



JAMES GROSE LTD. SPECIAL CORONATION OFFERS



THE DESMO DOOR HINGE MIRRORS
Special for Austin 10/4, Morris all models, 1932 or 1935 Austin 7 & Hillman Minx 9/6

FOIL THE CAR THIEF! Fit a LOCKING DOOR HANDLE
Chromium Plated
With 2 Keys
3/9 For Austin 7, etc.

SET OF GASKETS
Guaranteed of Highest Quality Includes every washer for overhaul.
FOR AUSTIN SEVEN ... 2/-
FOR FORD 8 h.p. ... 2/6
FOR MORRIS MINOR ... 2/8
FOR MORRIS COWLEY ... 3/-

HUB CAP CLOUTERS
Lead Head 2/6
Rubber Head 2/9
RAW-HIDE 5/6
COPPER HEAD 7/6 weight 3 lbs.

CORONATION MASCOT
for Bonnet Fitted in a moment.
Beautifully finished in Chromium Red, White and Blue. Size 4 1/2" x 3 1/2"
3/6

JAGROSE ANTI-WEAR TABLETS
Containing ACHESON COLLOIDAL GRAPHITE. 12 Tablets treat 24 gall. of Petro.
SPECIAL OFFER TYRE GAUGE
Our Price 2/6
Stadium make 3/9
Schrader 5/-

Stay Put Hat Rack
For Saloon Cars, can be adjusted to any size hat 1/-

STADIUM 8-DAY CAR CLOCKS
Fully Guaranteed Usual Price 35/-

REAR BLINDS 2/6
16 1/2 and 22 in. long.

SILK CORD ROPE PULLS
1/9 Each.
10 in. long. Colours, Fawn, Green and Blue. Usual Price. 3/6.

Splinterproof Glass
Any size and shape supplied.
Per square foot ... 7/-
Example: Austin 7, 1927 on, £1-7-3. Send your frame for fitting. 7/6 extra.

TERRY'S PISTON RING CLAMP each 1/6

WHEEL BRACES
For Austin 7 ... 1/9
All other makes, 2/-

FAN BELTS
For Austin 7 6d. ea
Triumph 7, 8d.; Austin 12, 9d., Ford 8 h.p., 2/3; Standard 9, 2/6; Standard big 9 and 12, 3/-; Morris Minor, O.H.V., 2/6; Morris Minor, S.V., 3/-; Morris Cowley, 3/3; Singer 8, 3/-, etc.

ROLLS OF SUPERFINE CLEANING CLOTH
Approx. 6 1/2 yards... 6d.
Approx. 25 yards... 1/6

REPLACEMENT BATTERIES
Best British Make. Fully Guaranteed.
Made by one of the oldest and most experienced Battery Manufacturers in the Trade.
AUSTIN 7, Citroen, etc. 14/-
MORRIS MINOR, AUSTIN 20, Jowett, Rover, etc. 21/-
MORRIS COWLEY, A.J.S. Standard, etc. ... 32/-
Full Capacity Super Quality STARTER BATTERIES:-
AUSTIN 7, etc. ... 19/6
MORRIS MINOR, etc. ... 25/-
For Ford 8, 6 v. 85 amp. 27/6
MORRIS COWLEY, etc. 37/6

STARTLING OFFER! DELARELLE CIGARETTE LIGHTERS 2/6
The cigarette lights itself in 10 secs with a touch of the hand. The lighter with the lowest current consumption. No need to take your eyes off the road.

COMPLAINTS
have reached us that goods advertised are unobtainable. WE undertake to supply all goods advertised on this page at the PRICES SHOWN. In the event of being temporarily out of stock goods will be obtained with utmost speed.

JAGROSE MOTOR OIL
5 GALS SUPER DE LUXE MOTOR OIL 10/- CARR. PAID.
SUPER DE LUXE MOTOR OIL WITH ACHESON COLLOIDAL GRAPHITE 15/6
SUPER AERO MOTOR OIL AIR MINISTRY SPECIFICATION 5 Gall. Drum 17/6

BARGAINS IN TYRES
BRAND NEW BRITISH MADE BEST MAKES In Makers' Wrappings NOT retreads WE GUARANTEE TO RETURN CASH IN FULL IF NOT SATISFIED

Size.	EXTRA HEAVY CORDS	SUPER HEAVY TUBES	Best Makes.
3'60 x 19	14/6	18/6	3/3
4'00 x 17	16/6	18/-	3/3
4'00 x 18	18/6	18/-	3/3
4'00 x 19	17/6	19/6	5/9
4'50 x 17	18/6	21/-	5/9
4'50 x 18	18/6	22/6	5/9
4'50 x 19	21/-	23/6	5/9
4'75 x 17	24/6	28/-	5/9
5'00 x 19	26/6	30/-	7/-
5'00 x 20	28/6	35/3	

SPORTS MIRRORS
Fit to Dash.
Black, 2/3
Chromium, 2/9

Chempol Car Polish
Speedy, Lustrous, Durable.
1/-

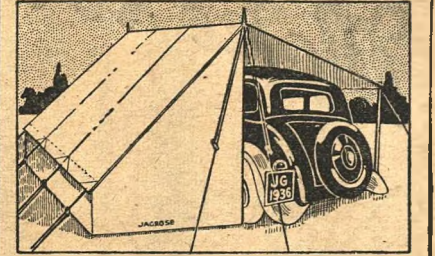
UNION JACK FLAGS
Silk on Mast 6" x 4". 2/6
Ditto, with special under-bonnet fitting, no drilling, 1/8.
Ditto, with 3 flags ... 2/6
Ditto, best bunting flag on chrome mast 9" x 6" ... 2/3
Set of 3 flags as illus. to fit bumper bar ... 2/6
Ditto, with single flag ... 1/6

Registration Numbers and Letters
Polished, non-stainable, 6d. each. Pressed Aluminium Number Plates, with letters, 3/8 each.

IGNITION PARTS
Replacement for Lucas and Delco-Beny.
Distributor Covers ... 1/9
Rotors, 10d. ea. Contact Points, 1/3 pr. Coils, 6/-

LEARNERS' PLATES
Metal with trays, 7 in. by 7 in. Red letter on white. 1/9 pair. In Cardboard 6d. pair.

CAR CAMPING EQUIPMENT



Specially designed for motor-tour camping. As shown in the illustration, this tent is made to slope one side of the roof to be used as a car cover; the front and back half sections are forming a curtain between the tent and car. Complete with all accessories. Size: 7 ft. long, 7 ft. wide, 6 ft. 6 in. high. Cover for car 11 ft. long x 7 ft. wide. Weight 30 lb.
SUPER WHITE TENT CLOTH ... 55/-
SUPER GREEN TENT CLOTH ... 72/6
Other Tents from 6/9 to 115/-
Send for Camping List.

9/11 POST FREE.
THE LI-LO AIR BEDS
Weights very little; when blown up gives a large expanse of air-cushioned comfort. Vertical reeds with pillow. Suitable for camping, bathing, swimming, etc.
The "MINOR," 61" x 13" 9/11. The "CENTURY," 64" x 24" 12/6

THE VILLIERS INFERNO PETROL STOVE
Instant lighting, intense heat. Folds up like attache case when not in use.
1 Burner ... 25/-
2 Burners ... 33/-
Carr. Paid.

Registration Numbers and Letters
Polished, non-stainable, 6d. each. Pressed Aluminium Number Plates, with letters, 3/8 each.

IGNITION PARTS
Replacement for Lucas and Delco-Beny.
Distributor Covers ... 1/9
Rotors, 10d. ea. Contact Points, 1/3 pr. Coils, 6/-

LEARNERS' PLATES
Metal with trays, 7 in. by 7 in. Red letter on white. 1/9 pair. In Cardboard 6d. pair.

Registration Numbers and Letters
Polished, non-stainable, 6d. each. Pressed Aluminium Number Plates, with letters, 3/8 each.

JAMES GROSE LTD

HEAD OFFICE AND MAIL ORDER DEPOT. PHONE: EUSTON 52 31.
379 EUSTON RD. GT. PORTLAND ST. N.W.I.
NORTH LONDON DEPOT 255 HOLLOWAY ROAD, N.7. PHONE: NORTH 1297

Post Orders Receive Prompt and Efficient Attention. Orders of 10/- and over carr. paid except bulky goods.

WHEN REPLYING to advertisements, mention "THE LIGHT CAR."

Make it a Brilliant Coronation!

By adopting

TUMBLER



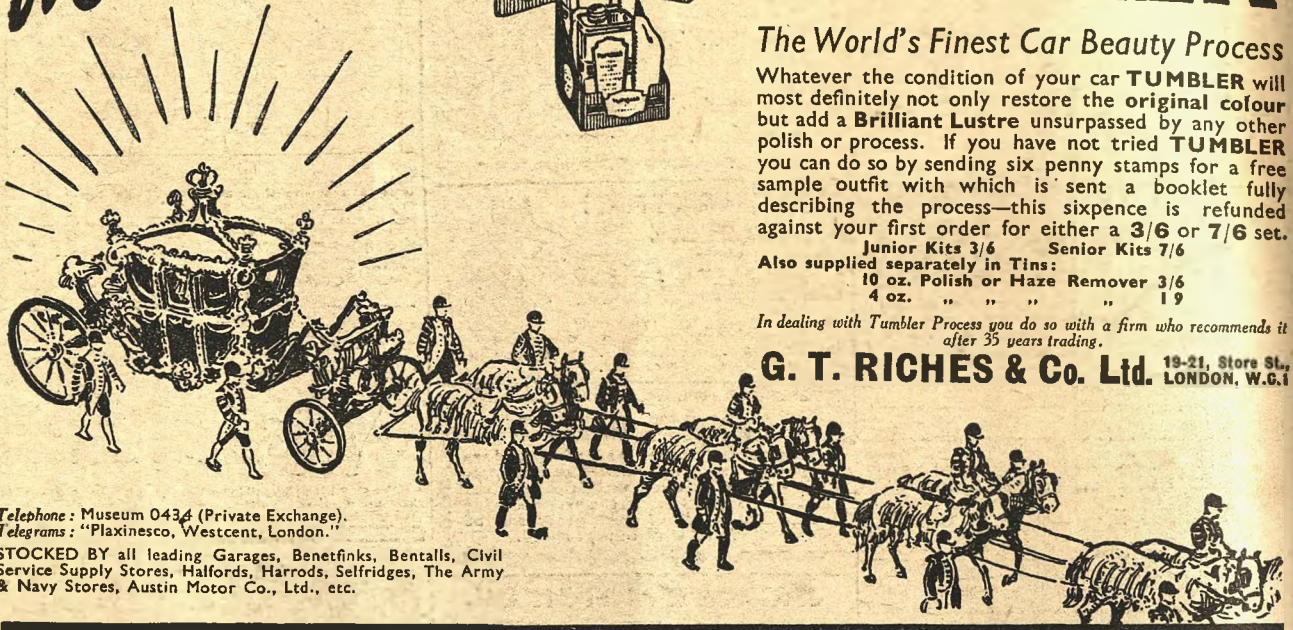
The World's Finest Car Beauty Process

Whatever the condition of your car **TUMBLER** will most definitely not only restore the original colour but add a **Brilliant Lustre** unsurpassed by any other polish or process. If you have not tried **TUMBLER** you can do so by sending six penny stamps for a free sample outfit with which is sent a booklet fully describing the process—this sixpence is refunded against your first order for either a 3/6 or 7/6 set.

Also supplied separately in Tins:
 Junior Kits 3/6 Senior Kits 7/6
 10 oz. Polish or Haze Remover 3/6
 4 oz. " " " " 1/9

In dealing with Tumbler Process you do so with a firm who recommends it after 35 years trading.

G. T. RICHES & Co. Ltd. 19-21, Store St., LONDON, W.G.1



Telephone: Museum 0434 (Private Exchange).
 Telegrams: "Plaxinesco, Westcent, London."

STOCKED BY all leading Garages, Benetfinks, Bentalls, Civil Service Supply Stores, Halfords, Harrods, Selfridges, The Army & Navy Stores, Austin Motor Co., Ltd., etc.

ROBBIALAC SYNTHETIC FINISH TOUCH-UP-BLACK

Keep a tin in your garage
 FOR PAINTING UP
 WEAR SPOTS AND RUST SPOTS

PER **2/-** TIN

At all accessory dealers, ironmongers,
 hardwaremen and paint shops

Always ready for use

A BRUSH IN EVERY TIN



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

COMPARE THIS FOR
ROOMINESS WITH ANY
OTHER "EIGHT"
or "Nine" or "Ten" for that matter!

Standard Saloon **£158**
De Luxe Saloon **£168**
Ex works

Man's Height: 6 ft. Girl's Height: 5 ft. 8 ins. Driver's Height: 5 ft. 4 ins. Girl's Height: 5 ft. 7 ins.

We have very carefully given the actual heights of the people photographed in this car—just in case some cynically minded driver of the average 8 h.p. car says "Where did you find the dwarfs!" We think you'll agree these four are well up to the average in height and look pretty comfortable seated in the car. Notice that the man is wearing his hat—it

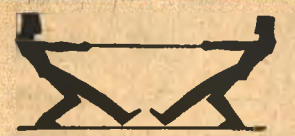
could be a high hat if it were a festive occasion! Actually, as you can see, there's room in every seat for a 6 ft. man wearing a hat. Does this photograph prove that the Jowett is EASILY THE ROOMIEST 8 H.P. ON THE ROAD? Send for informative folder telling all about the 8 h.p. Jowett.

JOWETT
The Car with "BALANCED POWER"

JOWETT CARS LTD., IDLE, BRADFORD.

London Showrooms: GODFREY'S LTD., 366-368 EUSTON ROAD, N.W.1.

Phones: Euston 2644-7



"BALANCED POWER"

In the Jowett horizontally opposed "Flat Twin," power impulses are "equal and opposite" and much vibration is eliminated. That is why two cylinders only are required to give balance whereas four are essential in the orthodox design to give even approximate balance. And that is why we say that the Jowett engine gives "Balanced Power." Again, the power-to-weight ratio of the Jowett engine is far more favourable than that of the orthodox four of the same rated horse-power. "Balanced Power" is the secret of the amazing performance that has made the Jowett "Flat Twin" one of the most talked-of designs in motordom.

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "THE LIGHT CAR" when writing to advertisers. They will appreciate it.

Well, officer, that's the end of my Whitsun tour . . . absolutely *burnt out!*



Some motorists would call it "rotten luck" to be stranded miles from anywhere . . . their Whitsun holiday spoiled or their Coronation trip ruined by FIRE! But is it a matter of "luck"? Fire is an ever-present danger that may at any time threaten your car and its occupants! If you are fair to yourself and your passengers you won't drive another mile without a "PYRENE" Fire Extinguisher. It is a most vital necessity as well as a handsome addition to your car. It enables you to comply with the Petrol Storage Regulations . . . it entitles you to 10 to 15 per cent. rebate yearly on a Pyrene Motor Policy . . . and, above all, it gives you complete peace of mind.



Delay may be dangerous—get a
PYRENE
Fire Extinguisher
(Prices from 35/-) at your nearest Garage or Dealer to-day or post the coupon for full details to:

THE PYRENE COMPANY LTD.,
Great West Rd., Brentford, Middlesex
Telephone: Ealing 3444. Telegrams: "Pyrene, Brentford."

POST NOW! Please send illustrated Pyrene Folder S.30

Name.....

Address

It's so EASY to travel with your Car
by the MOTORISTS' SHIP

'AUTOCARRIER'

via DOVER-CALAIS

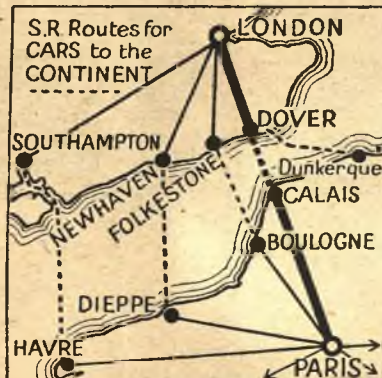
DAILY SERVICES

Dover dep.	11.0 a.m.	Calais dep.	2.15 p.m.
Calais arr.	12.30 p.m.	Dover arr.	3.45 p.m.

Rates for Cars, from 45/6

Special CHEAP SINGLE Fare for Passengers accompanying cars, 12/6

SALOONS :: BATHROOM RESTAURANT



Don't run risks with
HOTEL ACCOMMODATION!

Use HOTEL COUPONS, covering practically every grade of Hotel on the Continent

Books of Coupons with lists of recommended hotels, can be obtained from any branch of THOS. COOK & SON LTD.

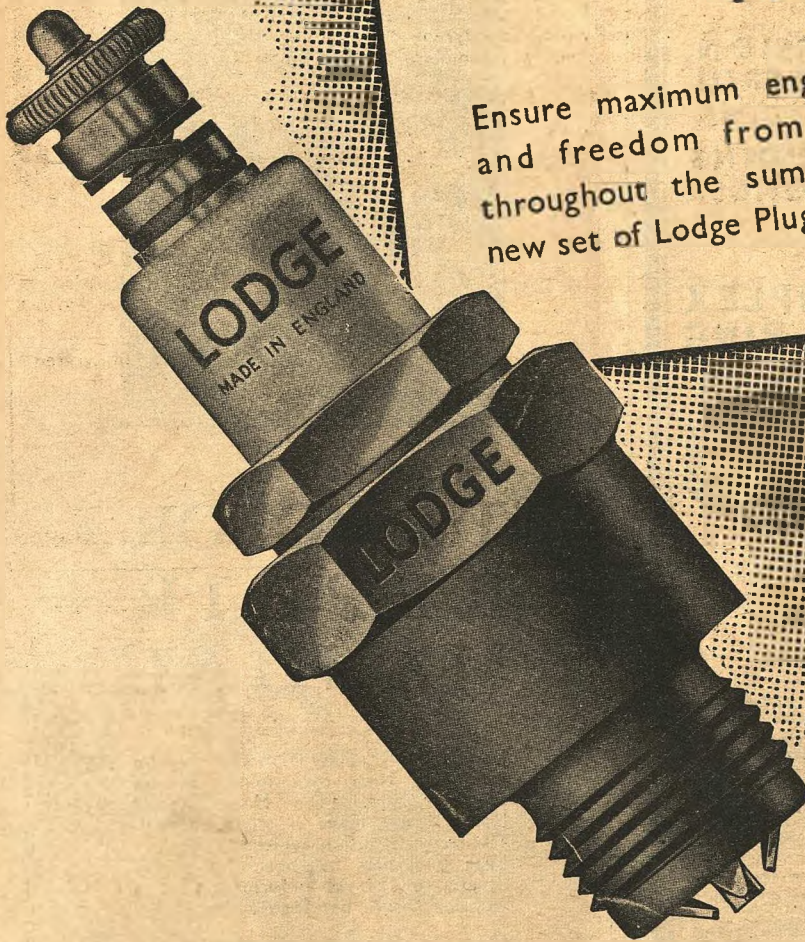
Details of ALL S.R. Cross-Channel Services, Rates for Cars, etc., at Stations, Offices and Travel Agencies of the

SOUTHERN RAILWAY

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

WHITSUN WISDOM

Ensure maximum engine performance
and freedom from plug troubles
throughout the summer by fitting a
new set of Lodge Plugs—now!



LODGE

THE BEST PLUG IN THE WORLD

Lodge plugs have unbreakable mica
insulation and are readily detachable.
They are obtainable everywhere from
5/- each, in sealed metal boxes.

Send for free folder which shows the correct type of plug for every make and model of car, to Dept. LC/3, Lodge Plugs Ltd., Rugby.

Warning!

THERE IS ONLY ONE RING that will efficiently TAKE UP WEAR in out-of-round and tapered cylinders.

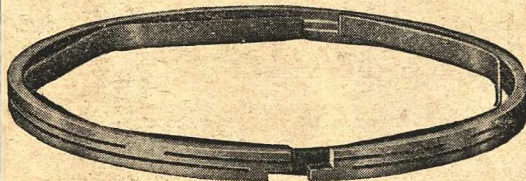
STOP OIL PUMPING, blow-past and SLAP.

INCREASE COMPRESSION, REDUCE OIL and PETROL Consumption.

GIVE SMOOTHER ENGINE PERFORMANCE and LONGER CYLINDER LIFE.

It is the

WELLWORTHY-SIMPLEX PATENT PISTON RING



"SIMPLEXING," the efficient and economical Cylinder reconditioning.

HERE IS PROOF:

Hall Green,
Birmingham.
17th April, 1937.

"After 27,000 miles on my '36 Austin 10 the oil consumption rose somewhat and I specified your Piston rings.

The Car was slightly worse when returned to me and I discovered on enquiry that another make of ring had been substituted.

Needless to say I soon had this rectified and the car was still doing 1,200 per gallon of oil when I sold it at 40,000 miles."

W.A.E.

There is a Simplexing Garage near you. Write for its name, further evidence and booklet, "Hints on Engine Efficiency," to

W.P.R. Ltd., 89, Blackfriars Road, S.E.1 or to nearest Service Depot.



Piston and Piston Ring Specialists
LYMINGTON, HANTS.

SERVICE DEPOTS:

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|---|-------------------|
| LONDON: 89 Blackfriars Road, S.E.1 .. | Waterloo 5762-3-4 |
| 172 Great Portland Street, W.1 .. | Museum 2433 |
| 119 Leytonstone Road, Stratford, E.15 .. | Maryland 2439 |
| CROYDON: 246 High Street .. | 0234 |
| BIRMINGHAM: 143 Suffolk Street .. | Midland 0638-9 |
| BRISTOL: 62 Victoria Street .. | Bristol 25311-2 |
| NEWCASTLE-ON-TYNE: Millican's Buildings,
Market Street .. | 23874 |
| LIVERPOOL: 45 Renshaw Street .. | Royal 5786 |
| MANCHESTER: 232 Deangate .. | Blackfriars 5914 |
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| LEEDS: 82 Woodhouse Lane .. | Leeds 25774 |
| HULL: 285 Anlaby Road .. | 15312 |
| SOUTHAMPTON: 17 Portswood Road .. | Southampton 74778 |
| GLASGOW: 97 Wellington Street .. | Central 6205 |
| EDINBURGH: 24 York Place .. | 26546 |
| DUNDEE: 48 East Dock Street .. | 3529 |

A Complete Guide to the Home Repair of Motor Vehicles.



"THE MOTOR REPAIR MANUAL"

To the many amateur mechanics who carry out their own minor repairs to their cars, "The Motor Repair Manual" will make a strong appeal. The seventh edition, which has recently been published, has been thoroughly revised, and much information of a valuable nature has been added.

From the choice and use of tools, the amateur is taken through numerous examples of repair work such as reconditioning an engine, overhauling and repairing the clutch, relining of brakes and so on. It is a useful book and 100 per cent. practical.

PRICE **2/6** NET

Of all bookstalls and booksellers, or 2/9 post free direct from the publishers, Temple Press Ltd., 5-17, Rosebery Avenue, London, E.C.1.

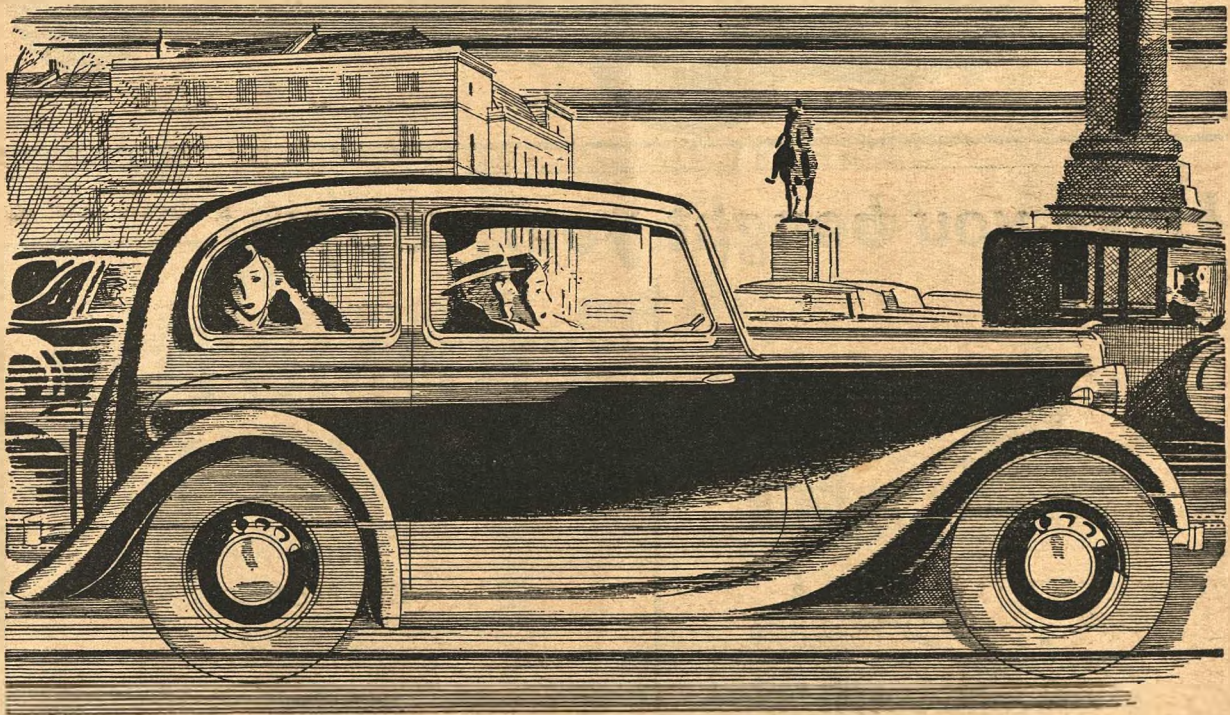
“After 37,000 miles with my Singer,

I'd never go back to a smaller car”

“I use my car on business,” writes Mr. John Leather, of Whitton, “and I spend a good many hours at the wheel. After having driven several small cars, I find a tremendous difference in the comfort and performance which I get from my Singer Bantam.

“Acceleration in traffic is excellent, the car is well balanced when cruising at 40-45 m.p.h., she takes hills in her stride, and she will do 65 m.p.h. on the level — so it's easy to put up good averages. My Bantam has only been decarbonised twice in 37,000 miles, and has proved thoroughly reliable and economical. I would never go back to a smaller car.”

ONCE A SINGER OWNER — ALWAYS A SINGER OWNER



SINGER nine BANTAM

Saloons from **£132 / 10** (ex works)

ARRANGE A TRIAL RUN WITH YOUR LOCAL SINGER DEALER, THE SINGER LONDON SHOWROOMS AT 56-59 PARK LANE (GROSVENOR 2705), OR SINGER MOTORS LTD., COVENTRY

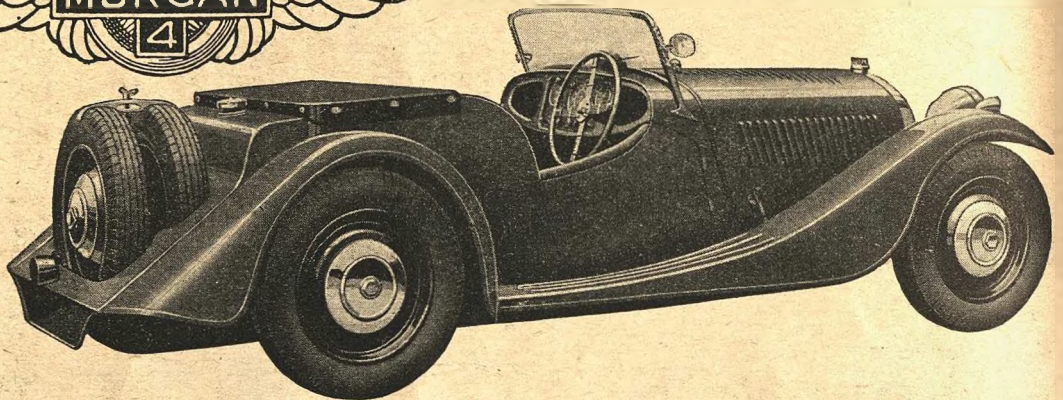
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "THE LIGHT CAR" when writing to advertisers. They will appreciate it.

**A specification that
IS a specification
 . . . performance that
IS a performance
 . . . equipment that
IS equipment**

. . . . mere talking is no good, for it is only by a demonstration that you can convince yourself of the outstanding capabilities of this remarkable Sporting Car—a model costing but 185 Gns. May we let you have the fullest information?

Four cylinders, water cooled. Capacity 1122 c.c. Overhead inlet valves. Three-bearing crankshaft. Four-speed gearbox. Disc wheels with 16 in. x 5 in. Dunlop tyres. Girling brakes. Two spare wheels and tyres. Folding screen. Rigid side curtains. Tank capacity 9 gallons. Quick action filler. 12 volt 5 lamp lighting set and pass lamp. Stevenson jacking system. Attractive fascia board with general equipment.

MORGAN MOTOR CO., LTD., MALVERN LINK, WORCS.



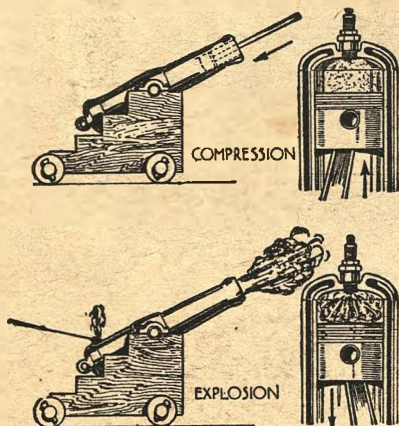
Have you bought your copy of—

**“THE MOTOR
 MANUAL”?**

29th
 Edition



*Of all bookstalls and booksellers, or 2/10 by post from the publishers,
 Temple Press, Ltd., 5-17, Rosebery Avenue, London, E.C.1*



THIS is one of over 200 illustrations which appear in the 29th Edition of “The Motor Manual.” Easy to read, easy to understand, it is the most interesting and most useful manual of its kind published.

It tells you all you wish to know concerning the modern motorcar. There are, in addition, chapters dealing with maintenance, touring, the law, etc.

