pounds. **RILEY 9**, 1934, Kestrel Saloon, well appointed, tip top throughout. Choice 3 others.
  - 79 Pounds. **RILEY**, 1933, 12/6 Kestrel Saloon, host of extras, well appointed, very low built. Choice 4 others.
  - 69 Pounds. **RILEY 9 Monaco**, 1933, Saloon, small mileage, well kept, good tyres. Choice 5 others.
  - 79 Pounds. **STANDARD 9**, 1935 Saloon, Magna wheels, excellent tyres, tip-top condition. Choice 4 others.
  - 89 Pounds. **STANDARD 9**, 1936, Saloon, practically as new, small mileage, one owner. Choice 5 others.
  - 79 Pounds. **STANDARD 9**, 1934, Sports Tourer, very attractive body, all extras. (Illustrated). Choice 3 others.
  - 69 Pounds. **SINGER 9**, 1936 Saloon, well maintained, full equipment, excellent tyres. Choice 5 others.
  - 79 Pounds. **SINGER 9**, 1935, de Luxe 4-door Saloon, knee action springing, incorporated boot, tyres as new. Choice 4 others.
  - 99 Pounds. **SINGER 9**, 1936, Le Mans Sports Saloonette, very low built, twin carburetors, large instruments. Choice 7 others.
  - 59 Pounds. **S.S.E. 1933-4**, Sportsman's Coupe, exceptionally pretty little car, very well maintained. Choice 4 others.
  - 69 Pounds. **TRIUMPH 16**, 1934, 4-door de Luxe Saloon, free wheel, host of extras. Choice 2 others.
  - 99 Pounds. **TRIUMPH 16**, 1935, Saloon, all extras, fully equipped, magnificent condition. Choice 3 others. Etc., etc., etc.

Lists of hundreds of others under £100 post free. All cars open to A.A. or R.A.C. inspection willingly.

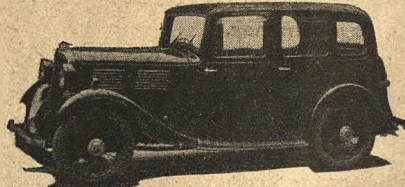
The opportunity is yours to secure a car that will give you years and miles of dependable motoring—at a figure UNDER £100.  
**POST COUPON BELOW TO-DAY!**



M.G. Magnette, 1934-5, K Model, 4-door pillarless Saloonette, close ratio gears, remote control, £99 host of extras



B.S.A. 10, 1936, Scout Special Coupe, very small mileage, excellent tyres, practically as new £99 throughout, very full equipment



STANDARD 9, 1935, 4-door Saloon, original condition, beautifully maintained, very full equipment, £79 tyres as new

**All Cars**  
**under £100**  
**Benmotors**  
THE CLEARING HOUSE FOR SMALL CARS

126-130, EAST HILL, WANDSWORTH, S.W.18.  
Phone: Battersea 2425-2426.  
Hours: 9.0-8.0. Saturdays 9.0-7.0.

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

Make of Car or Motorcycle—	Date of Manufacture—	Type or Model— If O.H.V. or S.V.—	No. of Cyls.— If Starter—
Condition & Type of Body (or Sic)—	Condition Mechanically—	Tyres— Taxed till—	Type of Lighting— No. of Seats—

NAME.....  
ADDRESS.....  
L.C.A.8

# The Light Car Sales Section for Second-hand and New Light Cars and Accessories

"The Light Car" deals in detail only with cars having an engine capacity not exceeding 1,500 c.c. (1½ litre) or a Treasury Rating of 12 h.p. Advertisements of cars of greater engine capacity or Treasury Rating cannot be accepted.

**Head Offices:**

5-17, Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Smith, London."  
Cables: "Pressimus, London."  
Telephone: "Terminus 3636 (Private Exchange)."

**NOTICES.**

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

**SEMI-DISPLAYED ADVERTISEMENTS** are accepted for insertion in the Second-hand and New Cars columns. The equivalent of four lines may be displayed at the top or bottom (or both) at the rate of 10s. for each four-line space. These advertisements are separated from other announcements by a thin rule.

The charge for name displayed in the top centre of the advertisement is 6s. 6d. Advertisements with such headings must consist of a minimum of four paragraphs, unless they total 100 words or more.

**ILLUSTRATED CLASSIFIED ADVERTISEMENTS.** One-inch blocks to illustrate new cars advertised are inserted at the special rate of 16s. Blocks to be supplied by the advertiser. Series orders are subject to the usual discounts of 5 per cent. for 15, 10 per cent. for 26 and 15 per cent. for 52 consecutive insertions.

**DISPLAYED ADVERTISEMENTS.** Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

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

**REMITTANCES.** Postal orders, cheques, etc., should be made payable to Temple Press Limited and crossed "Midland Bank, Ltd., Bedford Row." Remittances from abroad should be made by International Money Order in Sterling. All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

For addresses of the Provincial Offices of "The Light Car" and other Editorial and Business Notices see page 38.

**CLOSING TIME.** Copy for and all matter relating to advertisements must reach our Head Offices by 6 P.M. Monday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR," 5-17, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

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

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

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

**DEPOSIT SYSTEM.** For the convenience and security of our readers we have established an approval deposit system, full particulars of which will be found with other Business Announcements on page 38.

## SECOND-HAND LIGHT CARS FOR SALE

**ALVIS.**

£98!! 1933 ALVIS Firefly 12hp sports saloon, self-change gearbox, new tyres all round, very fast. Mitre Motors (Streatham), Ltd., 136-138 Streatham Hill, S.W.2. (Next Gaumont Cinema.) Phone, Streatham 4321-2. Open to 9, Sundays to 1. 322-415

£4 Deposit or 39 gns. cash. ALVIS, 1928, 12-50hp super-sports 2-seater, black and green, very good condition. Exchanges. List. Weekdays, Saturdays, 9-9. Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-425

ALVISES and hundreds of others. See our special selection on page 20. 322-195

£69 1931 12-50hp ALVIS sports 4-seater, one change ownership since new. Gatehouse Motors, 1 Hampstead Lane, N.6. Mountview 4444. 322-550

**ARMSTRONG SIDDELEY.**

1935-6 ARMSTRONG 12 folding-head Tickford 4-seater coupe, self-lifting jacks, pre-selector, £155; also 1934 12hp long saloon, £70.

DENMANS, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-259

SMALL deposit, exchanges or cash, 45 gns.; 1933-4 ARMSTRONG 12 saloon, carefully used and in excellent condition. Hillroamer, 1-8 Chippenham Mews, W.9. Abe. 2118. 322-471

£4 Deposit or 39 gns. cash. ARMSTRONG 12-6, 1935, 4-door sunshine saloon, black, blue leather, pre-selector, very good condition. Exchanges. List. Weekdays, Saturdays, 9-9. Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-426

**AUSTIN.**

1937 AUSTIN 7 saloons, £80. Supplied on our no-deposit terms of £4 8s. per month, plus tax and insurance. Normand Garage, Ltd., 152 Gloucester Rd., S.W.7. Frobisher 3057-8. Or 489 Oxford St., W.1. Mayfair 6801-2. zzz-1440

GREAT NORTHERN MOTORS. Send for our illustrated list of 150 used cars, including many AUSTIN. The finest selection of really good light cars in North London. Great Northern Motors (London), Ltd., Austin House, High Rd., North Finchley, N.12. Phone Hillside 0024 (six lines). zzz-1419

AUSTIN 7 snips 1935 Ruby saloon, one owner, £45; 1931 Boyd Carpenter special sports 2-seater, taxed, very fast, attractive, £27 10s.; 1931 2-seater, £22; 1931 saloon, £26; 1930 saloon, £17; 1930 tourer 4-seater, £15; another, £10. 3 Exeter Parade, N.W.2 (near Kilburn Met. Station). 322-183

### Important Notice.

Advertisements for our issue of April 22 can be accepted up to first post on Tuesday, April 19. All instructions should be addressed to:

The Advertisement Manager, "THE LIGHT CAR," 5-17, Rosebery Avenue, London, E.C.1

**A.1 Lloyd's**

MURPHY!!! 1936 AUSTIN 10-4 Sherborne de luxe, one owner, low mileage, condition definitely immaculate, £105.

MURPHY OF MORTLAKE. Consult us about Lloyd's guarantee. 17 Sheen Lane, S.W.14. Prospect 3303. zzz-1452

GRIFFIN AND NASH. AUSTIN 7 specialists. 1928-37 Austin 7s bought, sold and exchanged, large stock. Write for list. 1 Streatham Place, S.W.2. Phone. Tulse Hill 6162. zzz-0424

£25 Or nearest. AUSTIN 7 sports 2-seater, special bargain. Green, Beaconsfield Avenue, Parkfield Rd., Wolverhampton. 322-d656

AUSTIN 7 saloon, 1936, 4-seater, sunshine roof. A perfect condition, mileage 18,000, £70; excellent car. Mrs. Bosanquet, Little Grange, Hurst, Berks. Phone, Hurst 62. 322-d456

999 Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-420

£19!! 1931 AUSTIN 7 sports 2-seater, two new tyres, excellent condition, £6 down, £1 10s. monthly. No insurances, references or guarantors required. Comerfords, Portsmouth Rd., Thames Ditton, Emberbrook 2525. 322-145

NEWNHAMS for good AUSTINS at right prices. Few examples below, but list of 150 guaranteed used cars on request. Self-financed terms and generous exchanges.

1937 10-4 Cambridge de luxe sun saloon, very carefully used, £118.

1936 10-4 Sherborne de luxe sun saloon, one owner only, £88.

1934 10-4 Lichfield de luxe sun saloon, first-class appearance, etc., £62.

NEWNHAM HOUSE, 237 Hammersmith Rd., London W.6. Riverside 4646. 322-169

£22 AUSTIN 7 1931 coachbuilt sun saloon, good condition, taxed. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 322-176

For immediate attention, address G.P.O., Box 147, "The Light Car," 5-17, Rosebery Avenue, London, E.C.1.

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

**HARRY NASH. AUSTINS.** 1932 7hp de luxe sunshine saloon, blue, long wheelbase, leather upholstery, exceptionally nice, £32 10s. Below.

**1936** 7hp Ruby de luxe saloon, blue, mileage 8,000 only, one private owner, like new, £72 10s. Below.

**1936** April, 10hp Sherborne de luxe saloon, small mileage, one private owner, magnificent throughout, £92 10s. Below.

**1937** June, 10hp Cambridge de luxe saloon, blue, one private owner, mileage 8,000 only, like new, £130. Below.

**1938** 12-4 Ascot de luxe saloon, blue, 3,000 miles only, guaranteed as brand new throughout, cost £234, genuine bargain, £189 10s. 348 King St., Hammersmith. Riverside 2837. 322-186

**McCARTHY'S MOTORS (1925), LTD.** 44a Westbourne Grove, W.2. Bayswater 3201-2. AUSTIN specialists.

**A** Large stock of second-hand AUSTIN cars of all models always available. Three months' guarantee given on each car sold by us and every effort is made to give entire satisfaction. Be up to date. Exchange your used Austin car each year for a fixed sum, inclusive of free maintenance. Inquire for particulars of this annual replacement service.

**McCARTHY'S MOTORS (1925), LTD.** 44a Westbourne Grove, W.2. Bayswater 3201-2. 322-213

**1938** AUSTIN Big 7 de luxe sunshine saloon, practically new. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 322-218

**DROP-HEAD** foursome coupe AUSTIN 10, fawn and black, outstanding condition, £50. Wad-Cole Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 322-220

**£42.** 1933 AUSTIN 7 Ruby de luxe saloon, sunshine roof. Below.

**£27.** 1931-2 AUSTIN 7 2-seater. Below.

**£14.** 1929 AUSTIN 7 sports 2-seater, Marnic Motors, 6-8 Bishop's Rd., Paddington (Station). 2308. Open to 9 p.m. 322-225

**A**USTIN 10 saloon, 1937, dark blue, nice order, taxed to end of year, £125. Goff, 73 George St., Croydon. 322-235

**1933** AUSTIN 7 de luxe saloon, carefully maintained, black, good tyres, £45. Jack Feathers, 781b London Rd., Thornton Heath. Tho. 3456-1286. 322-278

**1932** Big-body AUSTIN 7, £35; also cabriolets and saloons at bargain prices. Dennans, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturdays afternoon. 322-260

**ALLAN TAYLOR AND CO.**

**1937** AUSTIN 10 Cambridge de luxe, grey, absolutely perfect, low mileage, one owner, an "Allan Taylor Used Car," £135. 322-321

**ALLAN TAYLOR AND CO.** 126-8 High St., Wandsworth. S.W.18. Putney 6451-2-3.

**HUMPHREYS.** 1937 AUSTIN 7 saloon, blue, small mileage, sun roof, excellent condition and appearance, £87 10s.

**HUMPHREYS.** 1936 AUSTIN 7 4-seater tourer, all-weather equipment, excellent condition and appearance, £69; terms. Motorcycles taken in part exchange. 122 Hampstead Rd. (Tottenham Court Rd.), N.W.1. Euston 3326. 322-311

**A**USTIN 7, 1930-1 Swallow saloon, good condition, smart appearance, £20, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-120

**1937** AUSTIN 7 Ruby sun saloon de luxe, blue, a one-owner car, in magnificent condition throughout, small mileage, £85; another, fixed-head saloon, £75; written guarantee; terms, exchanges. Reys Motors (established 1899). 171-173 Gt. Portland St., W.1. Welbeck 2384. 322-304

**A**USTIN 7 sun saloon, 1935, four new Dunlops, very nice condition, £37. 82 Long Thornton Rd., Streatham Vale, S.W.16. Pollard 4128. 322-293

**BLACK** 1934 AUSTIN 12.4, sliding roof, tip-top order; to be sold through death, £55, or nearest offer. Leach, Finedon, Wellesboro'. 322-1784

**£20** Cash. AUSTIN 7 special sports, Alta head, twin carburetors, engine rebuilt, registered 1934. Write, Heath, 24 Rowfant Rd., Balham. 322-4800

**1935** AUSTIN 7 Ruby saloon, green leather, any trial, £52. 33 Gravetts Lane, Guildford. 322-4815

**1934** AUSTIN 7 touring car, 1937 condition throughout, four new tyres, good battery, small mileage, very carefully looked after by engineer, £50. 27 Hazlewell Rd., Putney. Phone 2721. 322-4525

**1934** AUSTIN 7hp de luxe sunshine saloon, written guarantee, £42. Terms. Gwynne Vaughan, Princes Rd., Holland Park. Park 4773. 322-376

**1935** AUSTIN 7hp de luxe 4-seater, written guarantee, £57. Terms. Gwynne Vaughan, Princes Rd., Holland Park. Park 4773. 322-377

**1933-34** July, AUSTIN 10hp de luxe, sunshine saloon, written guarantee, £49. Terms. Gwynne Vaughan, Princes Rd., Holland Park. Park 4773. 322-378

**KIRKS.** 1954 AUSTIN 10 saloon, sun roof, excellent appearance, finished maroon, £55.

**KIRKS.** 1932 AUSTIN 7 sunshine saloon, attractive little car, finished blue, £28. 100 other cars. Exchanges, terms.

**KIRKS,** 49 Praed St., W.2. (Pad. 6049.) Close 8 p.m.; Thursday, Sunday, 1 p.m. 322-251

**A**USTIN 7 special sports 2-seater, low chassis, out-side exhaust, terrifically fast, new tyres, bargain, £25. Bray Motors, 763c Finchley Rd., N.W.11. Speedwell 9635. 322-244

**1936** AUSTIN 10 Sherbourne sun saloon, one owner, low mileage, as new, £98 10s. Bray Motors, 763c Finchley Rd., N.W.11. Speedwell 9635. 322-245

**NAYLOR AND ROOT** for AUSTINS of quality. See page 15.

**350** Used cars in stock, including 40 AUSTINS. EASIEST of easy terms. Exchanges. Three months' guarantee.

**NAYLOR AND ROOT,** 25 East Hill, Clapham 17 Junction, S.W.11. Battersea 5272. 322-48

**TOURER,** 1936, March, in really quite exceptional condition throughout, blue, small mileage, stored last six months, £65. Walker, 251 Westbourne Grove, W.11. Bayswater 4685. 322-373

**1936** AUSTIN 10 Sherborne saloon de luxe, written guarantee, £105. Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606. 322-356

**1935** AUSTIN 10-4 Lichfield de luxe saloon, in maroon, red leather, tyres as new, any trial, three months' genuine written guarantee. 72 gns. Tankard and Smith, Ltd., 563 Bromley Rd., Catford. Hither Green 4444-7-8. 322-344

**RAYNES PARK MOTORS.** 1934 AUSTIN 7 2-seater, with tax, £45; exchanges, deferred. 215 Worpole Rd., Wimbledon. (Near Raynes Park Station.) Wimbledon 1592. 322-333

**65** Gns.!!! 1935 AUSTIN 7 Nippy sports 2-seater, grey and red, very good condition throughout. Terms, exchanges. K.B.G., 67 High Rd., Kilburn. Maida Vale 4787. 322-350

**1937** AUSTIN 7 Ruby de luxe, guaranteed unsoiled, in practically new condition, a trial will convince, £85.

**1935** AUSTIN 7 special sports 2-seater, cost nearly £200, beautifully kept, fitted large in-superment, 20-gallon petrol tank, underslung chassis, terrific acceleration, low mileage, £75.

**1936** AUSTIN 10 tourer de luxe, this car is genuinely faultless, £80.

**M.B. MOTORS,** 336 New Cross Rd., S.E.14. Tideway 3379. 322-307

**1935** AUSTIN 10 Chilton 2-seater, cream and black, unmarked, extremely smart superb chassis, £65. Terms, Exchanges. Three months' guarantee and after-sale service. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 058-9. 322-416

**1931** AUSTIN 7 saloons and tourers, choice of fire, from £15, and a selection of small horse-powered cars, all makes. Terms, exchanges. Croydon 5241. 322-422

**1932** AUSTIN 7 sports 2-seater, light blue, excellent condition throughout, only £35. D. J. Shepherd and Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1651. 322-394

**MARBLE ARCH MOTOR SUPPLIES** for AUSTINS.

**£72.** 1936 7hp de luxe saloon, exceptionally smart, small mileage.

**£82.** 1937 7hp de luxe saloon, sun roof, leather upholstery, small mileage, as new.

**£85.** 1936 10-4 sun saloon, very clean, small mileage. 286-302 Camberwell Rd., S.E.5. 322-389

**FRED GUY.** AUSTIN 10 1936 Sherborne de luxe sunshine saloon, wonderful condition, £95. Below.

**A**USTIN 10 1936 Lichfield de luxe sunshine saloon, splendid car, £90. Below.

**A**USTIN 7 1937 de luxe sunshine saloon, wonderful condition, £80. Below.

**A**USTIN 7 1936 de luxe sunshine saloon, exceptional car, £70. 196-198 King St., Hammersmith. Riverside 3131. 322-397

**1937** AUSTIN 10 Cambridge saloon de luxe, genuine 11,000 miles, six months' guarantee, £135. Terms. Baxter, Spenser St., S.W. Victoria 7548. 322-237

**A**USTIN 7, 1930 coachbuilt saloon, in really super condition throughout, £18, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-121

**1935** AUSTIN 7 Ruby fixed-head saloon, finished royal blue and black, with green leather upholstery in spotless condition, engine completely overhauled, costing £8, also back axle dismantled and new races fitted, good for years of hard work, bargain, £56. Below.