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

We are proud of
our association
with
S·S·Cars
who fit
**GIRLING
BRAKES**

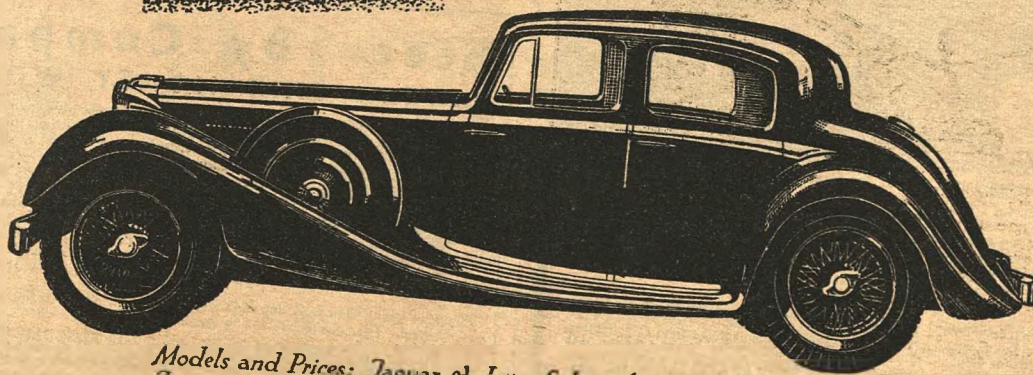
*The best brakes
in the World*

**as standard
equipment
on their
models**

**GIRLING BRAKES
are also fitted as
standard to . . .**

**AUSTIN
AUTOVIA
ASTON·MARTIN
BEARDMORE
DAIMLER·ER·A
FORD·10
LAGONDA
LANCHESTER
MORGAN·RAPIER
RILEY · ROVER**

SOLE MANUFACTURERS . . .
NEW HUDSON LTD·ICKNIELD ST·B'HAM·18



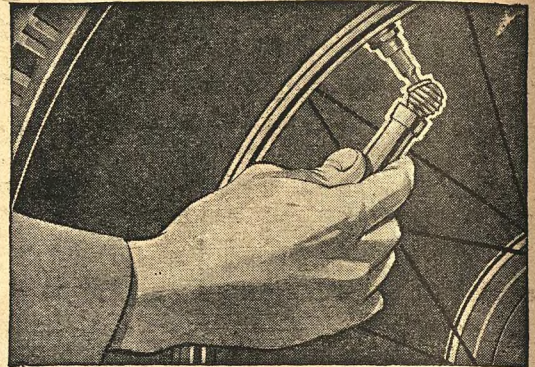
*Models and Prices: Jaguar 2 1/2 Litre Saloon (illustrated above) £385.
Jaguar 2 1/2 Litre Open Tourer: £375. Jaguar 2 1/2 Litre "100" Competition
Model, £395. Jaguar 1 1/2 Litre Saloon, £295.*

MENTION of "THE LIGHT CAR" when corresponding with advertisers assists
the cause of economical motoring.

"I find my steering much easier with regular Schrader Testing"

"There always seemed to be a drag on the steering until my garage man diagnosed the trouble as unbalanced tyre pressures. Now I am always very careful to have my tyres tested regularly, and afterwards I always check them with my own Schrader. It's surprising the difference it makes to steering and comfortable driving."

Balanced tyre pressures mean equalised braking and prevent skidding.



Test Tyres every Friday

'CLIP-ON'
5/-

Schrader

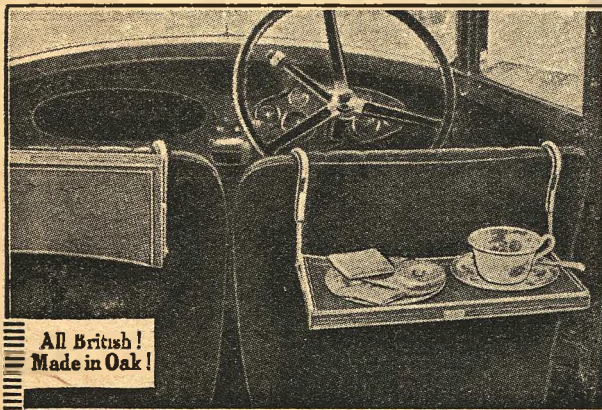
Regd. Trade Mark, U.K.

made in Birmingham

PICNIC TRAYS

The Crowning Comfort and Utility for Motorists! The "E.C. FIX" MOTOR TRAY

A long-felt want supplied. Ideal for alfresco meals and scores of other uses. Simply hooks on the back of the seats by means of "Patent Spring Clips," holding the Tray in position without damage to the upholstery.



All British!
Made in Oak!

TO FIT ANY CAR. Always handy—never in the way!

Popular Sizes, 14 in. x 7 in.	Price 6/6 each
" " " 14 in. x 9 in.	" 7/- "
Austin Seven and Morris Eight, 12 in. x 8 in.	" 6/6 "
Bench Seats, Thick Upholstery, 18 in. x 9 in.	" 9/- "
Window Trays, 14 in. x 6 in. Fit Inside or Outside.	
For driver's use and front seat passengers	6/6 "
(Packed in Cartons)	

Obtainable from: Harrods Ltd. (Motor Dept.); Army and Navy Stores, Victoria Street, London (Motor Dept.); Bonetlinks, Cheapside, London (Motor Dept.); Gamages, Holborn (Motor Dept.); Seltridges, London (Motor Dept.); Whiteleys Ltd., London (Motor Dept.); Boots Cash Chemists (Fancy Goods Dept.); Royal Exchange, Manchester and Branches; Timothy Whites and Taylors Ltd., Portsmouth, and Branches; Beales Ltd., Bournemouth, and other Leading Stores.

Also obtainable direct from the maker (O.O.D. post free)

STANIURST WORKS, Ltd., 56, Liverpool Street, Salford, 5, Lancs.

Remember to buy



The National Motor Journal

on Tuesdays!

Steer By Compass and Save TIME—MONEY—WORRY

As you read this advertisement, consider for a moment how many minutes you have lost in finding the right direction through busy city streets, in fog and rain, at night and on unmarked country roads. Recall the irritation and the delay—which probably represented money. Yet—for just 7/6—it would have all been obviated. The Heayberd Auto-Fluid Compass rotating on its jewelled bearing in crystal clear liquid would have told you the right route. Small and compact on your windscreen—or dashboard—it would have been the infallible direction finder.



Price 7/6

Invest in one to-day from any high-class dealer (or if difficulty in obtaining send direct. Free descriptive list on receipt of the Austin green p.c.)

F.C. HEYBERD & Co., 10 FINSBURY STREET LONDON, E.C.2

Tele.: Met. 7516/7/8/9. One minute from Moorgate Station.

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



LIVELINESS

When your customer puts his car in to be "de-coked" and have new pistons fitted, he expects to find a difference, a liveliness which was not there before, oil consumption reduced, a better performance all round. If he gets it he will say you have done a good job, if not . . .? Take no risks with your reputation, fit Hepolite every time. They form a perfect seal and maintain it.



HEPOLITE

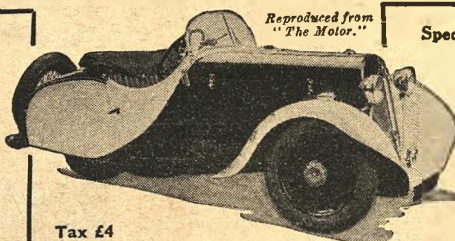
PISTONS. RINGS.
PINS AND LINERS

HEPWORTH & GRANDAGE LTD ST. JOHN'S WORKS, BRADFORD, YORKSHIRE.

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "THE LIGHT CAR" when writing to advertisers. They will appreciate it.

COVENTRY - VICTOR

*"It is known as the
'LUXURY
SPORTS'
and the name is
well justified."
Vide "THE MOTOR CYCLE."*



Specification includes:—

A water-cooled 8/10 H.P. side-valve flat twin engine, built up as a unit with a three-speed and reverse gearbox. A single-plate clutch is fitted in the flywheel. For ignition a B.T.H. magneto is used with a separate Lucas dynamo, providing current for the starting motor, and five-lamp lighting set. Easy starting Soler carburetter. All wheels interchangeable and shod with 4'00 x 19 in. **£120** tyres and spare wheel ..

Tax £4

FLASHING SPEED and
ACCELERATION.

THE COVENTRY VICTOR MOTOR CO., LTD.,
COVENTRY.

'Phone: 5054-5055. Wires: "Precision, Coventry."

The Perfected Three-Wheeler.

THE AEROPLANE

Founded
in 1911.

Edited by C. G. Grey.

THE INTERNATIONAL AUTHORITY
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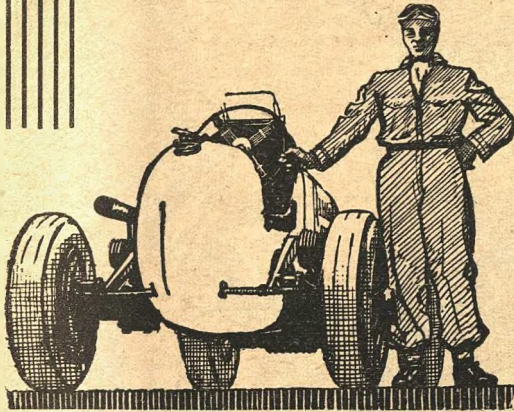
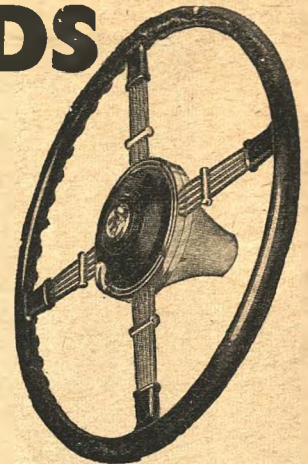
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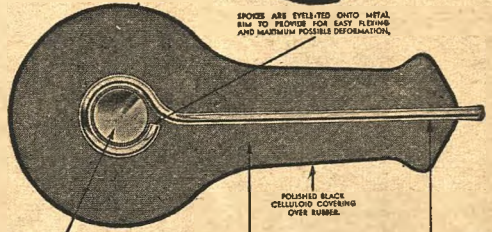


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The Light Car

"... And now for the Wide Open Spaces..." (See article in this issue.)



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AFFAIRS OF THE MOMENT

GENERAL, POLITICAL AND PERSONAL POINTS OF VIEW DISCUSSED BY

The Editor

WE described Mr. Neville Chamberlain's last Budget as a surprising one in a brief reference last week. I think that most of my readers will agree with that expression. Although *The Light Car* was determined to be optimistic, there was, all the same, that lurking fear round the corner that just a little would be popped on the petrol tax or the status quo ante restored with regard to the horse-power tax.

I do not think that even the most optimistic of us really expected any tax rebate, so, on the whole, we, as motorists, must come to the conclusion that Mr. Neville Chamberlain's Budget is a good one.

—ooo—

WHAT a change has come over London since the last Coronation! No wireless, no floodlighting, no talkies. If you wanted to see and

hear the Coronation procession you had to be on the spot. Grandstand seats could be had for a matter of shillings. I remember vividly that as a rather inexperienced youth I hired a soap box from a tough-looking guy for a shilling. The added elevation gave me an excellent view of the route along which the procession was expected to pass within the hour, but I had not occupied my elevated position for more than a few minutes when there was an outcry from those standing behind and, most unexpectedly, my grandstand was kicked from beneath me. I rose to my feet, sore and humiliated, and retreated to the rear of the crowd to

heal my wounds. Imagine my feeling when I saw the same tough guy, with the same soap box, forcing his way into another section of the crowd—to earn another "honest" shilling! The story may have a moral. I leave it to you.

—ooo—

EVEN the Coronation cannot eclipse yet another great happening, that is, the real advent of spring. We have had a bitter winter. It has brought hardships in its train for those of us who travel by road, yet never has the true worth of the motorcar been more fully advertised. Let us hope that the summer months will make up for the inclemency of the period through which we have just passed and that motorcars will bring an even fuller measure of the joy of the open road than they have ever done before.

AFFAIRS OF THE MOMENT (Contd.)

INDIA as a touring ground is one of the distinct possibilities of the future, if one may judge from the enthusiasm with which Mr. Frank Lanchester views that great country. He says that conditions in India are changing rapidly, first-class motor roads are being built, and there is plenty to see. Incidentally, of course, India's road expansion programme means increased possibilities for the export of British made cars.

Frank Lanchester was one of the three pioneer brothers who designed the original car of that name, 'way back in 1894. He has just returned from a four-months' tour through India and Ceylon.

—ooo—

WELCOME home to Lord Nuffield, who returned to his native shores last week after a three months' tour of Australia and New Zealand. One of the first things the great motor magnate did, according to an evening newspaper, was to refute the suggestion that he is a bad sleeper. For all that, no one will deny that for many years his lordship has kept his eyes very wide open!

Summing up his impressions, Lord Nuffield told me that he had been struck by the rapid general trade recovery in the Dominions, and particularly by the splendid opportunities now offered to the British motor industry. He considers that world-wide trade depression compelled people to consider economy and to turn their attention to the British light car which, in low upkeep costs, is without a rival. The depression is over, but the British car has fully established itself and has become a firm favourite. In New Zealand, for example, American cars used to predominate. To-day the British product is at the top—and, incidentally, Morris products headed the registration of all cars, both British and American, in the Dominion last year.

In New Zealand there is now one car for every ten persons; the third highest percentage in the world. In Australia there is one car for every eleven persons—and note this: In

New South Wales, 90 per cent. of the motoring taxes goes to the Main Roads Board and only 10 per cent. to the Consolidated Revenue Account to cover the collection costs. Lord Nuffield said: "I wish our Government would take a lesson from that." In the words of Monsieur Beaucaire, I offer up my prayer with his! If motor taxation were devoted exclusively to roads we could entertain the idea of a 25-year plan.



"There is, I believe, something almost symbolic in my picture . . ."

THERE is, I believe, something almost symbolic in my picture this week. It shows H.M. the Queen (before the Accession) cutting the ribbon across the road at Redbridge, the boundary of the new Southend road, when it was opened some years ago. Standing by her side is H.M. the King.

I believe that the present Sovereign has a much better understanding of road problems than his father, for he has grown up with the generation that was motor-minded at the outset. May his reign be marked by a far better appreciation of all that the open road means and of all that the motorcar means—not only to the enjoyment of his people, but to their commercial prosperity as well.

SEVERAL times lately I have been halted at a junction where five roads meet, by the amber and then the red light—only to wait impatiently, with no other traffic in sight in any direction, until the green appeared and gave me august permission to proceed. Busy people (I venture to describe myself as such with all humiliation) have a right to demand the elimination of such unnecessary delays. Doubtless the official reply, is to the effect that automatic signals cannot be expected to cope with such unusual conditions; but are they unusual? My experience at this particular road junction, to quote a concrete example, is that they are not. When you consider that there is nearly always a uniformed policeman patrolling such areas, it seems ridiculous that in the less busy hours of the day his energies cannot be utilized usefully by hand-controlling the lights.

—ooo—

MY Tame Weather Prophet tells me that the winter is behind us. I raise my hat to him, but what of the portents of summer? In my part of the world the almond blossom was a conspicuous failure this year. Does that mean anything or nothing? Most people will agree that fog of the real "pea-souper" variety was not nearly so much in evidence during the recent dark months as

it has been before. That again, may be Significant. It is also Significant, however, that floods have surely never been so prevalent? I refuse to pose as a weather prophet. I know nothing of what these things mean, but, like you, dear reader, I offer up a prayer that the summer will make up for all that we suffered during the winter.

Versophrase

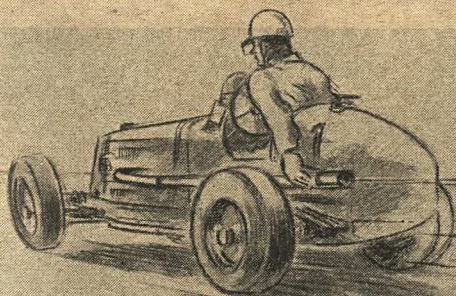
THE accompanying couplet is, in itself, a clue to the name of a part of a motorcar. Can you spot it?

*Away with fog, away with snow,
'Tis Summer next, I'd have you know.*

For solution see "Around the Trade" at the end of text pages.

CRYSTAL PALACE THRILLS AND HUMOURS

A Staff Artist's Impressions

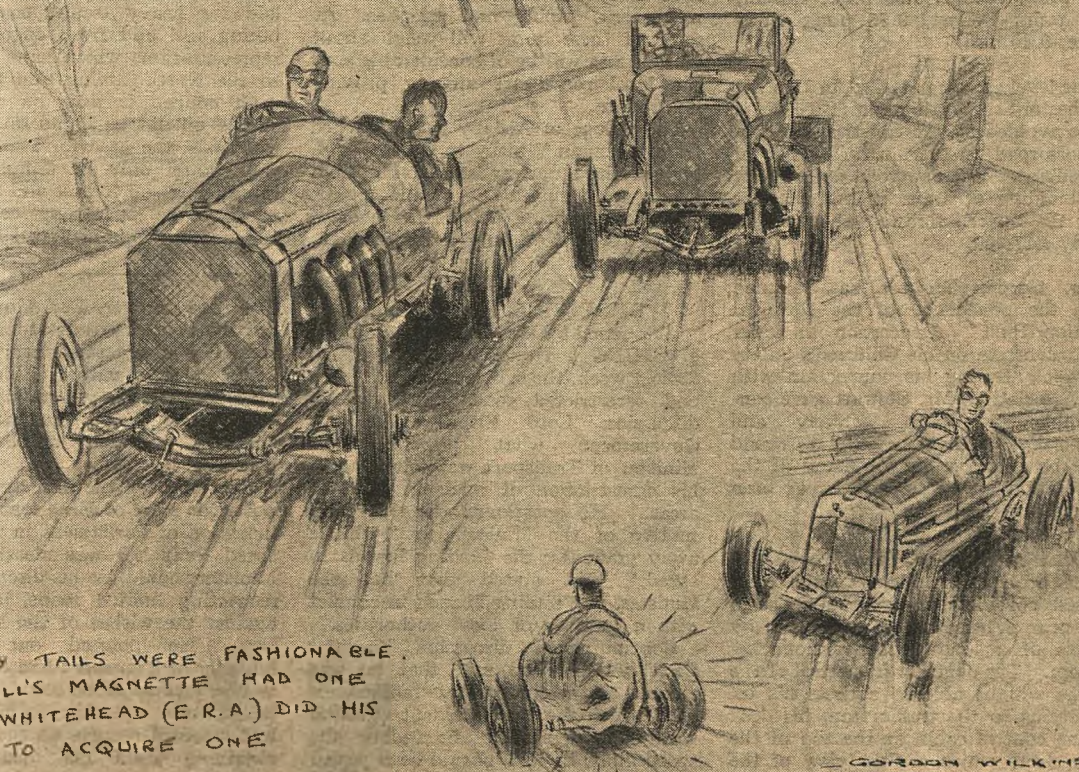


SCRIBBANS (E.R.A) MAKING A STOUT EFFORT TO FINISH ON TIME, DRIVING WITH ONE HAND, AND SUPPORTING A HOT EXHAUST PIPE WITH THE OTHER -

(BELOW) ESSON-SCOTT (BUGATTI) SKIDDING OFF THE ROAD, AT STADIUM DIP.



THE DEMONSTRATION, RUN BY THE VETERAN LORRAINE AND ITALIA WAS NOT OFFICIALLY A RACE OFFICIALLY.



CURLY TAILS WERE FASHIONABLE. PARNELL'S MAGNETTE HAD ONE AND WHITEHEAD (E.R.A) DID HIS BEST TO ACQUIRE ONE

GORDON WILKINS
CRYSTAL PALACE

NEWS

THE PRICE OF PETROL—

—was increased by $\frac{1}{4}$ d. a gallon last Tuesday, bringing the cost of first-grade spirit to 1s. 7 $\frac{1}{4}$ d. a gallon. This is the third increase this year, and petrol is now at its highest price since 1932. Only once since 1923 has the price been higher—in 1924, when it went up to 1s. 11d.

London's first road race.

Congratulations to Pat Fairfield who, driving an E.R.A., won the Coronation Trophy at the Crystal Palace last Saturday.

A full report of the meeting, fully illustrated with "action" photographs, begins on page 724. In addition, there are some fine drawings of various incidents in the races on page 719.

The T.T. will definitely take place at Donington this year on September 4. See "Sports Jottings."

Ingenious. Sit-down strikers in the Ford assembly works at Richmond, California, have welded up all the gates except the front entrance!

Lord Conway of Allington. We regret to record the death last week of Lord Conway of Allington, senior vice-president of the Camping Club of Great Britain and Ireland.

Lighting-up times for to-morrow (Saturday), May 1, are as follow:—London, 9.22 p.m.; Birmingham, 9.32 p.m.; Edinburgh, 9.51 p.m.; Liverpool, 9.41 p.m.; Cardiff, 9.35 p.m.; Dublin, 9.54 p.m.; Belfast, 9.56 p.m.; Newcastle, 9.40 p.m.

The level crossing at Alresford on the Colchester-St. Osyth road (B.1027) is to be avoided by the construction of a by-pass road on the north-east side of the village. The new road necessitates the building of a bridge and viaduct over the L.N.E. Railway at a cost of nearly £17,000.

Mr. Gordon Stewart has resigned from the presidency of the National "Safety-First" Association in order to concentrate on his Children's Safety Crusade. During his connection with the Association, Mr. Stewart gave considerable aid both actively and financially, without which it would have been impossible for many of the Association projects to have been carried out.

Kincardine Bridge. Traffic over this swing bridge which has, in the past, caused considerable congestion, is in the near future to be controlled by means of a loud-speaker announcing system. The engineer in control of the bridge will be able to address his instructions to the traffic from his desk in the control cabin at the top of the span, from which a clear view of the approaches can be obtained.



MANPOWER and (externally-applied) horse-power aid Mrs. Willcocks's M.G. Magnette to the summit of Steep Hill in the J.C.C. (S.W. Centre) trial. (See "Club Items.")

BORING AT AISLABY. Need For New Roads.

THE wet weather has delayed the preliminary steps for the trial boring for petrol at Aislaby, Whitby, Yorks. However, a road has been made to the site from the Egton low road in readiness for the transport of machinery, piping and supplies. As some of these items will weigh about 10 tons and will be of considerable size, the local roads are already proving inadequate.

The village of Aislaby is approached from the main Whitby to Guisborough highway by a narrow lane having blind bends and running, at one point, through a cutting below the level of the fields. Not only is it liable to

drift up in time of heavy snow, but this lane is already inadequate for the local bus services and, still more, for the growing volume of summer tourist traffic.

Heavy lorries bearing stone from local quarries also use Aislaby Lane. Moreover its foundations were never laid for heavy traffic, so the petrol boring will add fresh cogency to the representations which have been made to the North Riding County Council.

Of course, it may be urged that, should oil not be found on a commercial basis, the need for a modern highway would only be temporary. But in any case, on tourist and agricultural needs alone, a strong case can be adduced for improved road facilities.

DERESTRICTED ROADS. Discussed by the House of Lords.

DURING a House of Lords session last week, the subject of speed limits and derestricted roads came up for discussion. Lord Elton asked the Government what principle the Minister of Transport was following in his derestriction of roads in built-up areas. He questioned the right and motive of the Minister to "whittle away gradually the existing law as to speed," and stated that he, the Minister, was finding himself in conflict with a number of local authorities.

Continuing the discussion, Viscount Cecil of Chelwood said that he was amazed at the comparative indifference with which the road accident question was being treated. Exceeding the speed limit, he said, should be regarded as quite as wicked as embezzlement.

The next speaker, Earl Howe, pointed out that in debates of that nature, there was always the danger of speakers being obsessed with the idea that the motorist was always to blame. The recklessness of the pedestrian, he continued, "has really to be seen to be believed."

Replying for the Ministry of Transport, the Earl of Erne stated that the intention of Parliament in framing the speed limit law was clearly that the Minister should use his discretion in derestricting limited roads, if necessary, against the wishes of the local authority. He pointed out that the Minister of Transport had endeavoured to give just decisions based on adequate information and that, in all cases, he had received reports on the conditions obtaining from his own divisional engineers.

Items of Interest from Correspondents in the North, South, East and West

The first comparative accident figures for a road equipped with "Philora" sodium lighting are now available; they show that a considerable decrease has been effected. The road concerned is one of the busiest in Holland—the nine-mile stretch between Amsterdam and Haarlem—and the total number of accidents was only 17, as compared with 27 during the corresponding period of the previous year

THE FORD MOTOR SHOW.

Dates This Year: October 14-23.

FOR the sixth consecutive year the Ford Motor Co., Ltd., will hold its Annual Motor Show at the Albert Hall, London, at the same time as the International Motor Exhibition at Earl's Court. The actual dates are October 14 to 23. Plans for the Show are at present in the process of formation, but it is certain that a complete range of Ford cars, from the £100 Popular saloon to the 30 h.p. V-8, will be displayed.

The "sideshows" which form so important a part of the Show will include demonstrations of the Boys' Trade School, Ford service facilities, precision instruments, and a display of plastic materials made from soya beans.

PRICE REVISION.

Standard and Austin.

AN increase in the prices of Standard cars took effect on April 19. The new prices are:—Flying Ten saloon de luxe, £188; Flying Ten saloon, £177 10s.; Flying Nine saloon de luxe, £167; Flying Nine saloon, £156 10s.

The following revisions, relating to fixed-head models, are announced by the Austin Company:—"Ruby" 7 h.p. model, £122; "Cambridge" 10 h.p. model, £168. The new prices came into force on March 22.

USED MOTOR SHOW OPENS.

Veteran Car Procession.

A RALLY and procession of old cars, organized by the Veteran Car Club, took place in London last Saturday to celebrate the opening of the 22nd annual Used Motor Show at the Royal Agricultural Hall, Islington, N.1.

After a luncheon at the Trocadero Restaurant the drivers navigated their vehicles from the Lex Garage, Piccadilly Circus, to Islington, where space

in the Hall was allotted to them. They will remain on view during the period of the Show (April 24 to May 8) in strange contrast with the wide range of modern used cars exhibited.

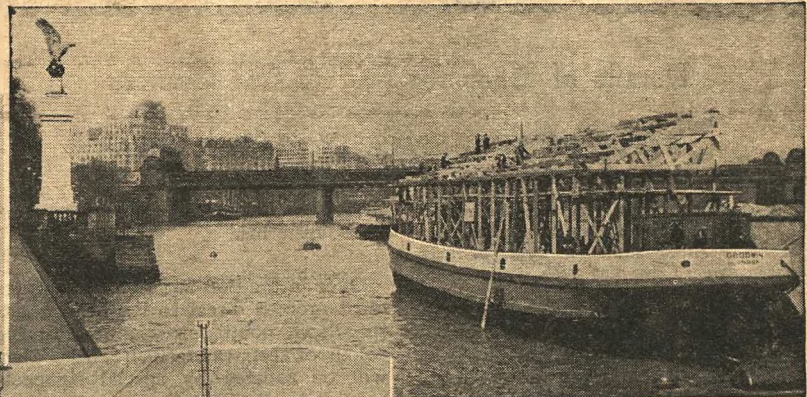
As in previous years, of course, every car offered for sale bears a certificate of condition, issued by experts after examination of the vehicle in the test department at the Hall. The Show is open daily from 10 a.m. to 10 p.m. (Sundays excepted) and the admission price is 1s.

OPEN-AIR FILM SHOWS.

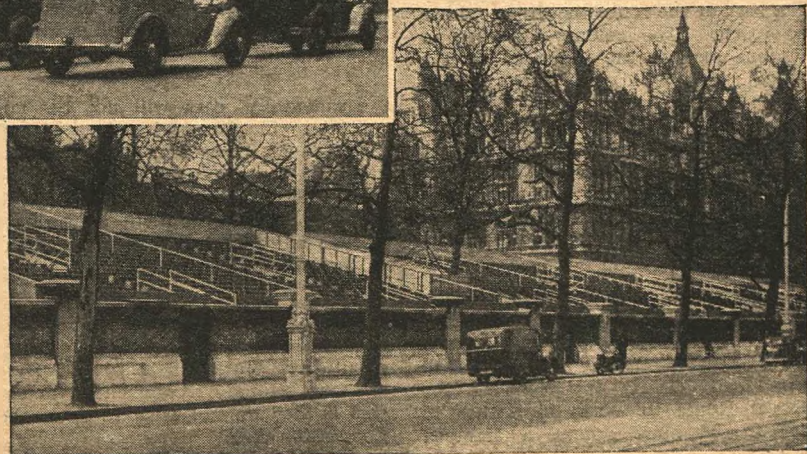
New Propaganda Van.

DESCRIBED by the sponsors as a "peripatetic cinema," a novel type of publicity van has been put on the roads by the Ideal Benefit Society. It is based on a 12 h.p. Austin van and its chief feature is a folding hood at the rear which encloses a translucent screen. On this screen films can be projected even in broad daylight so that they can be seen by large crowds.

The films are projected from inside the van body, and, in addition to the projector, a complete sound amplification installation is carried, whilst the whole apparatus can be removed for indoor shows if desired. The necessary electric power for the amplifier and projector is obtained from a self-contained generator unit driven by a ½ h.p. petrol engine.



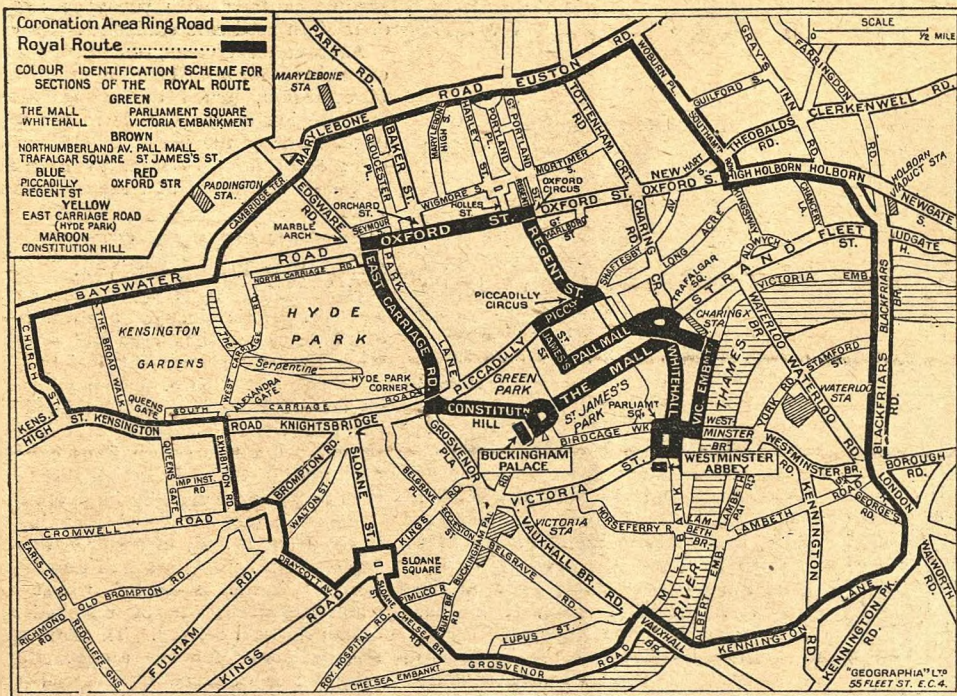
THE FACE OF LONDON IS BEING CHANGED BY THE ERECTION OF THE CORONATION STANDS.