**1931** AUSTIN 7 tourer, finished royal blue, with black wings and red wheels, all in original condition, upholstery, hood and side curtains in perfect condition, engine completely overhauled about three months ago, brakes, re-lined one month ago, excellent tyres, 65 m.p.h., 50 m.p.g. snip, £29. Below.

**1931** Ulster AUSTIN 7 special, finished black with chromium fittings, high-compression pressure-fed engine, fitted with 8.U downdraught carburetor, holds oil pressure at 50 lb, capable of well over 70 m.p.h. on the amazing consumption of 45 m.p.g.; this snappy side-valve competition car is offered at £45. Below.

**1929** Metal-body saloon AUSTIN 7, finished royal blue and black, which is original since new, good upholstery, excellent tyres, mechanically throughout very good, a genuine bargain, £18. Below.

**EARLS, LTD.** of 118 Kentish Town Rd. (Camden Town), N.W.1. Phone, Gul. 1751. Also have 20 AUSTIN bargains from £8. Write for free list. Terms (third-party only), exchanges. Cover notes issued. 322-103

**£65.** 1934 AUSTIN 10hp 4-seater convertible cabriolet, exceptionally good chassis, many extras, uses no oil, four excellent tyres, very smart appearance, the ideal car for this climate. Below.

**£55.** 1933 AUSTIN 10hp de luxe saloon, most attractively finished in fawn and black, original condition throughout, a really excellent and economical little car. Terms, etc. Odeon Motors, Barnet. Phone 4100-1. 322-256

**A**USTIN 7 1935 de luxe sun saloon, recently rebored, A special pistons, exceptional condition, £37. 71 St. Andrews Drive, Stanmore. 322-4817

**1933** AUSTIN 10hp 4-seater open road tourer, very small mileage, one careful owner, altogether an exceptionally good car, £40. Dome Garages, Gt. West Rd., Brentford. Phone, Ealing 1877. 322-111

**G.P.** 1935 AUSTIN Ruby saloon de luxe, really excellent condition, £59.

**G.P.** 1932 AUSTIN long-chassis sun saloon, excellent condition, £36. 2c Balham Hill, S.W.12. Phone, Battersea 3117. 322-5

**£45.** 1934 AUSTIN 7 de luxe sunshine saloon, good all-round car. C.C. Motors, 274 High Rd., Wood Green. Bowes Park 1898. 322-8

**1936** AUSTIN 10 cabriolet, excellent condition throughout, £100. Below.

**1936** AUSTIN 10 Lichfield saloon de luxe, choice of several, from £90; exchanges deferred. Ray Abbott, Harrow Weald, Harrow 3884. 322-12

**G. D. MOORE.** 1935 AUSTIN 7 sunshine saloon, very small mileage, excellent tyres, splendid mechanically, exceptional appearance, £59 10s.

**G. D. MOORE.** Absolutely immaculate 1934 AUSTIN 10 sunshine saloon, splendid mechanically, excellent tyres, very small mileage, £59 10s. Terms, exchanges. 116 Hampstead Rd., Tottenham Court Rd. Euston 4649. 322-42

**£85.** 1936 AUSTIN 10 sun saloon de luxe, superb condition throughout, good tyres, battery, etc. Any trial; terms, exchanges. Thompsons Garages, 266 Beulah Hill, Norwood, S.E.19. Streatham 3646. 322-64

**1936** AUSTIN 10 saloon, £95, or 36 monthly instalments of £3 4s. 8d.; no deposit. Cooden Engineering Co. Bexhill. 322-73

**A**USTIN 7 1934 de luxe sunshine saloon, 1936 condition, taxed, any trial, £48. 138 Burlington Rd., Thornton Heath. 322-465

**1935** AUSTIN 10 Lichfield saloon, maroon, taxed, insured, £75. Hussey, 54 Outram Rd., Wood Green. 322-4811

**£18.** 1930 AUSTIN 7 tourer, new tyres, 201 The Avenue, West Wickham. 322-4864

**1930** Sports 2-seater, 7, completely overhauled, £18. 78 Sydney Rd., Muswell Hill. 322-4398

**19** Gns., AUSTIN 7 sports 2-seater, splendid engine and chassis, new tyres and battery, insured, bargain, any trial; after 8 or 5, Saturdays. 36 Southwark Park Rd., S.E.16. 322-4725

**£16/10.** AUSTIN 7 saloon, 1929, taxed, insured, any trial. 24 Rugby Avenue, Edmonton, N.9. 322-4792

**1933** AUSTIN Heavy 12-4 saloon, first registered July, taxed. Cooper, Rothwell, near Kettering. Phone 27. 322-4489

**A**USTIN 7 1934 de luxe saloon, taxed, insured, A good condition, offers. Atkin, Field House Farm, Houghton-le-Spring. 322-4597

**A**USTIN 7, late 1937 Ruby de luxe saloon, finished in blue and black, one owner, small mileage, beautiful condition, £75; exchanges, deferred terms. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-122

**£55.** AUSTIN 10, 1934 4-door sunshine saloon de luxe, choice of two, both in specimen condition; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 5401. 322-127

**12 H.P. Cars**

*Cars of a Treasury Rating of 12 h.p. may be advertised in the pages of this journal, as well as all cars up to 1,500 c.c. engine capacity.*

SECOND-HAND LIGHT CARS FOR SALE (continued)

**ROWLAND SMITH (MOTORS), LTD.**  
**A**USTIN 7s. List free. Terms, exchanges. Rowland Smith. Below.  
**£8** Deposit or 75 gns cash. June 1936, Nippy sports 2-seater, black and red, leather upholstery, good tyres, one owner, carefully used, excellent condition.  
**£6** Deposit or 59 gns. cash. 1936 model, 2-seater, lawn and black, good tyres, carefully used, excellent condition.  
**£4** Deposit or 39 gns. cash. 1933, de luxe sunshine saloon, dark blue, very good condition.  
**£4** Deposit or 39 gns. cash. 1933, 2-seater, blue, very good condition.  
**£4** Deposit or 39 gns. cash. 1931 model, Ulster sports 2-seater, grey, outside exhaust, rev. counter, etc., very good condition.  
**£3** Deposit or 19 gns. cash. Late 1931, coachbuilt saloon, black good condition.  
**15** Gns. 1930, Arrow sports 2-seater, black and cream, good condition.  
**9** Gns. 1929, tourer, maroon. See Rowland Smith. Below.  
**9** Gns. 1929, Wydor saloon, black and red.  
**5** Gns. 1928, Wydor saloon, black.  
**5** Gns. 1927 Chummy, brown and black.

**A**USTIN 10s and 12s. List free. Terms, exchanges. Rowland Smith. Below.  
**£10** Deposit or 95 gns. cash. 1937 model, 10hp 2-seater, dark blue, small mileage, spare unused, practically new condition.  
**£7** Deposit or 69 gns. cash. 1935 10hp Lichfield de luxe 4-door sunshine saloon, blue and black, leather upholstery, carefully used, excellent condition.  
**£4** Deposit or 39 gns. cash. Late 1933, 10hp de luxe 4-door sunshine saloon, dark blue, leather upholstery, good condition.  
**£10** Deposit or 95 cash. 1936 model, 12-4 Ascot de luxe 4-door sunshine saloon, black, brown leather, one owner, very carefully used, practically new condition.  
**£4** Deposit or 39 gns. cash. 1933 model, 12-6 4-door saloon, dark blue, spare tyre unused, excellent condition.  
**£3** Deposit or 29 gns. cash. 1932 model, 12-6 2-seater, maroon and black, excellent condition.  
**£3** Deposit or 29 gns. cash. 1932, 12-6 4-door saloon, dark blue, excellent condition.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 322-427  
**20** Gns. 1932 AUSTIN 7 de luxe sun saloon, blue, with leather upholstery, good tyres and coachwork, very fine runner, really excellent value. Camden Motors, Ltd., 135 Cricklewood Broadway, N.W.2. Gla. 6652. 322-115  
**1937** AUSTIN 10 Cambridge sunshine, dark blue, down-draught carburettor, mileage 9,000, equal to new, one owner, £125. Below.  
**1933**, June, 10 Salmons sports coupe, aero blue, one private owner, many extras, condition immaculate, cost £235, price £55. Below.  
**1936**, June, 10 sunshine de luxe, one private owner, superbly kept, dark blue, original tyres first class, taxed, £100. Below.  
**1936**, January, 10 Lichfield sunshine, grey-black, one change ownership, three new tyres, £90. Below.  
**1934**, January, 7hp sunshine, grey-black, good tyres, sound throughout, £45. Below.

**B. J. HUNTER, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Daily 9-8, Sundays 10-1. 322-153**  
**42** Gns. 1934 AUSTIN 7 Ruby de luxe saloon, unquestionable condition, tax due. The Clock Tower Garage, Ltd., 365 High Rd., Chiswick, W.4. Chiswick 5459. 322-478

**S**MALL deposit terms, exchanges or cash 77 gns. 1937 AUSTIN 7 sun saloon de luxe, very carefully used and in very nice condition. Hillroamer, 1-8 Chippenham Mews, Harrow Rd., W.9. Abe. 2118. 322-472  
**£45** 1935 series AUSTIN 10-4 de luxe sunshine saloon, unrepeatable bargain. Marnic Motors, 6-8 Bishops Rd. Paddington (Station) 2508. Open to 9 p.m. 322-1111  
**1935** AUSTIN 7 Ruby de luxe sun saloon, really clean car, £60; 1936 ditto, superb, £70.  
**1934** AUSTIN 12-6 Greyhound sports 4-door sun saloon, absolutely immaculate, real sports chassis, only needs seeing, £75.

**1933** AUSTIN 7 de luxe saloon. We challenge anyone to find fault with this car, absolutely equal to 1937, bargain, £47; also 1934 Austin 10 cabriolet, engine rebored, perfect condition, £60

**A. Z. MOTORS 180-186 West End Lane N.W.6. Ham. 6053-4. 322-454**  
**A**USTIN 7 Swallow 2-seater, excellent condition, £15, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-119  
**1933** AUSTIN 10 saloon, £55, or 24 monthly instalments of £2 15s. 2d.; no deposit. Cooden Engineering Co., Bexhill. 322-702

**F. H. RAE. £14!** Extraordinarily good 1930 AUSTIN 7 Mulliner de luxe sunshine saloon, black, with green wheels and green leather upholstery engineer-owned, many extras, trial invited; £4 down.

**F. H. RAE. 79 gns.!** Immaculate 1936 AUSTIN 10-4 Lichfield de luxe sunshine saloon, dark blue finish, with blue leather upholstery, excellent tyres, spare unworn, usual full equipment; £18 down; exchanges. Macfarlane Rd., Wood Lane, W.12. Shepherd's Bush 4819. 322-138

**36** Gns. 1932 model AUSTIN 7 Swallow saloon, in first-class condition, tax due. The Clock Tower Garage, Ltd., 365 High Rd., Chiswick, W.4. Chiswick 5459. 322-480

**132** Gns. 1938 AUSTIN Big 7 4-door de luxe saloon, very low mileage, whole car absolutely as new, guarantee. The Clock Tower Garage, Ltd., 365 High Rd., Chiswick, W.4. Chiswick 5459. 322-479

**60** Gns. 1936 AUSTIN 7 saloon, one owner, as new. Autosnips, 5 High Rd. Balham 1509. 322-475

**£16.** 1931 AUSTIN 7 Swallow 2-seater sports, excellent mechanical order. Phone, Stanmore 1233. 322-1863

**A**USTIN and hundreds of others. See our special selection on page 20. 322-196

**BRITISH SALMONSON.**

**£145.** 1935, March 12.55hp 4-door sports de luxe saloon, black, green wheels, leather, permanent jacks, synchromesh, 30 m.p.g. and 70 m.p.h. Gatehouse Motors, 1 Hampstead Lane, N.6. Mountview 4444. 322-352

**B.S.A.**

**£75.** B.S.A. 10, 1935 4-door full de luxe saloon, pres-selector, fluid flywheel, unsoiled condition throughout; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-128

**1934** B.S.A. special Scout, twin carburettors, special short wheelbase, first registered September, 1937, fitted new engine, a real sports car, £55. Allen Bros., Ltd., 360 London Rd., Mitcham. Phone 0867. 322-248

**1936** B.S.A. Scout de luxe coupe, black, in perfect condition throughout. £97 10s. Allen Bros., Ltd., 360 London Rd., Mitcham. Phone 0867. 322-249

**£77/10.** 1936 B.S.A. Scout 10 super sports 4-seater, taxed, perfect condition throughout. Exchanges and terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8231. 322-567

**60** Gns. B.S.A. 2-seater 4-wheeler, late 1935, really nice car, cream and black, low mileage, three months written guarantee; exchanges, deferred terms. Tankard and Smith, Ltd., 44-52 Norwood Rd., Herne Hill. Tulse 2446-7-8. 322-450

**B.S.A.** and hundreds of others. See our special selection on page 20. 322-197

**£9** Deposit or 89 gns. cash. B.S.A. Scout, May, 1936, sports 4-seater, red and black, spare tyre unworn, carefully used, almost new condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-428

**B.S.A. THREE-WHEELERS.**

**B.S.A.,** 1932 3-wheeler 2-seater, fine condition throughout, most economical running, £29. Robbins, East Putney. 322-106

**£20.** 1932 B.S.A. 3-wheeler de luxe coachbuilt 2-seater, all new tyres, one owner, finished red and black. Marnic Motors, 6-8 Bishops Road, Paddington (Station). 2308. Open to 9 p.m. 322-226

**£45.** 1934 4-cylinder coachbuilt 3-wheeler, excellent condition, colour green and black. Haskins, 155 Ladbroke Grove, W.10. Ladbroke 1155. 322-38

**B.S.A.,** 1931, sports 2-seater, Triplex, Vee screen, spare wheel, good condition, fast, £21, or near offer. Emmett, Kingsdown, Farningham. 322-1898

**NAYLOR AND ROOT** for B.S.A. three-wheelers. Terms as required. Your motorcycle or car in exchange. Any model sent 100 miles without obligation.

**£78.** 1936 special sports 4-cylinder, duo-grey, low mileage, as brand new.

**£25.** 1932 sports 2-seater, Blue Star engine, black, red, fast.

**£47.** 1934 sports coachbuilt, o.h.v. twin, black-green, tyres excellent, fast; also 1933, £40.

**£42.** 1933 special sports 4-cylinder, duo-tone, good tyres, overhauled; choice of two.

**£62.** 1935 special sports 4-cylinder, black-red, low mileage, immaculate.

**NAYLOR AND ROOT.** 120 High St., Tooting. S.W.17. Streatham 4020. Open 9 to 3 Wednesday 1 p.m. 322-49

**ROWLAND SMITH (MOTORS), LTD.**  
**B.S.A.s.** List free. Terms, exchanges. Rowland Smith. Below.

**£6** Deposit or 59 gns. cash. 1935 4-cylinder special sports three-wheeler, black and ivory, spare tyre unworn, one owner, excellent condition.

**£6** Deposit or 59 gns. cash. June, 1936, de luxe three-wheeler, black and ivory, small mileage, spare tyre unworn, excellent condition.

**£5** Deposit or 49 gns. cash. September, 1934, coachbuilt three-wheeler, green and black, spare tyre unworn, excellent condition.

**£4** Deposit or 39 gns. cash. August, 1935, 4-cylinder special sports three-wheeler, black and red, very good condition.

**£4** Deposit or 39 gns. cash. Late 1933 three-wheeler, black and red, one owner, carefully used, excellent condition.

**£4** Deposit or 35 gns. cash. 1933 Family three-wheeler, dark blue, red wheels, spare tyre unworn, very good condition.

**£3** Deposit or 19 gns. cash. 1931 three-wheeler, black, red wheels.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 322-429

**1934** 4-cylinder, special, all black, new tyres, battery, exceptional condition, original owner, £50. Box 7542, care of "The Light Car." 322-1768

**1934** B.S.A. three-wheeler de luxe twin, black, coachbuilt, splendid condition. £39 10s. Norris, Netherby, Farnham, Surrey. 324-1396

**£35.** 1934, October, B.S.A. three-wheeler, sports coachbuilt, o.h.v. twin. Beeson, Headley Park, near Epsom. 322-1799

**FRED GUY.** B.S.A. 1935 4-cylinder sports de luxe three-wheeler, exceptional condition, terms, exchanges, £59. 196-198 King St., Hammersmith. Riverside 3131. 322-398

**B.S.A.** three-wheeler, £35, exceptional condition, 27,000 miles, completely overhauled. Chauffeur, 7 Wythburn Place, W.1. Paddington 3704. 322-1860

**BUGATTI.**

**000** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under "Hillman." 325-421

**£59!!** 1929 BUGATTI 1½-litre 12hp super-sports, repainted, engine overhauled, exceptionally smart and fast car, £15 down, £2 10s. monthly. No insurances, references or guarantors required. Comerfords, Portsmouth Rd., Thames Ditton. Emberbrook 2323. 322-146

**£50.** BUGATTI 12hp super-sports 2-4-seater, blue, very fast. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 322-224

**11-LITRE** 4-cylinder Grand Prix, £100. J. Lemon 18 Burton, 17 Cavendish Rd., Brondesbury, London, N.W.6. Willesden 1394 and Works, Maida Vale 1331. 322-247

**CITROEN.**

**1935** CITROEN Big 10 de luxe, a really super bargain at £52 10s.; terms, exchanges. Dottridge, East Rd., N.1. Clerkenwell 7070. 322-483

**£3** Deposit or 29 gns. cash. CITROEN 12, 1934, de luxe 4-door sunshine saloon, black, brown leather, very good condition; exchanges. List. Weekdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-450

**£58!!** Here's good value for money. 1935 CITROEN Super Modern 12 F.W.D. 4-door sports sunshine saloon de luxe, amazing acceleration, combined with high cruising speed, low running cost and roomy 5-seater body, fitted real low-pressure tyres, powerful hydraulic brakes, absolute immaculate throughout. Demonstration will convince that this is no worn-out trash. Don't fail to see this one. Terms, etc. Patrick Motors, 1111 Finchley Rd., Golders Green (adjoining "Royal Oak"). Speedwell 8204. 322-327

**CROSSLEY.**

**40** Gns.!!! 1932 CROSSLEY 10, fitted with special 4 Salmons Tickford 4-seater full drop-head four-seater coupe, mechanically perfect, immaculate exterior, any trial; terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-3. 322-362

**FRED GUY.** CROSSLEY 10, 1933 Torquay de luxe sunshine saloon, wonderful condition, terms, exchanges, £55. 196-198 King St., Hammersmith. Riverside 3131. 322-399

**C**CROSSLEY and hundreds of others. See our special selection on page 20. 322-198

"OIL ENGINES FOR ROAD, RAIL AND AIR TRANSPORT." Price 5s. net, or 5s. 6d. by post.

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

**D.K.W.**

**JACK FEATHERS**, distributors for Croydon and district. 1938 models now in stock, demonstration cars also available. 781b London Rd., Thornton Heath. Phone, Thornton Heath 3456 and 1285.

**1938 D.K.W.** 8hp special saloon, 6,000 miles, used demonstration purposes only, as brand new, 50 m.p.g., 60 m.p.h., trial run will prove this as one of the most marvellous small cars ever produced, list price £159, very special offer, £115. Written guarantee. Reys Motors (Established 1899), 171-173 Gt. Portland St., W.1. Welbeck 2984. 322-305

**FIAT.**

**FIAT 500** 1937 convertible coupe, small mileage, excellent condition, £85. Snook, St. Michaels, Cotgrave, Notts. 323-4846

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-422

**1937 FIAT 500** 6hp, one owner only, mileage only 6,000, folding roof, carrying three months' written guarantee, £95; small deposit, terms to suit you. Exchanges. Ebbisham Garage, Dorking Rd. Epsom 9146. 322-388

**1936 Balilla** sports 2-seater, 14,000 miles, 32 m.p.g., 80 m.p.h. sound condition, £125. 59 Castle Avenue. Ewell 2921. 322-1888

**£82/10** 1937 FIAT 500 convertible coupe, mileage 8,000, marvellous condition; exchanges, deferred. Broadway Motors, 67 High St., Hounslow. Phone 0175. 322-290

**HARRY NASH.** FIAT 1937, February, 7hp convertible saloon, grey, indicators, small mileage, really magnificent, £79 10s. 348 King St., Hammersmith. Riverside 2837. 322-187

**7HP 1937 FIAT 500** convertible coupe £79; deferred terms. Portland Motors, Enmore Rd., South Norwood, S.E.25. Addiscombe 4921. 322-234

**FRED GUY.** FIAT 500 1937, June, convertible coupe, new condition, terms, exchanges, £80. 196-198 King St., Hammersmith. Riverside 3131. 322-400

**£88!!!** 1937 FIAT 6hp convertible coupe, as new throughout, taxed, six months' guarantee; terms, exchanges. Howland (St.) Garage, Tottenham Court Rd. 322-465

**FIAT** and hundreds of others. See our special selection on page 20. 322-199

**£10** Deposit or 95 gns. cash. FIAT 500 1938 model 7hp convertible coupe, black, very small mileage, spare unused almost new condition; exchanges. Howland Smith. Below.

**£8** Deposit or 79 gns. cash. FIAT 500 1937 7hp convertible coupe, grey, red leather, very small mileage, spare unused, excellent condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-451

**1937 FIAT 500** convertible coupe, real bargain, £80; also 1930 Fiat 9hp 2-seater, one owner since new, unused for two years, in genuine 1936 condition, everything original, £22. A.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6033-4. 322-456

**FORD.**

**W. HAROLD PERRY, LTD.**, North London's leading FORD distributors, always have available a wide range of Ford 8hp and 10hp used cars.

**THESE** cars are thoroughly overhauled and covered by "The Perry Guarantee."

**WRITE** for used car list and particulars of our special hire-purchase scheme, which includes tax and fully comprehensive insurance.

**W. HAROLD PERRY, LTD.**, Invicta Works, North Finchley, N.12 Hillside 4444 (five lines). 322-386

**GREAT NORTHERN MOTORS.** Send for our illustrated list of 150 used cars, including many FORD. The finest selection of really good light cars in North London. Great Northern Motors (London), Ltd., Austin House, High Rd., North Finchley, N.12. Phone, Hillside 0024 (six lines). 322-1420

**FORD 10** saloon, green, taxed June, 1936, 8,700 mileage only, as new, £75. Flat C, Blackbrook House, Southborough Lane, Bickley, Kent. 322-d555

**1934** July, 8hp FORD saloon, excellent throughout, out, 38 gns. Taylors, 6 Kendrick Place, South Kensington. Kens. 9404. 322-540

**1936 FORD 8** Tudor saloon, perfect condition, £60. Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606. 322-557

**RAYNES PARK MOTORS.** 1935 Tudor sun saloon, with tax, £50. 213 Worple Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592. 322-534

**£105.** Latest Series Ford 10 saloon, immaculate condition. Auriol Autos, 532-6 Goldhawk Rd., W.6. Riverside 2621. 322-361

**ALLAN TAYLOR AND CO.**

**FORD 8.** Ford 8. Ford 8. Ford 8. Ford 8. An exceptionally large stock of 1933, 1934, 1935, 1936, 1937 and 1938 carefully selected cars, all models.

**THESE** have been well-kept cars and not rough ones made good.

**EX-1936 FORD 8** Tudor saloon, black, red, almost new tyres, bodywork beautiful, fitted with engine reconditioned by makers and guaranteed for six months; part exchange, hire-purchase; £65.

**1936 FORD 10** 2-door saloon, black, sun roof, exceptionally clean car, property of one owner only, low mileage, absolutely a safe buy, an Allan Taylor used car, choice of three others, one grey, £75.

**ALLAN TAYLOR AND CO.**, 126-8 High St., Wandsworth, S.W.18. Putney 6431-2-3.

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-423

**£67/10.** 1937 series FORD 8 sun saloon de luxe, leather upholstery, total mileage 9,000, condition as new; exchanges, terms. Synley G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8251. 322-368

**FORD 8s** in stock. 1937 saloons from 60 to 68 gns. 1934-6 in stock also. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-261

**FORD 10** 1936-7 saloon, grey, sound car, £65. Also 4-door de luxe, in real leather, like a new car, £75. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-262

**1935 FORD 8** saloon, unblemished and exceptional mechanical condition, £49. Choice of eight others from £30. M.B. Motors, 356 New Cross Rd., S.E.14. Tideway 5779. 322-308

**1933 FORD 8hp** de luxe saloon, replaced engine, new tyres, written guarantee, £35. Terms, Gwynne Vaughan, Princes Rd., Holland Park, Park 4775. 322-379

**FORD 8** sun saloon, 1934, very smart, excellent condition, £36. 82 Long Thornton Rd., Stratham Vale, S.W.16. Pollard 4125. 322-294

**HUMPHREYS.** 1935 FORD 8hp saloon, smart appearance, good condition throughout, £36. Terms 122 Hampstead Rd. (Tottenham Court Rd.), N.W.1. Euston 5326. 322-512

**5,000** Miles only, 1937, August, FORD 8hp saloon, black and green, indistinguishable from new, £70. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 322-221

**59** Gns.!!! 1936 FORD 8hp 4-door saloon, leather upholstery, one owner, very low mileage, condition almost as new; terms, exchanges. K.B.C., 67 High Rd., Kilburn, Maida Vale 4787. 322-351

**1936 FORD 8** de luxe 4-door sun saloon, in black, with green leather, new engine just fitted, whole car spotless, any trial, three months' written guarantee, 69 gns. Below.

**ANOTHER**, as above, 65 gns. Below.

**1937 FORD 10** full de luxe saloon, in dark blue, genuinely magnificent condition throughout, any examination welcome, bargain, 74 gns.; three months' genuine guarantee. Below.

**CHOICE** of three others, as above, from 52 gns. All open to any inspection and trial. Tankard and Smith, Ltd., 365 Bromley Rd., Catford, S.E.8. 4444-7-8. 322-345

**1935 FORD 8** 2-door saloon, cream and black, completely reconditioned engine, new tyres, £55. Uplands Garage, Kenley, Surrey. Uplands 2060. 323-4043

**1935 FORD 10** saloon, £65, or 24 monthly instalments of £2 15s. 2d., no deposit. Cooden Engineering Co., Bexhill. 322-74

**FORD 10**, 1935, 4-door sunshine saloon, one owner, small mileage, smart, £49. Below.

**FORD 8**, 1934, sunshine saloon, hide upholstery very smart, £59. 1935 4-door saloon, one owner, £49. Several others, £29-£52. 3 Exeter Parade, N.W.2, near Kilburn and Brondesbury Met. Station. Gladstone 6252. 322-184

**HARRY NASH.** FORDS, 1934, March, 8hp 2-door saloon, black, very nice car, privately owned, exceptional condition, £45. Below.

**1935** June, 8hp 2-door saloon, one private owner, nice condition throughout, £49 10s. Below.

**1937** 10hp Fordor de luxe saloon, sunshine roof, real leather upholstery, two extra headlights, special front axle suspension, beautiful condition throughout, £82 10s. 348 King St., Hammersmith. Riverside 2837. 322-188

**1934 FORD 8** 2-door sun-roof saloon, leather upholstery, two owners, superb order, £40. North 3663. 322-87

**1936** June, FORD 8 Tudor saloon, sun roof, leather, one owner, mileage 13,000, most beautifully kept and like brand new, £55. North 3663. 322-85

**F. H. RAE.** Value in FORD 8s and 10s!

**F. H. RAE.** £119 10s.! Taxed!! 1938 series new-type 10hp 4-door de luxe saloon, green with silver wheels and green leather, mileage 8,000, absolutely as new, £25 down.

**F. H. RAE.** £56! Exceptional 1935½ 4-door de luxe 10hp saloon, maroon-black with red leather upholstery, replacement engine, genuine bargain, £12 down.

**F. H. RAE.** £52! 1935 Tudor de luxe 10hp saloon, black with fawn upholstery, reconditioned and as new, £11 down.

**F. H. RAE.** 49 gns.! 1936 8hp Popular saloon, spotless black finish with red upholstery, excellent tyres, amazing bargain, £12 down.

**F. H. RAE.** £67 10s.! 1937 8hp Popular saloon, unscratched, very hard green-black finish, tyres unworn and absolutely as new throughout, £14 down.

**F. H. RAE.** £59 10s.! 1936½ 8hp 2-door de luxe sunshine saloon, special vineyard green finish with green leather upholstery, privately owned, perfect and exceptionally attractive little car, £14 down.

**F. H. RAE.** £56! 1936½ 8hp Tudor saloon, special Ford grey finish, red upholstery, really striking and attractive car, guaranteed faultless mechanically, £14 down.

**F. H. RAE.** Above and many others offered on really easy terms over 24 months. Exceptional exchange allowances, personal service, satisfaction guaranteed. Open till 8.30 nightly. Macfarlane Rd., Wood Lane, W.12. Shepherd's Bush 4819. 322-140

**£33/10.** 1935 FORD 8 saloon, leather upholstery, tray, trafficators, luggage grid, etc., black and red, exceptionally well maintained throughout. Bland, 27 Southfields Rd., S.W.18. Putney 1612. 322-69

**NORTHFIELDS GARAGES, LTD.** 1934 8hp FORD sun saloon, reconditioned engine, £42. Also 1936 8hp saloon, £55, and 1937 8hp saloon, one owner, £65. Written guarantee with each. 143 Northfield Avenue, W.15. Ealing 0450. 322-118

**1936 FORD 8** Tudor sun saloon, finished green with black wings and green leather cloth upholstery, mechanically thoroughly checked over, tyres good for several thousands of miles, this roomy little family car with high horse-power performance is offered at the amazing price of £50; also 10 other FORDs 8s in stock. Terms, exchanges. Write for free list. Earls, Ltd., 118 Kentish Town Rd., N.W.1 (Camden Town). Gul. 1751. 322-104

**1934 FORD 8** saloon, one owner, mileage 25,000, bodywork and tyres excellent, £36. North 3663. 322-86

**£35.** 1935 FORD 8, reconditioned engine. Below.

**£41.** 1934 FORD 8 Fordor saloon, leather. Below.

**£49.** 1935 FORD 8. Below.

**£56.** 1936 FORD 8. Marnic Motors, 6-8 Bishops Rd. Paddington (Station) 2308. Open to 9 p.m. 322-227

**1937** Ford 8 Tudor, black-red leather, mileage 7,000, one private owner, £67. Below.

**1936** 8 Tudor, black-red leather, bumpers, mileage 15,000, splendid order throughout, £58. Below.

**1934** May, 8 Tudor sunshine, maroon, one private owner, guaranteed run 14,000 miles only, exceptional, £47. Below.

**1935** 10 4-door saloon, black-red leather, new engine recently fitted, mechanically faultless in every respect, any trial, £55. Below.

**1933-4** 8 4-door sunshine, special upholstery, in plated screen, £15 extras, quite unboiled, always privately owned, £48. Below.

**B. J. HUNTER, LTD.** 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Daily 9-8; Sundays, 322-156

**£59/10!!!** 1935-36 FORD 8hp saloon, beautiful condition, new engine, smart appearance. Comerfords. Below.

**£39/10!!!** 1934 FORD 8hp saloon, excellent condition throughout; £10 down, £2 monthly. Comerfords. Below.

**£56!!!** FORD, 1936 8hp saloon, leather upholstery, low mileage, tax paid; £13 down, £2 10s. monthly. Comerfords. Below.

**£59!!!** 1936 FORD 10hp tourer, open 4-seater, low-mileage, perfect throughout, £17 down, £3 monthly; no insurances, references or guarantors required. Comerfords, Portsmouth Rd., Thames Ditton. Emberbrook 2323. 322-147

**1937** 10hp FORD saloon de luxe, low mileage, 69 gns.; another, perfectly unscratched, 76 gns. Below.

**4-DOOR 8hp FORD.** late 1936, unrepeatable bargain, as new, 59 gns., three months' written guarantee; exchanges, deferred terms. Tankard and Smith, Ltd., 44 Norwood Rd., Herne Hill, Tul. 2446-7-8. 322-451

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

**1938** FORD 10 4-door de luxe saloon, with leather upholstery and sunshine roof, absolutely as brand new, spare unused, 8,000 miles only. £128.

**1934** FORD 8 Jensen sports 4-seater, painted cream, perfect throughout, £57 10s.

**1935** FORD 8 drop-head foursome coupe, extremely sound condition, £62.

**A. Z. MOTORS**, 180-186 West End Lane, N.W.6. Ham. 6033-4. 322-457

**1935** FORD 8 4-door saloon, £65; or 24 monthly instalments of £3 2s. 10d., no deposit. Cooden Engineering Co., Bexhill. 322-76

**1936** FORD 8 saloon, £65; or 24 monthly instalments of £3 2s. 10d., no deposit. Cooden Engineering Co., Bexhill. 322-75

**F**ORD 8 saloon, 1933, new engine just fitted, in exceptional order, £54, North 3663. 322-486

**F**ORD, 1935 10hp saloon, black and cream, very carefully used, exceptional condition, £52. K.J. Motors, Ltd., Bromley, Kent, Ravensbourne 3456-7. 324-477

**1934** FORD 8 2-door sunshine saloon, carefully used, 1936 condition, £40. Messenger, Nursery Rd., Nazeing, Essex. 322-1816

**£45.** Late 1934 FORD 8 sunshine saloon, very small mileage, engine recently overhauled, good tyres all round, coachwork almost without blemish; terms, etc. Odeon Motors, Barnet 4100-1. 322-258

**1936** FORD 8 saloon, excellent condition, £60. Below.

**1937** FORD 10 2-door saloon, spotless condition, many extras, £85. Below.

**1937** FORD 8 saloon, exceptional condition, from £65. Exchanges, deferred. Ray Abbott, Harrow Weald, Harrow 5884. 322-13

**1937** FORD 8hp saloon, green, good tyres, extremely good condition, one owner, £65; also 1936, from £55. Dome Garages, Great West Rd., Brentford, Phone, Ealing 2271. 322-3

**F**ORD, 8hp, 1937, good condition, taxed, insured. Lloyd, Strathcona, Down Hall Rd., Rayleigh, Essex. 324-1759

**£38.** Exchanges, deferred. 1938 FORD 8 sun saloon, attractive appearance, runs well. 19 Holmdene Avenue, Herne Hill, Brixton 6341. 322-7

**PRIVATE.** £61. 1937 FORD 8 2-door saloon, red leather, upholstery, as new, any trial, delivered anywhere. Basement, 250 Evering Rd., Clapton, E.5. 322-1866

**1938** FORD 10 4-door de luxe saloon, leather upholstery, brand new, save £10 on purchase price, available through special circumstances, unrepeatable offer, £165, includes tax to end of year, delivery charge and number plates. Dome Garages, Gt. West Rd., Brentford, Phone, Ealing 2271. 322-2

**1936** FORD 8 saloon, really immaculate condition throughout, new battery, any trial, £57 10s. Bennets, 57 Eden St., Kingston, Phone 3101-2. 322-298

**F**ORD 8 saloon, black, 1935, new engine just fitted, £43. 82 Long Thornton Rd., Streatham Vale, S.W.16. Pollard 4128. 322-295

**F**ORD 8 1935 saloon, £45; new engine, tyres, battery, as new. Terms, exchanges. 162 High St., Tooting, Streatham 5909. 322-283

**F**ORD 8 saloon, 1933, £27 10s., very smart, new engine. Terms, exchanges. 162 High St., Tooting, Streatham 5909. 322-284

**£62.** 1936 FORD 8 Tudor saloon, sun roof and leather, one careful owner. Below.

**£69.** 1937 FORD 8 Tudor saloon, 9,000 miles, immaculate throughout. Twenty other Fords in stock. Exchanges, deferred, 24 months. Broadway Motors, 67 High St., Hounslow. Phone 0175. 322-289

**SMALL** deposit, exchanges or cash. 59 gns. 1937 FORD 8 saloon, leather, small mileage and an exceptionally well-kept car. Hillroamer, 1-8 Chippenham Mews, Harrow Rd., W.9. Abe 2118. 322-473

**52** Gns. 1935 FORD 8 4-door sun saloon, leather, perfect condition; another, 55 gns. Below.

**59** Gns. 1936 FORD 8 saloon, as new. Auto-snips, 5 High Rd., Balham 1509. 322-476

**1934** FORD 8 saloon, sun roof, a splendid car in every way, £45; terms. Dottridge, East Rd., N.1. Clerkenwell 7070. 322-484

**FRED GUY.** FORD 8 1937 sunshine saloon, leather upholstery, mileage 7,000, new condition, £75. Below.

**F**ORD 8 1937 saloon, excellent condition, £65. Below.

**F**ORD 8 1936, July, 4-door sunshine saloon, leather upholstery, splendid condition, £65. Below.

**F**ORD 8 1936 saloon, very good car, terms, exchanges, £59. 196-198 King St., Hammer-smith, Riverside 3131. 322-401

**ROWLAND SMITH (MOTORS), LTD.**

**FORDS.** List free. Terms. Exchanges. Rowland Smith. Below.

**£7** Deposit or 65 gns. cash. 1937 model 8hp Tudor saloon, black, small mileage, spare unused, almost new condition.

**£6** Deposit or 59 gns. cash. 1937 model 8hp 4-door saloon, black, good tyres, one owner, excellent condition, choice of six.

**£5** Deposit or 49 gns. cash. 1934 model 8hp Tudor sunshine saloon, electric blue, cream wheels, carefully used, excellent condition, choice of six.

**£5** Deposit or 45 gns. cash. 1936 8hp Tudor saloon, black, one owner, very good condition, choice of six.

**£12** Deposit or 115 gns. cash. Latest series 10hp tourer, black, green wheels, one owner, run 5,000 miles only, practically brand new.