(Top, right) A barge moored beside the Victoria Embankment forms the basis for a floating grandstand; just beyond is the famous "Crested Eagle," which is being treated in the same fashion. (Above) The stands in Parliament Square, where normally is to be seen green grass, are already completed, as are those in the private gardens on the "land" side of the Victoria Embankment (right).

NEWS

From North, South—



THE ROYAL ROUTE is shown in black on this map, which also shows the Inner Ring Road (heavy lines) that encloses the "Coronation Area," and indicates the colour identification scheme for the various sections of the Route (see notes below).

[Map prepared by Geographia Ltd.]

MAY 12: TRAFFIC ARRANGEMENTS

Details of Plans for Private Car Owners

AMPLE PARKING SPACE IN CLOSED AREA

ON these pages we print two maps and a series of notes which read together explain fully the Police Arrangements for traffic in Inner London during Coronation week.

The roads inside the heavy black line on the map above will be closed from 1 a.m. on May 12 until some time during the evening of the same day—the exact time cannot be decided yet.

Private cars will be allowed inside this area only if they carry a special windscreen label issued by the Police. This label will be coloured according to the part of the route the driver wishes to reach. The colours applying to various sections are indicated on the map.

Although the official "closing date" for obtaining these labels has already passed, the Commissioner of Police will consider applications from motorists who can produce a valid reason for not having obtained one previously.

Applications for windscreen labels should be made to the Commissioner of Police of the Metropolis, New Scotland Yard, London, S.W.1. The applicant must state clearly the point on the Royal Route to which he wishes to travel and must enclose a stamped

addressed envelope, not smaller than 8 ins. by 5 ins.

Once in the Coronation Area, drivers must proceed direct to the nearest setting-down point corresponding to the colour of their windscreen labels. They will be assisted by special signposts erected by the R.A.C.

Having set down his passengers, the driver must immediately drive away and park his car in the nearest street set aside for the purpose. Although parking accommodation will be limited, it will be by no means scarce, as was at first believed.

Incidentally, cars will not be admitted to the Coronation Area at any point on the Inner Ring Road (as indicated by the heavy black lines on the map). They will only be permitted to enter at the nearest point to the part of the route corresponding to the colour of their windscreen labels.

To cater for the traffic that wishes to cross London, there is an Outer Ring Road (not shown on map). Drivers are very strongly recommended to use this if they do not wish to enter the Coronation Area.

The roads comprising the Outer Ring Road (which will be clearly signposted) are approximately as follow:—High Street, Camden Town; London Bridge; Borough High Street; Kennington Park Road; High Street, Clapham; Long Road, Clapham Common; Battersea Rise; North Side, Wandsworth Common; High Street, Wandsworth; Upper Richmond Road; Rock Lane, Barnes Common; Castelnau; Hammersmith Bridge; Hammersmith Broadway; Shepherd's Bush Road; Wood Lane; Scrubbs Lane; Harrow Road; Harvist Road; Brondesbury Road; Adelaide Road; Chalk Farm Road; High Street, Camden Town.

The second map (opposite page) shows the roads that will be completely closed to vehicular traffic from 9 p.m. to midnight every night from May 12 to May 17 during the floodlighting.

The object of this is to avoid accidents and to preserve an appearance of movement among the crowds admiring the decorations and the floodlighting.

Arrangements will be made to preserve access to theatres and to maintain a circular route round the area affected. Special traffic workings in the form of "one-way" streets and roundabouts are indicated by arrows on the map.

Further details and much useful information to private-car drivers is contained in a special brochure issued by the Royal Automobile Club, Pall Mall, London, S.W.1.

—East and West

THE LAW OF MANSLAUGHTER

Important Explanation by Lord Atkin

“RECKLESS NEGLIGENCE” THE RULING POINT

IMPORTANT rulings on the subjects of dangerous driving and manslaughter were laid down in the House of Lords last week, when an appeal by a lorry driver against a sentence of imprisonment on the latter count was dismissed.

In delivering judgment, Lord Atkin said that manslaughter was one of the most difficult crimes to define. In the evolution of the law since early days, the crime of homicide has gradually come to be regarded as of two “types” or “degrees.” On the one hand, there was the crime of murder, which involved mainly—but not exclusively—an intention to kill, and, on the other hand, the crime of manslaughter, in which there was no intention to kill, but in which there was a strong element of unlawfulness.

It was this unlawfulness that made manslaughter difficult to define. In the case under discussion, the manslaughter resided in the unintentional killing caused by the negligence of the driver concerned—that is, from the driver’s neglect of his essential duty of taking care.

This negligence might or might not

amount to a crime. Judges had made many attempts to explain to juries the exact point at which negligence became criminal, but, in his (Lord Atkin’s) opinion, it was necessary for the accused person to be proved to have shown such disregard for the life of and safety of others as to go beyond the mere matter of compensation and to amount to a crime against the State. A simple lack of care, such as would constitute a civil liability, was not sufficient; a very high degree of negligence needed to be proved before the felony of manslaughter was established.

Nevertheless, it was difficult to conceive a case of death caused by reckless driving which would not justify a conviction for manslaughter. Probably the epithet “reckless” was that which most nearly covered the degree of negligence involved.

It was still possible, however, that a man might drive at a speed or in a manner dangerous to the public and cause a death, and yet not be guilty of a felony. It would be a sorry state of affairs, Lord Atkin stated, if a driver could not be convicted of dan-

gerous driving, unless his negligence was not of sufficient degree to justify a conviction for manslaughter in the event of a death occurring as a result of the commission of the offence.

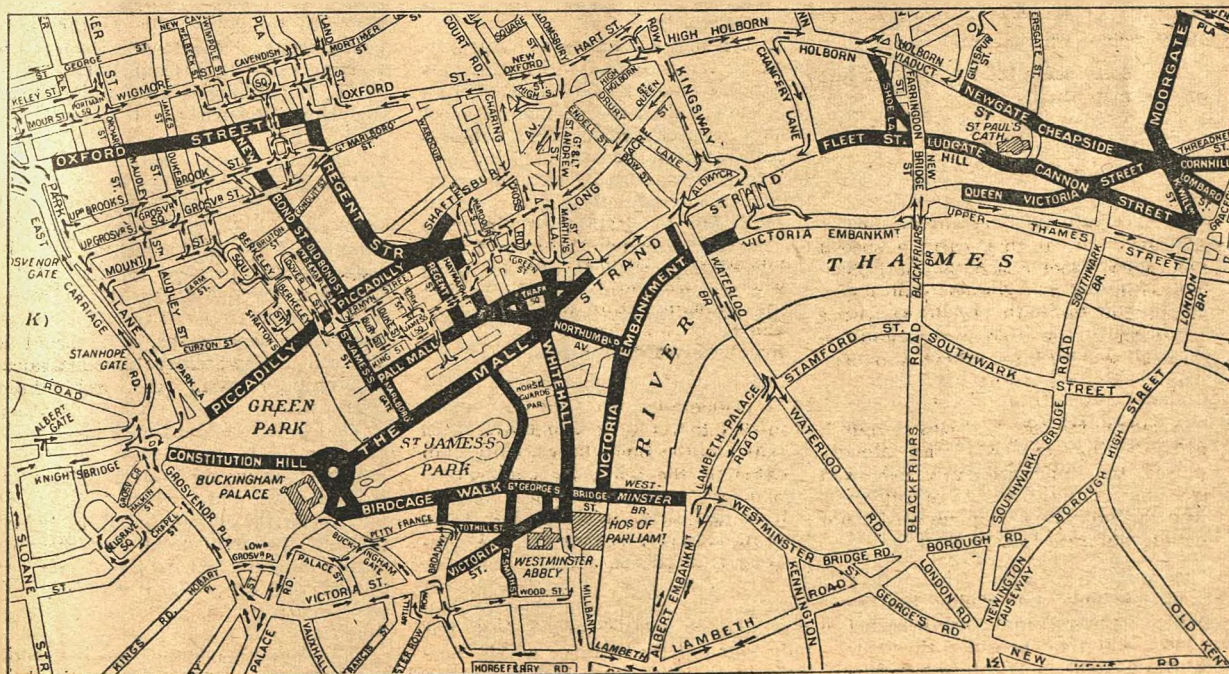
Furthermore, there was an obvious difference in the law of manslaughter between the commission of an unlawful act and the commission of a lawful act with a degree of carelessness which amounted to a felony. Otherwise, any man who caused the death of another while driving without due care and attention, would be guilty of manslaughter. It was, therefore, no criterion of manslaughter that the death was caused as a result of the commission of an unlawful act by the accused.

THE BALANCE OF TRADE.

Imports and Exports in March.

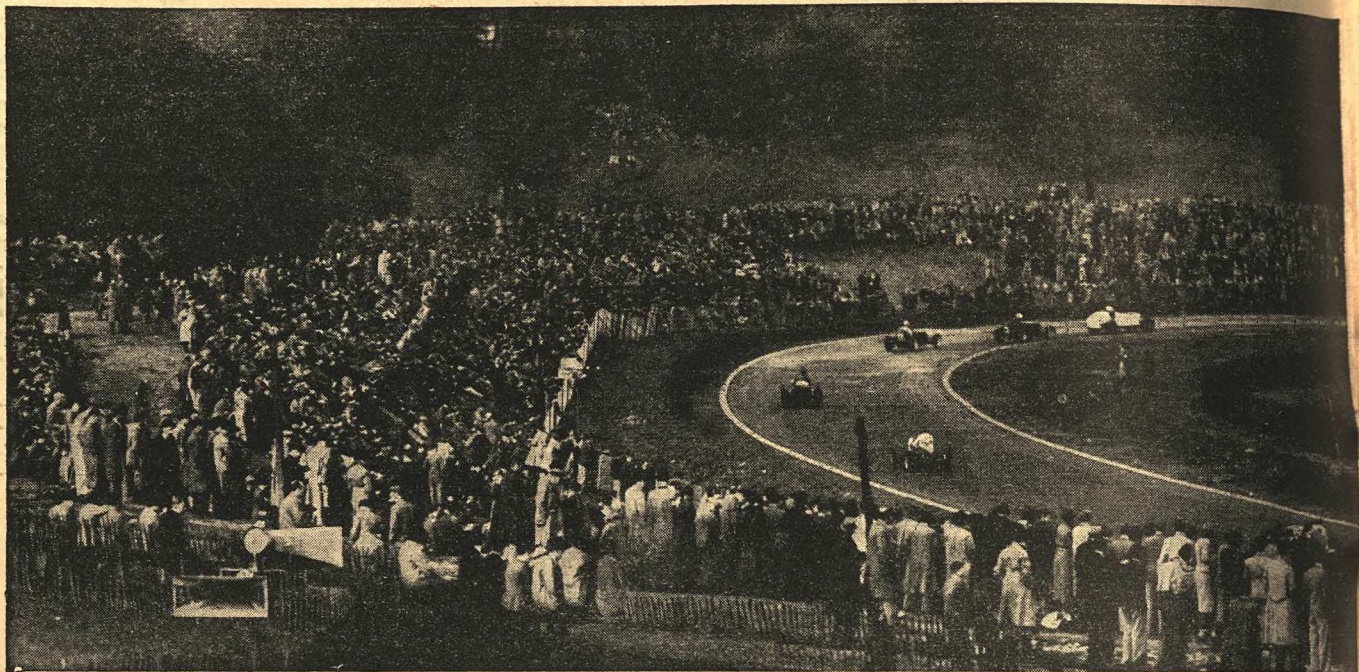
PPRIVATE cars, commercial vehicles, chassis and accessories to the value of £538,951 were imported into this country during the month of March, as compared with a total value of £522,275 during March, 1936. The actual number of cars was 1,631 (valued at £235,194), a decrease of 46 on the number imported in March of last year.

Exports, on the contrary, showed an increase over last year’s figures. A total of 4,767 private cars, valued at £542,047, were sent out of the country as compared with 4,191 and £507,849 respectively in March, 1936. The total value of all “motoring material” (including tyres) exported in March was £1,759,274.



CERTAIN STREETS in Inner London and the City (shown in black on this map) will be closed to traffic each evening from May 12 to 17, from 9 p.m. to midnight, to make room for the crowds admiring the floodlit buildings (see opposite page).

[Map prepared by Geographia Ltd.]



A fine panoramic view of the Stadium Curve section of the Crystal Palace grounds, showing a fraction of the huge crowd present. The five drivers (front to back) are Arthur Dobson, Fairfield, Mays and Whitehead (all E.R.A.s) and Brackenbury (Maserati)—fighting out the final of the Coronation Trophy.

LONDON'S NE

THE most intensive campaign of preliminary publicity ever undertaken in launching a British motor racing venture—radio, newsreel pictures, photographs and letterpress in the lay and technical Press, to say nothing of “paid-for” advertisements—brought a crowd of some 30,000 strong to the Crystal Palace on Saturday to see the first meeting on the new road circuit there.

Despite the elaborate arrangements made to cope with the traffic, wheeled and pedestrian, cars which reached the entrances half an hour before the starting time, 3 p.m., were as much as 45 minutes getting to their places in the parks, while at the turnstiles ever-lengthening queues formed. The traffic control as a whole, however, was excellent—a credit to the R.A.C. men responsible.

The question on everyone's lips before Saturday had been: Will the “lay” public of South London rise to the bait which the Road Racing Club is dangling before their eyes? It was taken for granted, of course, that a very large proportion of the Brooklands crowd—those who knew in advance what to expect—would come to the Palace, but the R.R.C., having spent £25,000 on laying down their circuit, were not interested in the gate of, say, 10,000, or even twice that number. They wanted 50,000.

The question now is: Having had their first taste of road racing, has the appetite of the multitude been whetted for more—do they consider this new spectacle a good substitute for motorcycle dirt-track racing or ball games?

Impossible to say until the next meeting, although we believe the

answer to be affirmative. There would be no doubt of it if the three races comprising last Saturday's programme had not developed, as luck would have it, into something resembling processions. The old hand can appreciate the finer points of driving, whether or not there is much overtaking, but the newcomer perhaps demands more obvious thrills; although that is not to say that the meeting was by any means devoid of thrills.

Then it may have been a disappointment to some to find the fastest cars lapping at less than 55 m.p.h.—10 an hour slower than the promoters' most modest expectations. The two-mile circuit, with its perfect non-skid surface and surrounded by natural grandstands, is undoubtedly a fine one, but it lacks *fast* bends, and so numerous are its slow corners that some drivers did whole laps without ever engaging top gear on Saturday. The longest straightaway is only half a mile long.

Five Non-starters.

The inaugural programme consisted of a single event, the Coronation Trophy Race, run in two heats of 20 laps (40 miles) each and a 30-lap final. These were scratch races confined to cars not exceeding 1,500 c.c. Twenty entries had been received, but there were no reserves, so that the five non-starters reduced the actual runners to 15—seven in Heat 1 and eight in Heat 2. The first five finishers of each heat were to transfer to the final, but only four did the distance within time limit in the first heat. Warm, sunny and practically windless, the day was ideal for racing, and the crowd, although hardly ecstatic, showed a

ready appreciation of the more skilful and plucky exhibitions.

Freddie Dixon, down to race a super-charged Riley for the first time, was a much-regretted non-starter in the first heat, the other absentees being Jucker (Alta) and Austin Dobson (Maserati). That left D. H. Scribbans (E.R.A.), P. G. Fairfield (works E.R.A., torsion bar front suspension), Charles Brackenbury (Rayson's Maserati), Percy Maclure (unblown Riley)—the foregoing occupied the front rank on the starting grid—I. F. Connell (E.R.A.), W. E. Humphreys (M.G. Midget) and the Hon. P. Aitken (Frazer-Nash). With the exception of Maclure's 1,100 c.c. Riley and Humphreys' 750 c.c. M.G., all the cars were 1½-litres.

As the starting flag fell Pat Fairfield leapt ahead like a shell from a gun and established the lead which he was to maintain and increase for the rest of the race. Second to the black works E.R.A. ran Scribbans's biscuit-coloured car of the same make, and after this stormed hatless, shirt-sleeved Charles Brackenbury with the apple-green Maserati.

That order remained unchanged until the sixteenth lap, when Scribbans stopped out on the course to lash up his exhaust pipe, which had come adrift. At the end of the lap he halted opposite the grandstand, tied the pipe with a handkerchief, restarted in a few seconds and drove the rest of the race with one hand, using his left to support those five feet of steel tubing.

This gave Brackenbury second place, but he was never within miles of challenging Fairfield, who won as he liked at 52.63 m.p.h.—by a margin of 37 secs. His fastest lap, the ninth, was

Huge Crowd Sees Inaugural Meeting on the New Crystal Palace Circuit. Pat Fairfield (E.R.A.) Triumphs in Coronation Trophy

covered at 53.33 m.p.h. as compared with the practice record held by Mays and Fairfield jointly of 53.97 m.p.h. In the reshuffle arising out of Scribbans's misfortune Aitken took third place as a gift and Maclure stepped up to fourth. Scribbans finished 1 min. 52.1 secs. outside the 5-minute time limit. Humphreys and Connell had retired earlier, the former with a broken back axle, the latter after losing control and sliding round broadside at Fisherman's Bend, so there were but four finishers.

HEAT 1 RESULT.

- 1, P. G. Fairfield (1,499 c.c. E.R.A.), 45 mins. 37.9 secs., 52.63 m.p.h.
- 2, Charles Brackenbury (1,496 c.c. Maserati), 46 mins. 59.1 secs., 51.10 m.p.h.
- 3, Hon. Peter Aitken (1,496 c.c. Frazer-Nash), 47 mins. 29.9 secs., 50.38 m.p.h.
- 4, P. Maclure (1,087 c.c. unsupercharged Riley), 47 mins. 48.2 secs., 50.07 m.p.h.

The front-row starters in the second heat were Raymond Mays (works E.R.A.), Arthur Dobson (E.R.A.), R.

Parnell (twin-camshaft 1,484 M.G.) and P. N. Whitehead (E.R.A.). Behind them ranked R. J. W. Appleton (Appleton Riley), Robin Hanson (Maserati), W. E. Wilkinson (Billy Cotton's unblown Riley) and A. Esson-Scott (Scott-Bugatti). All 1½-litres except the 1,100 c.c. Appleton Riley.

Fairfield to the Front.

As Fairfield, his stablemate, had done before him, Mays went straight into the lead—and stayed there for the rest of a race in which the same cars occupied the four leading places throughout. Second all through was Arthur Dobson, third Whitehead and fourth Wilkinson. The only really interesting scrap, between Esson-Scott and Appleton—lying seventh and last respectively—came to an untimely end when the latter retired with broken steering gear on Lap 11. Two laps later Esson-Scott created the sensation of the day by spinning round and sliding backwards off the road and down a bank at Stadium Dip; he narrowly missed several photographers. The cause of the trouble was oil on the brake pedal, causing his foot to slip off it and on to the accelerator.

The gap between Dobson and Mays, which had been 16 secs. on the 13th lap, closed to 4.6 secs. on Lap 18 and 2.6 secs. at the end of the penultimate turn, but Mays actually had the race in the bag all the way, despite Dobson's frantic efforts. Dobson clocked the best speed of the day so far on his

last lap, 53.69 m.p.h., and finished only 1.2 secs. behind the winner. Robin Hanson was the fifth and last finisher.

HEAT II RESULT.

- 1, Raymond Mays (1,488 c.c. E.R.A.), 45 mins. 40.9 secs., 52.55 m.p.h.
- 2, A. C. Dobson (1,486 c.c. E.R.A.), 45 mins. 42.1 secs., 52.52 m.p.h.
- 3, P. N. Whitehead (1,486 c.c. E.R.A.), 45 mins. 59.6 secs., 52.17 m.p.h.
- 4, W. E. Wilkinson (1,496 c.c. unsupercharged Riley), 46 mins. 20.9 secs., 51.76 m.p.h.
- 5, Robin Hanson (1,484 c.c. Maserati), 47 mins. 21.1 secs., 50.67 m.p.h.

During the interval the crowd was treated to a demonstration by two fine veteran racing cars—"Vieux Charles III," the Lorraine-Dietrich, R. J. G. Nash driving, and a Targa Florio Itala.

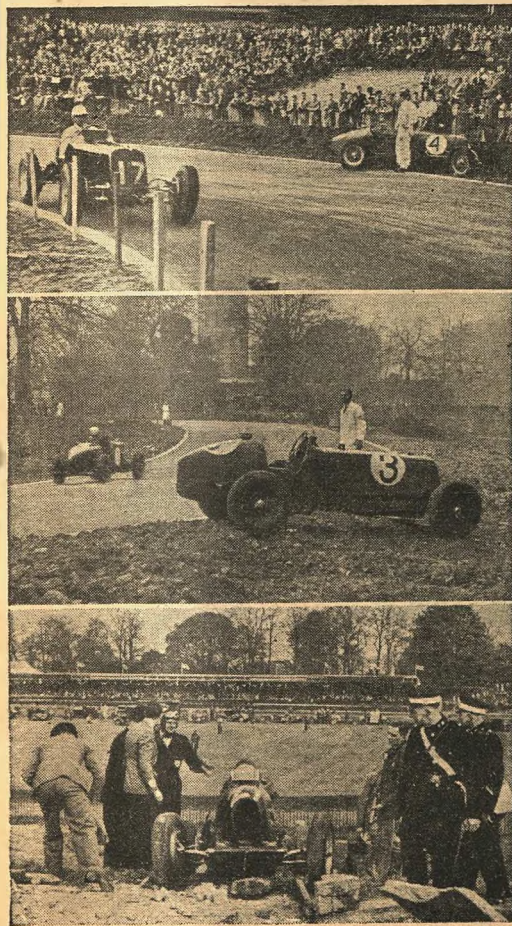
These were the runners in the 30-lap final:—Fairfield, Mays, Dobson, Whitehead and Hanson (front row), Brackenbury, Wilkinson, Maclure and Aitken (back row).

Arthur Dobson roared to the front at the flag-fall, Fairfield tailed him and Mays ran third. The first few laps saw war to the knife between the leading trio. In less than two laps Mays snatched second place from Fairfield and by leaving his braking to the last split second he managed to pip Dobson for the lead on the Stadium Straight a lap later. How the crowd loved it!

Then Fairfield, too, overhauled Dobson and ran second to Mays, who raised the race-day record to 53.85 m.p.h. On his fourth lap Brackenbury approached Stadium Curve too fast and

W THRILL

—Road Racing



The left-hand group of pictures shows three cars which left the road. (Top) Brackenbury's Maserati at Stadium Curve. (Middle) Connell's E.R.A. at Fisherman's Bend. (Bottom) Esson-Scott's Scott-Bugatti at Stadium Dip. The start of the Final is depicted above.

LONDON'S NEW THRILL (Continued)

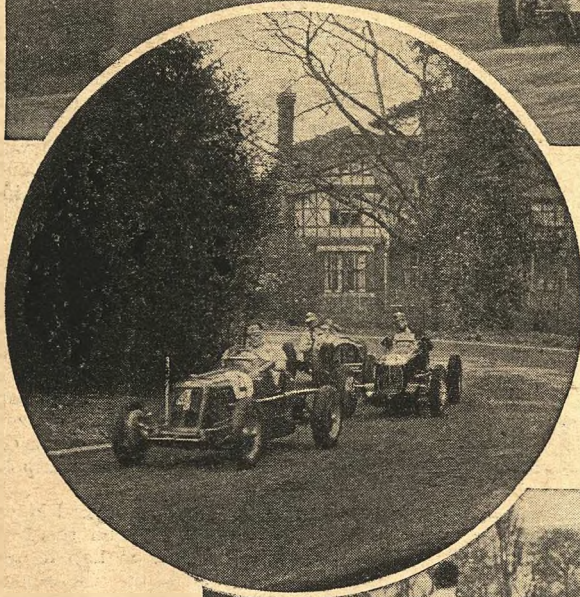
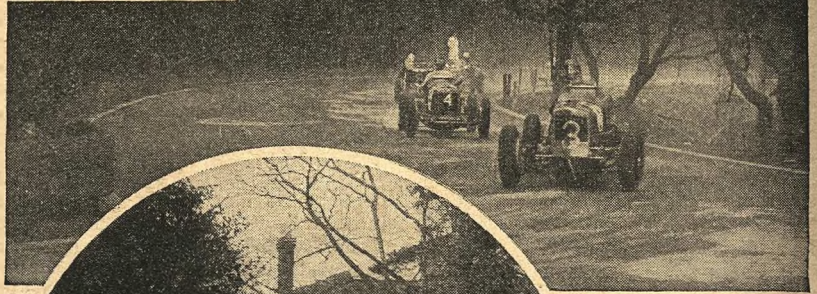
nose-dived the Maserati into the earth bank on the outside; he had been lying fifth, with Whitehead separating him from Dobson.

Raymond Mays's Empire Trophy luck was not holding. On his sixth lap the E.R.A. was misfiring and one turn later he tumbled in, reporting brake trouble. That gave Fairfield the lead, and he never lost it for the rest of the race. Whitehead, however, came unstuck from third place, surrendering it to Hanson, when he charged the wooden barrier at the Ramp Bend on his 24th lap. His car was undamaged and after some delay he managed to re-start the stalled engine on the handle.

Wilkinson had long since left the scene of battle—a con. rod peeped coyly out of the side of the Riley's crankcase on Lap 7, and simultaneously the car ran off the road at treacherous Stadium Dip. Wilkinson just managed to prevent it diving down the bank. Aitken's Frazer-Nash had lasted fourteen laps and then gone out with a broken oil pipe.

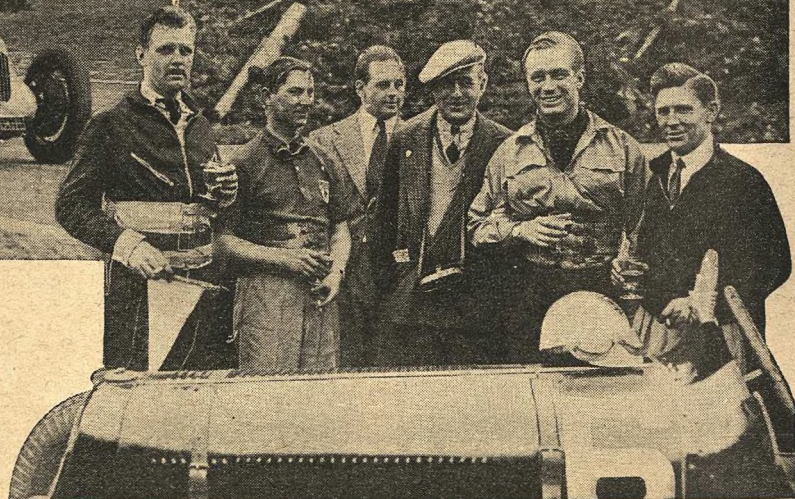
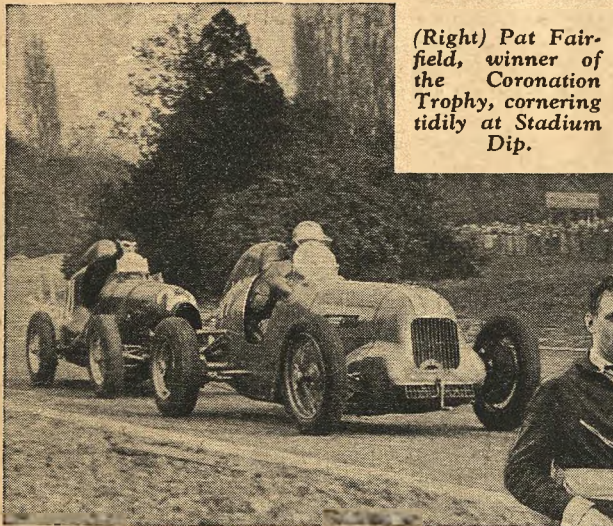
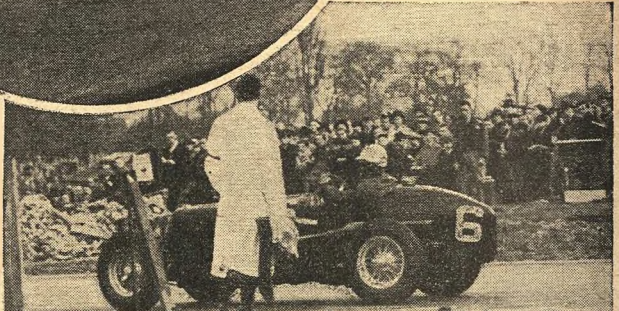
Whitehead's contretemps gave third place—albeit a somewhat poor one—to Hanson, and that place he retained to an unexciting finish. Percy Maclure did marvels with an unblown 1,100 c.c. car to finish fourth, and Lord Howe had presented Fairfield with the Coronation Trophy before Whitehead—making up time lost at the Ramp—

Heat 1. Connell (E.R.A.) leads Brackenbury and others into Fisherman's Corner.



In the final. Hanson (Maserati) and Wilkinson (ex-Dobbs Riley) chasing Brackenbury, who later crashed, down the Glade and round Fisherman's Bend.

(Right) Pat Fairfield, winner of the Coronation Trophy, cornering tidily at Stadium Dip.



came in to finish a belated fifth. Like Scribbans before him, he was rousing cheered for a stout fight against inclement Providence.

The winner cracked the practice-day record twice in the course of the race, once at 54.09 m.p.h. and later at 54.5 m.p.h.—2 mins. 12.1 secs. for the two-mile lap.

FINAL RESULT.