**£5** Deposit or 49 gns. cash. August, 1936, 10hp sunshine saloon, grey, silver wheels, one owner.

**£3** Deposit or 25 gns. cash. 1933 8hp Tudor saloon, maroon, cream wheels.

**£6** Deposit or 55 gns. cash. 1935 10hp 4-door sunshine saloon, maroon, excellent condition.

**ROWLAND SMITH**, Hampstead High St. (Hampstead Tube). Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 322-432

**1933** FORD 8, for quick disposal, 2-door fixed-head, new tyres, battery, etc., demonstrate London willingly. £35, genuine private offer, 4 Deane Way, Eastcote. 322-410

**£47/10.** 1935 FORD 8 4-door saloon, colour maroon, superb condition. M. T. Lane, 65 Old Town, Clapham. Mac 2546. 322-406

**NAYLOR AND ROOT** for FORD 8s and 10s of quality. See page 15.

**350** Used cars in stock, including 45 FORDS.

**EASIEST** of easy terms. Exchanges. Three months' guarantee.

**NAYLOR AND ROOT**, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 322-50

**FORDS** and hundreds of others. See our special selection on page 20. 322-200

**MARBLE ARCH MOTOR SUPPLIES** for FORDS

**£76.** 1937 8hp 4-door sun saloon, leather upholstery, in excellent condition.

**£52.** 1936 8hp saloon, tyres and condition very good, small mileage, as new, one owner. 286-302 Camberwell Rd., S.E.5. 322-390

**FRAZER-NASH.**

**FRAZER-NASH.** The manufacturers have available for sale reconditioned cars from 1932 to 1935—all types. For full particulars, apply to Frazer-Nash Cars, London Rd., Isleworth, Phone, Hounslow 0011-2-3. 322-653

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**£4** Deposit or 39 gns. cash. **FRAZER-NASH** 1926 1½-litre sports 2-3-seater, dark green, f.w.b., leather upholstery, very good condition, exchanges. List. Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-433

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**GREAT NORTHERN MOTORS.** Send for our illustrated list of 150 used cars, including many HILLMAN. The finest selection of really good light cars in North London. Great Northern Motors (London), Ltd., Austin House, High Rd., North Finchley, N.12. Phone, Hillside 0024 (six lines). zzz-1421

**A. I. LLOYDS.**

**MURPHY!!!** 1936 Minx Magnificent, one owner, M as new, low mileage, £110.

**MURPHY** of Mortlake. Consult us about Lloyd's guarantee. 17 Sheen Lane, S.W.14. Prospect 3503. zzz-1453

**999** Privately owned and trade-conditioned motor-cars of every make with guaranteed specification and certificate of condition will be exhibited for sale at the annual Used Motor Show, Royal Agricultural Hall, London, from April 23 to May 7. Exchanges and hire-purchase terms available. This official show is organized for the protection of the motoring public. Private owners and traders may obtain car entry forms from Used Motor Show Offices, 20 Grosvenor Gardens, S.W.1. Phone, Sloane 8841. 325-419

**1933** June. Minx de luxe saloon, mileage 26,000, £127 10s., beautifully kept, good tyres, £42 10s. North 3665. 322-90

**1933** HILLMAN Minx sports 2-seater, very attractive car in cream and red, excellent condition, 70 m.p.h., £50. Dicks of Kilburn, 399 High Rd., Kilburn, Maida Vale 6388. 322-45

**G. D. MOORE.** 1937 HILLMAN Minx de luxe model sunshine saloon, small mileage, one owner, quite immaculate, splendid mechanically. £109 10s. Terms, exchanges. 116 Hampstead Rd., Tottenham Court Rd., Euston 4649. 322-43

**G. W. WILKIN, LTD.,** for HILLMANS with written guarantee.

**1937** Minx de luxe saloon, as new, £125. Below.

**1936** Minx drop-head coupe, excellent condition, £127 10s. Below.

**1935** Minx de luxe saloon, rebored, £79 10s. Below.

**1934** Minx de luxe saloon, £57 10s. Terms, exchanges. 84 Eden St., Kingston. Phone, Kingston 2241-2. 322-19

**THOMPSONS GARAGES** offer 1937 HILLMAN Minx sun saloon de luxe, in spotless condition throughout, whole car as new, one owner, small mileage, £120.

**1936** HILLMAN Minx sun saloon de luxe, finished in sea grey, excellent condition, £87 10s. Any trial; terms, exchanges. Thompsons Garages, 266 Beulah Hill, S.E.19. Streatham 3646. 322-65

**1933** April, HILLMAN Minx open sports 4-seater, black-green, written guarantee, £45; terms. Oldfield, Pottery Lane, Holland Park. Park 4170. 322-152

**F. H. RAE.** 59 gns! Privately owned 1935 F. HILLMAN Minx 4-door sunshine saloon, very attractively finished dark green and black, brand-new tyres, comprehensive equipment, faultless throughout and a car I can recommend; £14 down; exchanges. Macfarlane Rd., Wood Lane, W.12 Shepherd's Bush 4819. 322-139

**NEWNHAMS** for good HILLMANS at right prices. Few examples below, but list of 150 guaranteed used cars on request. Self-financed terms and generous exchanges.

**1938** Minx Magnificent de luxe sun saloon, small mileage only, £152.

**1937** Minx Magnificent de luxe sun saloon, genuine showroom example, £110.

**1936** Minx Magnificent de luxe Tickford coupe, very carefully used, £110.

**1935** Minx de luxe sun saloon, most attractive throughout, £69.

**NEWNHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 322-170

**1936** HILLMAN Minx de luxe, black, brown interior, perfect mechanically, coachwork unsoiled, tyres good, really attractive, £95. Below.

**1935** April, Minx de luxe, black, brown interior, always privately owned, nearly new tyres. £70. Hunters, 22 Cricklewood Broadway, N.W.2. 322-157

**1935** HILLMAN Minx 4-light saloon, first registered March, 1936, £65, one owner, as new. Parwood, 89 East Hill, Wandsworth, Bat. 0443. 322-100

**£48.** HILLMAN Minx, 1934 Special Club saloon de luxe, four speeds, splendid condition, unrepeatable offer; exchanges, deferred. G. G. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-129

## SECOND-HAND LIGHT CARS FOR SALE (continued).

## ROWLAND SMITH (MOTORS), LTD.

HILLMANS. List free. Terms. Exchanges. Rowland Smith, below.

£14 Deposit or 135 gns. cash. 1938 Model Minx de luxe 4-door sunshine saloon, burgundy, red leather, small mileage, practically new condition.

£8 Deposit or 79 gns. cash. 1936 Minx de luxe 4-door sunshine saloon, dark blue, leather upholstery, excellent condition.

£5 Deposit or 49 gns. cash. June 1934 Minx de luxe 4-door sunshine saloon, black and red, leather upholstery, excellent condition.

£4 Deposit or 39 gns. cash. 1932 Minx Club saloon, sunshine roof, dark blue, leather upholstery, very good condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-434

HILLMAN and hundreds of others. See our special selection on page 20. 322-201

NAYLOR AND ROOT for HILLMANS of Quality. See page 15.

350 Used Cars in stock, including 25 Hillmans.

EASIEST of Easy Terms. Exchanges. Three months' guarantee.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 322-51

1936 HILLMAN Minx Magnificent de luxe saloon, absolutely spotless, above average, £85.

A. Z. MOTORS, 180-186 West End Lane, N.W.6. Ham. 6033-4. 322-458

MARBLE ARCH MOTOR SUPPLIES for HILLMAN.

£120 1937 10hp Minx de luxe saloon, sun roof, excellent condition, small mileage. 286-302 Camberwell Rd., S.E.5. 322-391

1936 HILLMAN Minx sunshine saloon de luxe, grey, perfect, taxed, insured. £100. 349 Green Lanes, Palmers Green. Pal. 0626. 322-476

1934 HILLMAN Minx sunshine saloon, exceptional condition throughout, choice of two, from £59; exchanges, deferred. Ray Abbott, Harrow Weald, Harrow 3884.

1936 HILLMAN Minx sunshine saloon, four doors, two-colour finish, very attractive, £85. 177 King's Avenue, S.W.12. 322-17

£50 1934 HILLMAN Minx de luxe saloon, free wheel, new tyres, small mileage, as new, illness reason. 28 Elmhurst Avenue, Mitcham. 323-1851

1936 HILLMAN Minx 4-seater saloon, fully insured, £78. Churchman, 54 Avenue Rd., Southgate. 322-1854

KIRKS. 1935 HILLMAN Minx saloon, sun roof, excellent tyres, finished black, guaranteed, £65. 100 other cars. Exchanges, terms.

KIRKS, 49 Praed St., W.2. Pad. 6049. Close 8 p.m.; Thursday, Sunday, 1 p.m. 322-252

1936 HILLMAN drop-head coupe, exceptional condition, £135.

1937 De luxe saloon, £125. Also

1935 De luxe saloon, £69; exchanges and terms. 53 York St., Twickenham. Popesgrove 2241. 322-318

HUMPHREYS. 1937 HILLMAN Minx Magnificent sun saloon, finished blue, very low mileage, spotless condition throughout, £105.

HUMPHREYS. 1935 HILLMAN Minx de luxe sun saloon, finished black, leather upholstery, carefully maintained, very smart, £65; terms; motor cycles taken in part exchange. 122 Hampstead Rd. (Tottenham Court Rd.), N.W.1. Euston 3526. 322-313

£75. 1935 HILLMAN Minx saloon, one careful owner. Below.

£115. 1937 HILLMAN Minx saloon de luxe, mileage 10,000, positively new. Below.

£149 1938 HILLMAN Minx saloon de luxe, £149, positively immaculate; exchanges, deferred 24 months. Broadway Motors, 67 High St., Hounslow. Phone 0175. 322-291

1934 Minx Family saloon, sun roof, two new tyres, bodywork very good, £42 10s. North 3663. 322-89

1938 Minx de luxe saloon, maroon, one owner, guaranteed, genuine mileage under 2,000. £47 10s. North 3663. 322-88

1936 HILLMAN Minx sun-roof saloon de luxe, as new, £87 10s. Argyle Motors, 29 Euston Rd., N.W.1. Terminus 2236. 322-97

HARRY NASH. HILLMAN Minx 1933. July, 10hp sunshine saloon, black, bumpers, spotless, 1936 condition, £47 10s. Below.

1938 10hp de luxe saloon, black, almost new, beautiful car throughout, £149 10s. 348 King St., Hammersmith. Riverside 2857. 322-189

1937 HILLMAN Minx Magnificent de luxe sun saloon, blue, fitted Bosch radio, 8,000 miles only, as brand new, £118; another

1938 Sun saloon, 10,000 miles only, one owner, showroom condition, perfect throughout, written guarantee. Reys Motors (Established 1899), 171-173 Gt. Portland St., W.1. Welbeck 2984. 322-306

1937 HILLMAN Minx de luxe saloon, also 1936 saloon de luxe, black, bargain prices, practically new condition. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-263

\*\*\* 1938 Series HILLMAN Minx Magnificent de luxe sunshine saloon, really superb condition throughout, fully equipped and with six months' written guarantee, £145. Harold Simons, 311 Euston Rd., N.W.1. Euston 4128-9. 322-326

ALLAN TAYLOR AND CO.

1937 HILLMAN Minx de luxe sun saloon, dark blue with leather to match, one careful owner, a really fine example, any trial, an Allan Taylor used car, £120.

ALLAN TAYLOR AND CO., 126-8 High St., Wandsworth, S.W.18. Putney 6431-2-3. 322-323

FRED GUY. 1936 HILLMAN Minx de luxe sunshine saloon, excellent condition, terms, exchanges, £90. 196-198 King St., Hammersmith. Riverside 3131. 322-402

£49/10. 1934 HILLMAN Minx de luxe saloon, leather upholstery, sunshine roof, chromium head lamps, bumpers, immaculate condition.

£85/10. 1936 HILLMAN Minx Magnificent sun saloon, condition as new, one owner. Below.

£118/10. 1937 HILLMAN Minx Magnificent sun saloon, small mileage, one owner, as new. Below.

£140/10. 1938 Series HILLMAN Minx sunshine saloon, mileage 7,000, condition absolutely as new; three months' guarantee, M. T. Lane, Hillman Specialists. Large stock always available. 65 Old Town, Clapham. Macaulay 2546. 322-407

1933 HILLMAN Minx saloon de luxe, exceptionally clean condition throughout, £75. Gap Bridge Motors, Wimbledon. Phone 4522. 322-411

1937 HILLMAN Minx Magnificent saloon, sea grey, mileage 11,000, spare wheel unused, looks and runs as new, £119. Below.

1937 HILLMAN Minx safety saloon, black, brown upholstery, one owner, spotless example, £108; terms, exchanges, three months' guarantee and after-sale service. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9. 322-417

RAYNES PARK MOTORS. 1937 HILLMAN Minx de luxe saloon, almost new condition, low mileage, one private owner, with tax, £125. 213 Worpole Rd., Wimbledon. (Near Raynes Park Station.) Wimbledon 1592. 322-338

1936 HILLMAN 10hp Minx saloon de luxe, £105.

1937 HILLMAN 10hp Minx saloon de luxe, £125.

ABOVE cars overhauled and guaranteed. Several colours to choose from. Evans (Wimbledon) Ltd., Alexandra Rd., Wimbledon 3606. 322-358

1935 HILLMAN Aero Minx sports 4-seater, faultless, £110. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874, 4851. 322-555

1937 10hp HILLMAN Minx Magnificent saloon, £99. Taylors, 6 Kendrick Place, South Kensington. Kensington 9404. 322-341

1934 HILLMAN Minx tourer, one owner only, exceptionally nice condition, £69. Basii Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1158. 322-374

£70. 1935 HILLMAN Minx sun saloon, overhauled, guaranteed 100% condition throughout. Exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8251. 322-369

TANKARD AND SMITH, LTD., HILLMAN specialists, offer:-

92 Gns.!!! 1936 Minx Magnificent full de luxe sunshine saloon, real leather upholstery, spotless exterior and interior, one private owner only since new, small mileage. Below.

59 Gns.!!! 1934 Minx de luxe sunshine saloon, definitely the best-conditioned Minx we have, mileage 29,000, recently rebored and overhauled, whole car literally spotless and as new. Below.

39 Gns.!!! 1935 Minx de luxe sunshine saloon, splendid performer, bodywork immaculate; choice of another; terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-3. 522-363

1934 HILLMAN Minx de luxe saloon, free wheel, whole car spotless. The Clock Tower Garage, Ltd., 365 High Rd., Chiswick, W.4. Chiswick 5459. 322-481

## H.R.G.

1935-6 H.R.G., 2-seater, 200 gns.; another, 1937, £275. Both these cars are works reconditioned and carry new car guarantees H.R.G. Engineering Co., Ltd., Oakcroft Rd., Tolworth, Elmbridge 4489. 322-339

## HUMBER.

1934 HUMBER 12 de luxe saloon, £85. Also 1935 delivery, £60. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-264

£4 Deposit or 39 gns. cash. HUMBER 12, July, 1935, de luxe 4-door sunshine saloon, black, fawn wheels, leather upholstery, very good condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. 322-435

HUMBERS and hundreds of others. See our special selection on page 20. 322-202

VOGUE!!! £88!!! 1934-5 HUMBER 12hp Vogue saloon, original, brand-new condition, new 90 tyres, six months terms, exchanges. Howland (St.) Garage, Tottenham Court Rd. 322-466

## INVICTA.

£78!!! 1934 12hp INVICTA sports saloon, new tyres, low mileage, faultless throughout, six months' guarantee; terms, exchanges. Howland (St.) Garage, Tottenham Court Rd. 322-467

## JOWETT.

LOVATTS for JOWETTS. 191 Streatham Rd., Mitcham. Jowett expert; best service. zzz-92

JOWETTS. Manchester, 1934, 1935, 1936, 1937 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon Jeteris, Ltd., Deansgate. Bla. 1122-3. zzz-0851

JOWETTS. A.V. Motors, Ltd., Teddington, have the largest stock of used Jowetts in London, prices ranging from £15 to £140; every car over £40 overhauled and guaranteed in sound mechanical condition as under:-

1930 Saloons, £15-£30. 1932 saloons, £35-£40.

1933 Saloons, £50-60. 1934 saloons, £65-£75.

1935-6 Saloons, £80-£110. 1936-7 saloons, 10hp, £115-£140. zzz-372

WESTMINSTER BRIDGE GARAGE. 1936 JOWETT 4 sun saloon de luxe, £100. Several early models from £20. Complete spares stock. Specialized repairs. 5 Lambeth Palace Rd., S.E.1. (Opposite L.C.C. Hall.) Waterloo 5270. zzz-1455

JOWETT, 1931 (late) 4-door sun saloon, full equipment, clean, good, taxed, bargain, £27 10s. 29 Laurel Avenue, Twickenham. 322-1227

JOWETTS and hundreds of others. See our special selection on page 20. 322-203

£4 Deposit or 39 gns. cash. JOWETT, 1935 model 4-door sunshine saloon, black, very good condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. 322-436

BUNTINGS are best buyers of modern JOWETTS. Send details. New 8 and 10s in stock, ready for quick deals; also 1936-1935-1932s and other second-hand bargains. Buntings, Jowett Agency, Harrow. 322-360

FOR JOWETT cars and spares. The Pioneers, Royal Forest Garage, Chingford, E.4. Silverthorn 2200. zzz-475

1931 Black Prince sunshine saloon, taxed, insured, carefully owned, £32 10s. Write, 150 Watling St., Radlett. 322-1801

JOWETT, 1930 short saloon, taxed, good condition, £23. 216 Ongar Rd., Brentwood. 322-1862

JOWETT, 7hp, 1935 saloon, sunshine roof, mileage under 16,500, immaculate condition, taxed, £85. Bell, 61 Kenton Avenue, Southall. Phone, Hounslow 4693. 322-280

1936 Kestrel 4-door sunshine saloon, grey-black, leather interior, mileage under 10,000, immaculate throughout, taxed, £95. Hunters, 22 Cricklewood Broadway, N.W.2. Exchanges. 322-158

## Jowett Spare Parts and Service.

JOWETT spares. Complete stock new and second-hand. The Jowett specialists. The One Tree Motor Co., Ltd., Huddersfield. Phone 1920. zzz-143

WESTMINSTER BRIDGE GARAGE, 5 Lambeth Palace Rd., S.E.1 (opposite L.C.C. Hall), carry complete stocks and give specialized service. Waterloo 5270. zzz-1456



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

**LAGONDA.**

**£10** Deposit or 95 gns. cash. LAGONDA Rapier, 1935 model foursome sunshine coupe, black, brown leather, Ashby wheel, large instruments, carefully used, excellent condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-437

**LANCHESTER.**

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman 325-424

**£75** LANCHESTER 10, 1934, 4-door full de luxe, lux saloon, whole car in exceptionally fine order throughout. Below.

**£55** LANCHESTER 10, 1933 4-door full de luxe saloon, extremely good condition and appearance; another, £50. Exchanges; deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-130

**LEA-FRANCIS.**

**T** ARNELL AND CO., LTD. (all staff and foreman late Lea-Francis London Depot), for reconditioned LEA-FRANCIS cars. Spares and service. 449 High Rd., Willesden, N.W.10. Phone, Willesden 7620 (day and night). zzz-382

**L** EA-FRANCIS and hundreds of others. See our special selection on page 42. 351-295

**L** EA-FRANCIS and hundreds of others. See our special selection on page 20. 322-204

**M.G.**

**1932** M.G. D-type 4-seater, excellent condition, 45 gns. G.A.D., 27 Riddle St., Camberwell, S.E.5. 323-1256

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-427

**N** AYLOR AND ROOT for M.G. Midgets of Quality. See page 15.

**350** Used Cars in stock, including 30 Midgets.

**E** ASIEST of easy terms. Exchanges. Three months' guarantee.

**N** AYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 322-52

**1933** M.G. Midget Sports Continental 4-seater coupe, exceptional, £45. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-265

**105** Gns.!!! 1936 M.G. Midget P-type 2-seater, red, with silver wheels, low mileage, very fast, condition almost as new. Also

**89** Gns.!!! 1935 M.G. Midget P-type 2-seater, black, just overhauled, exceptional condition. Also

**59** Gns.!!! 1933 J2 2-seater, red, very good condition; terms, exchanges. K.B.G., 67 High Rd., Kilburn, Maida Vale 4787. 322-352

**1933** J2, red, new crankshaft, mains and big ends, good tyres, bargain, £60. 20 Bournvale Rd., S.W.16. 324-4040

**£38**!!! Perfect 1931 M.G. Midget sports 2-seater, immaculate exterior, black and red, new tyres and battery, engine recently overhauled, perfect performer, very fast, also choice sportsman's coupe, terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-3. 322-364

**£80** Magnette Mar, 1935, N-type sports 4-seater, carefully maintained, extremely fine condition, exceptional value. Exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-131

**£49**!!! 1933 M.G. Magnette, four doors, coach-built pillarless saloon, beautiful condition, amazing performance, genuine bargain; £14 down, £2 monthly. Comerfords. Below.

**£46**!!! 1933 M.G. Magna coupe, finished maroon, good tyres, new battery, fast car; £10 down, £2 monthly. Comerfords. Below.

**£65**!!! 1933 L-type Magna open sports 4-seater, finished pale blue, excellent condition throughout; £18 down, £2 10s. monthly. No insurances, references or guarantors required; delivery at once. Comerfords, Portsmouth Rd., Thames Ditton. 322-148

**1933** M.G. J2 2-seater de luxe, black and green, very low mileage, very exceptional condition, £65; no offers. 263a New Cross Rd. Tid. 3419 322-1795

**ROWLAND SMITH (MOTORS), LTD.**

**M.G. Magnas and Magnettes.** List free. Terms. Exchanges. Rowland Smith, below.

**£13** Deposit or 125 gns. cash. Magnette, 1936 model N type sports 4-seater, duo-blue, silver wheels, carefully used, practically new condition.

**£4** Deposit or 39 gns. cash. Magna, 1932 sports 4-seater, black, green wheels, very good condition.

**£4** Deposit or 35 gns. cash. Magna, 1932 sunshine coupe, black and green.

**£8** Deposit or 79 gns. cash. Magnette, 1935 model "K.N." type pillarless 4-door sunshine saloon, black, silver wheels, green leather, good tyres, excellent condition. See below.

**M.G. Midgets.** List free. Terms. Exchanges. Rowland Smith, below.

**£13** Deposit or 125 gns. cash. 1937 Model "T" type 2-seater, red, silver wheels, spare tyre unworn, one owner, excellent condition.

**£9** Deposit or 89 gns. cash. 1934 "P" type 2-seater, black, silver wheels, numerous extras, carefully used, excellent condition.

**£6** Deposit or 59 gns. cash. 1933 J1 sunshine saloon, duo-green, excellent condition.

**£5** Deposit or 45 gns. cash. 1931 Coachbuilt sunshine coupe, black, brown leather, carefully used, excellent condition.

**£5** Deposit or 45 gns. cash. 1932 Model sports 2-seater, blue, carefully used, excellent condition.

**ROWLAND SMITH, M.G. Distributors.** All models in stock. Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-438

**1934** M.G. Midget 2-seater, spotless, 100% chassis and engine, £85. Below.

**1936** M.G. Midget PB 2-seater, 17,000 miles, one owner, first registered September, 1936, almost all 1937 improvements, water and oil thermometers, looks and runs as if just left works, £120. Argyle Motors, 29 Euston Rd., N.W.1. Terminus 2256. 522-98

**1937** M.G. T-type 2-seater, black and blue, 13,000 miles, indistinguishable from new, £150. J. R. Bradford, Dunmow Rd., Bishop's Stortford, Herts. 322-235

**1932** M.G. Magna, resprayed blue-grey, excellent chassis, £45. Uplands Garage, Kenley, Surrey. Uplands 2060. 323-4044

**MORGAN.**

**MORGAN.** Maskells for Morgans. Sole London agents south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

**ROSE AND YOUNG, LTD., offer:-**

**1937**, April, MORGAN, Model F, 8hp water-cooled engine 4-cylinder, as brand new, one owner, small mileage, £75.

**90-96** STREATHAM HILL, S.W.2 (adjoining Streatham Hill Theatre). Phone, Tulse Hill 6464-5.

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-428

**£17.** 1930 Super-sports, w.c. o.h.v. J.A.P.-engine 2-seater, f.w.b., reduced steering, nine months' insurance, new hood and front tyres, spare sprockets. Write: Forster, "Rangoon," Lingfield, Surrey. 322-178

**1936** MORGAN, fitted with a special Ford-type A 8hp power unit, with high-compression cylinder head, three forward speeds and reverse, fitted with a beautiful proportioned sports 4-seater coach-built body, with smart tonneau cover concealing rear seats, leatherette hood with perfect fitting, all-weather equipment, coachwork finished in delphinium blue with lower panels in primrose, giving a streamlined effect, massive chrome-plated head lamps, electric screen wiper and stop light, all bright parts in chrome, a rare opportunity to purchase one of these very special models at a terrific saving, £55. J. Blake and Co., Ltd., 110 Bold St., Liverpool, 1. Royal 5522. 322-117

**1932** Super-sports MORGAN, o.h.v. J.A.P. w.c. 14 Norton Rd., Leyton. 322-1785

**MORGANS.** F. H. Douglass, the Morgan specialist, has a large stock of sound Morgans for sale and a reputation to keep up. Try me for your Morgans; every spare and every repair. Ask for hire-purchase terms. F. H. Douglass, the Morgan Specialist, St. Mary's Square, Ealing, W.5. Phone 0570. 322-11

**1930** MORGAN Aero, £16; Triplex, many parts new. Beadle, 29 Sansom St., Camberwell. 322-1448

**HOMACS** have the following used MORGANS for disposal, all of which have been carefully overhauled and would give every satisfaction.

**HOMACS.** 1936 super sports 10-40hp o.h.v. w.c. engine, three speeds and reverse, self-starter, interchangeable wheel and spare, £79 10s.

**HOMACS.** 1934 super sports, 10-40hp o.h.v. J.A.P. three speeds and reverse, interchangeable wheels and spare, exceptionally nice order, £59 10s.

**HOMACS.** 1932 MORGAN sports 2-seater, 10-40hp o.h.v. J.A.P., three speeds and reverse, self-starter, good tyres, excellent order throughout, £42 10s.

**HOMACS.** 1928 Aero 8hp s.v. J.A.P., in good order, choice of two, £15.

**HOMACS.** Exchanges and deferred terms arranged on any of the above.

**HOMACS.** Official MORGAN Depot, 247 Lower Clapton Rd., E.5. Phone, Amherst 4463-4. 322-84

**1937 MORGAN** three-wheelers!! Five outstanding equal-to-new, Colmore bargains! Sports 2-seater, 990 c.c. side-valve, water-cooled, duo-green, £75; sports 2-seater, 990 c.c. o.h.v. air-cooled, red and cream, £75; sports 2-seater, 990 c.c., water-cooled, side-valve, black, aluminium wheels, £73; Model F 4-cylinder 4-seater, Nile Blue, £80; Model F 10hp 4-cylinder 2-seater, black and chromium, £90. One-fifth deposit secures immediate delivery; balance 12, 18 or 24 months! Exchanges arranged; free tuition! Write to-day for stock list—used 3-wheelers and latest Morgan catalogue. You save money by buying direct from the largest Morgan distributors in the Kingdom. Colmore Depot, 20-30 Hill St., Birmingham. Phone, Midland 4004. 322-108

**NAYLOR AND ROOT** for MORGANS. Payments as desired. Motorcycles and cars in exchange.

**£89.** 1937 super sports, o.h.v. Matchless w.c., one owner, low mileage, as brand new.

**£65.** 1936 sports 2-seater, o.h.v. Matchless 3-speed, starter, etc.

**£65.** 1935 super sports, o.h.v., green, low mileage, as new; also 1936, £75.

**£49.** 1934 Family de luxe, 4-cylinder, 3-speed, sidescrrens, good tyres, very smart.

**£39.** 1932 sports Family 2-4-seater, o.h.v. J.A.P., 3-speed, very smart.

**£35.** 1932 super sports, o.h.v. J.A.P., 3-speed, good tyres, fast.

**A** NY model sent 100 miles without obligation. State model and time.

**NAYLOR AND ROOT,** 120 High St., Tooting, S.W.17. Streatham 4020. Open 9 to 5; Wednesday, 1 p.m. 322-53

**MORGANS.** List free. Terms. Exchanges. Rowland Smith, below.

**£10** Deposit or 95 gns. cash. 1937 Super Sports, specially tuned w.c. o.h.v. Matchless, black, cream wheels, 3-speeds and reverse, spare wheel (unused), one owner, run about 3,500 miles only, brand-new condition.

**£5** Deposit or 49 gns. cash. July 1934 4-cyl. family, maroon, cream wheels, 3-speeds and reverse, electric starter, spare wheel, very good condition.

**£5** Deposit or 49 gns. cash. July 1933 Super Sports, racing o.h.v. J.A.P., black, green wheels, 3-speeds and reverse, electric starter, spare wheel (unworn tyre), very good condition, taxed.

**£3** Deposit or 32 gns. cash. June 1931 Super Sports, racing o.h.v. J.A.P., red, electric starter, straight-through exhausts, hood, etc., very good condition.

**£3** Deposit or 19 gns. cash. 1929 (reg. 1930) Aero, o.h.v. Anzani, red, straight-through exhausts, hood, very good condition.

**12** Gns. 1930 Family, J.A.P., maroon, good tyres, very good condition.

**ROWLAND SMITH,** Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-439

**Morgan Spare Parts and Service.**

**M** ASKELL for MORGANS, official repairers, carry a complete stock of Morgan spares. Write for spares list gratis. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-147

**HOMACS** for all MORGAN spares. Repairs and overhauls our speciality. Trade supplied. Homacs, London Service Depot, 247 Lower Clapton Rd., E.5. Amherst 4463-4. zzz-1402

**MORRIS.**

**G** REAT NORTHERN MOTORS. Send for our illustrated list of 150 used cars, including many MORRIS. The finest selection of really good light cars in North London. Great Northern Motors (London), Ltd., Austin House, High Rd., North Finchley, N.12. Phone, Hillside 0024 (six lines). zzz-1422

## SECOND-HAND LIGHT CARS FOR SALE (continued).

**£115!!!** 1938 Series II 2-door de luxe coach-built sun saloon, 3,000 miles only, taxed, as new, cost £139.

**MORGAN HASTINGS, LTD.**, 212 New King's Rd., S.W.6. Renown 3445. zzz-465

**900** Officially vetted privately owned and trade condition cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-429

**MORRIS** 8hp, late 1935, saloon, rebored, reconditioned last October, #62. Appointment only. Bacon Factory, Harrow. 323-d819

**NEWHAMS** for good MORRIS'S at right prices. Few examples below, but list of 150 guaranteed used cars on request. Self-financed terms and generous exchanges.

**1938** 8 4-door de luxe sun saloon, almost as new, £118.

**1937** 8 2-door de luxe sun saloon, most attractive throughout, £82.

**1937** 10-4 de luxe sun saloon, really beautiful condition, £110.

**1935** 10-4 de luxe special coupe, exceptional throughout, £75.

**NEWHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 322-171

**1933** MORRIS 10-4 special foursome de luxe sunshine coupe, written guarantee, £45. Below.

**1933** MORRIS 10-4 de luxe sunshine saloon, written guarantee, £45.

**1933** MORRIS 8hp 2-seater roadster, written guarantee, £37; terms. Oldfield, Pottery Lane, Holland Park. Park 4170. 322-155

**1935** MORRIS 8 2-door saloon, one owner, nice condition, £55. 1935-6 4-door Morris 8 sunshine saloon, like new, £65. 1932-3 Family 8 4-door sunshine saloon, smart, roomy car, £32. 1931 saloon, £19. 3 Exeter Parade, N.W.2, near Kilburn Metropolitan Station. 322-185

**1936** MORRIS 10-4 sunshine saloon de luxe, immaculate, £89. Austins, 147 High St., Harlesden, N.W.10. 322-178

**£14/10.** MORRIS Minor open 4-seater, good tyres, excellent runner.

**£53.** MORRIS 8 1935 saloon, black and red, show condition. Austin, 147-153 High St., Harlesden, N.W.10. Will. 2099. 322-177

**COOKES MOTORS** offer 1936 MORRIS 8 4-seater, black and red, £80; also 1935 2-door de luxe saloon, £65. 11 High St., Sutton. Open 9-8. Phone, Vigilant 6666. 322-54

**ELITE MOTORS** offer: 1936 MORRIS 10 full de luxe sunshine saloon, low mileage, superb condition, 89 gns. All our second-hand cars are fully guaranteed. 955-967 Garratt Lane, Tooting, S.W.17. Wimbledon 2925. 322-68

**£15/10.** 1931 MORRIS-COWLEY saloon, very sound condition. Bland, 27 Southfields Rd., S.W.18. Putney 1612. 322-70

**1936** MORRIS 8 2-door de luxe sun roof, excellent condition (registered September), one owner, any examination, £69. Ladbroke 1155. 322-39

**THOMPSON'S GARAGES** offer:—£80!! 1937 MORRIS 8 saloon, finished in blue, excellent condition, £65!!

**1935-6** MORRIS 8 4-seater tourer, finished black; any trial; terms, exchanges. Thompson's Garages, 266 Beulah Hill, Norwood, S.E.19. Streatham 5646. 322-66

**G. W. WILKIN, LTD.**, for MORRIS, with written guarantee.

**1936** 10s, 4-door de luxe saloon, £99 10s. Below.

**1936** 12s, 4-door de luxe saloon, £105. Below.

**1937** 8s, 2-door de luxe saloon, £95. Below.

**1937** 8s, 4-door saloon, as new, £99. Below.

**1933** 10 4-door de luxe saloon, £45; terms, exchanges. 84 Eden St., Kingston. Phone, Kingston 2241-2. 322-20

**RAYNES PARK MOTORS.** 1934 Family 8 4-door sun saloon, in excellent condition, with tax, £52. 213 Worple Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592. 322-355

**1936** MORRIS 12-4 full de luxe saloon, in grey and black, 14,000 miles only, which we guarantee is genuine, whole car indistinguishable from new, one owner, bargain, 89 gns. Tankard and Smith, Ltd., Bromley Rd., Catford. Hit. 4444-7-8. 322-346

**1933-4.** September, MORRIS 10hp de luxe sunshine saloon, taxed, written guarantee. £47. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4775. 322-380

**MORRIS** Minor 1931 saloon, 4-seater, coachbuilt, excellent condition, taxed, £29. L.R.M., 38 Lichfield Rd., N.W.2. 522-1886

**£25!!!** 1932 8hp s.v. 2-seater, taxed, excellent condition. A.1 Garage, 11 Cornwall Gardens Stables, Gloucester Rd., S.W.17. Western 4078. 322-383

**1935** 10hp MORRIS tourer, one owner only, exceptionally good condition, £70. Basil Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1138. 322-375

**1934** MORRIS 10 4-door saloon de luxe, perfect condition, sun roof, etc., 45 gns. Tankard and Smith, Ltd., 198 King's Rd., S.W.3. Flaxman 4801-2-3. 322-384

**1937** MORRIS 10 saloon de luxe, perfect condition, guaranteed, £125.

**1937** MORRIS 12, perfect condition, guaranteed, £125.

**1935** MORRIS 8 4-seater tourer, perfect condition, guaranteed, £65.

**1930** MORRIS Minor 4-seater tourer, exceptional condition, one owner, £25. Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606. 322-559

**F. H. RAE.** #56! Magnificent 1934 MORRIS 10 4-door sunshine saloon, dark blue and black, blue leather upholstery, built-in trafficators, luggage grid, etc., unworn tyres, faultless mechanically and open to any trial, £12 down. Exchanges. Macfarlane Rd., Wood Lane, W.12. Shepherd's Bush 4819. 322-142

**MORRIS** 10 1936 Series II de luxe 4-door sun saloon, immaculate condition, finished in black and red, £75, exchanges, deferred terms. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-123

**1935** MORRIS 8 2-seater, £65. Argyle Motors, 29 Euston Rd., N.W.1. (Terminus 2236). 322-99

**1934** June, MORRIS 10 saloon de luxe, still on original tyres, paintwork excellent, 100% mechanically, £55. North 3663. 322-95

**1935** MORRIS 8 2-seater, two owners, mileage 23,000, bodywork, etc., excellent, spring wheel and other extras, £60. North 3663. 322-92

**1935** MORRIS 10 special coupe, mileage only 17,000, like new, £80, or 56 monthly instalments of £2 14s. 5d., no deposit. Cooden Engineering Co., Bexhill. 322-77

**1937** March, MORRIS 8 2-door sunshine, green-tinted, black, one private owner, magnificent condition, £85. Below.

**1937** January, 8 2-door saloon, blue-black, 12,000 miles, one owner, unsoiled, £80. Below.

**1936** March, 8hp 2-seater sports, black-red, one private owner since new, sparingly used, sprung steering, disc wheels, unblemished condition, some extras, £75. Below.

**1936** 8hp 2-door sunshine, green-black, always privately owned, thoroughly attractive, £70. Below.

**1935** 8 2-door saloon, black-red, mileage 19,000, new tyres, one owner, £55. Below.

**1935** 10-4 4-door sunshine, grey-black, four nearly new tyres, sound and attractive, £70. Below.

**1934** March, Minor 2-seater, black, green interior, new tyres, privately owned, £50. Below.

**1933** July, Minor sunshine, black, splendid runner, good tyres, luggage grid, £45. Below.

**B. J. HUNTER, LTD.**, 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Daily 9-8, Sunday 10-1. 322-159

**UNBEATABLE** terms on new and second-hand MORRIS 8s. Delivery at once. No stipulations such as guarantors or references or full comprehensive insurance. Highest exchange allowances. Comerfords. Below.

**£70!!** 1936-7 MORRIS 8 saloon, 4-door, sliding roof, mileage only 12,000, absolutely equal to new, finished blue and black; £20 down, £5 monthly. Comerfords. Below.

**£69/10!!** Exceptionally clean MORRIS 8 tourer, full 4-seater, finished black and green, spring steering wheel, tyres unworn, appearance equal to 1937, low mileage, thoroughly recommended; £18 down, £2 10s. monthly. Comerfords. Below.

**£39/10!!** MORRIS 8hp saloon, 1933, sliding head, good tyres, clean condition; £10 down, £2 monthly. Comerfords. Below.

**£58!!** 1935 MORRIS 8 saloon, black and red, one owner since new, good tyres, reliable condition; £16 down, £2 15s. monthly. Comerfords. Below.