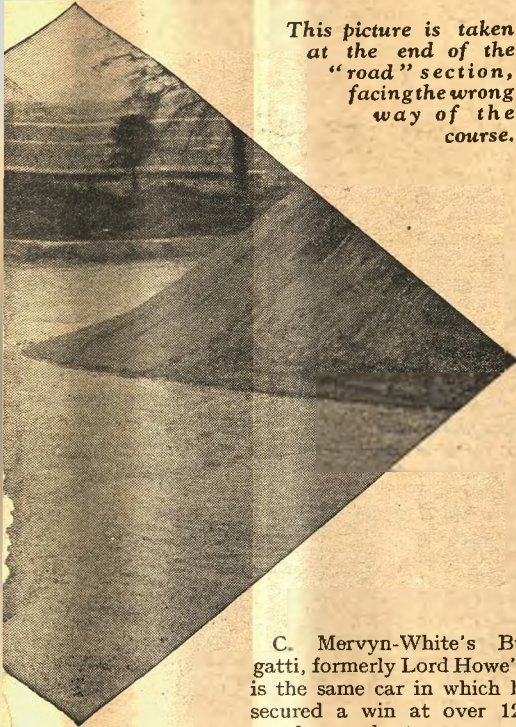
1. P. G. Fairfield (E.R.A.), 1 hr. 7 mins. 8.8 secs., 53.77 m.p.h.
2. A. C. Dobson (E.R.A.), 1 hr. 7 mins. 57.2 secs., 52.98 m.p.h.
3. R. Hanson (Maserati), 1 hr. 9 mins. 25.2 secs., 51.37 m.p.h.
4. P. Maclure (Riley), 1 hr. 10 mins. 18.1 secs., 51.21 m.p.h.
5. P. N. Whitehead (E.R.A.), 1 hr. 13 mins. 45 secs., 48.91 m.p.h.

The picture in the left-hand column shows the Heat 2 duel between Appleton (Appleton Riley), leading, and Esson-Scott (Scott-Bugatti). In the photo above we see (left to right) Robin Hanson (Maserati), third in the final; Arthur Dobson (E.R.A.), second home; Peter Berthron, the E.R.A. designer; Lord Howe, who presented the trophy to Fairfield; Fairfield himself (E.R.A.), Maclure (Riley), fourth finisher.

Brooklands Era

Spectacular Scratch Race to Inaugurate New Campbell Circuit. A Fresh Thrill for the Track Habitué. Twenty-seven First-class Entries

This picture is taken at the end of the "road" section, facing the wrong way of the course.



C. Mervyn-White's Bugatti, formerly Lord Howe's, is the same car in which he secured a win at over 121 m.p.h. and two second places at Easter; it holds the 3-litre Outer Circuit lap record.

The most interesting machine in the whole entry, perhaps, is the 1½-litre Delage which B. Bira, 1936 Road Race Champion of the B.R.D.C., is handling. It consists of one of the engines used last year with such conspicuous success by Richard Seaman, mounted in a modified frame with a new French design of independent front-wheel suspension. If the Delage is not ready Bira will drive his big Maserati.

Mrs. G. M. Hawkes (1½-litre Derby) is famous as the holder of the Montlhéry Autodrome lap record, in addition to which she has lapped Brooklands' Outer Circuit faster than any other member of her sex.

Bird's-eye view of the whole "home" section of the Brooklands grounds in which the new circuit is situated. It will be seen that a great deal of variety—slow corners, wide bends, steeply banked track, etc.—has been compressed into the legend of 2.267 miles.

The E.R.A.s are a formidable crew. Raymond Mays started his season well by winning the recent British Empire Trophy at Donington, while Pat Fairfield and Lord Howe both have spectacular South African successes to their credit. The former's most recent triumph, of course, was the winning of the Coronation Trophy Race at the Crystal Palace last Saturday. A twisty circuit like this should be well suited to the corner-skidding tactics of P. D. Walker, who shares Whitehead's car.

Arthur Dobson and D. H. Scribbans both showed fine form at the Crystal Palace and should put up a strong opposition to the works E.R.A.s and Bira's Delage (if it runs) for the 1½-litre class prizes.

The New Maseratis.

Three of the 1½-litre Maseratis, Aitken's, Hanson's and Leitch's, are the new-type sixes, while the lone 3-litre, Bira's, was formerly the property of Straight and Dick Seaman. W. E. Humphreys and R. F. Oats are notable for their pluck in pitting a 746 c.c. car against opponents ranging in capacity up to nearly six litres. Charles Dodson (2-litre Riley entered by Fred Dixon and demonstrating for the first time what happens when a Dixon machine is supercharged) makes his first public appearance since receiving nasty burns at Donington on April 10.

The Campbell Trophy Race starts at 2.30 p.m. and the admission charges are as follow:—Public enclosure 5s. (children 3s.); transfer to all stands and special enclosures except Members'

Hill, 5s.; car parking at entrances, 2s. 6d.; parking alongside course, 5s.

The track is a short walk from Weybridge Station (Southern Railway) and combined rail and admission tickets are available at all S.R. stations on advantageous terms. Convenient trains leave Waterloo for Weybridge at 12.44, 1.3, 1.23 and 1.43 p.m.

Radio listeners will be able to tune in to a running commentary on the Campbell Trophy Race between 5 o'clock and 5.15 p.m. The commentator is the Editor of *The Light Car* and the broadcast goes out on the National wave.

THE ENTRIES.

Alfa-Romeos: A. Powys-Lybbe (2,364), A. P. Hamilton (2,384), R. C. Fleming and W. E. Wilkinson (2,632), C. S. Staniland (2,900), C. Brackenbury (2,904), K. D. Evans (2,904), A. F. Ashby and Major Gardner (3,200), and Austin Dobson (5,800).

Alfas: J. H. Bartlett (1,485), P. F. Jucker (1,996).

Bugatti: C. Mervyn-White (2,270).

Delage: B. Bira (1,486).

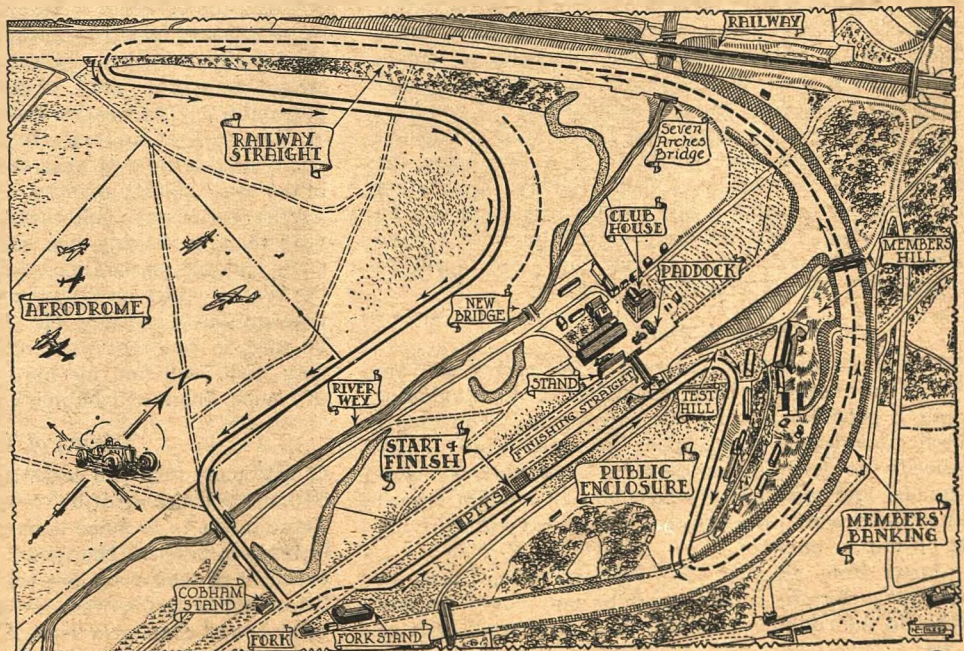
Derby: Mrs. G. M. Hawkes (1,496).

E.R.A.s: A. G. Dobson (1,486), I. F. Connell (1,486), R. E. Tongue (1,486), D. H. Scribbans (1,488), P. N. Whitehead and P. D. Walker (1,488), Earl Howe (1,488), Raymond Mays (1,488), Pat Fairfield (1,499).

Maserati: A. Leitch (1,490), Hon. P. Aitken (1,490), Robin Hanson (1,490), E. K. Rayson (1,496), B. Bira (2,992).

M.G.: W. E. Humphreys and R. F. Oats (746).

Riley: C. J. P. Dodson (1,985).



Rich Mixture

Light Car Comment
and Advice

by
Indicator.

Special Holiday.

DESPITE the difficulties and, in all probability, the discomforts, there is no doubt that every available seat and standing space within sight of the processional route will be occupied on Coronation Day. Even so, there will be a tremendous number of people outside that special area. How will they spend the day?

Many, perhaps millions in the total, will attend various local ceremonies and celebrations up and down the country. Many more will sit quietly at home listening to the wireless and getting a very good idea of what is happening, although surrounded by home comforts. Others again will take the opportunity to get into the country and take a look at this England (or Scotland, Wales, Ireland, as the case may be) which is really at the bottom of the whole business.

Where To Go.

IT may be worth recalling that on Coronation Day there is to be a car race meeting at Donington. This, I believe, will be the first to occur there on a public holiday. All the usual Bank Holidays have been reserved for motorcycle meetings and they draw really large crowds. On Easter Monday, I am told, over 30,000 paid for admission.

What is more, cars formed a majority of the 8,000 vehicles. I have seen both types of racing there and I think cars are just as exciting and interesting as motorcycles, if not more so. Moreover, cars have a special attraction which you can call "snob appeal" if you like, but it is there all the same. So I have often wondered how big a crowd there would be at a Donington car meeting if one were held on a Bank Holiday. Coronation Day will not be quite a fair test because there will be the very special and unique counter-attractions I have already mentioned, but I imagine the "gate" will be bigger than for any previous car meeting.

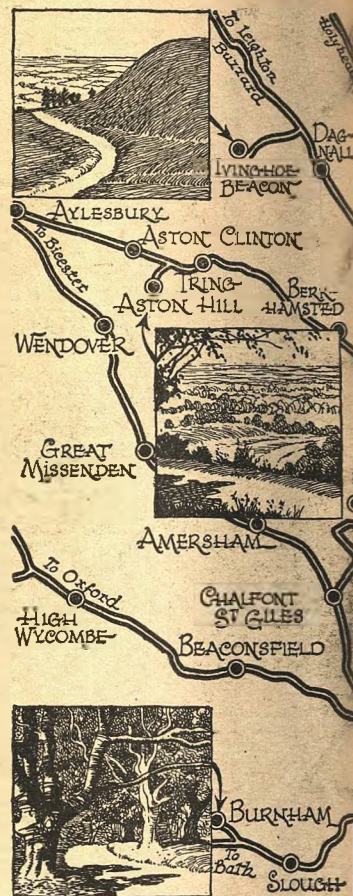
Have It Both Ways.

FOR those who have not seen motor racing and are not sure whether they would like it, Donington is quite a good place to try the experiment. The racing itself provides a wide variety of speed work; sheer velocity at fairly close quarters, fast corners, slow corners, and mild bends which you or I might regard as straight roads, although they call for very fine driving at 80 m.p.h. or more.

Apart from all that, this Midland circuit has an advantage for the novice-spectator not shared by any other in the country, I think. It occupies only part of

MULTUM IN PARVO

The pictorial map on these pages is a guide book in miniature. Not only does it give the more important routes through the countryside north of London, but it also indicates the type of scenery which one may expect in various parts, and places of especial interest that well deserve a visit. The inset drawings show (top line from left to right) an impression of Ivinghoe Beacon; a rural scene at Lemsford; the villages of Benington and Much Hadham; an old house at Bishop's Stortford and the picturesque windmill at White Roding. In the centre are (left) the view from Aston Hill and (right) St. Alban's Cathedral. The lower row shows (from left to right) a typical road through Burnham Beeches; the village of Latimer; the old Bishop's Palace at Bishop's Waltham, a woodland glade in Epping Forest; Chelmsford Cathedral and (in the lower right-hand corner) Essex scenery near Langdon Hills.



a park of several hundred acres and anybody who should find motor racing not to his or her liking can amble away to enjoy some very pleasant scenery. The River Trent washes one boundary of Donington Park and the Hall itself is well worth an hour or so, especially if you can get the butler or some other knowledgeable person to show you round, as I was fortunate enough to do.

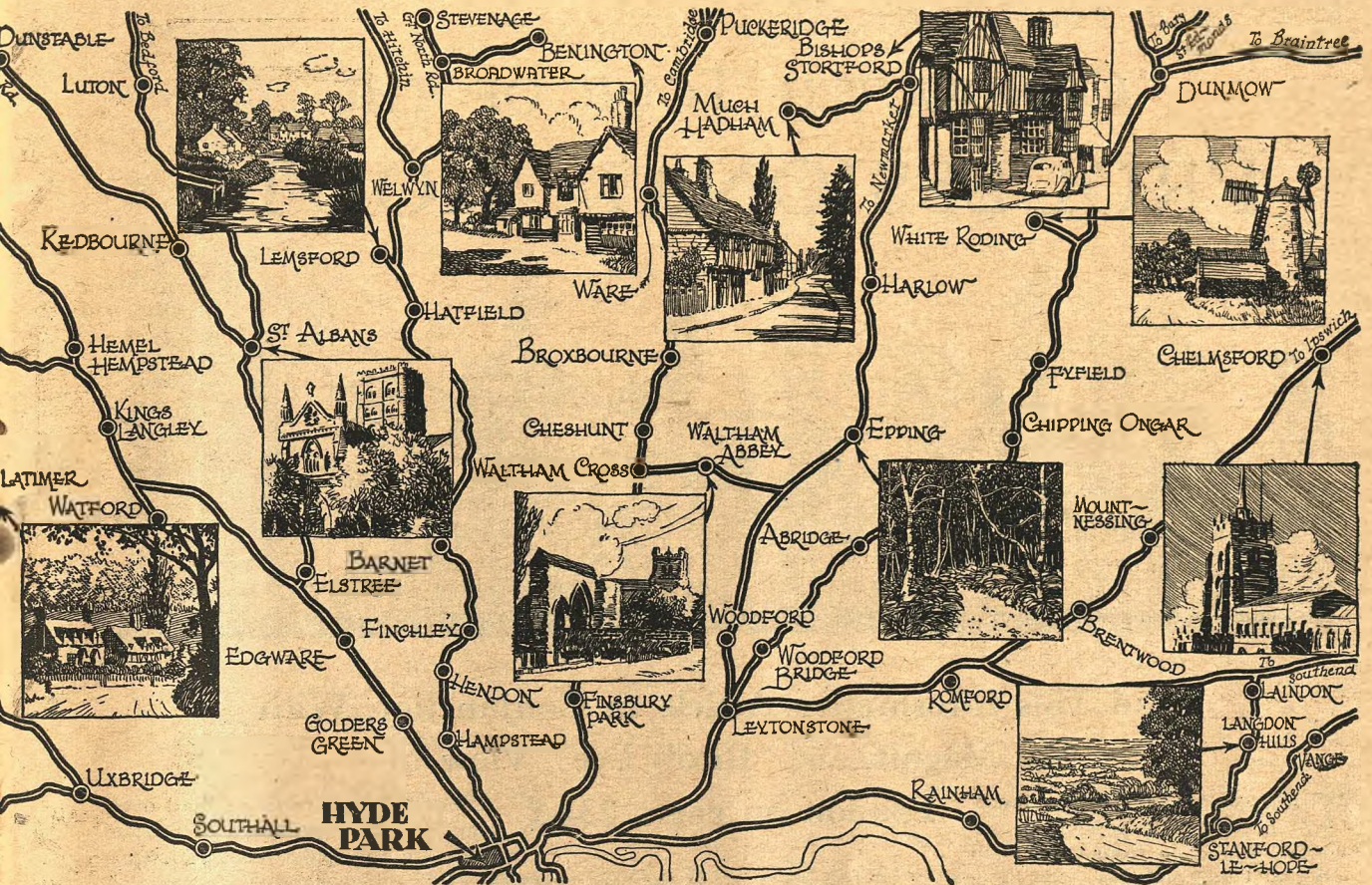
Longer Whitsun.

WITH less than half a week between Coronation Day and the Whitsun week-end, I expect a great many lucky folk will manage somehow or other to run the one holiday into the other and wangle something like a week away from work. That, of course, opens up all sorts of possibilities. The weather should be good by the middle of May and, at any rate in the more distant resorts, prices at this time of year are a good deal lower than in the usual holiday months.

What better way could there be to celebrate Coronation year than by having two summer holidays! Having made suitable preparations beforehand one could be in the West Country or Wales or the Lake District by bedtime on Tuesday, May 11. Unfortunately I shall not be able to put that plan into operation. Coronation Day itself, will find me hard at work, I expect, and, of course, there will be many others in the same boat.

Talking of Touring.

STILL, my turn will come later, and that reminds me that the choosing of hotels still bothers lots of people. There ought to be some book or other with a list of the in-between hotels. The R.A.C. and A.A. handbooks are excellent in their way, but what many people want is a list of hotels or inns that are simply clean and provide good honest food at a modest price.



A friend of mine spent an inexpensive holiday in Scotland years ago by staying only at places habitually used by commercial travellers. His party was thoroughly comfortable every night. At that time he owned a booklet containing a list of just such places as these, but he has been careless enough to lose it and cannot give me a clue to its name or publisher. Does anybody know whether such a book is still obtainable?

Another Way.

SOME people seem to be able to "divine" good hotels. They make no plans, consult no books and yet spend every night comfortably and economically. Presumably it's a gift. Others again have special methods of their own. Usually these take time, but if you don't mind knocking off early (and there's a lot to be said for it) you may like to know the method of one such person.

After an external inspection of all the likely hotels in the place he chooses the one that seems most probable and goes in for tea. That gives him a chance of having a wash in the place and if the towel is clean and dry he says the hotel is always comfortable. Judging by my past experience there must be some towns in which he would have to eat several teas before finding suitable accommodation!

The Main Thing.

TO my mind the great thing is to enjoy all the good things when on holiday and to take as little notice as possible of the rest. Of course, there are some things one cannot overlook. I'm fond of animals, but I draw the line at oversize rats in the bedroom, for instance. Still, few hotels go in for that sort of "extra" and most places are quite bearable, to put it mildly.

Anyway, one should spend as little time in them as possible when on tour. Home is the best place to sit

indoors if you must do it. When away, there's always something new to see outside, so that's the place to be. All we want is sunshine and blue skies with a few white clouds for contrast.

Malleable Wood.

IT'S curious how one thing follows another. No sooner have we got used to the idea of the all-metal body, than somebody comes along with an invention which is liable to give us wooden panels again. At the moment I have only the most meagre information on this subject, but I understand that there is a German process, whereby wood can be made pliable, and a subsidiary process for stiffening it again.

Unless I have got it all wrong, the timber is compressed along the length of its grain, in some special way which breaks down its normal strength and leaves the stuff as floppy as leather. In this form it can easily be shaped into panels of single or double curvature so that even modern body forms should present no difficulty. Subsequently, this malleable wood can be "heat treated, whereupon it regains all its rigidity.

The Motoring Muse

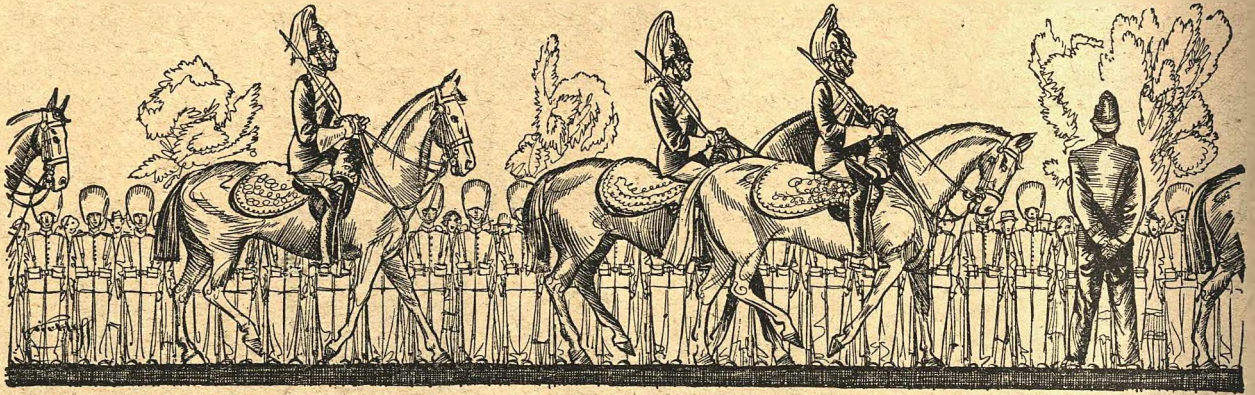
No. 155.—NOCTURNE

"It is a beauteous evening, calm and free."
 (That's Wordsworth, by the way, not E.S.T.)
 Night passes by; and, tenderly discreet,
 Round the dead earth she wraps her winding-sheet.
 Midnight; and Silence holds unchallenged reign,
 Until—quaint comedy—in Lovers' Lane,
 Where no bird twitters and no insects stir,
 One after one the shrill self-starters whirr.

E.S.T.

We Take You On a—

CONDUCTED TOUR OF THE PROCESSIONAL ROUTE



Read This Informative Article in Conjunction With
the Magnificent "Bird's Eye" View of

London on pages 734-5

THE problem of just how much of London it is possible to see in the four days from Coronation Day to Whit-Monday is a difficult one. In the first place, on one of the days, Whit-Sunday, many of the show-places will be closed, whilst, in the second place, London is sure to be very crowded, and visits which normally occupy a short time will doubtless take considerably longer.

It would be easy to fill at least two complete issues of *The Light Car* with suggestions as to what to do and where to go; the difficulty lies in making a selection from the vast amount of material at our disposal. Fortunately, however, we can point at once to one thing that you really must do while you are in London, and that is to drive round the great circular route which will be followed by Their Majesties on May 12.

Our obvious starting point on this tour is Buckingham Palace, the great white building set amidst parks that forms so fitting and dignified a residence for a great king. A suitable start to the tour would be to witness the picturesque ceremony of Changing the Guard, which takes place daily at 10.30 a.m. and which is certain to be watched by large crowds.

Down The Mall the flags make a brave show, and a view that is, in normal times, one of the finest in London is now almost obscured by the gaily decked grandstands. As we pass slowly along The Mall towards Trafalgar Square, we see on our left a building that, despite its almost insignificant appearance, is of great importance—St. James's Palace. Dating from Tudor times, the Palace is still officially the headquarters of British Royalty; it is here that the King holds his Levees and it is to the Court of St. James's that Ambassadors are accredited by their Governments.

Next building on the left is Marlborough House, closely associated in the past with Edward VII and now occupied by Our Gracious Queen Mary. Farther along, still on the left-hand side, the stately façade of Carlton

House Terrace raises its head over the screening grandstands, broken only by the Duke of York steps, at the head of which a lofty pillar stands in memory of that Duke of York who was second son of George III.

On the right of our road, the whole way along, have been grandstands, but, in more normal times, we should have seen the pleasant green of grass and the sheen of water in St. James's Park, with the high and not undignified buildings at Queen Anne's Gate and the Wellington Barracks as a background.

So we pass out of The Mall under the fine Admiralty Arch (a memorial to Edward VII) into Trafalgar Square.

Rising in the centre of the Square is the Nelson Monument, flanked by Landseer's four benevolent-looking lions and the two fountains. Our course up the gentle rise on the left-hand side of the Square takes us past Canada House, whilst, as we turn right at the top, we pass the colonnaded façade of the National Gallery—said by many to contain the finest representative collection of the various schools of art in the world.

Around Trafalgar Square.

A set of colour lights (at which we turn right) momentarily bars our path, and we see in the left foreground another colonnaded building—the church of Saint Martin-in-the-Fields, one of the best known churches in the world. Immediately ahead of us is Duncannon Street, leading down to the Strand, whilst the road to the left would (should we follow it) take us past the National Portrait Gallery into Charing Cross Road. Lining the left-hand side of the Square (as seen from the National Gallery) is South Africa House, and, leading off on the left beyond it, is the Strand.

Forming an acute angle with the Strand is Northumberland Avenue, which we shall traverse in a short time, and then comes the road we are making for—

*** ** *** ** *** ** *** ** *** **

THE PROCESSIONAL ROUTE (Contd.)

*** ** *** ** *** ** *** ** *** **

Whitehall. The top of Whitehall is narrow and congested, and, following their usual practice, has been chosen by London Transport as a stopping-place for buses, of which there always seem to be—well, shall we say, a few too many? The roadway soon widens, however, and we have room, as it were, to look round.

Whitehall is lined with Government offices. On the right at the very top is the Admiralty, almost facing it the domed building of the War Office (its usually somewhat uninspiring front now brightly decorated), whilst, once again on the right-hand side, the Scottish Office (Dover House), the Treasury, and the offices of the Privy Council follow each other in quick succession.

Between the Admiralty and Dover House, however, comes the Horse Guards, one of the sights of London. The gateway and the surrounding buildings once formed part of the eighteenth-century Tilt Yard of the Palace of Westminster, and to-day two mounted sentries of the Lifeguards, resplendent in burnished cuirasses and plumed helmets, keep perpetual guard. Daily at 11 a.m. the Guard is changed—a sight that you should see, if you can gain a vantage point in the crowd.

Almost opposite the Horse Guards (on your left) is the United Services' Institute, with the United Services' Museum (occupying the 300-year-old Banqueting Hall of the Palace of Westminster) beneath it.

The Famous "No. 10."

Just a few yards farther down on the right is an insignificant side-turning that is yet one of the most important streets in the Empire—Downing Street. The uninteresting frontages of the houses conceal, we are assured, spacious and dignified interiors.

As we approach the Cenotaph—the simple white monument that is so much more impressive than many an elaborate memorial—we pass from Whitehall (without in any way turning from our course) into Parliament Street. Wreaths surround the base of Sir Edwin Lutyen's masterpiece, and, as we pass, we reflect for a moment on those who died that the British Empire may rejoice at the Coronation of a new King.

Parliament Square, at the end of Parliament Street, is this week transfigured with vast covered grandstands completely obscuring the quondam green of its grass and its statues are semi-concealed in wooden erections that bear a strange similarity to rabbit hutches. On the left of the Square (or on the south, if you so prefer it) more stands hide New Palace Yard and interfere seriously with your view of the Houses of Parliament (officially, the new Palace of Westminster). Following the gyratory traffic system, we turn right, pass St. Margaret's Church, scene of many fashionable weddings, and bear left into the Broad Sanctuary, and so to Westminster Abbey. The modernistic building abutting on the Abbey is new, and has been built especially for the occasion.

Space forbids much description here of Westminster Abbey; if you have time, you can join the queues lined up to inspect the gorgeous scene of the Coronation—and, however brilliant the nave may be now, it will not—cannot—be more impressive than it is when the velvet and cloth of gold do not hide the soaring Transition arches. Over 1,300 years ago was the first consecrated building erected on this site, and parts of the present Abbey date from the twelfth century.

Back again in Parliament Square, we turn right past the end of Parliament Street, and continue straight ahead towards Westminster Bridge. In front of us

rises the Clock Tower housing Big Ben, whose slightly hoarse voice is famous throughout the world.

A few yards on and we bear left on to the Victoria Embankment, our way harassed by pedestrians who will dart amongst the moving traffic, despite the fact that a subway is provided to enable them to cross in safety. Over the river on our right rises the pillared frontage of the London County Council headquarters, County Hall. Floodlit at night in green, with the roof picked out in red, the County Hall is an imposing sight; even in daylight it rivals the Houses of Parliament facing it across Westminster Bridge.

A London Contrast.

Apart from the County Hall, the opposite side of the river has no striking, or even interesting, buildings for some distance in the direction we are following, and yet, somehow, the squalidity of the view has no depressing effect. Rather it is in a way typical of London that contrasts so complete should exist in the very heart of the Metropolis.

A gate on our left, after we turn on to the Embankment, denotes the entrance of New Scotland Yard, and the presence of one or two official (and sinister) looking touring cars parked outside remind us only too clearly of the 30 m.p.h. limit! Past Scotland Yard high grandstands behind a stone wall conceal the garden fronts of the Government offices and buildings in Whitehall. The sole notable thing on the river side of the road is a simple white stone column bearing a golden eagle—the Royal Air Force War Memorial.

Thus we arrive at Charing Cross Station, where we turn left into Northumberland Avenue, which contains little of interest. There are a theatre, three large hotels, and the Constitutional Club; the massive and somewhat sombre style of architecture does not attract us.

Back to Trafalgar Square.

At the top we are once again in Trafalgar Square, and our course lies across the south side of the Square, past the top of Whitehall and the Admiralty Arch, to Cockspur Street, noted for the number of shipping companies who have offices there. Small boys—and a good many grown men—are always to be seen admiring the fascinating models of great ships displayed in their windows.

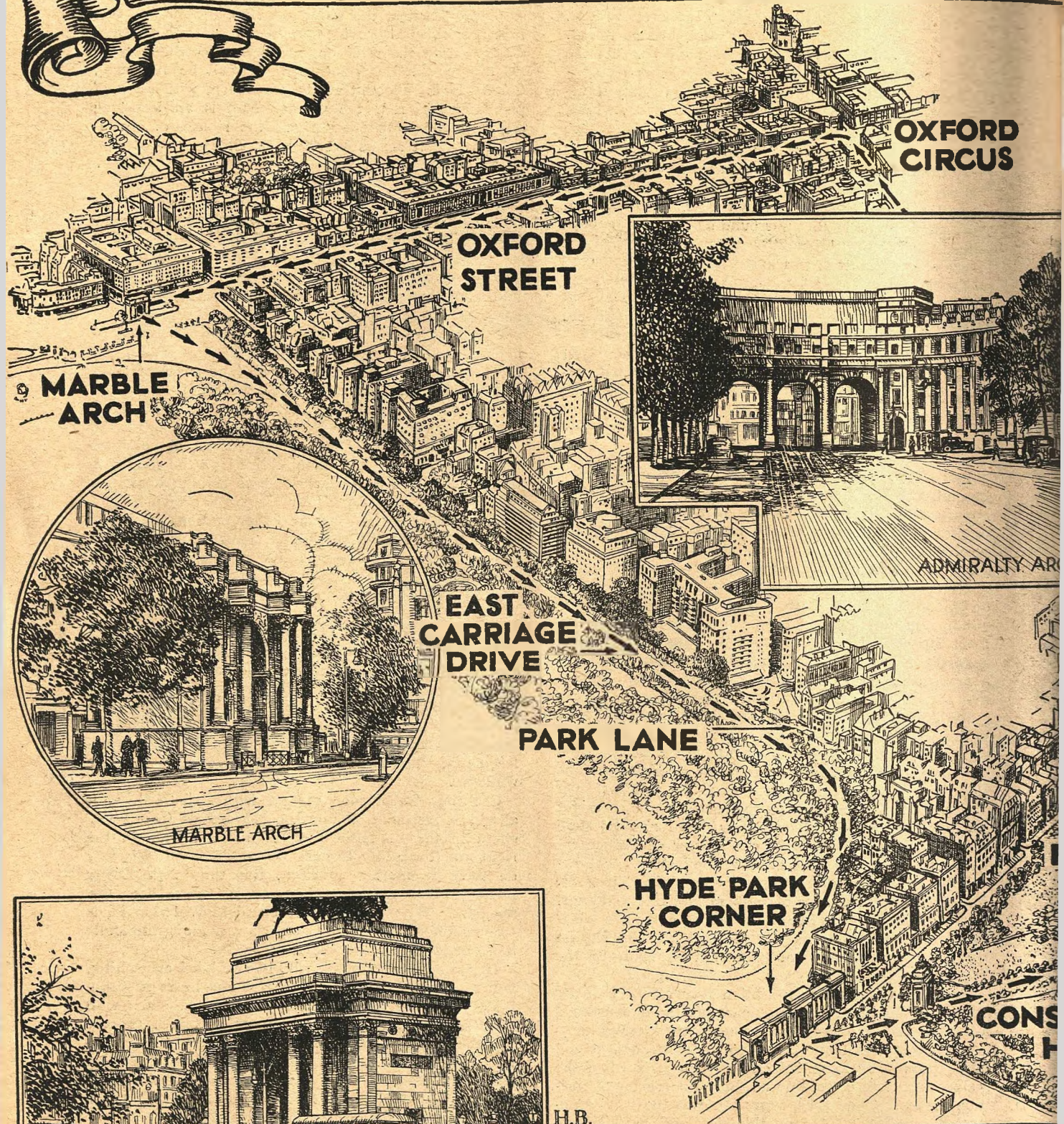
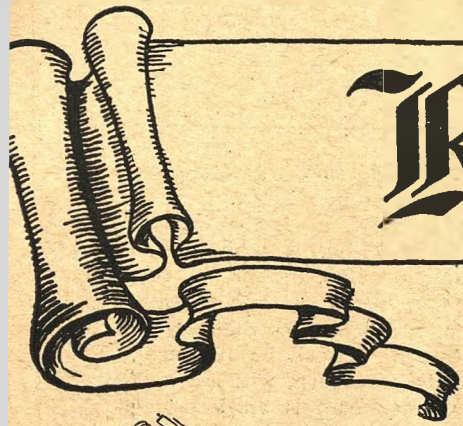
Cockspur Street soon merges with Pall Mall, and, almost at the point of junction, Haymarket (a one-way street in the "opposite" direction) leads off to the right and Piccadilly Circus. A hundred yards farther on there is another junction, this time with Lower Regent Street (on the right) and Waterloo Place (on the left). We passed the other end of Waterloo Place (the Duke of York's Steps) on our way along the Mall; it is, incidentally, an official car park.

If you are one of those who like to label everything, you might say that Pall Mall was the heart of Clubland, for there are no fewer than twelve clubs with their headquarters here, including the R.A.C. (on the left about midway along). On the right, two side turnings lead to St. James's Square (another official car park) and then we come past the gate of Marlborough House and St. James's Palace to a sharp right-turn into the slight hill of St. James's Street.

There are few points of interest about St. James's Street. More clubs line the street on both sides, many of them bearing the names of famous gambling clubs

(Continued on page 736)

Royal Progre



OXFORD CIRCUS

OXFORD STREET

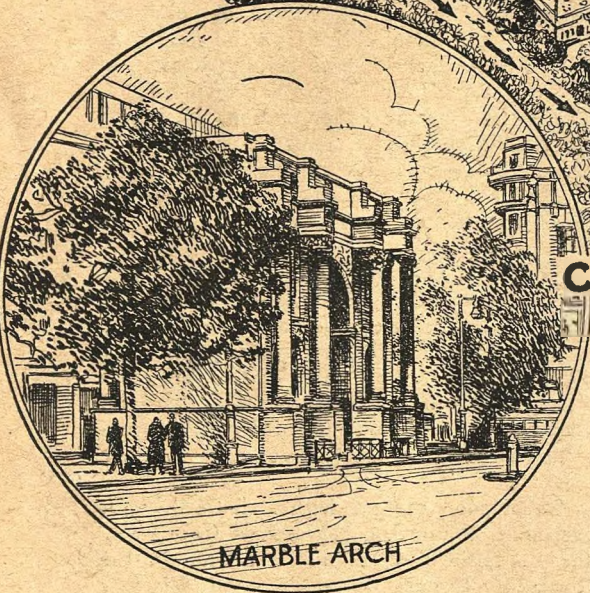
MARBLE ARCH

EAST CARRIAGE DRIVE

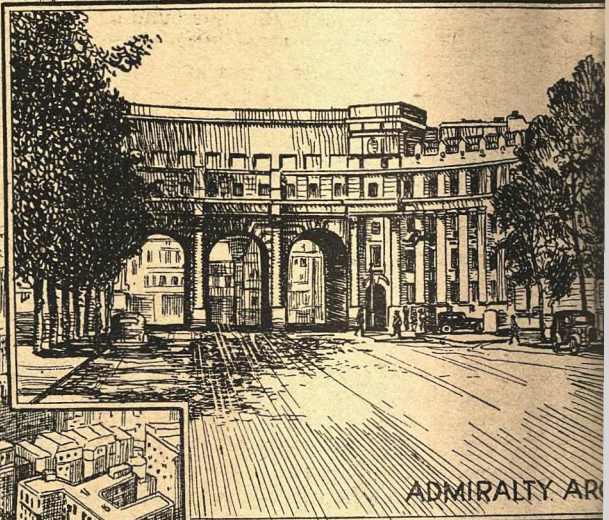
PARK LANE

HYDE PARK CORNER

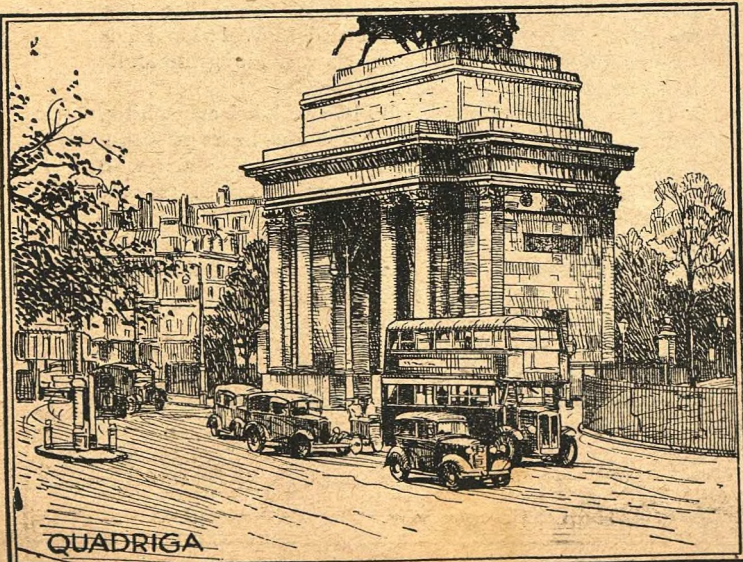
CONS



MARBLE ARCH



ADMIRALTY ARCH



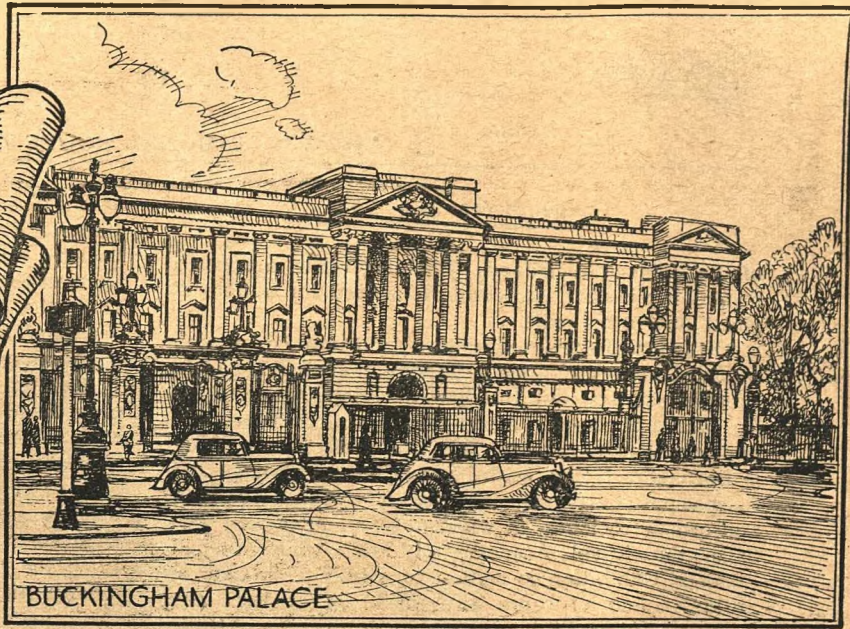
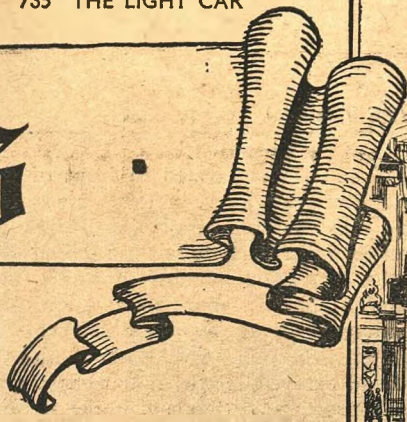
QUADRIGA

H.B.

THIS COMPREHENSIVE DRAWING, the work of a staff artist, shows at a glance the main features of the route which Their Majesties will follow on May 12. It also accompanies — and amplifies — the special article "A Conducted Tour of the Processional

(We are indebted to Aerofilms Ltd. for the aerial photo

ESS



BUCKINGHAM PALACE

PICCADILLY CIRCUS

REGENT STREET

TRAFALGAR SQUARE

VICTORIA EMBANKMENT

PALL MALL

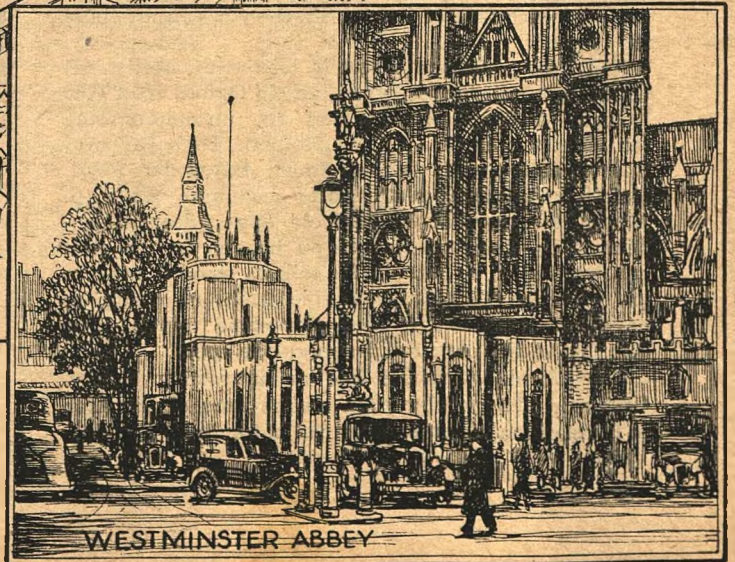
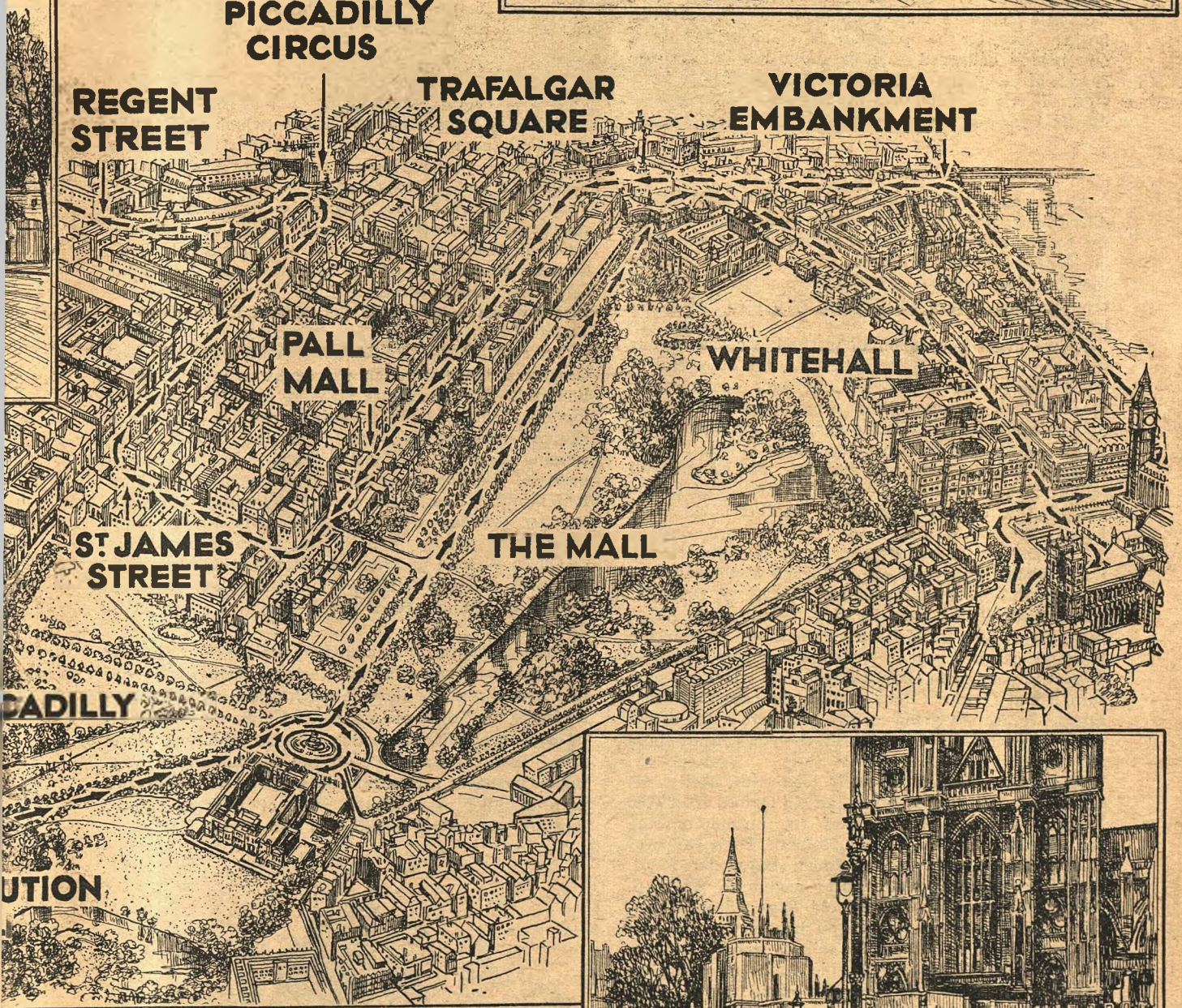
WHITEHALL

ST. JAMES STREET

THE MALL

PICCADILLY

UTION



WESTMINSTER ABBEY

Route" which appears on adjacent pages of this issue. For the sake of simplicity, the grandstands erected for the Coronation have been omitted, although in the drawing of Westminister Abbey, the specially erected Annexe is shown in view of its striking appearance.

(not for reference purposes in preparing the drawing.)

Continued from page 733.

of the eighteenth century. The only other fact worth mentioning is that Napoleon III stayed for a time at No. 1 during his exile.

At the top of the street we turn right into the crowded traffic of Piccadilly—one of Inner London's three main shopping streets, but this is scarcely the place to list the names of shops. Apart from these, there are two buildings worthy of note. The first of these on our left is Burlington House, with its conspicuous frontage and its spacious courtyard. It is the home of many learned and artistic societies, of which the best known is, perhaps, the Royal Academy of Arts, whose annual Summer Exhibition is certain to attract thousands of art-lovers and to cause (by means of at least one "problem-picture") considerable controversy. A little farther along, on the opposite side of the road, hidden now behind beflagged grandstands, is the little parish church of St. James, a Wren building that dates from 1683. If you are interested in antiquities, there is that rare feature, an open-air pulpit at this church.

Protecting Eros.

At the end of Piccadilly is (naturally enough!) Piccadilly Circus, with its famous statue of Eros poised over the fountain that was erected in memory of the Earl of Shaftesbury, the great philanthropist. To protect him from the often over-enthusiastic attentions of the crowds, Eros is now surrounded by a hoarding 12 ft. high.

As we await permission to proceed, we see on our right the top of Lower Regent Street, the other end of which we passed a few minutes ago. Immediately ahead is New Coventry Street, which leads to Leicester Square (and, incidentally, to the A.A. headquarters), whilst to the left of Coventry Street is Shaftesbury Avenue, with its numerous theatres. As we are still following the Processional route, however, we take the sharp left-turn into Regent Street—another noted shopping centre.

Resplendent though Regent Street is with its fine modern buildings, there are still some who mourn the passing of Nash's old Quadrant, which, we are told, was aesthetically far more pleasing. Many of the shops in the street bear world-famous names, and an amusing half-hour can be spent in "window-shopping," both in Regent Street and in Oxford Street, into which we soon turn left at Oxford Circus. As in the case of Regent Street, we are not going to give you here a list of the shops on each side of Oxford Street—you can see those for yourself.

Historically, Oxford Street is interesting, for, as its name implies, it forms part of the old Oxford road (the Roman Watling Street), and its uncompromising straightness from the City, via Holborn, High Holborn, New Oxford Street, Oxford Street, Bayswater Road, and Uxbridge Road is attested by a glimpse of a map. Along here, too, in the bad old days prisoners condemned to die were dragged on hurdles to the grim gallows tree at Tyburn. The gallows stood a little to the West of the existing Marble Arch, at which we have now arrived. A triangular stone and a plate attached to the park railings mark the spot.

The Marble Arch has had an interesting history. Originally designed by Nash on the lines of the Arch of Constantine to serve as a royal entrance to Bucking-

ham Palace, it was erected in front of the Palace in 1828. A few years later, in 1850, it was removed from its site, and the following year it was re-erected to form an entrance to Hyde Park in the north-east corner. With the increasing amount of traffic, it was found necessary to provide more road space, and the Arch was marooned on an island of its own.

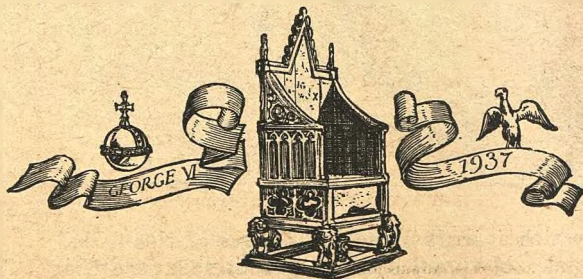
A left turn through a gate leads us into the East Carriage Road of Hyde Park, now almost unrecognizable with the great grandstands flanking it on both sides. Were they removed, we should see on our right a view over open parkland that, in summer, closely approximates to open country, whilst on our left and separated from our road by a narrow strip of grass is Park Lane. Even the towering stands cannot hide the impressive modernistic hotels and blocks of flats that have replaced the private mansions in Park Lane, once facetiously nicknamed the "Millionaire's Boulevard."

Hyde Park Corner.

As we proceed towards Hyde Park Corner, our road draws away from Hamilton Place (which itself forks from Park Lane), and, in the space thus left, we note the back of Apsley House, residence of the Duke of Wellington and for long known as "No. 1, London." Through the Park gates (decorated, incidentally, with reliefs copied from the Elgin Marbles), we find ourselves in that complicated road junction, Hyde Park Corner. Piccadilly is on our left, Knightsbridge on our right, and almost straight ahead of us is Grosvenor Place, which leads beside the wall of the gardens of Buckingham Palace to Victoria Station.

Our course takes us midway between Piccadilly and Grosvenor Place, through the Archway into Constitution Hill. The Arch, rather similar to the Marble Arch but on a smaller scale, is surmounted by a group of statuary representing Peace. Constitution Hill itself, running between the Green Park and the Palace grounds, and now lined with grandstands, is noted for two things. First, it is a very pleasant walk on a summer evening, despite the thronging traffic, and, secondly, it was the scene of two attempts on the life of Queen Victoria and one suspicious action in connection with Edward VIII by fanatics armed with revolvers—a strange record for so attractive a thoroughfare.

Thus we return to Buckingham Palace—our starting point and the focus of all the week's rejoicing. We will leave you there, for there is much else for you to do—a visit to the Tower of London, to St. Paul's Cathedral, or even (a popular suggestion with the children) to the Zoo. Just one more word—if you are thinking of visiting a cinema or a theatre, you will find the guide and map on other pages of this issue of great assistance, whether you intend to use your car or not.



The Motorists' Guide to— LONDON'S AMUSEMENTS



A "How To Get There" List of Theatres, Cinemas, Art Galleries, Museums and Places of Interest

THEATRES.

Shown on Map.

Abbreviations: "M.:"—map square reference; "Gar.:"—nearest garage; "Stat.:"—nearest Underground station; "Buses:"—route passing by, or close to, theatre.

2. **Adelphi**, Strand.—M.: E.2. Gar.: 10. Stat.: Strand. Buses: As Tivoli Cinema.
3. **Aldwych**, Strand.—M.: F.1. Gar.: 1, 10. Stat.: Aldwych. Buses: As Tivoli Cinema.
4. **Ambassadors**, West Street, Shaftesbury Avenue.—M.: E.1. Gar.: 5, 7, 15, 34. Stat.: Leicester Square or Tottenham Court Road (both some distance). Buses: For Cambridge Circus.
5. **Apollo**, Shaftesbury Avenue.—M.: D.2. Gar.: 7, 8, 9, 16. Stat.: Piccadilly Circus. Buses: 14, 19, 22, 38, 38a, 296, 298.
7. **Cambridge**, Great Earl Street, St. Andrew Street.—M.: E.1. Gar.: 5, 15, 34. Buses: 44, or for Cambridge Circus.
8. **Carlton**, Haymarket.—M.: D.2. Gar.: 7, 8, 9, 28. Stat.: Piccadilly Circus. Buses: 5, 6, 9, 12, 13, 15, 32, 33, 52, 59, 59a, 60, 88, 96, 121, 155, 159, 291, 294, 295, 297, 298.
9. **Coliseum**, St. Martin's Lane.—M.: E.2. Gar.: 7, 15, 25. Stat.: Trafalgar Square. Buses: To Trafalgar Square.
10. **Comedy**, Pantion Street, Haymarket.—M.: D.2. Gar.: 9, 28, 7, 8. Stat. and Buses: As Carlton Theatre.
11. **Covent Garden Opera House**, Bow Street.—M.: E.1. Gar.: 1, 5. Buses: For Strand. Stat.: Covent Garden.
12. **Criterion**, Piccadilly Circus.—M.: D.2. Gar.: 8, 9, 13, 28. Stat. and Buses: As London Pavilion.
14. **Daly's**, Cranbourn Street, Leicester Square.—M.: D.2. Gar.: 7, 9. Stat. and Buses: As Empire Cinema.
16. **"Drury Lane"** (Theatre Royal), Russell Street, Drury Lane.—M.: F.2. Gar.: 1, 5, 10. Stat.: Aldwych or Covent Garden. Buses: To Strand or Kingsway.
17. **Duchess**, Catherine Street, Aldwych.—M.: F.2. Gar.: 10. Stat.: Aldwych. Buses: To Strand or Aldwych.
18. **Duke of York's**, St. Martin's Lane.—M.: E.2. Gar.: 5, 7, 15, 25. Buses and Stat.: As Coliseum Theatre.
20. **Fortune**, Russell Street, Drury Lane.—M.: F.1. Gar.: 1, 5. Stat. and Buses: As "Drury Lane" Theatre.
21. **Gaiety**, Aldwych, Strand.—M.: F.2. Gar.: 10. Stat.: Aldwych. Buses: As Adelphi Theatre.
22. **Garrick**, Charing Cross Road.—M.: E.2. Gar.: 3, 7, 15, 25. Stat.: Trafalgar Square. Buses: 1, 14, 19, 24, 29, 39, 48, 124a, 134, 135, 290, 295, 298, or to Trafalgar Square.
24. **Globe**, Shaftesbury Avenue.—M.: D.2. Gar.: 8, 9, 16. Stat. and Buses: As Apollo Theatre.
25. **Haymarket**, Haymarket.—M.: D.2. Gar.: 9, 13, 28. Stat. and Buses: As Carlton Theatre.
26. **Hippodrome**, Cranbourn Street, Leicester Square.—M.: E.2. Gar.: 7, 9, 15, 25. Stat. and Buses: As Empire Cinema.

Read This First.

HOW TO USE THE GUIDE Places Shown on Map.

Look up the theatre or cinema you wish to visit in the list on these pages. Note its number and its map square reference (indicated by "M.:"), then turn to the map (page 739) and locate your objective (it will be shown as a small numbered circle).

To find the nearest garage, you can either refer once again to the theatre list (where the map number of the garage is shown by "Gar.:" or else look on the map for the nearest garage (indicated by a small numbered square). The exact location of the garage can then be found from the list of garages.

If you do not wish to use your car (and it is sometimes simpler not to) you can travel either by train (the nearest Underground station appears as "Stat.:" or by bus (the numbers following the abbreviation "Buses:" indicate the routes passing by or close to the place concerned).

Places not Shown on Map

As most of these are in less congested districts than that covered by the map, garaging and parking problems are less acute. To aid those who are temporarily car-less, however, we give the nearest Underground station after "Stat.:"

27. **His Majesty's**, Haymarket.—M.: D.2/3. Gar.: 9, 13, 28. Stat. and Buses: As Carlton Theatre.
28. **Holborn Empire**, High Holborn.—M.: F.1. Gar.: not shown on map. Stat.: Holborn. Buses: 7, 8, 17, 22, 23, 23a, 23b, 25a, 25b, 25c, 166, 292, 293, 295, 298.

29. **Kingsway**, Great Queen Street, Kingsway.—M.: F.1. Gar.: L. Stat.: Holborn. Buses: As Stoll Cinema.
31. **Little**, John Street, Adelphi.—M.: E.2. Gar.: 3, 10. Stat.: Strand. Buses: To Strand.
33. **Lyceum**, Wellington Street, Strand.—M.: F.2. Gar.: 10. Stat.: Strand. Buses: For Strand or Aldwych.
34. **Lyric**, Shaftesbury Avenue.—M.: D.2. Gar.: 8, 9, 16. Stat. and Buses: As Apollo Theatre.
36. **New**, St. Martin's Lane.—M.: E.2. Gar.: 7, 25. Stat. and Buses: As Coliseum Theatre.
39. **Palace**, Cambridge Circus, Shaftesbury Avenue.—M.: D.1. Gar.: 7, 15, 34. Stat.: Leicester Square or Tottenham Court Road (some distance). Buses: 1, 14, 19, 22, 24, 29, 38, 38a, 39, 44, 48, 124a, 134, 135, 290, 295, 298.
40. **Palladium**, Argyll Street, Oxford Circus.—M.: C.1. Gar.: 14. Stat.: Oxford Circus. Buses: To Regent Street or Oxford Circus.
41. **Phoenix**, Charing Cross Road.—M.: D.1. Gar.: 34. Stat. and Buses: As Astoria Cinema.
42. **Piccadilly**, Denman Street, Piccadilly Circus.—M.: D.2. Gar.: 8, 9. Stat.: Piccadilly Circus. Buses: For Piccadilly Circus.
43. **Playhouse**, Northumberland Avenue.—M.: E.3. Gar.: 3. Stat.: Charing Cross. Buses: For Trafalgar Square.
46. **Princes**, Shaftesbury Avenue.—M.: E.1. Gar.: 5, 11, 34. Stat.: Tottenham Court Road or Holborn (both some distance). Buses: 44, or to New Oxford Street.
47. **Queen's**, Shaftesbury Avenue.—M.: D.2. Gar.: 8, 9, 16. Stat. and Buses: As Apollo Theatre.
50. **Royalty**, Dean Street, Shaftesbury Avenue.—M.: D.1. Gar.: 8, 16. Stat.: Piccadilly Circus. Buses: To Shaftesbury Avenue.
51. **St. James's**, King Street, St. James's Street.—M.: C.3. Gar.: 6, 17. Stat.: Green Park (some distance). Buses: To Piccadilly.
52. **St. Martin's**, West Street, Shaftesbury Avenue.—M.: E.1. Gar.: 7, 15. Stat. and Buses: as Ambassadors Theatre.
53. **Saville**, Shaftesbury Avenue.—M.: E.1. Gar.: 7, 15. Stat.: Tottenham Court Road (some distance). Buses: 22, 38, 38a, 44.
54. **Savoy**, Savoy Court, Strand.—M.: F.2. Gar.: 10. Stat.: Strand or Aldwych. Buses: As Adelphi Theatre.
55. **Shaftesbury**, Shaftesbury Avenue.—M.: D.2. Gar.: 7. Stat.: Piccadilly Circus. Buses: As Apollo Theatre.
57. **Strand**, Aldwych.—M.: F.2. Gar.: 10. Stat.: Aldwych. Buses: As Adelphi Theatre.
60. **Vaudeville**, Strand.—M.: E.2. Gar.: 3, 10. Stat.: Strand. Buses: As Adelphi Theatre.
61. **Westminster**, Palace Street, Buckingham Palace Road.—M.: C.4. Gar.: 20, 25. Stat.: St. James's Park or Victoria. Buses: To Victoria.
62. **Whitehall**, Whitehall.—M.: E.3. Gar.: 3, 25, 38. Stat.: Trafalgar Square. Buses: 3, 11, 12, 24, 29, 32, 59, 55, 59, 59a, 77, 77a, 88, 121, 124a, 134, 135, 155, 159.
63. **Windmill**, Great Windmill Street, Shaftesbury Avenue.—M.: D.2. Gar.: 8, 9. Stat.: Piccadilly Circus. Buses: To Piccadilly Circus.

LONDON'S AMUSEMENTS (Contd.)