**£86!!** 1937 MORRIS 8 2-seater, finished red, perfect throughout; £24 10s. down, £5 5s. monthly. Comerfords. No insurances, references or guarantors required. Comerfords, Portsmouth Rd., Thames Ditton. 322-149

**MORRIS** 1935 Series 10-6 sportsman's close-coupled coupe, finished in cream with green leather upholstery, exceedingly smart and in really beautiful condition throughout, bargain £59. Smith Auto Co., Ltd., 145 London Rd., Croydon. Phone 1977. 322-105

**1937** June, MORRIS 8 2-seater, one owner, small mileage, in really beautiful order, £75. North 3663. 322-91

**FRED GUY.** MORRIS 10, 1936 Series II de luxe sunshine saloon, wonderful condition, £85. Below.

**MORRIS** 10, 1935, June, de luxe sunshine saloon, exceptional condition, £55. Below.

**MORRIS** 8, 1937 Series I de luxe sunshine saloon, new condition, £88. Below.

**MORRIS** 8, 1937 Series I open 4-seater, excellent car, £80. Below.

**MORRIS** 8, 1935 Series I de luxe sunshine saloon, splendid car, £65. Below.

**MORRIS** 8, 1935 Series I fixed head saloon, very good car, £60. Below.

**MORRIS** Minor, 1933 de luxe sunshine saloon; terms; exchanges; £37. 196-198 King St., Hammersmith. Riverside 5131. 322-403

**MORRIS** 8s, 4-door sun saloon; choice of four; from £67 10s.; 50 other cars in stock. Kings, 322 Fore St., Edmonton. 322-424

**NAYLOR AND ROOT** for MORRIS 8s and 10s. See page 15.

**350** Used Cars in stock, including 45 Morris.

**EASILET** of Easy Terms. Exchanges. Three months' guarantee.

**NAYLOR AND ROOT**, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 322-54

**LATE** 1936 2-door saloon MORRIS 8, specimen car, black and red, 55 gns.; also 1936 4-door, 65 gns.; 1938 Morris 4-door saloon, mileage under 500, 125 gns. Three months' written guarantee; exchanges; deferred terms. Tankard and Smith, Ltd., 44, 52 Norwood Rd., Herne Hill. Tulse Hill 2446-7-8. 322-452

**1935-6-7** MORRIS 8 saloons, Series I, choice of six, from £50. Terms. Exchanges. Croydon 5241. 322-423

**1937** MORRIS 8 de luxe saloon, black and red, one owner, small mileage, choice of two, £89; terms and exchanges. 89 East Hill, Wandsworth. Bat. 0445. 322-181

**HARRY NASH.** MORRIS, 1932, March, Family 8 4-door sunshine saloon, blue bumpers, exceptionally nice, £39 10s. Below.

**1934** 8hp de luxe saloon, blue, fine condition throughout, £45 10s. Below.

**1935.** March, 8hp 2-seater, red, one private owner, spotless condition, £69 10s. just rebored. Below.

**1935.** February, 8hp 4-door de luxe saloon, red-black, leather upholstery, excellent car. £69 10s. Below.

**1936.** June, 8hp 2-door de luxe saloon, black-blue, leather upholstery, small mileage, magnificent throughout, including tyres, £79 10s. Below.

**1936.** March, 8hp 2-door de luxe saloon, black-red, leather upholstery, one private owner, nice condition, £72 10s. Below.

**1937.** March, 8hp 2-door de luxe saloon, blue-black, leather upholstery, small mileage, very nice condition, £87 10s. 348 King St., Hammersmith. Riverside 2837. 322-190

**JARVIS** of Wimbledon, have for disposal the following cars:—

**1937** Series I MORRIS 8 2-door saloons, in different colours, from £80.

**JARVIS AND SONS, LTD.**, Morris House, Morden Rd., S.W.19. Phone, Liberty 4656. 322-217

**£42.** 1933-4 MORRIS Minor de luxe saloon. Marnie Motors, 6-8 Bishop's Rd. Paddington (Station) 2308. Open to 9 p.m. 322-228

**1920** MORRIS-COWLEY saloon, Triplex, perfect, £8 10s. Barker, 14 Belgrave Gardens, N.W.8. 322-1813

**£19.** Minor 1931 o.h.v. saloon, new battery, tyres, good condition, taxed, insured. 59 Kenebre Drive, Mays Lane, Barnet. 322-1793

**£21.** MORRIS Minor, 1930, rebored engine, brakes relined, sun roof, well kept, any trial. 238 Whitefoot Lane, Catford, S.E.6. 322-1820

**1938** MORRIS 8 2-seater, 5,000 miles only, exceptional condition, many extras, £115. Below.

**1936** MORRIS 8, choice of several, from £70. Below.

**1936** MORRIS 10 de luxe saloon, choice of several from £90. Exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 3884. 322-15

**1934** MORRIS 8 2-seater, perfect condition, £50; terms and exchanges. Birkbeck Garage, Birkbeck Rd., Acton, W.3. Acorn 1751. 322-9

Hundreds of new and second-hand cars of all kinds are advertised in "The Motor" (Tuesdays 4d.).

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

**ROWLAND SMITH (MOTORS), LTD.**

**MORRIS** Cowlays. List free. Terms. Exchanges. Rowland Smith, below.

£3 Deposit or 29 gns. cash. 1935 4-door sunshine saloon, black, very good condition.

£3 Deposit or 19 gns. cash. 1932 Model 4-door sunshine saloon, black.

15 Gns. 1932 2-seater, black, very good condition. See below.

**MORRIS** 8s. List free. Terms. Exchanges. Rowland Smith, below.

£8 Deposit or 79 gns. cash. July 1936 Series I de luxe 4-door sunshine saloon, red and black, leather upholstery, one owner, carefully used, excellent condition.

£8 Deposit or 75 gns. cash. 1937 Series I 2-door saloon, black, one owner, carefully used, excellent condition.

£7 Deposit or 69 gns. cash. Late 1936 Series I de luxe 2-door sunshine saloon, green and black, leather upholstery, excellent condition.

£5 Deposit or 49 gns. cash. 1935 Series I 2-door saloon, black, good condition. See below.

**MORRIS** Minors. List free. Terms. Exchanges. Rowland Smith, below.

£5 Deposit or 45 gns. cash. 1934 De Luxe sunshine saloon, dark blue, leather upholstery, very good condition; choice of six.

£4 Deposit or 39 gns. cash. 1934 2-seater, dark blue, leather upholstery, very good condition.

15 Gns. 1930 Sports 2-seater, black and green.

12 Gns. 1930 Coachbuilt sunshine saloon, stone and brown.

9 Gns. 1930 Saloon, dark blue. See Rowland Smith, below.

**MORRIS** 10s and 12s. List free. Terms. Exchanges. Rowland Smith, below.

£4 Deposit or 59 gns. cash. 1934 10-6 de luxe 4-door sunshine saloon, green and black, leather upholstery, very good condition.

£9 Deposit or 85 gns. cash. 1936 12-4 Series II de luxe 4-door sunshine saloon, blue and black, leather upholstery, carefully used, excellent condition.

**ROWLAND SMITH**, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-440

**MORRIS** 8 s.v. 1935 2-seater, black, 4-speed, excellent condition throughout, seven good tyres, many extras, 35 gns., taxed. Phone, Sanderstead 1386 after 7 p.m. 322-1889

£110. **MORRIS** 10 1937 4-door sunshine saloon de luxe, four speeds, Easyclean wheels, low mileage, exceptional condition. Choice of two. Below.

£105. **MORRIS** 12 1937 4-door sunshine saloon de luxe, four speeds, Easyclean wheels, exceptionally fine condition. Below.

£87/10. **MORRIS** 12, 1937 series, delivered October, 1936, 4-door sunshine saloon de luxe, unsoiled condition throughout; also Series II 1936 Morris 12 saloon, splendid order, £75. Below.

£45. **MORRIS** 10 1935 4-door sunshine saloon de luxe, stored two years, super condition and appearance. Below.

£72/10. **MORRIS** 8 1936 4-door sunshine saloon de luxe, carefully maintained, specimen condition throughout; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-132

**F. H. RAE.** 69 gns.! Practically new 1937½ **MORRIS** 8 2-door saloon, beautifully finished green-black, fitted disc wheels, luggage grid, trafficators, etc., property of a clergyman, and appears to have been scarcely used, £15 down.

**F. H. RAE.** 59 gns.! 1936 **MORRIS** 8 2-door sunshine saloon, blue, black finish, fully equipped, perfect condition and a genuine bargain, £14 down.

**F. H. RAE.** £69 10s.! Very exceptional 1935½ **MORRIS** 8 4-door sunshine saloon de luxe, one private owner, beautiful unscratched red-black finish, brand-new tyres, comprehensive equipment, spotless showroom condition, £15 down. Maclarlane Rd., Wood Lane, W.12. Shepherd's Bush 4819. 322-141

**1938 MORRIS** 8 de luxe sunshine saloon, mileage 1,900, otherwise brand new. Below.

**1935 MORRIS** 8 4-seater tourer, exceptional condition throughout. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 322-219

**1937 MORRIS** 12 special sportsman's 4-seater coupe, most attractive car, in unscratched condition, £125.

**1935-6 MORRIS** 8 sun saloon de luxe, one owner, 100%, £65.

**1934 MORRIS** 10-4 de luxe saloon, absolutely spotless condition, only needs seeing, £55.

**1930 MORRIS** 8 saloon, sound, £15. N.Z. Motors, 180-186 West End Lane, N.W.6. Ham. 6035-4. 322-459

**1936 MORRIS** 8 saloon de luxe, low mileage, exceptionally clean car, £65 or near offer. 32 Southcroft Rd., Tooting. 322-464

£29. **1932 MORRIS** 12hp sunshine saloon, magnificent condition. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484-5. 322-468

**1933 MORRIS** 8 2-seater, new hood, perfect order, ideal summer snip, £33; terms. Dottridge, East Rd., N.1. Clerkenwell 7070. 322-485

**MARBLE ARCH MOTOR SUPPLIES** for **MORRIS**.

£129. 1937 12-4 de luxe saloon, sun roof, extremely fine condition.

£75. 1935 10-4 de luxe saloon, 4-door, sun roof, leather upholstery, 4-speed gearbox, immaculate condition.

£85. 1937 8hp saloon, 2-door, tyres and condition as new, small mileage. 286-302 Camberwell Rd., S.E.5. 322-392

**MORRIS** and hundreds of others. See our special selection on page 20. 322-205

**1935 MORRIS** 8 2-door saloon, blue, recently reconditioned engine, an excellent car, £60. Uplands Garage, Kenley, Surrey. Uplands 2060. 323-4045

**1937**, August, **MORRIS** 10 saloon de luxe, four speeds and Jackalls, six months' guarantee, £135.

**1936**, July, **MORRIS** 10 saloon de luxe, six months' guarantee, £95; terms. Baxter, Morris Agent, Spenser St., S.W.1. Victoria 7548. 322-238

£70. **1936 MORRIS** 8 2-seater roadster, finished in black, with red upholstery, 11,000 miles only, one careful owner, exceptionally fine condition throughout; terms, etc. Odeon Motors, Barnet 4100-1. 322-257

**PRIVATE** 1935 **MORRIS** 8 2-seater tourer, good condition, taxed, £52. 17 St. Clair Drive, Worcester Park, Surrey. 322-1859

**MORRIS** Arrow sports 4-seater, 8hp, 1931-2, exceptional engine, rev. counter, new tyres, £27 10s. 55 Mossbury Rd., Clapham Junction. 322-1850

**1931 MORRIS-COWLEY** saloon, perfect order, £8. 30 Quadrant Rd., Thornton Heath, Surrey. 322-1814

**ALLAN TAYLOR AND CO.**

**1935 MORRIS** 8 2-seater, black, repainted, perfect mechanical order, spring steering wheel, etc., etc., an Allan Taylor used car, £62 10s.

**ALLAN TAYLOR AND CO.**, 126-8 High St., A Wandsworth, S.W.18. Putney 6451-2-3. 322-324

22 Gns.!! Absolutely immaculate 1931-2 **MORRIS** 8 sunshine saloon de luxe, exceptionally quiet s.v. engine (no smoke or fumes), powerful brakes, silent transmission, extremely cheap to run, thoroughly dependable and economical little car; any test or trial; terms, etc. Patrick Motors, 1111 Finchley Rd., Golders Green (adjacent "Royal Oak"). Speedwell 8204. 322-328

**HUMPHREYS.** 1937 **MORRIS** 8 de luxe sun saloon, beautiful condition throughout, £85.

**HUMPHREYS.** 1935 **MORRIS** 8 2-seater, magnificent condition throughout, £63 10s.

**HUMPHREYS.** 1935 **MORRIS** 8 4-seater, finished black, low mileage, faultless condition, £68; terms; motorcycles taken in part exchange. 122 Hampstead Rd. (Tottenham Court Rd.), N.W.2. Euston 3526. 322-314

**1931 MORRIS** Minor 4-seater tourer, £15; terms. exchanges. 162 High St., Tooting, Streatham 5909. 322-285

**MORRIS** 10, 1935 sun saloon, £39 10s.; very smart, well equipped; terms, exchanges. 162 High St., Tooting, Streatham 5909. 322-286

**1935 MORRIS** 8 2-seater, immaculate condition, £65. Bennets, 57 Eden St., Kingston. Phone 3101-2. 322-299

**1935 MORRIS** 8 de luxe sun saloon, rebored, completely overhauled, condition as new, £67 10s. Bennets, 57 Eden St., Kingston. 322-300

**MORRIS** 10 sun saloon, 1933-4, trafficators, super condition, £38. 82 Long Thornton Rd., Streatham Vale, S.W.16. Pollard 4128. 322-296

**MORRIS** 8 1935-6 chassis, perfect order, £40. Denmans, 132-5 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-266

£42. 1933 **MORRIS** Minor 8hp 4-seater tourer, exceptional condition. Below.

£50. 1935 **MORRIS** 8 2-door saloon, small mileage, very clean. Below.

£75. 1936 **MORRIS** 8 4-door saloon de luxe, sun roof, immaculate.

£85. 1937 **MORRIS** 8 2-door saloon, mileage 8,000, positively immaculate; exchanges, deferred. Broadway Motors, 67 High St., Hounslow. 322-292

**OPEL.**

**ROSE AND YOUNG, LTD.**, offer:-

**BRAND-NEW** shop-soiled, unregistered, unused **OPEL** saloon, independent front-wheel suspension, as exhibited at last Olympia Show, £119 10s to clear; price of latest chassis £145 10s.

**90-96 STREATHAM HILL, S.W.2** (adjoining Streatham II (Theatre). Phone, Tulse Hill 6464-5. zzz-1460

**1937**, August, **OPEL** Cadet saloon, one owner, 8,000 miles only, like new, written guarantee, £95. Bray Motors, 763c Finchley Rd. N.W.11. Speedwell 9633. 322-246

**RALEIGH.**

£4 Deposit or 35 gns. cash. **RALEIGH** Safety 7, August 1934 sports 4-seater, blue and grey, spare tyre worn, very good condition; choice of six. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-441

**RALEIGH** sports tourer, 1934, excellent order, £30. 2 Micawber Avenue, Hillingdon, Middlesex. 322-1802

**RALEIGH**, 1935 3-wheeler 4-seater, super condition, in Bentley green, £40. Denmans, 132-5 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-267

**RENAULT.**

**1938 RENAULT** 12 saloon, run a few miles, as new, blue, brown upholstery, 135 gns.; 1935-6 saloon in grey, £75. Denmans, 132-5 Long Acre, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-268

**1935** and 1934 12hp saloons de luxe, £50 to £85. Welhams Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. 322-47

**RILEY.**

**RILEY** specialists. Write for list of guaranteed used cars to Sussex distributors. Lewes Motors, Lewes. zzz-474

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-430

**BILL BRAGG** (Established 1919). Seven **RILEY** 9s wanted weekly, any year, any condition. Bad cars and crashes are broken to maintain second-hand spares service. Remember, the name has meant fair trading at Brixton since long before the motor trade existed. 2 Robsart St. Phone, Brixton 6496. zzz-471

**1934 RILEY** 9 Monaco saloon, Scintilla Vertex magnetos, twin carburetter, self lubrication, sun roof, excellent condition, colour black, scrupulously maintained, £85. Haskins, 155 Ladbroke Grove, W.10. Ladbroke 1155. 322-40

**1932 RILEY** 9 coachbuilt sports tourer, immaculate condition, bargain, £55. Dicks of Kilburn, 399 High Rd., Kilburn. Maida Vale 6888. 322-46

**1937 RILEY** 9 Monaco de luxe saloon, genuine showroom example, £178. Below.

**1935** 9 Kestrel de luxe sun saloon, most attractive throughout, £118.

**NEWNHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 322-172

**1930 RILEY** 9hp de luxe sunshine saloon, twin carburetter, written guarantee, £27. Below.

**1930 RILEY** 9hp open 4-seater tourer, written guarantee, £30; terms. Oldfield, Pottery Lane, Holland Park. Park 4170. 322-154

£80. **RILEY** 12 Kestrel 1934 special series sports saloon de luxe, triple carburettors, most attractive car, amazingly fine condition, unrepeatable bargain. Exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-1111

**G. W. WILKIN, LTD.**, for **RILEYS** with written guarantee.

**1936** 1½-litre Phantom saloon, preselector gear, as new, £155. Below.

**1935** 9 Kestrel saloon, preselector, finished ivory, £155. Below.

**1934** 9 Kestrel saloon, finished black and green, £105. Below.

**1933** 9 Ascot coupe, exceptional car, £79 10s. Below.

**1933** 12-6 Mentone saloon, rebored, £79 10s. Below.

**1933** 9 Monaco saloon, £77 10s. Terms. exchanges. 84 Eden St., Kingston. Phone. Kingston 2241-2. 322-21

"OIL ENGINES FOR ROAD, RAIL AND AIR TRANSPORT." Price 5s. net, or 5s. 6d. by post.

## SECOND-HAND LIGHT CARS FOR SALE (continued).

**RILEY 9** 1932 Monaco coachbuilt saloon, exceptionally smart and sound condition, one owner, small mileage, £55. Exchanges, deferred terms. 539a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-124

**COOKES MOTORS** offer 1937 RILEY 9 Monaco saloon, colour cream, practically brand new (£100 saving), special offer, £198. 11 High St., Sutton. Open 9-8. Phone, Vigilant 6666. 322-55

**£7** or near offer. 1930 Mark IV open 4-seater semi-sports RILEY 9. 176 Stanley Rd., Wakefield. 322-4767

**RILEY 9**, 1929, 2-seater sports, £22 10s., very smart, super engine, good tyres, new battery and hood; terms, exchanges. 162 High St., Tooting. Streatham 5909. 322-287

**47** Gns.!! Here's another 1932 RILEY 9 Monaco sunshine saloon de luxe, smartly finished black and green, leather pneumatic upholstery, engine recently rebored, clutch and brakes relined, absolutely faultless mechanically, silent axle and gear, taxed, any test or trial welcomed. Terms, etc. Patrick Motors, 1111 Finchley Rd., Golders Green. (Adjoining "Royal Oak.") Speedwell 8204. 322-329

**ROY** for reliable RILEYS. 1934 Riley 12 Kestrel saloon, £95; 1933-4 RILEY 9 Lynx sports 4-seaters from £98; 1932 Gamecock, £75; 1932-3 two or foursome drop-head coupes, from £59; 1930-31 and 1932 saloon and sports 4-seaters, from £29. Roy Motors, 445 Edgware Rd., W.2. Paddington 4043. 322-520

**RILEY** Monaco 9 saloon, red and black, very fast, £59. 82 Long Thornton Rd., Streatham, S.W.16. Pollard 4128. 322-297

**RILEY 9** Monaco saloon, 1928-9, in very good condition, £18.

**1930** RILEY 9, very good and clean car, inspection welcomed, £29.

**M.B. MOTORS**, 336 New Cross Rd., S.E.14. Tideway 3779. 322-309

**1930** RILEY 9 saloon, four new tyres, rebored engine, excellent mechanical condition, £25. Griffin and Nash, 1 Streatham Place, Brixton Hill. 322-281

**FRED GUY**, RILEY 9, 1931, June, Monaco saloon, good condition, £27 10s. 196-198 King St., Hammersmith. Riverside 5131. 322-404

**NAYLOR AND ROOT** for RILEY 9s of quality. See page 15.

**350** Used Cars in stock, including 20 Rileys.

**EASIEST** of easy terms. Exchanges. Three months' guarantee.

**NAYLOR AND ROOT**, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 322-55

**RILEYS** and hundreds of others. See our special selection on page 20. 322-206

**65** Gns. 1933 RILEY Kestrel sun saloon, super condition. Below.

**25** Gns. 1930 RILEY 9 Monaco Mark IV sun saloon, twin carburetters, exceptional condition. Autosnips, 5 High Rd., Balham 1509. 322-477

**£15** Deposit or 145 gns. cash. RILEY 9, 1935 (reg. 1936) Imp sports 2-seater, grey, blue leather, pre-selector, large instruments, standard and racing screens, etc., excellent condition. Exchanges. Rowland Smith, below.

**£3** Deposit or 29 gns. cash. RILEY 9, 1930 Biarritz saloon, black, green wheels, very good condition. Exchanges. Rowland Smith, below.

**£7** Deposit or 69 gns. cash. RILEY 12-6, June 1933 3-carburettor special Kestrel sunshine saloon, green, disc wheels and numerous extras, very good condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-442

**RILEY** Alpine de luxe saloon, splendid condition, taxed, insured, £38. Box 7319, care of "The Light Car." 322-1395

**RILEY 9** 1928 special short-chassis black 2-seater, large tank, tyres almost new, copper-plated head, no battery, £18 or near offer. Beeton, Roslin Hall, Torquay. 322-4711

**£67/10**. 1935 RILEY 9 Monaco saloon, completely overhauled and guaranteed, almost indistinguishable from new in appearance and condition. Exchanges. Terms. Sidney G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8231. 322-370

**1933** RILEY 9 saloon, very nice condition, sun roof, taxed remainder of year, 65 gns. Tankard and Smith, Ltd., 198 King's Rd., S.W.3. Flaxman, 4801-2-5. 322-585

**A** 1937, very late, RILEY 1½-litre special sports Lynx tourer, in black and red, only 5,300 miles and in new showroom condition throughout, property of one of our directors, for disposal at a very attractive figure, costing nearly £400 only a few months ago, genuine sacrifice at 240 gns.; the engine is specially tuned and capable of 90 m.p.h., any trial by appointment. Tankard and Smith, Ltd., 363 Bromley Rd., Catford. Hit. 4444-7-8. 322-347

## ROVER.

**999** Officially vetted, privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-431

**1937** Series ROVER 10 full de luxe saloon, specimen car, one owner, practically new, any detailed examination, 189 gns.; three months' written guarantee; exchanges; deferred terms. Tankard and Smith, Ltd., 44-52 Norwood Rd., Herne Hill. Tulse 2446-7-8. 322-453

**1935** ROVER 10 saloon, blue, faultless in every respect, £115; terms; exchanges; three months' guarantee and after-sale service. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9. 322-418

**1934** ROVER 12 de luxe saloon, free wheel, sunshine roof, leather upholstery, colour blue, excellent condition. M. T. Lane, 65 Old Town, Clapham. Mac. 2546. 322-408

**ROVER** and hundreds of others. See our special selection on page 20. 322-267

**1931** ROVER 10 de luxe, sunshine saloon, £19. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4775. 322-531

**1934** ROVER 12 sports saloon, immaculate, £95. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874, 4851. 322-554

**1929** ROVER 10 sun coupe, indicator very good order, £15. Griffin and Nash, 1 Streatham Place, Brixton Hill. 322-282

**ROVER 10** 1933 sun saloon 4-door, splendid order, £55; 1932 12hp Regal sun saloon, excellent roomy car, £28. Denmans, 132-3 Long Acree, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-269

**ROVER 12** Brooklands sports roadster, £50. Denmans, 132-3 Long Acree, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-270

**1935** ROVER 10hp 4-door special sunshine, free wheel, new May, maroon, hide interior. A1 lot, selling for private owner, £100. Below.

**1932** 10hp 4-door coachbuilt sunshine, black, good tyres, sound runner, new late 1931, £30. Hunters, 22 Cricklewood Broadway, N.W.2. Daily 9-8, Sundays 10-1. 322-160

**COOKES MOTORS** offer 1938 ROVER 12 saloon, under 2,000 miles, £250; also 1935 12hp saloon, £100. 11 High St., Sutton. Open 9-8. Phone, Vigilant 6666. 322-56

**1931** ROVER 10 coachbuilt saloon, just overhauled, four brand-new tyres, in 100% mechanical order, £21. North 3663. 322-94

**1936** ROVER 10 de luxe sun saloon, really exceptional car, £138. Below.

**1934** 10 de luxe sun saloon, one owner only, £75.

**NEWNHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 322-173

## SALMSON.

**£20**. 1930 series SALMSON S.4 (rear camshaft drive) 4-door saloon, good tyres, silent starter, economical, large stocks new and used spares. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 322-596

## SINGER.

**MURPHY OF MORTLAKE**. SINGER specialists offer these spotless guaranteed Singers:—

**MURPHY!!!** 1936 9hp Le Mans 4-seater, one owner, £115.

**MURPHY!!!** 1935 9hp saloon de luxe, I.S. clutchless change, £80.

**MURPHY!!!** 1934 9hp saloon de luxe, clutchless change, D.W.S. jacks, £62.

**MURPHY OF MORTLAKE**. Consult us about Lloyd's guarantee. 17 Sheen Lane, S.W.14. Prospect 3303. zzz-1451

**999** Officially vetted, privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-426

**9HP SINGER** 4-door de luxe saloon, 1934, blue, new tyres, £49. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 322-222

**SPROSEN**. 1937. May, SINGER Bantam saloon, absolutely unscratched, one owner, taxed, fully guaranteed, 89 gns. 157-9 Gt. Portland St., London. Langham 1211. 322-53

**1934** SINGER special sports, in very good condition, ivory and green, leather upholstery, good tyres, powerful and fast engine, a real sports car, 56 gns. Terms, exchanges. Camden Motors, Ltd., 136 Cricklewood Broadway, N.W.2. Gla. 6652. 322-116

## ROWLAND SMITH (MOTORS), LTD.

**SINGERS**. List free. Terms. Exchanges. Rowland Smith, below.

**£8** Deposit or 79 gns. cash. 1935 Model 11hp de luxe 4-door sunshine saloon, duo-green, brown leather, independent suspension, carefully used, excellent condition.

**£3** Deposit or 25 gns. cash. 1931 8hp 4-door sunshine saloon, brown, cream wheels, very good condition.

**£9** Deposit or 85 gns. cash. 1936 Model 9hp Le Mans sports sunshine saloon, black, green wheels, very small mileage, exceptional condition.

**£5** Deposit or 45 gns. cash. 1933 9hp 4-door sunshine saloon, dark blue, very good condition.

**15** Gns. 1950 8hp 4-door sunshine saloon, duo-green, very good condition.

**ROWLAND SMITH**, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-444

**SINGER 9**, 1935 4-door sun saloon, low-built modern car, £65; SINGER 1931-2 4-door sun saloon, coachbuilt, nice car, £25. Denmans, 132-3 Long Acree, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-271

**SINGER 11hp** 4-seater cabriolet, luxurious modern car, fluidrive, independent springing, cost nearly £300, paintwork like new, £100. Denmans, 132-3 Long Acree, W.C.2. Tem. 8135-9. Open Saturday afternoons. 322-272

**1935** SINGER 9 sports Le Mans open 4-seater, concealed spare, this car has been maintained by an enthusiast, perfect condition throughout, any trial, £75. M.B. Motors, 356 New Cross Rd., S.E.14. Tideway 3779. 322-310

**1931** SINGER 10 sun saloon, excellent tyres, battery appearance, £19 10s. Terms, exchanges. 162 High St., Tooting. Streatham 5909. 322-288

**1936** SINGER Bantam, £85, or 36 monthly instalments of £2 17s. 11d.; no deposit. Cooden Engineering Co., Bexhill. 322-78

**1933** SINGER 9 sun-roof coupe, spotlessly clean, A1 chassis, £60. Argyle Motors, 29 Euston Rd., King's Cross, N.W.1. Terminus 2236. 322-100

**SINGER 9**, late 1934, sports 4-seater saloon, finished in black and red, spotless condition throughout, unworn tyres, £55; exchanges, deferred terms. 539a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-125

**£35**. 1932 SINGER 9 de luxe saloon, chauffeur-kept. Marnic Motors, 6-8 Bishop's Rd. Paddington (Station) 2508. Open to 9 p.m. 322-229

**G. W. WILKIN, LTD.**, for SINGERS with written guarantee.

**1937** Bantam 2-door de luxe saloon, £95. Below.

**1935** 9 Le Mans 2-seater coupe, streamline body, £95. Below.

**1935** 9 Le Mans 4-seater, £95; terms, exchanges. 84 Eden St., Kingston. Phone, Kingston 2241-2. 322-222

**KIRKS**, 1934 SINGER 9 special sports 4-seater, twin carburettors, duo blue, guaranteed, £59.

**KIRKS**, 1936 SINGER 9 Bantam saloon, roomy body, excellent appearance, black, guaranteed, £59. 100 other cars. Exchanges, terms.

**KIRKS**, 49 Praed St., W.2 (Pad. 6049). Close 8 p.m.; Thursday, Sunday, 1 p.m. 322-253

**1934** SINGER 9 saloon, cream and black, sunshine roof, spotless condition, engine perfect, has had careful use, bargain, £58. Nash, 50 Heathfield Gardens, Chiswick, W.4. 322-1885

**1937** SINGER Super 9 4-door saloon de luxe, black, brown leather, little used and as new throughout, £109. Terms, exchanges. Three months' guarantee and after-sale service. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9. 322-419

**1933** SINGER 9 sportsman's coupe, blue, carefully used, £50. Gap Bridge Motors, Wimbledon. Phone 4522. 322-412

**1938**, January, SINGER Super 10 de luxe 4-door sun saloon, cost £189, 4 speeds, run nominal mileage, £155. Gatehouse Motors, 1 Hampstead Lane, N.6. Mountview 4444. 322-351

**NAYLOR AND ROOT** for SINGER 9s of quality. See page 15.

**350** Used Cars in stock, including 25 Singers.

**EASIEST** of easy terms; exchanges; three months' guarantee.

**NAYLOR AND ROOT**, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 322-56

**SINGERS** and hundreds of others. See our special selection on page 20. 322-208

**£75**. 1936 9hp SINGER Bantam de luxe saloon, genuinely excellent, one owner, Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484-5. 322-469

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

**A. Z. MOTORS for SINGER 9s.**

**1934** De Luxe saloon, free wheel, etc., £55; 1935 sun de luxe, new tyres, £42.

**1936** SINGER 9 I.P.S. sun saloon, beautiful order throughout, £77.

**A. Z. MOTORS, 180-186 West End Lane, N.W.6. Ham. 6035-4. 322-460**

**SS.**

**1935** SS II 10hp 4-seater saloon-coupe, silver-grey and blue, ace discs, particularly pleasing appearance, mechanically exceptionally good, £98; terms; exchanges; three months' guarantee and after-sale service. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9. 322-420

**£15** Deposit or 145 gns. cash. SS Jaguar, June 1936 1½-litre 4-door sunshine saloon, green, disc wheels, carefully used, excellent condition. Exchanges. Rowland Smith, below.

**£7** Deposit or 69 gns. cash. SS II, 1934 12hp foursome sunshine coupe, cream and black, disc wheels, excellent condition. Exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-443

**1935** SS II 12hp sun saloon, spotlessly clean, £88. 44 Cranhurst Rd., N.W.2. 322-242

**1935** SS II 1½-litre 4-seater saloon, fitted with small wheel jack, ace disc, ocean blue, very smart and well-kept car, £105. Exchanges and terms. Palmers, 55 York St., Twickenham. Popesgrove 2241-2. 322-319

**STANDARD.**

**£90.** STANDARD Flying 9, 1937, 2-door sunshine saloon, one owner, very low mileage, practically as new. Below.

**£90.** STANDARD Flying 12, August 1936, 4-door full de luxe saloon, one owner, five new Michelins, outstanding value. Below.

**£75.** STANDARD 10, 1936, 4-door full de luxe saloon, carefully maintained, extremely good condition. Below.

**£75.** STANDARD 9, 1936, 2-door sunshine saloon de luxe, leather upholstery, very attractive car, unmarked condition, choice of two. Below.

**£65.** STANDARD 10, 1935, 4-door full de luxe saloon, exceptionally good order and appearance. Another, fitted with 12hp engine, marvellous condition, £68. Below.

**£65.** STANDARD 9, 1935, 4-door full de luxe saloon, very attractive car, exceptional value. Below.

**£55.** STANDARD 12, 1934, 4-door full de luxe saloon, one owner, whole car in amazingly fine order throughout. Exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-133

**GREAT NORTHERN MOTORS.** Send for our illustrated list of 150 used cars, including many STANDARD. The finest selection of really good light cars in North London. Great Northern Motors (London), Ltd., Austin House, High Rd., North Finchley, N.12. Phone. Hillside 0024 (six lines) zzz-1423

**WESTMINSTER BRIDGE GARAGE, 1935** STANDARD de luxe 12hp saloon, in exceptional order, £85. 5 Lambeth Palace Rd., S.E.1. (Opposite L.C.C. Hall.) Waterloo 5270. zzz-1457

**999** Officially vetted, privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-425

**1936** STANDARD 10 de luxe saloon, rebored and overhauled by us, immaculate condition, £95. Bennets, 57 Eden St., Kingston. Phone 3101-2. 322-301

**1934** STANDARD 10hp de luxe saloon, completely overhauled, condition as new throughout, £67 10s. Bennets, 57 Eden St., Kingston. Phone 3101-2. 322-302

**STANDARD, 1934** Big 12 de luxe saloon, £50; 1935 Big 12 de luxe saloon, £40. Denmans, 132-3 Long Acre, W.C.2. Tem. 8155-9. Open Saturday afternoons. 322-273

**ALLAN TAYLOR AND CO.**

**1937** STANDARD 9 Avon occasional 4-seater, blue, one of the most attractive cars on the road, mechanically faultless, distinctive coachwork, absolutely like new, in every detail an Allan Taylor used car, £125.

**1936** STANDARD Flying 12 de luxe saloon, black; this car has been beautifully maintained and gives an amazing performance at £115.

**ALLAN TAYLOR AND CO., 126-8 High St., Wandsworth, S.W.18. Putney 6451-2-3. 322-325**

**1935** STANDARD 9 sun saloon, splendid condition, blue, any trial, usual guarantee, £62. Below.

**1936** STANDARD 9 sun saloon, 14,000 miles only, as new, usual guarantee, £74. Jack Feathers, 781b London Rd., Thornton Heath. Tho. 3456-1286. 322-219

**1935** STANDARD 9 saloon, sliding head, finished black, with brown upholstery, perfect condition throughout, four new Dunlop tyres, £62 10s. Elgin Road Garage, Wallington (near Croydon). Wallington 1749. 322-216

**1935** STANDARD 10 saloon de luxe, lawn exterior, brown leather upholstery, extra good condition throughout, £75. Elgin Road Garage, Wallington (near Croydon). Wallington 1749. 322-317

**£28.** 1932 STANDARD Little 9 4-door sunshine saloon, splendid condition. 3 Exeter Parade, N.W.2. Close Kilburn Met. Station. 322-343

**1933** STANDARD Big 12 saloon, splendid condition, exceptional value, £45. Taylors, 6 Kendrick Place, South Kensington. Ken. 9404. 322-342

**RAYNES PARK MOTORS, 1932 STANDARD** Big 9 coachbuilt saloon, sound condition, £35. 213 Worpole Rd., Wembleton (nr. Raynes Park Station). Wimbledon 1592. 322-356

**1937** STANDARD heavy 12-4 full de luxe Flying saloon, in duo-grey, with red leather, immaculate condition throughout, original tyres, disc wheels, interior tables, any trial, three months' guarantee, 129 gns. Tankard and Smith, Ltd. 365 Bromley Rd., Catford. Hlt. 4444-7-8. 322-348

**1933** STANDARD Big 9 saloon, full de luxe equipment, including sun roof, 4-speed gearbox, direction indicators, good tyres, 45 gns. Tankard and Smith, Ltd., 198 King's Rd., S.W.3. Flaxman 4801-2-3. 322-386

**TANKARD AND SMITH, LTD., STANDARD** specialists, offer:-

**£36!!!** 1932 STANDARD 9 de luxe sunshine saloon, mechanically perfect, good tyres, splendid runner, choice of three. Below.