64. Winter Garden, Drury Lane.—M.: E.1. Gar.: 1. Stat.: Holborn or Covent Garden (some distance). Buses: Kingsway or New Oxford Street.

65. Wyndham's, Charing Cross Road.—M.: E.2. Gar.: 7, 15. Buses: As Garrick Theatre.

Not on Map.

Embassy, Swiss Cottage, N.W.3. Stat.: Swiss Cottage.

King's, Hammersmith. Stat.: Hammersmith. Lyric Opera House, Hammersmith. Stat.: Hammersmith.

Old Vic, Waterloo Road, S.E.1. Stat.: Waterloo.

"Q," Kew Bridge, W.4. Stat.: Kew Gardens (some distance), or by Southern Railway.

Sadler's Wells, Rosebery Avenue, E.C.1. Stat.: Angel (some distance).

Streatham Hill, Streatham Hill, S.W.12. Stat.: by Southern Railway.

Wimbledon, Broadway, Wimbledon, S.W.19. Stat.: South Wimbledon or by Southern Railway.

CINEMAS.

Shown on Map.

The abbreviations used in this list are similar to those used for "Theatres" shown on the map.

1. Academy, New Oxford Street.—M.: C.1. Gar.: 14, 16. Stat.: Oxford Circus. Buses: 7, 8, 17, 23a, 23b, 25a, 25b, 25c, 48, 73, 73b.

6. Astoria, Charing Cross Road.—M.: D.1. Gar.: 34. Stat.: Tottenham Court Road. Buses: 1, 14, 19, 24, 29, 39, 48, 124a, 134, 135, 290, 295, 298.

13. Curzon, Curzon Street.—M. B.3. Gar.: 12, 18, 19, 20. Stat.: Green Park or Hyde Park Corner. Buses: to Hyde Park Corner.

15. Dominion, St. Giles's Circus, Tottenham Court Road.—M.: D.1. Gar.: 11, 34. Stat.: Tottenham Court Road. Buses: as Astoria Cinema.

19. Empire, Leicester Square.—M.: D.2. Gar.: 7, 9, 15, 25. Stat.: Leicester Square. Buses: 1, 14, 19, 24, 29, 39, 48, 124a, 134, 136.

23. Gaumont Palace, Haymarket.—M.: D.2. Gar.: 8, 9, 13, 17, 28. Buses: As Carlton Theatre. Stat.: Piccadilly Circus.

30. Leicester Square, Leicester Square.—M. D.2. Gar.: 7, 9, 15, 25. Stat. and Buses: As Empire Cinema.

32. London Pavilion, Piccadilly Circus.—M.: D.2. Gar.: 8, 9, 16, 28. Buses: 3, 6, 9, 12, 13, 14, 15, 22, 32, 33, 38, 38a, 44, 53, 59, 59a, 60, 88, 96, 121, 153, 169, 291, 294.

35. Marble Arch Pavilion, Marble Arch.—M.: A.1. Gar.: 4. Stat.: Marble Arch. Buses: 2, 6, 7, 8, 12, 15, 16, 17, 30, 32, 36, 60, 73, 73b, 74, 88, 92, 136, 137, 291, 294.

37. New Gallery, Regent Street.—M.: C.2. Gar.: 8, 9, 24. Stat.: Piccadilly Circus. Buses: 3, 6, 12, 13, 15, 32, 59, 59a, 60, 63, 88, 121, 133, 159, 291, 294.

38. Odeon, Leicester Square.—M.: D/E.2. Gar.: 7, 9, 15, 25. Stat. and buses: As Empire Cinema.

44. Plaza, Lower Regent Street.—M.: D.2. Gar.: 9, 13, 17, 28. Stat. and buses: As Gaumont Palace Cinema.

45. Polytechnic, Regent Street.—M.: C.1. Gar.: 2. Stat.: Oxford Circus. Buses: 3, 59, 59a, 153, 159, or to Oxford Circus.

48. Regal, Marble Arch.—M.: A.1. Gar.: 4. Stat. and buses: As Marble Arch Pavilion Cinema.

49. Rialto, Coventry Street.—M.: D.2. Gar.: 7, 9, 28. Stat. and buses: As Empire and London Pavilion Cinemas.

56. Stoll, Kingsway.—M.: F.1. Gar.: 1, 10. Stat.: Aldwych. Buses: 68, 77, 77a, 166, 169, 292, 293.

58. Studio One, Oxford Circus.—M.: C.1. Gar.: 14. Stat.: Oxford Circus. Buses: As Academy Cinema.

59. Tivoli, Strand.—M.: E.2. Gar.: 3, 10. Stat.: Strand. Buses: 1, 6, 9, 11, 13, 15, 33, 48, 60, 77, 77a, 96, 291, 294, 297.

Not on Map.

Metropole, Victoria, and New Victoria, Vauxhall Bridge Road. Stat.: Victoria.

Note:—In addition to those listed above up-to-date cinemas are to be found in every London district.

GARAGES.

Shown on Map.

The map reference is shown by the abbreviation "M."

1. The Winter Garden Garages, Ltd., 10-14, Macklin Street, Drury Lane.—M.: E.1. R.A.C.; A.A.

2. The Black Cat Motor Co., Ltd., Harley Mews South, Wigmore Street.—M.: B.1. A.A.

3. Charing Cross Garages, Ltd., Villiers Street, Strand.—M.: E.3.

4. The Cumberland Garage and Car Park, Marble Arch.—M.: A.1. R.A.C.; A.A.

5. S. J. Coulson, 29, Endell Street.—M.: E.1.

6. The L.A.N.C. Garage, Little James Street.—M.: C.3. R.A.C.

7. Leicester Garage, Ltd., 10, Great Newport Street.—M.: E.2.

8. Lex Garages, Ltd., Lexington Street.—M.: D.2. R.A.C.; A.A.

9. Moon's Garages, Ltd., Piccadilly Circus Garage, Denman Street.—M.: D.2. A.A.; R.A.C.

10. Moon's Garages, Ltd., Shell-Mex House, Strand.—M.: F.2. A.A.; R.A.C.

11. The Museum Super Garage, 12, Hyde Street.—M.: E.1.

12. The Park Lane Hotel Garage, Brick Street.—M.: B.3. R.A.C.

13. The Park Motor Co., Ltd., Wells Street.—M.: D.2. A.A.; R.A.C.

14. The D.C. Garage, Ltd., 49-53 Poland Street.—M.: C.1. A.A.; R.A.C.

15. Salmons and Sons, Castle Street.—M.: E.1/2. A.A.; R.A.C.

16. Shaw and Kilburn, Ltd., 114, Wardour Street.—M.: D.1.

17. Smith's Garage, Duke Street.—M.: C.3.

18. University Motors, Ltd., 26a, Clarges Street.—M.: B.2/3. A.A.; R.A.C.

19. University Motors, Ltd., 11, Down Street.—M.: B.3. A.A.; R.A.C.

20. University Motors, Ltd., Shepherd's Market, Carrington Street.—M.: B.3. A.A.; R.A.C.

21. Westminster Garage, Ltd., Petty France.—M.: D.4. A.A.

22. Alexandra Garage, Old Barrack Yard.—M.: A.4. A.A.

23. Armitage Motor Co., Wilton Mews.—M.: B.4. A.A.; R.A.C.

24. Bruton Garages, Ltd., South Bruton Mews.—M.: C.2. A.A.

25. Car Park, St. Martin's Lane.—M.: E.2.

Imperial War Museum, Lambeth Road, S.E.1. Stat.: Lambeth North or Elephant and Castle (some distance).

Indian Museum, Imperial Institute Road, South Kensington, S.W.7: Daily 10 a.m. to 6 p.m. Sundays 2.30 p.m. to 6 p.m. Free. Stat.: South Kensington.

London Museum, Lancaster House, St. James's Place (see map): Daily 10 a.m. to 5 p.m. Sundays 2 p.m. to 5 p.m. Free, except Tues. 1s. and Wed. and Thurs., 6d. Stat.: Green Park (some distance).

Natural History Museum, Cromwell Road, South Kensington: Daily 10 a.m. to 6 p.m. Sundays 2.30 p.m. to 6 p.m. Free. Stat.: South Kensington.

Public Record Office Museum, Chancery Lane, W.C.2: Daily 2 p.m. to 4 p.m.; closed Saturdays and Sundays and when Record Office is closed. Free. Stat.: Aldwych.

Royal United Service Museum, Whitehall: Daily 10 a.m. to 5 p.m. Admission 1s. Stat.: Trafalgar Square.

Science Museum, Exhibition Road, South Kensington: Daily 10 a.m. to 6 p.m. Sundays 2.30 p.m. to 6 p.m. Free. Stat.: South Kensington.

Victoria and Albert Museum, Cromwell Road, South Kensington: Daily 10 a.m. to 6 p.m. Sundays 2.30 p.m. to 6 p.m. Free.

CATHEDRALS AND CHURCHES.

The times of opening and nearest Underground Station (indicated by "Stat.") are given.

Brompton Oratory, Brompton Road, S.W.1. (Roman Catholic.) Daily from 10.30 a.m. to 7 p.m. except Sats. and Suns. Stat.: Knightsbridge or South Kensington.

St. Martin-in-the-Fields, Trafalgar Square. Always open. Stat.: Trafalgar Square.

St. Paul's Cathedral, Ludgate Hill: Open 9 a.m. to 6 p.m. Stat.: Blackfriars or by Southern Railway.

Southwark Cathedral, Borough High Street, London Bridge, S.E.1. Open daily. Stat.: Borough.

Temple Church, The Temple, Fleet Street: One of the four round churches in England. Open daily 10 a.m. to 1 p.m. and 2 p.m. to 4 p.m. (except Saturdays). Stat.: Temple.

Westminster Abbey. Special arrangements will apply during Coronation period. Otherwise open daily 10.30 a.m. to 5 p.m.

Westminster Cathedral, Ashley Place, Victoria Street (Roman Catholic): Daily 6.30 a.m. to 9.30 p.m.

ART GALLERIES.

The times of opening, admission charges (if any) and nearest Underground Station (indicated by "Stat.") are given.

Guildhall, King Street, Cheapside: Closed Sundays and all holidays. Daily 10 a.m. to 4 p.m. Free. Stat.: Post Office or Bank.

National Gallery, Trafalgar Square (see map): Daily 10 a.m. to dusk; Sundays 2 p.m. to dusk. Free, except Thurs. and Fri. 6d. Stat.: Trafalgar Square.

National Portrait Gallery, St. Martin's Lane (adjoining National Gallery): Daily 10 a.m. to 5 p.m.; Sundays 2.30 p.m. to 4.30 p.m. Free, except Thurs. and Fri. 6d.

Tate Gallery, Millbank: Daily 10 a.m. to dusk. Sundays 2 p.m. to dusk. Free, except Tuesday and Wednesday, 6d. Access by bus.

PLACES OF INTEREST.

The times of opening, admission charges (if any) and nearest Underground Station (indicated by "Stat.") are given.

Guildhall, King Street, Cheapside: Daily 10 a.m. to 5 p.m., except Sun. and holidays. Stat.: Post Office.

Horse Guards, Whitehall: "Changing Guard" ceremony daily at 11 a.m. (Sun. 10 a.m.). Stat.: Trafalgar Square.

Kensington Palace, Kensington Gardens: Open Sats. and Suns. March 1 to October 30, 2 p.m. to 6 p.m. Admission 6d. Stat.: High Street, Kensington.

Roman Bath, Strand Lane, Strand: Daily 10.30 a.m. to 5 p.m. except Sun. Admission 6d. Stat.: Aldwych.

Middle Temple Hall, The Temple, Strand: Open weekdays 10-12.15 p.m. and 3 p.m. to 5 p.m. Stat.: Temple.

Tower of London, E.C.3. Daily (May to Sept.). 10 a.m. to 6 p.m. (Oct.-Apr.) to 5 p.m. Admission 6d. (Wakefield Tower 6d. extra; Bloody Tower 6d. extra). Stat.: Mark Lane.

Westminster Hall, adjoining Houses of Parliament: Open Saturday only 10 a.m. to 3.30 p.m. Free. Stat.: Westminster.

Charterhouse, Charterhouse Square, E.C.1: Mon., Wed. and Fri., 3 p.m. to 5 p.m. Admission 1s. Stat.: Aldersgate or Moorgate.

County Hall, Westminster Bridge, S.E.1: Sat., 10.30 a.m. to noon and 1.30 p.m. to 3.30 p.m. Free. Stat.: Waterloo or Westminster.

Dickens's House, 48, Doughty Street, W.C.1.: Daily 10 a.m. to 5 p.m.; closed Sun. and holidays. Admission 1s. Stat.: Russell Square.

REFERENCE TO MAP

27 — THEATRE OR CINEMA

32 — GARAGE

— PARK OR OPEN SPACE

— ONE-WAY STREET IN THE DIRECTION INDICATED

— STREETS OR SQUARES IN WHICH THERE ARE OFFICIAL CAR PARKS

— PLACES OF INTEREST

▲ SPECIAL CAR PARKS FOR CORONATION WEEK ONLY (NATIONAL CAR PARKS LTD.)

26. Grosvenor House Garage, Reeve's Mews.—M.: A.2.

27. Hardies' Garage, Ltd., 27-29, Grosvenor Mews.—M.: B.2.

28. Haymarket Garage, 18, St. Alban's Place.—M.: D.2.

29. James Garage, Grosvenor Mews.—M.: B.2. A.A.

30. K.G. Motor and Engineering Co., 19, Kinnerton Street.—M.: A.4.

31. Laverett Kearton Garages, 79, Davies Street.—M.: B.1. R.A.C.

32. The Manor Motor Co., Ltd., 17a Motcomb Street.—M.: A.4. A.A.

33. Offord and Son, Ltd., 67 George Street.—M.: A.1. A.A.; R.A.C.

34. Prince's Engineering Works and Garage, 61, High Street.—M.: E.1. A.A.

35. Shrimpton's Motors, Ltd., 5, Halkin Street.—M.: A.4. A.A.; R.A.C.

36. Wimbush and Co., Ltd., Halkin Place.—M.: A/B.4. A.A.

37. Westminster Bridge Garage and Engineering Co., Ltd., Lambeth Palace Road.—M.: F.4. A.A.; R.A.C.

38. The Whitehall Motor Co., 1, Richmond Mews.—M.: E.4. A.A.

39. Belgrave Garage, Ltd., Halkin Street.—M.: A.4. R.A.C.

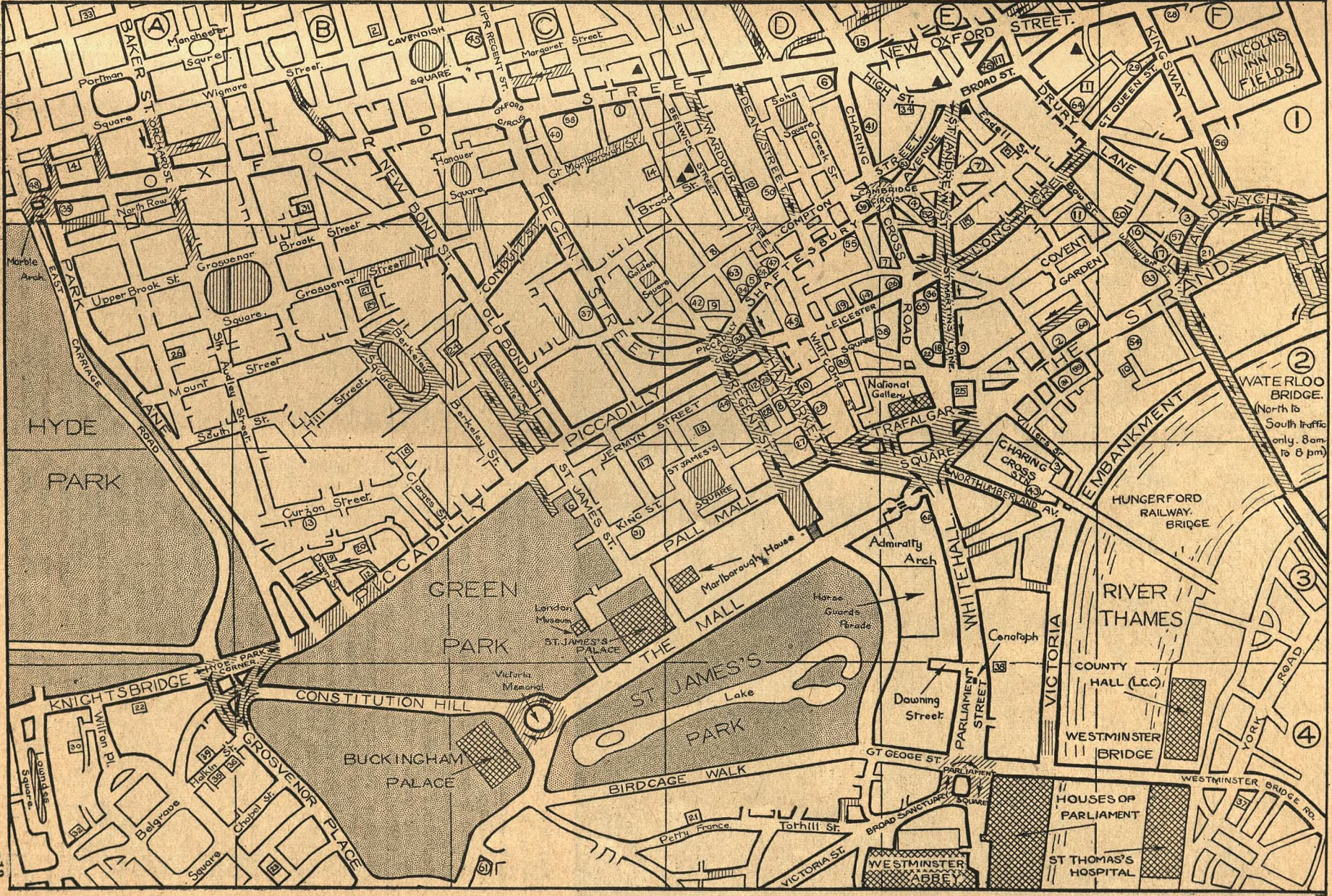
MUSEUMS.

The times of opening, admission charges (if any) and nearest Underground Station (indicated by "Stat.") are given.

British Museum, Great Russell Street, W.C.1.: Daily 10 a.m. to 6 p.m. Sundays 2 p.m. to 6 p.m. Free. Stat.: Tottenham Court Road or Holborn (10 minutes' walk).

Guildhall Museum, King Street, Cheapside: Daily 10 a.m. to 4.30 p.m. Closed Sundays and holidays. Free. Stat.: Post Office or Bank.

Imperial Institute, Imperial Institute Road, South Kensington, S.W.7: Daily 10 a.m. to 5 p.m. Sundays 2.30 p.m. to 5 p.m. Free. Stat.: South Kensington.



② WATERLOO BRIDGE.
 (North to South traffic only. 8 am to 6 pm)



OUT INTO THE

EASTER may be the longest public holiday of the year, but there is often a certain chilliness about it which tempts one to defer the idea of camping or caravanning. As Whitsuntide approaches, however, a milestone is passed in the form of "Summer Time" and the evidences of better things to come are plainly reflected in the haze of green that begins to spread over trees and shrubs, and the added warmth of the sun. So, at Whitsuntide, our thoughts turn towards the wide open spaces, the simple encampment of car and tent or the greater elaboration and comfort of car and caravan.

Go where you will, this spring-time and summer, you will find increasing evidence of the popularity of the open air holiday; there are devotees of both tent and caravan who favour one system of outdoor living or the other not necessarily because they are poor or rich, but because they think that each has so much to commend it. Let us inquire into the pros and cons.

One of the strongest arguments in favour of a tent is its lightness and its compactness when folded for transport. This is of paramount importance to the owner of a small car, for whereas he may, like the snail, have little difficulty in carrying his "shell" with him, he must also provide a good many other things besides in the way of equipment and clothing. Even if these requirements are kept down to the barest minimum, there will not be a great deal of room for two adults and a couple of children in the modern 8 h.p. car, and

the idea of a light, serviceable trailer for carrying luggage, the tent and the equipment should not be overlooked.

Modern tents, even the very cheapest, are strong and well made. Selected cloths are used and the specification frequently includes brass-jointed poles and metal pegs. There is such a wide variety of tents that one hesitates to make recommendations or launch out on individual descriptions. To guide readers, however, we give details of three tents of varying sizes, taken from the catalogue of Marble Arch Motor Supplies, Ltd.

No. 104. Special white cloth; 4 ft. long by 3 ft. wide by 3 ft. 6 ins. high, with 4-in. high walls; a very suitable tent for children. Is fitted with two poles, each jointed in two pieces, and is packed in paper bag. Price, 6s. 6d. (rubber ground sheet, 4 ft. by 3 ft., 2s. 6d.).

No. 110. Made from white medium-weight cloth. Size, 6 ft. long by 6 ft. wide by 6 ft. high; walls, 3 ft. high, with two 6-ft. upright poles three-piece brass-jointed, all necessary lines and accessories and fitted with mud-walling; packed in bag, £1 3s. 6d. (rubber ground sheet, 6 ft. by 6 ft., 7s.).

No. 114. Special green standard Cupraninionium canvas. Size, 6 ft. long by 6 ft. wide by 6 ft. high; walls, 3 ft. high., with two upright poles, three-piece brass-jointed, all lines and accessories, packed in bag, £1 18s. 6d. (rubber ground sheet, 6 ft. by 6 ft., 7s.).

WIDE OPEN SPACES

If You Propose to Follow the Fashion and Indulge in an Open Air Holiday, Read This Article; It Tells You Practically All You Need to Know

These tents are of the "cottage" order, and are admirably suited for summer holidays. For rough weather conditions, however, something sturdier and, preferably, having a double roof, can be recommended.

Undoubtedly one of the most attractive propositions of camping by tent is to press the car into service as well so that it is an integral part of the camping home. The usual system is to have a tent of the lean-to type with a flap large enough to go over the car and fitted with the necessary means for pegging it down on the other side. In their cheaper forms, such tents can be obtained for so low a price as £2 15s. (James Grose, Ltd.) or £2 19s. 6d. (Marble Arch Motor Supplies, Ltd.). In both cases, however, more expensive and conse-

quently more lasting examples can be bought, such a tent in super heavy green duck cloth costing well over £5.

Incidentally, James Grose, Ltd., also specialize in motor camping tents varying in price. There are, for example, the Lightweight (from 8s. 6d. to 17s. 6d.), the Easipitch (from 17s. 11d. to 25s.), the Lightparty (from 32s. 6d. to 42s.), and the Ideal Party, a really superior tent some 10 ft. long, 6 ft. 6 ins. wide and 6 ft. high, which costs from 55s. to 65s.

An excellent range of tents is stocked, too, by A. W. Gamage, Ltd., Holborn, London, E.C. Actual models fully erected can be inspected in the showrooms of the concern.

Our next consideration must be camping equipment. One of the golden rules is to take as little equipment as possible, but to have enough, so that the comfort of the campers will be assured.

Bedding is the first problem, and the main require-



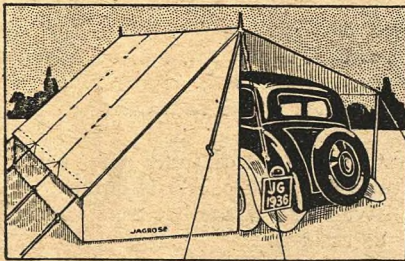
CAMPING HOLIDAYS are becoming more and more popular amongst light car owners. These two views give an excellent impression of the lone camp, favoured by some, and the caravan community where friends may forgather for a happy holiday. (Left) Lake Windermere. (Above) Communal camping at Chapel St. Leonards, Lincolnshire.

OUT INTO THE WIDE OPEN SPACES (Contd.)

ments are a really serviceable ground sheet, and blankets. With the former we have already dealt. The latter can be purchased quite cheaply, although the writer recommends the best all-wool type which, for the 60 ins. by 80 ins. size, cost about 8s. 6d. each. If the bed has to be made on Mother Earth, endeavour to arrange it so that the natural formation of the ground will allow for a depression to fit the hip.

A comfortable draught-proof bed can be made by folding the rugs over once and lying between the upper and lower covering thus formed. If two rugs are used, they will, of course, be folded from opposite sides.

Next in order of comfort is the sleeping bag. In its simplest form, it has a rubber "mattress" and a rot-proof top, the inside being lined with brown fleece or down; such sleeping bags can be obtained for half a guinea. More comfortable, however, is the type fitted with a pillow case, lined with heavy woollen cloth, and having "Dot" or lightning fasteners. These cost from about a guinea upwards. De luxe conditions are pro-



A James Grosse lean-to tent which enables the car interior to be used as an "annexe" if required.

vided by quilted sleeping bags which have fawn suede outer covers well filled with damp-proof, fine quality Kapok or feather down, and side openings fitted with buttons for fastening. As much as £1 12s. 6d. can be paid for quality bags of this kind, although the cheapest edition costs no more than 22s. 6d.

Undoubtedly, the most satisfactory bed in the long run is one of the real camp variety consisting of heavy cotton duck or similar material mounted on a well-seasoned wood frame and, of course, made to fold up compactly. These are not only more comfortable than Mother Earth, but keep the occupant well clear of the ground. They can be used, of course, with a sleeping bag.

The Inner Man.

To be a proper camper you must prepare your own meals, but there is no gainsaying the fact that if a pitch within easy distance of a comfortable and hospitable farmhouse can be found, it is very much more pleasant to take meals with the family at the farm—and, in the long run, no more expensive. However, supplemented by tinned foods judiciously selected and with canteens which have been brought to high perfection, appetizing meals requiring little preparation and clearing up can be prepared.

It must not be forgotten, however, that a wide variety of table delicacies packed in glass is available. Thus, Shippam's, of Chichester, in addition to appetizing pastes suitable for sandwiches, market such delicacies as chicken breasts, calves tongues, brawn, brisket of beef, mock turtle soup and even beef tea.

If hot food is required, one of the several types of pressure-operated paraffin or petrol stoves can be used. Alternatively, where hot drinks are the main requirement, solid fuel like Meta can be employed successfully.

The camp fire may add a picturesque touch, but always make sure that the owner of the land upon which you are camping has no objection, and never take it for granted that he will not mind—especially if there are haystacks in the vicinity!

The after-dinner smoke, too, may lead to complications unless precautions are taken. In this connection, the writer can thoroughly recommend the Hurricane pipe, which is adequately protected against the possibility of hot embers being blown from the bowl.

Ablutions present little difficulty if the camp is pitched near river or sea. In other circumstances, however, canvas wash basins mounted on collapsible stands and canvas water buckets are invaluable. The former can be obtained for 5s. or so and the latter for 3s.

Lighting should present no problems. Naked candles function quite well, but, for obvious reasons, are dangerous, especially if there are children about. All-enclosed hurricane or storm lanterns of the paraffin or pressure type will prove successful, but enough head-room must always be allowed above them so that no danger arises from the heat striking directly upwards from the lamp.

The simplest, safest and most effective form of illumination, however, is, of course, that provided by the car battery itself. A lead terminating in a lamp with reflector in which the essential is a headlamp bulb will provide all the lighting required, even in one of the larger tents, but don't forget that although only one bulb is being used, its consumption is by no means



This picture clearly shows the ideal conditions under which caravanning can be enjoyed. The modern 'van goes anywhere.

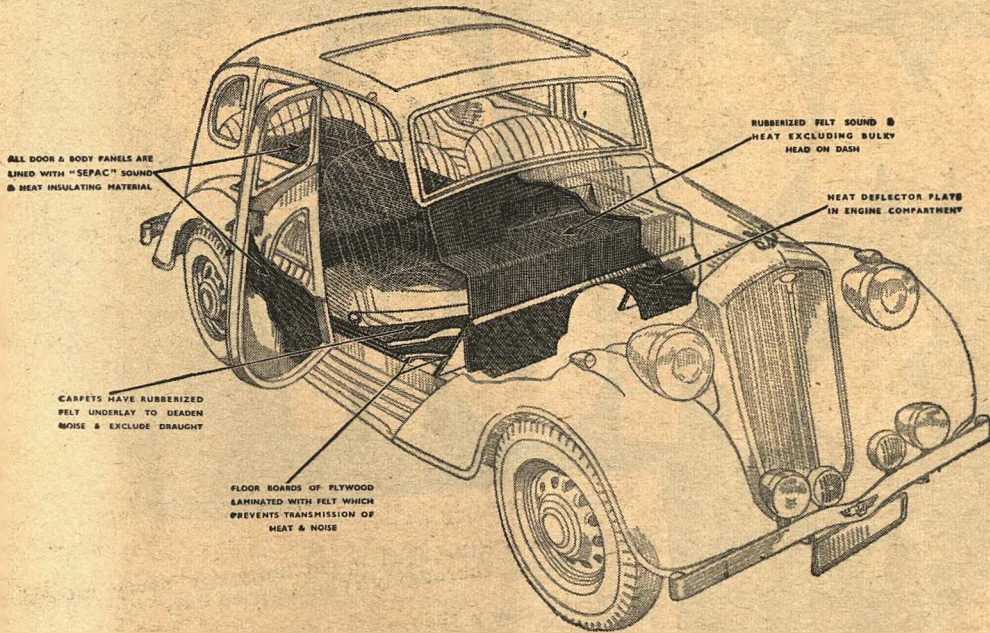
negligible; so make sure that the car battery is in good condition at the outset and is charged at intervals during the period of encampment if it exceeds two or three days.

Caravanning undoubtedly represents the most luxurious form of outdoor holiday; in fact, so advanced is the modern caravan that it can be described with justification as a home from home. A few years ago the choice of caravans suitable for being towed by a light car of moderate horse-power was limited. To-day, however, there is plenty of variety in both style and price.

For example, Angela Caravans, Ltd., market a model called the Popular at £90. It is designed to be towed



Really "sound" insulation



"Sound Insulation" is a phrase one hears quite frequently in connection with the modern type of car, but it's when one seeks for practical details that the silence is most noticeable. We cannot do better than show you in a straightforward diagram how thoroughly the interiors of Wolseley cars are insulated from the mechanisms. And when you remember that no engine odours can reach occupants and that a system of ventilation akin to air-conditioning keeps the atmosphere fresh and draughtless, you can understand how very pleasant it is to travel in a Wolseley through this fickle weather of ours.

Wolseley cars are fitted with Dunlop tyres, Triplex glass and Jackall hydraulic jacks.



WOLSELEY RANGE. 10/40 h.p. available as Saloon or Coupe. Price from £220 (*ex works*). Write also for fully illustrated literature describing the 12/48 h.p., 14/56 h.p. and 16 h.p., 21 h.p. and 25 h.p. models.

Wolseley Motors Ltd., Ward End, Birmingham, 8. London Distributors: Eustace Watkins Ltd., Berkeley St., W.1. Sole Exporters: M.I.E., Ltd., Cowley, Oxford, Eng.

"BUY A CAR MADE IN THE UNITED KINGDOM."

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★ 999 CARS
TO CHOOSE FROM
★ THE PICK OF
BRITAIN'S
USED CARS

ROYAL AGRICULTURAL

HALL - LONDON

OPEN 10 A.M.—10 P.M.

*April 24
to
May 8*

WHEN REPLYING to advertisements, mention "THE LIGHT CAR."

OUT INTO THE WIDE OPEN SPACES (Contd.)

by a car in the 7 h.p. class. For cars of 9 h.p. or 10 h.p. there are the Regal models, costing from £120. The makers of the Angela—and, indeed, the makers of other caravans—invite inspection at their works and offer attractive hire-purchase terms to those who do not wish to buy outright.

To give our readers some idea of caravan equipment, let us examine the £120 Angela, a 13-ft. model, which, for an extra £10, can be obtained with double-panelled instead of single-panelled walls. There are two full-width compartments with lantern roof, the division between the compartments giving a clear opening in daytime so that the whole of the interior is available as a living room. Ample provision for cooking and washing up is provided, whilst there are cupboards for crockery and a wardrobe with double-fold door for clothes. Roof lockers provide additional accommodation.

Safe Anchorage.

For day use there is a folding table extending down the central space, the beds forming comfortable, well-sprung seats. To maintain the caravan on an even keel, it is fitted with an improved brace-operated screw adjustable leg, whilst the tow bar is, of course, of modern construction conforming with the requirements of the law as to brakes. We must emphasize here that caravans towed by private cars do not, under the Motor Vehicles (Construction and Use) Regulations, 1937, due to come into force on May 31, have to be fitted with an identification card bearing the letter "T."

Where caravans are purchased without equipment, such as cups and saucers and so on, the omission can be made good in one fell swoop and in very compact form by purchasing a picnic set. The Stadium people market a wide range of such sets from the simple "tea for two" at 10s. 6d. to the elaborate and comprehensive tea and lunch for four at 95s. These sets are advantageous because they can be used at times other than those when the outing is taken with a caravan.

The more elaborate set has a washable Rexine lining within a strong wood case. There are two locks with safety catches, and cups, saucers, plates, beakers, knives, forks and the rest, for four. Non-fragile containers for jam, butter and so on are provided, the equipment being completed by one bread saw, chromium-plated butter knife and jam spoon, aluminium kettle with windproof stand, screw-on lid and spout cover, spirit stove and spirit container in leatherette

pouch, two large aluminium provision boxes with adjustable partitions, two milk flasks and salt and pepper sprinkler. The size of the case is 22½ ins. by 15½ ins. by 6 ins.

It may be mentioned that a welcome addition to the equipment of a caravan may be made by purchasing folding tables and chairs. James Grose, Ltd., make a speciality of these, the table, made of selected hard wood with three-ply top, costing 14s. 6d. and measuring 29 ins. by 23 ins. by 25 ins. high, and the stools costing 3s. 9d. each.

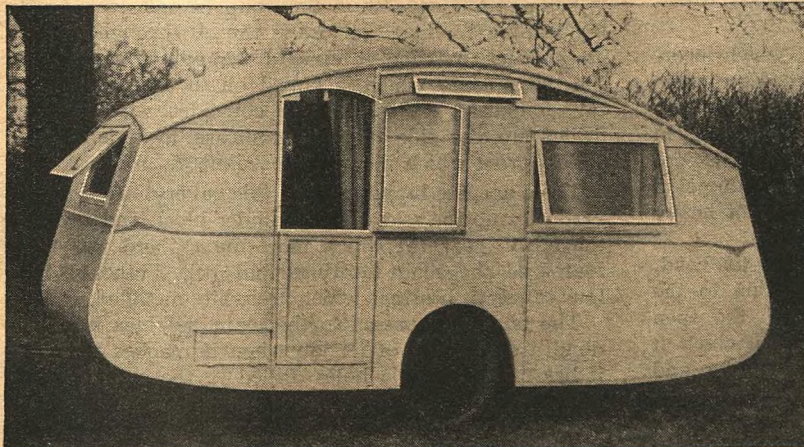
From the foregoing, it might appear that camping in the wide open spaces is an expensive undertaking, but this is merely because a point has been made of quoting a series of representative prices. If the pros and cons of the whole thing are gone into, it will readily be seen that, even allowing for the hire of a caravan, a holiday can be undertaken for a very modest figure.

One last word about camping sites. In various parts of the country these sites are now identified—Donington Hall, with its beautiful grounds, ideally suited to campers, is an example. For the rest, it will pay the man who is taking up camping seriously to join one of the camping or caravanning bodies so that as a member he will be entitled to receive details of camping sites in the areas he proposes to visit. Readers are also referred to a useful little publication called "The Caravan and Camp Site Annual" (6d., Open Air Publications, Ltd., 8, Exchange Street, Manchester, 2).

THE CAMPER'S READY GUIDE TO MAKERS AND THEIR EQUIPMENT.

THE following list is not exhaustive. It is intended as a guide to those who are keen on camping and who would like to obtain representative price lists and catalogues.

- Airlite Trailer Co., Ltd., Airlite Works, Clay Lane, Coventry. (Caravans.)
 Angela Caravans, Ltd., Friars Wash, Flamstead, near St. Albans, Herts. (Caravans.)
 J. Brockhouse and Co., Ltd., Hilltop, West Bromwich. (Trailers.)
 Camp and Sports Co-operators, Ltd., Gorst Road, London, N.W.10. (Camp equipment.)
 Condrup, Ltd., 73, Fore Street, London, E.C.2. (Primus stoves.)
 Diamond Motors, Upper Villiers Street, Wolverhampton. (Trailers.)
 Elmesan (London), Ltd., 66, Victoria Street, London, S.W.1. (Meta fuel.)
 A. W. Gamage, Ltd., Holborn, London, E.C. (Camp equipment.)
 James Grose, Ltd., 379-381, Euston Road, London, N.W.1. (Camp equipment.)
 Lamberts, Thetford. (Trailers.)
 London Caravan Co., Ltd., 18, Dering Street, London, W.1. (Distributors for caravans and trailers.)
 Marble Arch Motor Supplies, Ltd., 286-292, Camberwell Road, London, S.E.5. (Camp equipment.)
 Nutt Products, Ltd., 195, Oxford Street, London, W.1. (Hurricane pipe.)
 Raven Caravans, Ferry Works, Sumner Road, Thames Ditton, Surrey. (Caravans.)
 Rice Caravans, Ltd., Gargrave, Skipton, Yorks. (Caravans and trailers.)
 C. Shippam, Ltd., Chichester, Sussex. (Meat and fish pastes, potted meats, soups, sausages, tongues, etc.)
 John Smith and Co. (London E.), Ltd., 169, Shaftesbury Avenue, London, W.C.2. (Camp equipment.)
 Stadium, Ltd., 75-77, Paul Street, Great Eastern Street, London, E.C.2. (Picnic sets.)
 Thomson Caravans, Ltd., Carron, Falkirk. (Caravans for hire.)



Two full-width compartments, which may be thrown into one in the daytime, are a feature of this Angela caravan. Cupboards, a wardrobe and roof lockers provide storage space for crockery, clothing and so on. This model is known as the Regal.

Under the Microscope

The 1½-litre FRAZER-NASH-B.M.W.

Part II.—All About the Lubrication System and the Steps Taken to Prevent Oil Wastage

LAST week, the *raison d'être* of the 1½-litre Frazer-Nash-B.W.M. was discussed at some length, and it was pointed out that weight saving largely contributes to the very lively performance and high useful cruising speed. It was stressed that the manufacturers make no attempt to get the utmost power from the engine, but, rather, to build into it absolute reliability and long-wearing qualities, contenting themselves with a moderate maximum output that can be fully used on any and every occasion without fear of mechanical troubles following.

Let us now make a close scrutiny of this engine, which reflects great attention to detail and the use of high-grade materials and workmanship.

In general layout, the power unit is conventional; that is to say, the six cylinders are cast en bloc with the top half of the crankcase; the head, which contains the push-rod operated valves, is detachable, water cooling is employed and the crankshaft is carried in four bearings. The actual dimensions are 58 mm. and 94 mm., which makes the capacity 1,490 c.c. and the Treasury rating 12.51 h.p. (tax, £9 15s.). So far as the power output is concerned, no maximum figures are quoted, but the makers give a "maintained" h.p. figure of 34 for the standard 1½-litre engine and 40 for the sports edition.

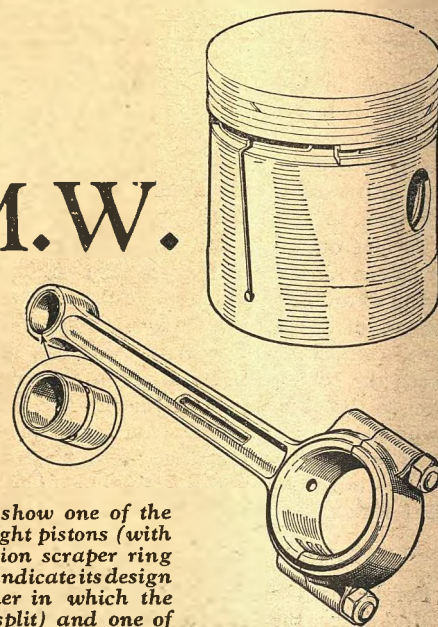
Engine Materials.

Because long life is intimately bound up with materials, that subject is worthy of a few words before passing on to deal with other details. The cylinder block, like the head, is cast in close grain seasoned grey iron, the crankshaft is a chrome-vanadium steel forging running in white metal bearings, and the connecting rods are stampings in heat-treated steel; at their little ends they have phosphor-bronze bushes, whilst white metal is cast into the big ends.

Aluminium alloy is used for the pistons, which incorporate a split skirt and a flat crown reinforced by tapering ribs which serve to transfer the heat rapidly from the crown; they are very light and the alloy used, in conjunction with the split-skirt design, makes exceptionally small clearances possible, thus eliminating slap when the engine is cold and helping to prevent heavy oil consumption.

The main line of defence against oil reaching the head, however, is a special scraper ring in addition to the two gas rings; it is of channel section with the open side pressing against the cylinder bore from which it collects surplus lubricant on each down stroke and returns it to the crankcase via a series of slots in its base and holes in the back of the ring groove.

That the system is efficient is proved by surprisingly



These sketches show one of the special lightweight pistons (with its channel-section scraper ring broken away to indicate its design and the manner in which the piston skirt is split) and one of the connecting rods; an interesting detail of the latter is the fashion in which the web is drilled so that lubricant reaches the little end under pressure. The little end bush is shown, enlarged, in the circle.

low oil consumption figures obtained with these cars, even after a high mileage. As an instance of this, we covered something over 800 miles during Easter last year in one of the original cars brought over by A.F.N., Ltd., and the oil needed to top up the sump at the end of this distance was approximately 1½ pints—and that car, starting life in the Round Germany 2,000 kiloms. high-speed event and the Alpine Trial, had covered something like 60,000 miles of very hard work without a rebore!

This article, however, is descriptive and not reminiscent, so let us pass on to the lubrication system itself. Obviously, to make results such as that quoted possible, it must be so arranged that no oil is wasted, but equally, it must supply an adequate quantity of lubricant to all surfaces in frictional contact or wear would be rapid and the oil consumption would follow suit.

The oil pump is of the normal gear type in which two meshed gear wheels rotate in a closely fitting casing, their teeth carrying the oil round with them, rather after the manner of the vanes of a mill wheel (except for the obvious difference that in the latter case it is the water which drives the wheel, whereas in an oil pump it is the externally driven wheel which drives the oil).

The pump is situated in the sump (a light steel pressing holding 7 pints) and draws the oil through a large gauze filter, passing it upward through a passage in the pump body which is bolted on to the top half of the crankcase. This passage coincides with another drilled up the side of the crankcase to a horizontal gallery from which the oil is distributed.

There are five branches from this gallery. One passes vertically up the rear of the cylinder block and supplies the o.h.v. gear (of which more anon), and the other four feed the main bearings and (via branches) the four camshaft bearings which are white metallised.

The oil which passes to the main bearings has only done a small part of its job when it reaches them for it has to pass on via holes drilled in the crankshaft to the big ends. Here again, it has by no means finished work. Some of it escapes and is flung on to the cylinder walls to make life easier for the pistons, whilst the rest

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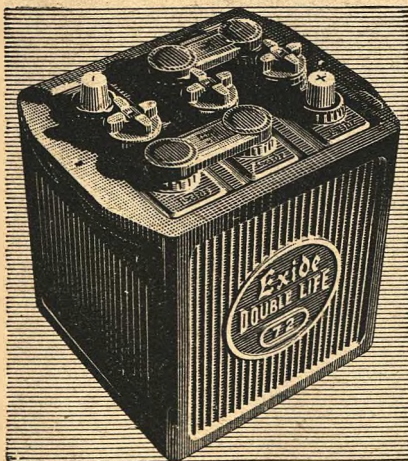


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THE FRAZER-NASH-B.M.W. UNDER THE MICROSCOPE (Contd.)

has the distinction, not enjoyed by the oil in most engines, of passing up the connecting rods via rifle-drilled passages in the webs to provide positive lubrication for the gudgeon pins. As a rule, oil mist from the crankcase is relied upon to do this job, but, obviously, it is better to have a positive supply.

So far as the o.h.v. gear is concerned, the oil passes up the rearmost rocker shaft pillar and along the shaft itself (which is hollow) to supply each rocker bearing via a suitably placed hole. The rocker ends are not lubricated directly, as there is sufficient oil mist in the valve chamber to supply their small requirements.

Needless to say, a pump of fairly large capacity is needed to supply all these parts and, as is usual, the normally uneconomic law of the supply exceeding demand is adopted. In other words, the pump is arranged to provide a pressure that is adequate in all circumstances and too great in some (when the oil is cold or the engine is revved hard, for example). The excess pressure under these conditions is disposed of by a conventional ball relief valve in which a return passage to the sump is normally blocked by a steel ball held in position by a spring; when the pressure reaches a predetermined figure, the spring is able to hold the ball on its seating no longer and the excess oil finds its own level in the sump.

Sending the oil where it is wanted is one thing. Preventing it getting where it is not wanted is another; and the latter is quite as important as the former if

a good oil consumption figure is to be maintained.

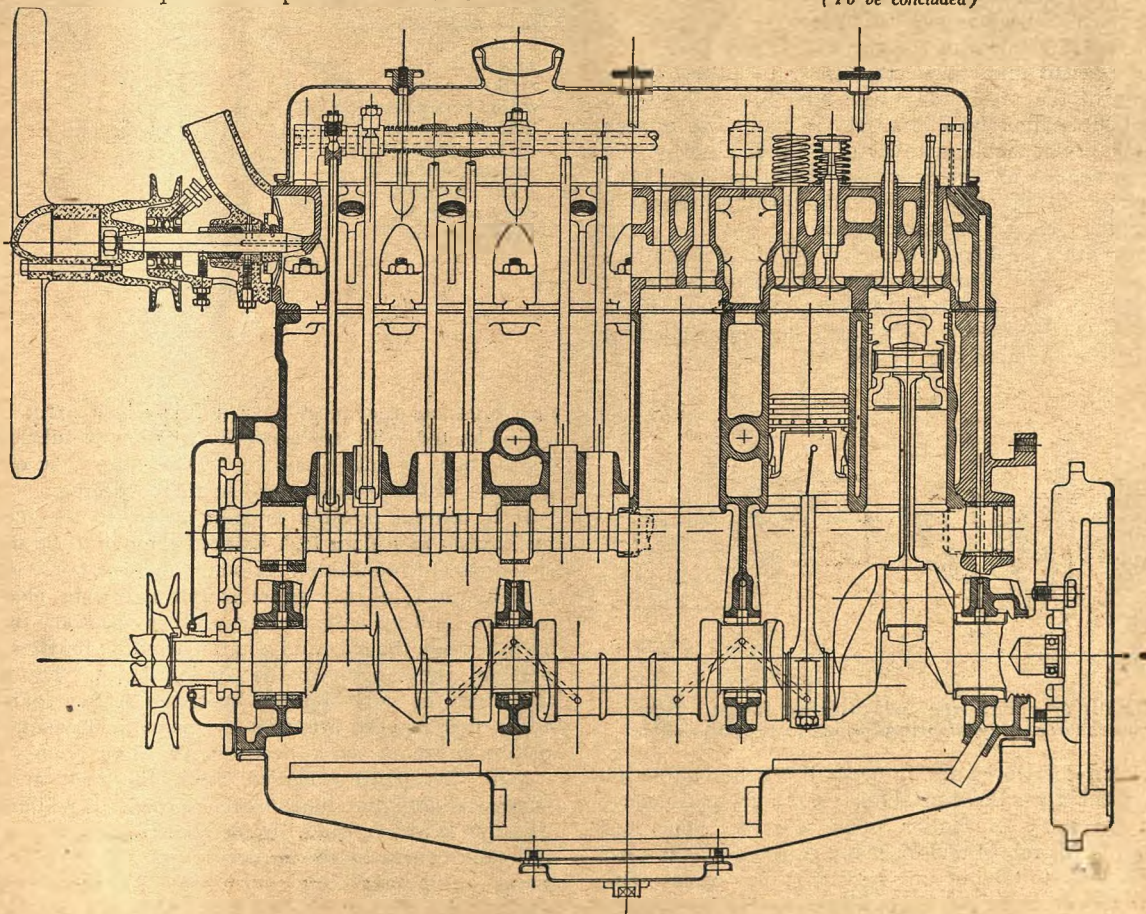
In the Frazer-Nash-B.M.W. engine there are seven points where external escape is possible, namely, the flange joints of the pressed steel valve cover, timing case and sump, the oil filler, the breather and the ends of the crankshaft.

Good workmanship and nicely fitting gaskets take care of the first three, the filler is covered by an oil-tight spring cap and the breather pipe (which leads down to below the under tray so that engine fumes shall not invade the body) is taken from the top of the valve cover where the oil content in the engine's "breath" is at a minimum.

As for the ends of the crankshaft, a flange-type oil thrower is employed at the rear. Any surplus oil from the main bearings which may be creeping along the shaft encounters this flange and is forced to its outer edge by centrifugal force; here the lubricant accumulates to the point when it can hold on no longer and is accordingly flung off on to the inner walls of the casing, where it drains back to the sump to do more useful work.

The flange is supplemented by a thread cut in the reverse direction to the rotation of the engine so that any oil draining down from the crankcase walls is wound back, as it were, on to the flange. At the front, a thread-type oil retainer is also used, but in this case the thread is cut on a bush fitted over the crankshaft.

(To be concluded)



SHOWN IN SECTION: This working drawing of the Frazer-Nash-B.M.W. engine reveals many of the interesting features of the design and will repay a careful study in conjunction with the description of the engine in the text. The layout of the valve gear, the design of the pistons and the arrangement of the camshaft and four-bearing crankshaft are amongst the points clearly shown.

PRACTICAL ASPECTS

BODYWORK MAINTENANCE

Lubrication and Adjustment of Door Locks, Window Winders and Other Details

by

“SHACKLEPIN”

THERE are many details relating to the bodywork of a car that benefit by attention from time to time. Doors that rattle, for instance, can almost invariably be made silent with very little difficulty. The wise owner will always see that the hinges are properly oiled, because, if they should work stiffly, not only is a strain thrown upon their mountings but, in addition, excessive wear will occur, and this in itself will be sufficient to cause rattling.

I am glad to note that the somewhat old-fashioned pin hinge is rapidly being displaced by the self-aligning ball type and by certain other specialized designs. Pin hinges are well enough if they can be properly lubricated, but few of them, in my experience, are ever provided with reasonable means for introducing oil. There have been types in which the pin was drilled and provided with a greasegun nipple; these, of course, were entirely satisfactory, but where one has to introduce penetrating oil around the joints of the two members forming the hinge, efficient lubrication can hardly be expected.

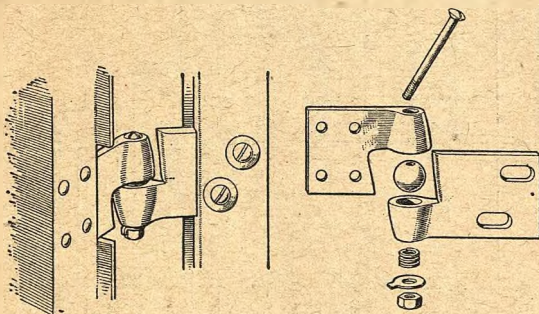
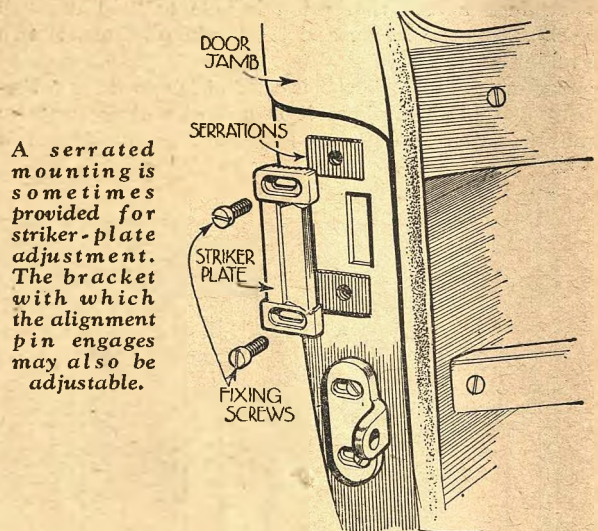
Some of the present-day ball type hinges have no special lubrication facilities, but the ball cups appear to retain a reasonable quantity of oil and, anyway, the bearing areas and the fact that the hinges are self-aligning—and in some cases self-adjusting—ensure a reasonably long life without rattle.

Even with a steel body, however, the hinge mountings can “give” a little in use and I recommend owners of new cars to try the hinge screws occasionally with a good sized screwdriver. They will find probably that half a turn or more can be given to the screws

Ease,” which is a whitish crayon-like compound, by no means readily wiped off, should be used.

On some locks the tongue is drilled vertically and through its contact face. A piece of felt is pressed into the holes and, when supplied with a spot or two of oil, acts as a wick, feeding just a slight film of oil over the tongue and plate.

Anti-rattle devices, such as rubber stops and tapered spring-loaded jaws, require attention from time to time. The rubber stops may wear or perish, and although they are generally adjustable, it is often a better plan to fit



Details of a ball-type self-aligning hinge. Note how the assembly is spring-loaded to prevent rattle.

Modern door locks are, in general, a considerable improvement upon those of a few years ago, particularly from the rattle prevention point of view. The lock mechanism is robust and on many cars the tongue plate is adjustable to take up any wear that may occur. One has to be rather careful about oiling door locks, because any excess lubricant is liable to be wiped off on to the clothing of those entering or leaving the car. For this reason one of the special dry lubricants, such as “Door-

new ones, as they cost only a few pence each. The spring-loaded jaws are generally fitted with lubrication wicks, but, if not, a rub of “Door-Ease” or of dry graphite will prove beneficial to their working.

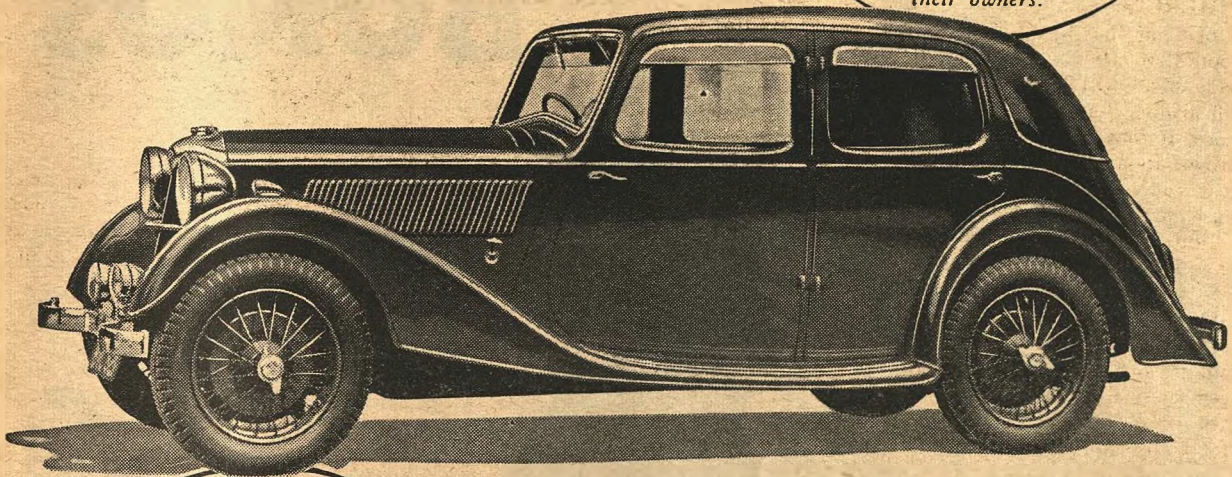
It is seldom possible to gain access to the interior mechanism of a door lock without removing the upholstered panel from inside the door. This is a fairly simple job, however, as the panel is not nailed in place or actually built up with the door. It is necessary first of all to remove the lock and window-winding handles and, possibly, the capping of the window ledge. The panel itself may be held in place by a few screws round its edge, or it may be attached by means of invisible key plates, engaging screw heads in the door frame.

With the panel removed, both the lock and the window-winding mechanism are exposed. It will be seen that the lock is of quite simple construction, but it will probably benefit by the application of a little oil or thin grease on its various moving parts. The same remarks apply to the window-winding mechanism, a part of which often consists of rollers moving in channel-section guides. A touch of graphite grease in the guides will provide a reasonably frictionless path for the rollers.

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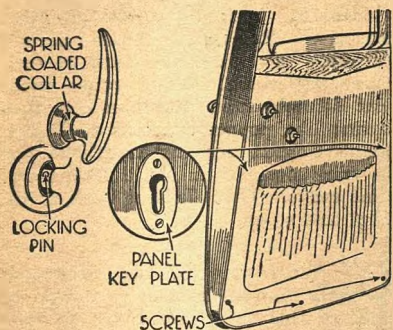
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PRACTICAL ASPECTS (Contd.)

If the window has shown signs of sticking or is working stiffly, it should be tested after the winding mechanism has been lubricated, because it is possible for the trouble to centre in the channels in which the glass itself slides. These are lined with a form of velvet, or some similar material, which sometimes has a slight tendency to swell. Free working can be achieved by



Method of attaching a door panel by means of key plates. A pin behind a spring-loaded collar secures the handle.

melting a little vaseline and painting it into the channel with a small brush. The material will absorb the vaseline and it requires no further treatment for a very long time.

It is probable that sliding roofs have not been used very much during the past winter, and that, therefore, a good deal of dirt will have collected in the grooves and guides. The roof should be opened fully so that these parts can be cleaned, and they should afterwards be lubricated with a touch of grease.

It might be well, during the body overhaul process, to give a little attention to the windscreen, as there is no doubt that its hinges will benefit from a spot of oil, if only to prevent them from rusting.

Screen wipers have had a fairly busy time in recent months, and there are no definite signs yet that their spell of activity is over. I suggest, therefore, that the blades be examined and discarded if the rubber shows

signs of perishing, as evidenced not only by actual examination, but also by wiping efficiency.

The hinges, or pivots, at the points where the arms are attached to their driving spindles should be lubricated, as any stiffness may prevent the wiper blades from making proper contact with the glass. In the case of wipers mounted at the top of the windscreen, care must be taken to use only a minimum of oil on the pivots, because, should the lubricant run downwards, it may find its way on to the blades which, when next used, will spread it over the glass and thereby make visibility very poor.

Bonnet Hinges.

If we may regard the bonnet as being part of the coachwork, I strongly advocate applying penetrating oil to its centre and side hinges. This will not only prevent rusting, but may also be the means of eliminating certain small creaking noises which are evident when the car is in motion.

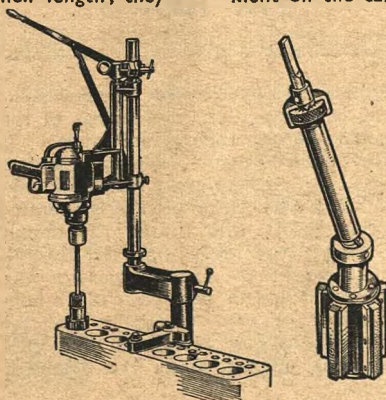
A touch of grease on the tape which is threaded through the bonnet support behind the radiator may also prove beneficial, and one should not overlook the bonnet clips, especially if these be of the spring-loaded variety. I have known bonnets to fly open simply because the clips, working stiffly owing to lack of lubricant, had failed to engage properly with their anchorages.

There is just sufficient space left to enable me to answer a question that I am frequently asked. It relates to the upkeep of fabric bodywork. There are very few modern cars finished in this manner, but fabric bodies were popular a few years ago and large numbers are still on the road.

The fabric tends to crack and the question that I am asked invariably takes the form of how to prevent the trouble extending. In my experience, the best plan is to anoint the fabric at fairly frequent intervals with linseed oil or with one of the proprietary oil-base cleaning compounds. If the fabric be black, a good quality shoe polish will keep it in good condition.