**£42!!!** 1933 STANDARD 9 de luxe sunshine saloon, very smart looker, new tyres, new battery, etc., genuine bargain; terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-3. 322-565

**1935** STANDARD 10hp de luxe sunshine saloon, written guarantee, £62. Terms. Gwynne Vaughan, Princes Rd., Holland Park. Park 4775. 322-382

**£62/10.** 1934 STANDARD 9 sun saloon de luxe, overhauled, guaranteed perfect condition throughout; exchanges and terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Ken. 8251. 322-371

**£35.** 1932 STANDARD Little 9 de luxe saloon. Below.

**£36.** 1935 STANDARD 12 de luxe saloon, as new. Below.

**£55.** 1934-5 STANDARD 12 de luxe saloon. Below.

**£59.** 1935 STANDARD 9 sunshine saloon. Below.

**£65.** 1935 STANDARD 10 4-door de luxe saloon, one careful owner.

**ALL** the above cars have been overhauled in our own works, new tyres and batteries fitted where necessary, and guaranteed. Marnie Motors, 6-8 Bishop's Rd. Paddington (Station) 2308. Open to 9 p.m. 322-350

**1936** STANDARD 9 de luxe saloon, excellent condition, £79. Hungerford Motors, 201 Upper Richmond Rd., Putney, S.W.15. Putney 0222. 322-71

**1937** STANDARD Flying 9 sun saloon, finished in maroon, excellent condition throughout, £100, any trial; terms and exchanges. Thompsons Garages, 266 Baulah Hill, Norwood, S.E.19. Streatham 5646. 322-67

**1933** STANDARD 9 saloon, £58, or 24 monthly instalments of £2 16s. 1d.; no deposit. Cooden Engineering Co., Bexhill. 322-79

**1935** STANDARD Little 9 sun-roof saloon, £65. Argyle Motors, 29 Euston Rd., King's Cross, N.W.1. Terminus 2256. 322-101

**STANDARD 9, 1930** 4-door sun saloon, good condition throughout, £12 10s., or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 322-126

**£145.** 1936 STANDARD 12 convertible four-seater coupe, low mileage, condition as new. H. C. Paul, Ltd., 114 Gt. Portland St., W.1. Museum 8464-5. 322-151

**1937** Flying STANDARD heavy 12-4 de luxe sun saloon, taxed for year, as new throughout, £135, or terms could be arranged. 58 Highbury Grove, N.5. Canonbury 1090. 322-488

**COOKES MOTORS offer: 1937 STANDARD** Flying 12 saloon (10hp engine), £129, colour blue, new condition. 11 High St., Sutton. Open 9-8. Phone, Vigilant 6666. 322-37

**STARNES MOTORS.**

**£130.** Flying STANDARD Light 12, 1937 model de luxe saloon, 10hp engine fitted, duo grey, red upholstery, perfect.

**£105.** Flying STANDARD 9hp 1937 sun saloon, black and green upholstery, small mileage, one owner, immaculate.

**£95.** STANDARD de luxe saloon, 1936, lawn and black, with fawn leather upholstery, immaculate.

**£69.** STANDARD 9hp 4-door de luxe, 1935, blue leather upholstery, very nice condition.

**THE** above four bargains offered with facilities for exchanges and deferred terms by Starnes Motors, STANDARD Main Dealers, 103 Cricklewood Broadway, N.W.2. Gladstone 2480. Also Standard House, 529 Finchley Rd., Hampstead, N.W.3. 322-487

**£70.** Other. 1936 STANDARD Little 9 sun saloon, spotless condition, good tyres, colour fawn, used summer months, week-ends only, low mileage, only wants seeing, private owner, G. Frith, 172 Clarence Way, Kentish Town Rd., N.W.1. 322-1887

**1937** February, STANDARD 10 de luxe saloon, one owner, mileage 10,000, tyres unmarked, bodywork like new, £115. North 5665. 322-96

**1936** April, STANDARD Flying 12 saloon de luxe, one owner, small mileage, indistinguishable from brand new, £100. North 3663. 322-95

**G. W. WILKIN, LTD., for STANDARDS** with written guarantee.

**1937** Flying 10 de luxe saloon, £125. Below.

**1935** 10 de luxe saloon, thoroughly reconditioned, £85. Below.

**1936** STANDARD 9 finished blue, £77 10s. Below.

**1935** Heavy 12 de luxe saloon, rebored, £85. Below.

**1934** Heavy 12 de luxe saloon, rebored, £72 10s. Below.

**1934** 10 de luxe saloon, perfect condition, £62 10s. Terms, exchanges. 84 Eden St., Kingston. Phone, Kingston 2241-2. 322-23

**G. D. MOORE, 1932 STANDARD** Little 9 sunshine saloon, exceptionally fine condition, £59 10s. Terms, exchanges. 116 Hampstead Rd., Tottenham Court Rd. Euston 4649. 322-44

**FRED GUY, STANDARD 9, 1936**, July, 2-seater, easy clean wheels, new condition, £80. Below.

**STANDARD 9, 1934** sunshine saloon, excellent car, £50. Below.

**STANDARD 10, 1933** de luxe sunshine saloon, wonderful condition, £48. Below.

**STANDARD 9, 1933**, June, sunshine saloon, excellent condition, £45. Below.

**STANDARD 9, 1932** sunshine saloon, very good car; terms; exchanges; £35. 196-198 King St., Hammersmith. Riverside 3131. 322-405

**12-MONTHS-OLD** 1937 STANDARD Flying 9 saloon, sun roof, 105 gns., specimen bargain; also 1937 full de luxe saloon, 109 gns.; both are genuine bargains. Three months' written guarantee. Exchanges; deferred terms. Tankard and Smith, Ltd., 44 Norwood Rd., Herne Hill. Tul. 2446. 322-454

**1934** STANDARD 9 saloon, low mileage, one private owner since new, really exceptional condition, £50. Gap Bridge Motors, Wimbledon. Telephone 4522. 322-413

**1933** Big 9 de luxe sun saloon, blue, one owner; new tyres, really exceptional condition throughout, £49. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 323-478

**£49.** 9hp STANDARD drophead coupe, magnificent condition, good tyres. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484-5. 322-470

**1937** STANDARD Flying 10 de luxe sun saloon, hardly used, superb condition throughout, £125.

**1934** STANDARD 10 de luxe sun saloon, mileage 22,000, one owner since new, equal to 1936, bargain, £60.

**1936** STANDARD 9 de luxe sun saloon, beautiful condition, £69. 1932 Standard Little 9 de luxe sun saloon, really 100% condition, £39.

**A. Z. MOTORS, 180-186 West End Lane, N.W.6. Ham. 6035-4. 322-461**

**SMALL** deposit, exchanges or cash 43 gns. 1934 STANDARD 10 de luxe sun saloon, very good condition. Hillroamer, 1-8 Chippenham Mews, Harrow Rd., W.9. Abe. 2118. 322-474

**£60.** 1935 model STANDARD 9 saloon, black, sliding roof, completely overhauled and in first-class condition throughout; choice of over 60 other excellent modern used cars from which to choose. Exchanges, deferred. H. and A. Autocars, 68-71 Church Rd., Upper Norwood, S.E.19. Livingstone 3595. 322-144

**SECOND-HAND LIGHT CARS FOR SALE (continued).****ROWLAND SMITH (MOTORS), LTD.**

**STANDARDS.** List free. Terms. Exchanges. Rowland Smith, below.

**£3** Deposit or 29 gns. cash. 1932 Big 9 de luxe 4-door sunshine saloon, black, maroon wheels, leather upholstery, very good condition.

**£12** Deposit or 115 gns. cash. 1937 Flying 10 de luxe 4-door sunshine saloon, blue, leather upholstery, carefully used, excellent condition.

**£13** Deposit or 125 gns. cash. 1937 Model Flying 12 de luxe 4-door sunshine saloon, black, fawn leather, small mileage, practically new condition.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-445

**STANDARDS** and hundreds of others. See our special selection on page 20. 322-209

**NAYLOR AND ROOT** for **STANDARDS** of quality. See page 15.

**350** Used Cars in stock, including 35 Standards.

**EASIEST** of easy terms. Exchanges. Three months' guarantee.

**NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11.** Battersea 5272. 322-57

**1937 STANDARD Light 12 Flying sunshine, grey-black, one private owner, faultlessly kept, £125. Below.**

**1937** 9hp sunshine, green-black, one private owner, guarantee given, £100. Below.

**1936** August, 9hp de luxe sunshine, dual grey, one owner always, small mileage, any trial, £80. Below.

**1934** May, 10hp de luxe sunshine, black, free wheel, chromium lamps, good tyres, £65. Below.

**1932** Big 9 de luxe sunshine, black-red hide, just rebored, superlative condition, one change only, £45. Below.

**1932** 9hp Arrow sports 4-seater, black-red, new tyres just fitted, very fast, £35. Below.

**B. J. HUNTER, LTD., 22 Cricklewood Broadway, N.W.2.** Gladstone 6303. Daily 9-8. Sundays 10-1. 322-161

**1936 STANDARD 9 sun saloon, small mileage, one owner, £85. Parwood, Ltd., 89 East Hill, Wandsworth. Bat. 0443. 322-182**

**1936 STANDARD 9 sun saloon, as new, low mileage, £75. 44 Cranhurst Rd., N.W.2. 322-245**

**STANDARD 1937 12hp Flying saloon, tyres hardly soiled, £115. 69 St. Paul's Avenue, Willesden Green, London. 322-250**

**STANDARD Flying 9 de luxe, 1936, grey, £66, taxed. Phone, Croydon 4057. 322-1810**

**1937 9hp Flying STANDARD saloon de luxe, brand new, list £162, sell £154. Harrison, Chis. 0911. 322-1391**

**1935 STANDARD 10 de luxe saloon, free wheel, two new tyres, excellent condition, taxed, £65. Adams, 45 High St., Wimbledon. 322-1770**

**1931** May, Big 9 saloon, very good condition, taxed, insured, £26. 100 Rowan Rd., Streatham Vale. 322-1852

**1937 STANDARD Flying 9 de luxe sunshine saloon, one owner, equal to new, taxed, £110. 177 King's Avenue, S.W.12. 322-18**

**BARGAIN.** 1932 Type STANDARD 9.9 de luxe, splendid condition, taxed, insured, private owner, £35. 2 Dane Rd., Southall, Middlesex. 322-1798

**Standard Spare Parts and Service.****HALLS CAR SALES, LTD.**

**OFFICIALLY** appointed STANDARD spare part depot for North London. We hold a comprehensive stock of spares for all models; wholesale and retail. Prompt delivery.

**100% STANDARD** Service Station at Arcadia Avenue, Church End, Finchley, N.5. Phone, Finchley 0096.

**HALLS CAR SALES, LTD., "Standard House," High Rd., North Finchley, N.12.** Phone, Hillside 10447. zzzz-136

**TALBOT.**

**£17** Deposit or 165 gns. cash. **TALBOT 10,** 1937 model sports 4-seater, gold and black leather upholstery, disc wheels, one owner, very carefully used, practically new condition. Exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 322-446

**1938 TALBOT 10 sports saloon, small-mileage car, £198. Newnhams, 237 Hammersmith Rd., London. Riverside 4646. 322-174**

**TRIUMPH.**

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-452

**G. W. WILKIN, LTD.,** for TRIUMPHS with written guarantee.

**1938** 4½-litre Dolomite de luxe saloon, fitted with twin-carburettor, Mellowtone horns, spot lamps, oversize tyres, large head lamps, January delivery, £275. Below.

**1935** 10.8 Gloria saloon, finished black and brown upholstery, £120.

**1933** Super 8 2-seater, £45; terms, exchanges. 84 Eden St. Phone, Kingston 2241-2. 322-24

**TRIUMPH 8 saloons and sports 4-seaters, 1930 and 1931 models, from £15 to £28. Denmans, 132-3 Long Acre, W.C.2. Tem. 8155-9. Open Saturday afternoons. 322-274**

**ROWLAND SMITH (MOTORS), LTD.**

**TRIUMPHS.** List free. Terms. Exchanges. Rowland Smith, below.

**£17** Deposit or 165 gns. cash. 1937 Gloria 12 de luxe 4-door sunshine saloon, birch grey, red leather, one owner, small mileage, exceptional condition.

**£5** Deposit or 49 gns. cash. 1934 10hp de luxe 4-door sunshine saloon, blue and black, leather upholstery, very good condition.

**£3** Deposit or 19 gns. cash. 1932 12-6 2-seater, maroon, cream wheels, leather upholstery, very good condition.

**15** Gns. 1930 Super 7 saloon, black, cream wheels, very good condition.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 322-447

**1934 TRIUMPH 10 Southern Cross sports saloon, really good looking, £60. A.Z. Motors, 180-186 West End Lane, N.W.6. Hampstead 6033-4. 322-462**

**TRIUMPHS** and hundreds of others. See our special selection on page 20. 322-210

**TRIUMPH, 1933 8hp 4-door saloon, taxed, insured, £35. 55 Yoxley Drive, Ilford. Valentine 1506. 322-1884**

**1935 TRIUMPH Gloria 11hp saloon, blue and black, thoroughly overhauled, bargain, £99. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874, 4851. 322-555**

**NEWNHAMS, LTD.****TRIUMPH DISTRIBUTORS AND SPECIALISTS FOR LONDON AND HOME COUNTIES.**

**FEW** examples below, but list of 150 guaranteed used cars on request. Self-financed terms and generous exchanges.

**1937** 12 Gloria de luxe saloon, showroom condition, £178.

**1936** 12 Gloria 4-light saloon, really beautiful appearance, £135.

**1934** 10 Gloria de luxe saloon, one owner only, £78.

**1936** 12 Vitesse sports saloon, very carefully used, £148.

**1935** 12 Vitesse sports saloon, most exceptional car, £118.

**NEWNHAM HOUSE, 237 Hammeremith Rd., London, W.6. Riverside 4646. 322-175**

**11 HP TRIUMPH Gloria 4-door sports saloon, black, indistinguishable from new, £100. Wad-Coi Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 322-223**

**1935 TRIUMPH Gloria 10 Monte Carlo sports 4-seater, rebored (with liners) 600 miles ago, host extras, luxuriously equipped, £120. Argyle Motors, 29 Euston Rd., King's Cross, N.W.1. Terminus 2236. 322-102**

**£35.** 1933 TRIUMPH 8 pillarless 4-door saloon, one owner. Below.

**£29.** 1932 TRIUMPH 4-door saloon. Marnic (Station) 2308. Open to 9 p.m. 322-231

**TRIUMPH 1934 10hp Southern Cross saloon, taxed, excellent car, £56. 52 Chalsey Rd., Brockley, S.E.4. 322-1853**

**Triumph Spare Parts and Service.****BASIL ROY, LTD.**

**TRIUMPH** spares. Complete stock of all models. Wholesale and retail. 161 Gt. Portland St., W.1. Welbeck 1138. zzz-138

**VAUXHALL.**

**1935-6-7 De Luxe model VAUXHALL saloons,** in splendid order, from £65. Denmans, 132-3 Long Acre, W.C.2. Tem. 8155-9. Open Saturday afternoons. 322-275

**WOLSELEY.**

**999** Officially vetted privately owned and trade-conditioned cars. Used Motor Show, Royal Agricultural Hall, London. Special notice under Hillman. 325-453

**£65.** WOLSELEY Wasp, 10hp, 1935-36 series, 4-door full de luxe saloon, Easyclean wheels, exceptionally fine condition. Below.

**£49.** WOLSELEY Hornet, 1934, 4-door full de luxe saloon, four speeds, free wheel, very attractive condition throughout; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 322-134

**£29!!!** 1932 WOLSELEY Hornet saloon, 12hp coachbuilt 4-door, sliding roof, very clean condition, £8 down, £1 10s. monthly. Comerfords, Portsmouth Rd., Thames Ditton. Emberbrook 2325. 322-150

**HARRY NASH.** WOLSELEY 1935 Hornet sunshine saloon, black, one private owner, unrepeatable bargain, very nice condition, £59 10s. 348 King St., Hammersmith. Riverside 2837. 322-191

**£35.** 1931-2 WOLSELEY Hornet sports open 4-seater, had one careful owner. Marnic Motors, 6-8 Bishops Rd. Paddington (Station). 2308. Open to 9 p.m. 322-232

**KIRKS.** 1935 WOLSELEY 9 saloon, sun roof, Startix, excellent appearance, blue, guaranteed, £69.

**KIRKS.** 1932 WOLSELEY Hornet saloon, roomy, 4-door body, smart appearance, £22. 100 other cars. Exchanges, terms.

**KIRKS, 49 Praed St., W.2 (Pad. 6049).** Close 8 p.m.; Thursday, Sunday, 1 p.m. 322-234

**1936 WOLSELEY 12, pressed-steel wheels, immaculate condition, good tyres, £75. Dome Garages, Gt. West Rd., Brentford. Phone, Ealing 1877. 322-4**

**WOLSELEY Hornet, July, 1931, rebored, fast, economical, clean, taxed, any trial; after 6.30 p.m.; £27, near. 49a Hampton Rd., Teddington, Middlesex. 322-1819**

**G. W. WILKIN, LTD.,** for WOLSELEYS with written guarantee.

**1935** Hornet Daytona 4-seater, just rebored, £95. Below.

**1933** Hornet de luxe saloon, £45. Terms, exchanges, 84 Eden St., Kingston. Phone, Kingston 2241. 322-25

**WOLSELEY, 1936 series, 12hp saloon, practically new condition, £100; 1934 special de luxe saloon, built-in rear trunk, £65; 1933 Silex twin-carburettor coupe, sun roof, £45; 1933 de luxe saloon, unsoiled, £35; 1933 Windover twin-carburettor special racing coupe, specially tuned, £50. Denmans, 132-3 Long Acre, W.C.2. Tem. 8155-9. Open Saturday afternoons. 322-276**

**RAYNES PARK MOTORS.** 1933 WOLSELEY Hornet de luxe saloon, sound mechanical condition, clean coachwork, good tyres, £45. 213 Worpole Rd., Wimbledon (near Raynes Park Station), Wimbledon 1592. 322-337

**1932 WOLSELEY Hornet saloon, carefully used, good condition throughout, 29 gns. Tankard and Smith, Ltd., 198 King's Rd., S.W.3. Flaxman 4801-2-3. 322-387**

**1933 WOLSELEY Hornet full de luxe saloon, in black and green, one careful owner, who has kept it just immaculate; any trial welcome; 42 gns. Another, as above, 39 gns. Tankard and Smith, Ltd., 363 Bromley Rd., Catford. Hit. 4444-7-8. 322-349**

**£45!!!** 1932 WOLSELEY Hornet Daytona Special sports 2-4-seater, crab-track, terrific performer, cycle-type wings, remote close ratio 4-speed gearbox, 6-in. rev. counter, 100 m.p.h., speedometer, etc., etc. Below.

**£59.** 1933 WOLSELEY Hornet Daytona Special, fitted with instantly convertible 2-4-seater full drop-head foursome coupe, perfect condition throughout, remote control, etc., etc. Terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051-2-3. 322-366

**1935 WOLSELEY 9 saloon de luxe, very clean and in exceptionally nice condition, £80. Gap Bridge Motors, Wimbledon. Telephone 4522. 322-414**

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**NEW LIGHT CARS FOR SALE (continued).**

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**COOTER AND GREEN**, Eden Park, Beckenham, main JOWETT agents for Bromley, Purley, Caterham, Westerham, Sidcup, Orpington, etc. Demonstration cars at your service, trade and retail. Phone, Bec. 2565. zzz-197

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**M.G.** distributors. All models in stock. Let us quote for hire-purchase and exchange. Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead High St. (Hampstead Tube.) Hampstead 6041. zzz-1458

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**TANKARD AND SMITH, LTD.**, offer earliest deliveries from comprehensive stocks at Catford, Chelsea, Herne Hill, Peckham, Tottenham. See Telephone Directory for addresses. zzz-344

**JARVIS** of Wimbledon for MORRIS.

**THE** new 12 and other models available for demonstration. Immediate delivery from stock of all models. Morris House, Morden Road, S.W.19. Phone, Liberty 4655. 322-216

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£126 Model, £4 5s. 8d. on delivery, balance in 36 monthly instalments of £4 5s. 8d.; immediate delivery. Cooden Engineering Co., Bexhill. 322-81

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**RILEY.** Rowland Smith (Motors), Ltd.

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**STANDARD.** Halls Car Sales, Ltd.

**MAIN** distributors for **STANDARD** cars.

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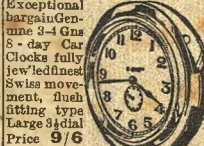
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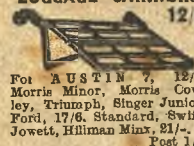
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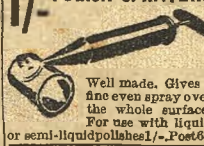


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4.50x18	16/-	20/6	20/6	4/9
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