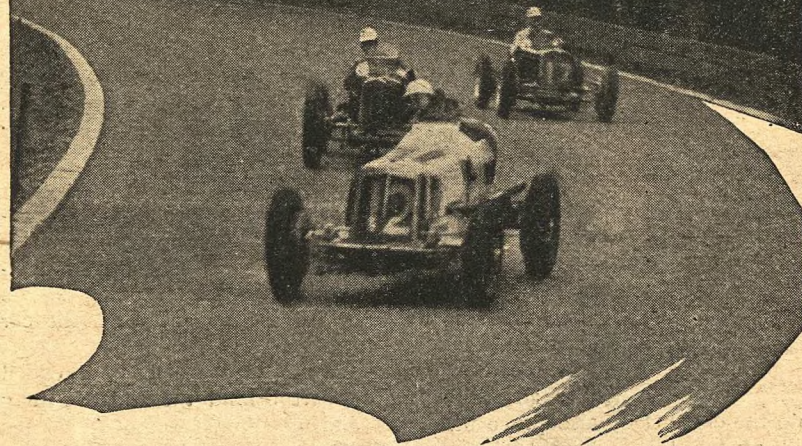
What it Means—26

THE cylinder bores of an engine must be perfectly circular and parallel throughout their length; they must also be as smooth as possible. For these reasons it is usual to do the initial boring with ordinary cutting tools and to produce the necessary final accuracy and smoothness by means of abrasives. This is not a universal practice, however, as some factories prefer to employ a special form of boring machine for the final operation. Various other finishing methods are also favoured. For reconditioning worn cylinders, normal factory methods cannot always be employed; this is especially the case when the work must be done without removing the engine from the chassis. In the honing process, which is frequently employed in such circumstances, the cutting medium consists of a series of carborundum slips set vertically around the



circumference of a carrier. A micrometer adjustment on the carrier sets the diameter at which the slips are to work and the complete assembly is driven electrically through the medium of a universal joint. The hone must, of course, be moved up and down the cylinder bore whilst it is revolving. The driving unit is, therefore carried by a "stroking stand" which is bolted to the face of the cylinder block. A long, spring-balanced lever, manually operated, provides the "stroking" motion. As the work proceeds it may be necessary to alter the micrometer setting of the hone, but a limit stop ensures that the cylinder bore is not enlarged beyond a pre-determined diameter. Honing may be done wet or dry and, by changing the slips, roughing and finishing cuts can be taken.

SPORTS JOTTINGS



Crystal Palace. The T.T. for Donington. Maserati Wins at Naples.

I. o. M. Entries

CRYSTAL PALACE. Devoted half an hour on Saturday to the process known as Mingling With The Crowd, ears aflap like any nosier than-thou Ogpu's. Somehow it wasn't as instructive as it ought to have been. Phlegmatic is the stock adjective to describe our island race, hardy or otherwise, and I don't intend to invent a new one for the Palace crowd—phlegmatic will do. * * *

Did they like it or didn't they? My nearest neighbours permitted their faces to open and emit some quite enthusiastic noises during the first furious laps of the final, but for the rest they showed about as much animation as Rodin's *Le Penseur*. Undoubtedly there was a feeling that the promoters' tame prophet had let his imagination run riot in foreshadowing 65 m.p.h. lap speeds. People don't really like to be told they will see something which in fact doesn't materialize; but on the whole I think that those who left the Palace as disappointed men and women—there may have been hundreds such, or perhaps thousands; don't ask me—did so because of the paucity of passing. With such short straights a would-be overtaking driver must have a very big margin of superiority in acceleration if he is to pop it over the man in front. * * *

For my part—let me get this off before any misconceptions, possibly with fatal results to the Blore, arise—I enjoyed pretty near every moment of Saturday afternoon, and see no reason why other possessors of keen intellects

shouldn't have done likewise. But then, who cares what I thought about it? I didn't even pay to go in. * * *

As to the future, there are naturally one or two points which clamour for mention. The jam at the turnstiles was just an unlucky accident, and we already have the R.R.C.'s promise that it won't happen again. Then perhaps something might be done to improve the loud speaker commentaries. One gained the impression that the Voices were often stuck for something to say, which is hardly surprising, as they

By The Blower

appeared to have a very meagre backing of information from points of the course outside their visual range. If the point-to-point telephone system was working properly there should surely have been no need of the motorcycle scouts who toured the circuit during the racing. Frankly, I think that except in dire emergencies any course should be kept clear of all non-combatants, even admitting that the motorcyclists did their job like little working models from the Highway Code.

Then, knowing the worst that can happen in the way of non-starters and retirements, it would be well to get some reserves in future.

And that, remembering George

A TENSE MOMENT in the final of the Coronation Trophy at the Crystal Palace. Raymond Mays (E.R.A., No. 17) and Pat Fairfield, the ultimate winner (E.R.A., No. 6), angle for an opening to pass Arthur Dobson (E.R.A., No. 12).

Bernard's "those who can, do, and those who can't, teach," will be the end of to-day's homily.

Harking back to spectator-enthusiasm, one little bunch of lads I noticed certainly did make the most of their three bobsworth. They would watch Pat Fairfield round Stadium Dip, then sprint like peppered stoats to Fisherman's Corner, arriving breathless just in time to see their No. 1 hero round that curve. Then flat-out back to the Dip, and so on. * * *

ON Wednesday of last week, not more than an hour or two after the staff of this sheet had hung up their eyeshades and snuffed out their cigar stubs for the night, and the Friday's issue had gone irrevocably to press, the R.A.C. announced that Mr. J. G. Shields's invitation to run the 1937 Tourist Trophy Race at Donington had been accepted. Of that fact, duly published in the public prints the following morning, clients will no doubt have taken notice. Thus, Britain's premier racing fixture comes to England for the first time since the No. 1 T.T. of 1905. The Isle of Man had it in '05, '06, '14 and '22; Ulster has had it from '28 to '36 inclusive. * * *

Mr. Shields, the owner of Donington, has gone to work right away on the extension which will add half a mile to the 2 miles 971 yards circuit. The new section of road elongates Starkey Straight beyond Starkey Corner, dips down the hillside beyond for a quarter-mile and doubles back uphill to the pits again. It will make Donington slightly faster. * * *

Other conditions of the R.A.C.'s acceptance were that additional entrances and improved parking facilities should be provided. We can do with them, too: if the existing gate record isn't quadrupled on September 4 I'll eat three gross of deerstalkers and like it. * * *

It would be idle to pretend that the Donington circuit, even after lengthening, can be a patch on Ards for a race of this character, but we have to be thankful for what we can get in these hard times. And then there is the very real consolation that tens of thousands of folk whose dearest ambition has been to see the T.T. will be able to do so for the first time this autumn. * * *

Phillips of the R.A.C. says the race will not necessarily be held at Donington in 1938—no promises made. The Isle of Man might have a proposition to make by next year, or Scarborough's plans may have materialized.

She can swim, but...



WHY SHELL SUITS THE MODERN ENGINE. All motor spirit consists of atoms of hydrogen and carbon. In ordinary petrol, these atoms take the form of long chains, in which formation they combine irregularly with the oxygen from the carburettor. This can produce rough running and "pinking" in the modern engine. Shell re-arranges these atoms into compact groups by the "re-forming" process. In this formation they combine evenly with the oxygen. Thus combustion is controlled and "pinking" prevented.

Nowadays it seems almost improper for a girl to go bathing in a dress like this. It's rather like putting ordinary petrol into a modern car—it works, but not to the best advantage.

Put Shell in, and you see at once how the "re-forming" process has made all the difference—it works, and how it works!

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IT'S no rare sight nowadays to see a trials organizer beating himself on the chest with one hand and sifting ashes through his hair (if it hasn't all fallen out from worry) with the other. It used to be said that you can't please everybody in this game. Nowadays the trouble is to avoid displeasing everybody.

An example which springs to mind is the M.G. club and their Abingdon Trial. Warned by the sad fate of North-West Londoners, whose efforts to cleanse the Augean stable of trialsland have been rewarded with a wholesale falling off in entries, the M.G. people decided to pursue a thoroughly conservative policy: no restrictions, low entry fees, six special novice awards in addition to all the usual pottery. That'd fetch 'em, the committeemen smirkingly assured each other.

It did nothing of the sort. In the past, Abingdon entries have been of the 120 order. This year they are down by roughly 50. Should never be surprised to hear that Frank Harris was turning his talents to mitten vending in the Congo.

Trouble is, of course, that the folk who were born with a high-tensile half-shaft in their mouths, and don't care how badly the machinery gets bent, simply decline to play if you give them an easy course. Whereas the other kind, poor but honest, refuse to increase their overdrafts by so much as a modest 7s. 6d. entry fee unless they can be reasonably sure of avoiding breakages.

See "Club Items" for full guide to the Abingdon, which takes place to-morrow.

THE Lancashire A.C., which made such an outstanding success last year of the first Blackpool Rally and Coachwork Competition, fetching a total of 222 entries, has now circulated the regs. for the 1937 event (June 4, 5 and 6). Eligible clubs are Lancs, J.C.C., Scottish Sporting, M.G. and North-West London. Details from and entries to the joint secretaries of the meeting, Messrs. J. H. Whittaker and F. Winfield, County Bank Chambers, Blackpool. The fees are £1 per car plus 10s. per car extra for teams.

It will be remembered that this rally is distinguished by, among other things, a particularly alluring awards list. Last year, I seem to remember, one competitor won a grandfather-clock of fine proportions. Anyway, the value of the prizes adds up to £500 this time. The general arrangements are much as before. Six starting points—Manchester, London, Bristol, Birmingham, Glasgow and Leeds. The road section is about 260 miles and includes a stop-and-restart test on a hill which is common to all itineraries. Apart from the obligation to converge on this test drivers can go their own sweet way from their starting controls

to Blackpool. Eliminating tests at Blackpool on Saturday, June 5.

There are seven classes—six of them the same as the R.A.C. Rally (up to 10 h.p. open and closed, 10 h.p. to 16 h.p. ditto, over 16 h.p. ditto) plus a separate category for blown cars of any power.

Maurice Toulmin, that amiable and sapient Lancashire lad, is clerk of the course.

THE following entries have been received for the Derby club's Coronation Day meeting at Donington:—

- Alfa-Romeos: I. Peters, C. E. C. Martin.
- Bugattis: C. L. Clark, C. Mervyn-White.
- E.R.A.s: I. F. Connell, Pat Fairfield.
- Ford Special: J. W. Stancer-Beaumont.
- J.A.P.: C. E. C. Martin.
- Maseratis: Mrs. Hall-Smith, T. P. Cholmondeley-Tapper.
- M.G.s: N. J. Else, M. Humphrey-Smith, J. N. C. Watson, H. L. Brooke, Miss K. Taylor, H. J. P. Williams, W. Eaplen, H. B. Prestwich, P. T. Gifford Nash, W. Hughes, J. Ashmores.
- Rileys: H. L. Brooke, T. C. Harrison, H. Cocker, H. A. Richards, P. Maclure, F. R. Gerard.
- Vauxhall: T. H. Plowman.
- Car not nominated: K. D. Evans.

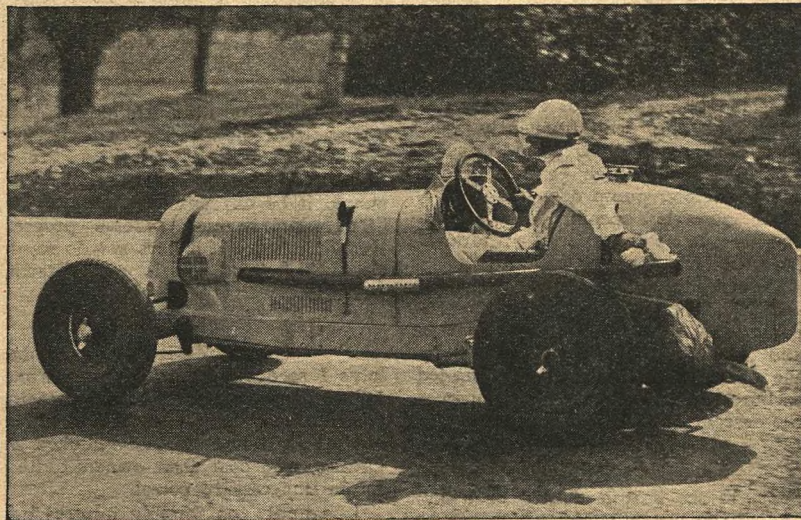
ENZO FERRARI has written Fred Craner indicating a strong probability that Ferraris will be represented in the Donington Grand Prix on October 2. Pintacuda is likely to drive one car and perhaps Farina the other.

IT is going to be interesting to see what sort of lap speeds the Campbell circuit is good for. Sir Malcolm told me at the ceremonial opening last week that he would put it at about 80 an hour.

WHAT is a Dixon Special? (See list of single-fee I.O.M. race entries below.) The definition Fred gave me was "a car that was originally a Riley but is now so much altered as to deserve the name no longer." Stand by for some pretty fantastic speeds when this one gets under way. Manx entries:—

- Alfa: P. F. Jucker (1,496).
 - Delage: B. Bira (1,486).
 - E.R.A.: A. C. Dobson, P. N. Whitehead and P. D. Walker, I. F. Connell, R. E. Tongue, Raymond Mays, Lord Howe, P. G. Fairfield (all 1,488).
 - Martin-J.A.P.: C. E. C. Martin (1,500).
 - M.G.: R. Parnell (1,486), W. Hughes (1,087).
 - Riley: P. Maclure (1,487).
 - Dixon Special: C. J. P. Dodson (1,486).
 - Maserati: J. du Puy (1,490), E. D. Graffenried (1,496), Hon. Peter Aitken (1,500), not nominated (1,500), R. Hanson (1,490).
- NOTE.—All cars are supercharged except Maclure's Riley.

ONLY the briefest reports of last Sunday's 1½-litre race at Naples have reached me at the time of going to press. From these one gathers that Trossi (works Maserati) won at jus under 50 m.p.h. from Bira (E.R.A.)



SINGLE-HANDED.—Dennis Scribbans (E.R.A.) drove 5½ laps in this fashion, supporting his exhaust pipe with one hand, at the Crystal Palace last Saturday.

MAJOR GARDNER has his Magnette pretty nearly all set for the proposed record-breaking attempts in Germany, but it is unlikely that he will go across until some time in June. Gardner and Eric Fernihough are making a joint trip of it; latter will try and improve on his own motorcycle speed record. The Magnette has been fitted with a roof.

ALL classes of B.A.R.C. membership are to be increased by one guinea as from January 1, 1938. This is to help meet the cost of the improvements to the track amenities generally instituted by the new proprietors.

Bjornstad (E.R.A.), Proserpi (Maserati, Scuderia Impero) and Bianco (works Maserati).

CONGRATULATIONS to Eric Fernihough and his Brough Superior motorcycle on regaining for Britain the world's motorcycle speed record—held by Germany these many years—with a speed of 169.786 m.p.h.

ENTRIES for the Cork race on May 22 include Bira (3-litre Maserati), Peters (2.5 Alfa), Arthur Dobson (1½-litre Riley and E.R.A.—second driver not named) and Sir Alistair McRobert (K3 Magnette).

Technical Aspects

CAUSES OF FUEL WASTE

Part II of a Series of Five Articles. Effects of Petrol Pump and Air Filter Neglect

By

L. Mantell

LAST week I detailed the reasons for a tendency to gradual enrichment which is frequent in most new engines during the running-in period, assuming an originally correct setting. Before leaving this aspect of fuel waste I would warn readers against two modern sources of mysterious extravagance which come under the above heading and which were unknown quantities in the cars of three or four years ago, namely, petrol pumps and air cleaners.

With the latest types of pump I have no quarrel but some of the earlier products—of which there are still many unsuspected sinners on the road—gave trouble through supplying fuel at pressures unsuitable to the carburetter fitted. It is quite easy for manufacturers to make their carburetters adaptable to almost any supply pressure, but if the float mechanism, set to average requirements, be subsequently subjected to pressures of 4 lb. and upwards flooding will frequently take place under such driving conditions as involve a fairly high engine speed—and, therefore, pump delivery—with a small throttle opening and consequently a low rate of petrol withdrawal from the float chamber.

Descending hills with the clutch in and the throttle closed provides probably the most severe combination and drivers are sometimes puzzled by the smell of neat petrol from pump-fed carburetters which often accompanies the descent of hills in this manner.

EXAMINATION of the float, to see if it is dented or leaky, and of the needle valve, which can be tested by tongue suction, frequently shows nothing, and an additional test with a gravity tank will often confirm that the seal is apparently perfect, but the mysterious smell persists nevertheless, to the utter bewilderment of the driver.

Too high a pressure is the cause, and it can have very costly effects if not corrected, because, not only when descending hills but at all times when the throttle is low in relation to the engine speed, the level, if not at the actual flooding point, is too high.

When this condition is suspected the best plan is to carry out a short run with a pint or quart gravity tank, and if the m.p.g. be temporarily restored, have the pressure tested and inquire from the carburetter makers if it is suitable to the instrument fitted, quoting at the same time the size, type, let-

ters and any figures which may be stamped on the float or needle valve. You will then be informed whether it is possible effectively to correct them to suit, or if the pump pressure must be lowered, in which case go to the nearest pump service station or write the makers for advice.

The next item on the list is the air cleaner. Other than through the employment of cleaners of ample size and, therefore, of cumbrous proportions this member should, I think, be constructed on lines which incorporate what the Americans call a "wet" filter, especially if the car is run in a dusty district or if the cleaner is placed within reach of dust whirls from the front wheels.

In order to filter adequately it is obvious that the filtering medium must retain the floating impurities. If it *does* do so it is logical to assume that should it be unprovided with a means of cleaning, it must become progressively choked. If it does *not* do so, on the other hand, it is not filtering properly.

TIMES without number have I seen and heard of cases where falling engine efficiency and increasing consumption have been blamed on everything but a partially choked air cleaner, and cost their owners quite a lot in unnecessary petrol.

I cannot too forcibly impress how essential it is that there shall either be absolute freedom for all air entering the carburetter, or, if the filter and, perhaps, some unavoidable cornering imposed upon the air current by its fittings, act as a slight but *known* resistance the value of that resistance must *not* be allowed to increase by permitting the medium to become even slightly clogged. It is perfectly easy to clean the average filter.

Lastly there is the case of the driver who wants some unrequired m.p.h. to be converted into m.p.g.

Most cars, as delivered, have their carburetters adjusted as nearly to the maximum output as is consistent with flexibility and a reasonable consumption, but, where high speeds are not needed, as in the case of vehicles which are used for town purposes and short local runs, there is—not always, but

generally—a little more economy to come by reducing the choke size, the main fuel output (as distinct from the idling supply) and by lowering the correction as much as possible.

The technical action of this is not difficult to understand:—As engines are at present designed there are always two conflicting conditions governing charge supply to be encountered. On the one hand, sufficient freedom of entry must be given to allow of an adequate volume of mixture being inspired with a minimum effort on the part of the engine, which means low induction velocity and vacuum. On the other hand, as our fuel charge must be disintegrated as fully as possible, mixed and air-borne from the carburetter to the cylinders without depositing en route, the reverse conditions of high velocity and high vacuum are required for this purpose.

THE art of carburetter adjustment, therefore, consists in establishing a suitable compromise between these two needs by finding a choke (which is the local air constricting factor) that will produce enough velocity to break up adequately the petrol from the spraying member mounted therein without reducing the volume too much.

The bigger the choke, the larger the jet and the higher the correction that will be needed to prevent the output weakening off too much at the bottom and becoming too rich at the top of the power curve. The bigger the choke and jet combination, up to a point, the higher will be the maximum output, but, the lower will be the m.p.g. at medium speeds because of insufficient disintegration and suspension, and of the necessity for higher "correction" to cope with this.

In a word, therefore, when you want to exchange a little maximum speed for better flexibility and medium-speed economy—that is if the carburetter is set for an approximately maximum power output—lower the choke size, and cut down the main fuel output proportionately, while at the same time reducing the correction as much as possible.

Obtain from the carburetter makers suitable reductions by informing them of the present sizes and what you wish to attain; they will advise you what alterations to make and very likely recommend an "economy setting" already determined by them for such needs as the above.

APRIL 30, 1937.

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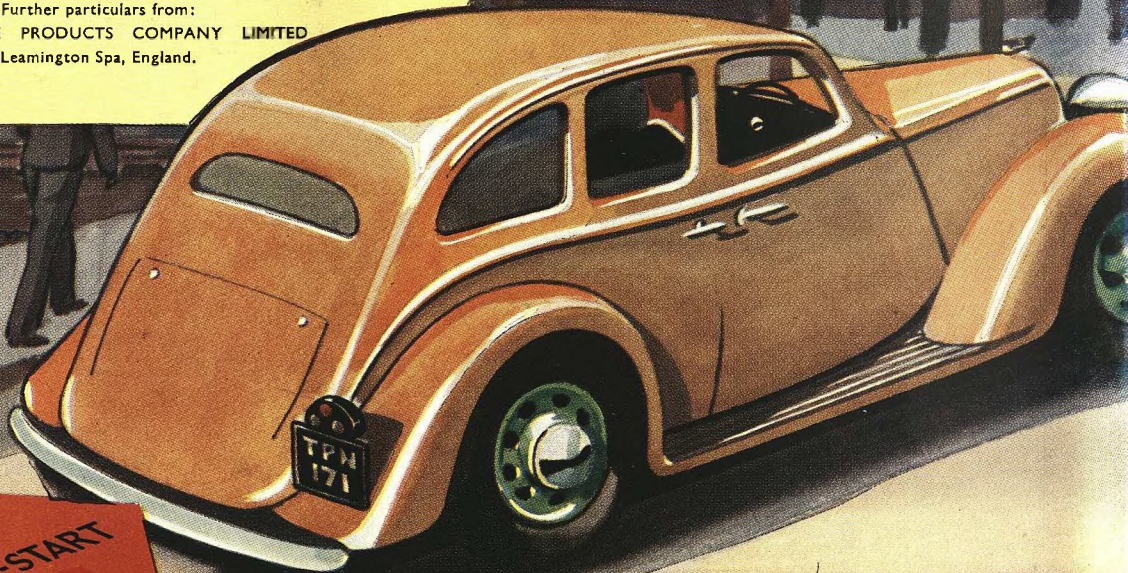
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AS "THE CYCLECAR," THIS JOURNAL WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER TWENTY-FOUR YEARS.

ONLY CARS WITH AN ENGINE CAPACITY NOT EXCEEDING 1,500 C.C. (1½ LITRES) ARE DEALT WITH IN DETAIL, THAT CAPACITY BEING RECOGNIZED AND ACCEPTED AS THE LIMITING FACTOR FOR A LIGHT CAR.

Coronation Plans.

IT is to be hoped that Coronation visitors who are arriving from all parts of the world in order to attend the great celebration will leave our shores not only with the firm conviction that our police are wonderful, but that the organizing ability of those in supreme command gives rise to even greater wonderment. John Citizen, both as a motorist and as a spectator, can do his bit towards an end which will not only impress our friends from overseas, but will help to ensure the success of the Coronation arrangements and the comfort of those who are determined to see the processions. We outlined plans that had been made and reproduced maps that had been prepared as a guide to those who wish to make the most use of their cars, whilst, at the same time, conforming with regulations that have been laid down. The maps are reproduced again in this issue. Points worth driving home are as follow:—No car may be used inside the Coronation Area on May 12 without a windscreen label, and any cars found in the streets within the area after 1 a.m. on that date may be removed by the police. Certain streets in Inner London will be closed to traffic from 9 p.m. to midnight on each day from May 12 to 17 inclusive—to enable free access to be gained by the public to the exhibition of floodlighting. Certain privileges will be extended to cars carrying special windscreen labels. These labels will be issued only for good and sufficient reasons by the Commissioner of Police of the Metropolis, New Scotland Yard, London, S.W.1.

Holiday Motoring.

WE have included in this issue not only Coronation aspects which we think will be of direct interest to our readers as motorists, but, also, the motif of the open-air holiday which rightly belongs to a Whitsuntide Number. In presenting the possibilities of camping, either by tent or caravan, however, we do not wish to do an injustice to the widespread activities of the hotel industry. Indeed, motorists themselves can take a great deal of credit for the establishment throughout the country of better and brighter hotels offering both cuisine and comfort far excelling that ever dreamed of before the

advent of the motorcar. For all that, we do extol the benefits of a holiday under canvas or by caravan, which offers amenities for enjoying the open-air life which unquestionably excel anything that hotel holiday-making has to offer. Camps may be pitched in the loveliest country of which these islands boast, and communing with Nature can become something much more than a mere cliché. One word of advice in conclusion. Arm yourself

with a list of camp sites and select only those that are approved. It is an essential condition that the camper should always be sure of his welcome—even in the apparently loneliest localities.

Road Racing.

LAST week there were two red-letter days in the history of motor racing in this country. On Tuesday, as already reported, the Brooklands Road Circuit was officially opened by that Grand Old Lady of British motor racing, Dame Ethel Locke-King, whilst on Thursday Lord Howe performed a similar ceremony at the Crystal Palace; the subsequent meeting at Sydenham is described in this issue. On reflection, it will be observed that this impetus to British road racing is the direct result of the effort on the part of the authorities to discountenance it since the Government has resolutely set its face against a form of sport which is not only encouraged by every other European country, but actually takes place on public roads within the confines of Great Britain and the Emerald Isle. Whether or not these circuits and the more firmly established course at Donington will enable us to appropriate some of the prestige which foreign countries enjoy to the full because they do not share our conservatism remains to be seen. We can only express the hope that this will be so. As we have pointed out on more than one occasion, the motor industry, which ranks as the third largest in this country, is still handicapped in foreign markets because of our inability to enter with enthusiasm into the sphere of road racing. Meantime it is interesting to note that the T.T.—one of our most classic road events—will take place in England, at Donington, instead of in Ireland over the Ards Circuit.

Topics of the Day



(Above) The "Saracen's Head," Southwell, which Charles I entered a King and left a prisoner of the Scottish Commissioners. (In oval) Nell Gwynne's monument in the beech woods of Tring Park. (Extreme right) Leicester Hospital, Warwick, where Sir Fulke Greville entertained James I.



This SCEPTER'D ISLE

The Pageantry and Drama
of Kings and Queens Still
Linger in Many an Unex-
pected Spot

—By Robin Hood—

IF you are shown a house with heavy oak beams, high gables and latticed windows, you naturally admire the richness of its architecture, but if you are told that Queen Elizabeth stayed there or that King James was entertained at a banquet beneath its roof, your interest is at once roused. This England of ours has many such links to show the tourist, and houses which have given shelter to kings and queens are sometimes to be found in the most unexpected places.

Few towns can rival Shrewsbury's time-honoured streets. Although vast changes have unfortunately taken place and many Tudor houses have been cleared away to make room for the more practical requirements of everyday life, the town still has much to show. Across English Bridge and up the steep Wyle Cop—one of the most characteristic bits of old Shrewsbury—is Henry VII's house, now a fishmonger's. Here, as Earl of Richmond, Henry spent one night on his way to Bosworth to fight the battle that made him King of England. In Dogpole is another house—Ye Olde House—of which Shrewsbury is proud, for Mary Tudor stayed there before she became Queen in 1556.

In the Chilterns is Ashridge, where Queen Elizabeth as Princess, was arrested by her sister, "Bloody Mary." As those who remember their history will recall, her

brother had given her this fine manor and she was, it is said, very proud of her possession. Then, in 1554, Thomas Wyatt headed the rebellion down in Kent that sent Lady Jane Grey to her doom and Elizabeth was suspected to have been connected in some way with the rising.

The officials sent to arrest her reached Ashridge at night, with the strict orders to take her to London, but Elizabeth was ill in bed. The commissioners, however, were not to be argued with, and insisted on entering the bedroom of the Princess and making her accompany them to London in the early morning, later to be transferred to Woodstock. Nothing could be proved against her and she was released, but not before she had been imprisoned in Woodstock manor house, long since disappeared, for 12 months.

In her later days, Queen Elizabeth, during a visit to Hampden House, remarked that she could not see the view from her windows owing to the trees. When she awoke in the morning, so the story runs, she found the trees had been removed, which goes to prove that snobbery amongst society was rife in the Tudor times. At least a dozen mansions in different parts of England, incidentally, lay claim to the same tale.

Warwick—storehouse of medieval buildings—is



12th MAY 1937

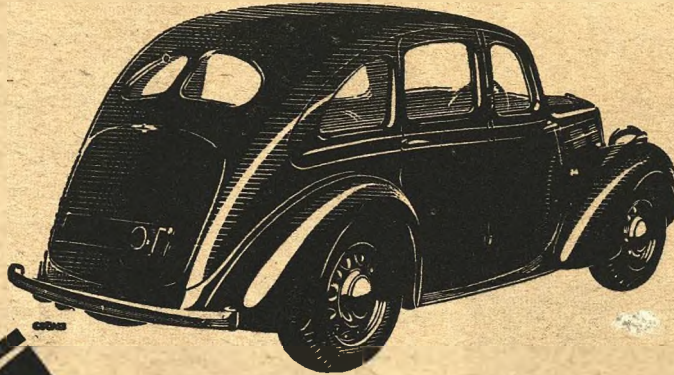
The Guards march . . . and the Empire pauses to cheer the King and Queen on their way to the throne. We join with Their Majesties' subjects all over the world in expressing our heartfelt loyalty to King George VI and to Queen Elizabeth on the most happy occasion of their coronation.

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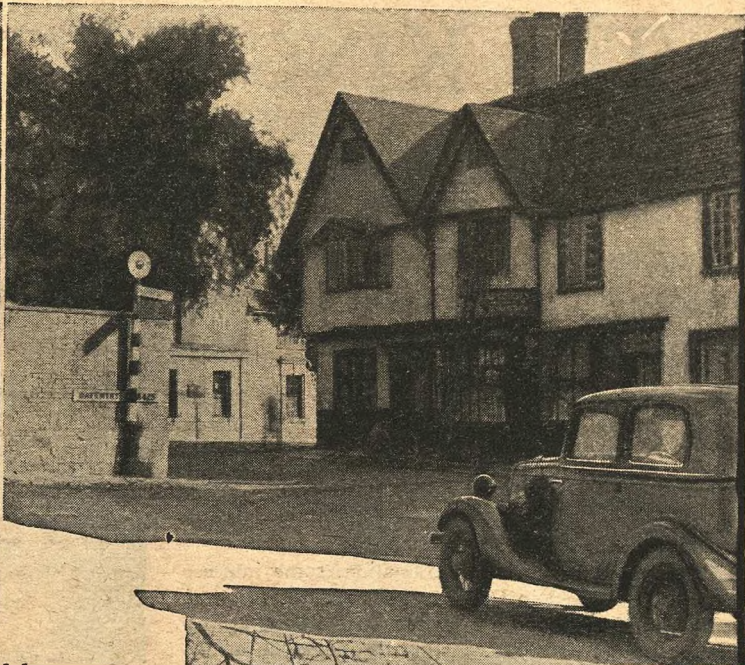
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(Above) In this house in Shrewsbury, now a fishmonger's shop, Henry Tudor, Earl of Richmond, spent a night before he fought the battle of Bosworth which made him King. (Top right) Another resting place before a battle—the house at Southam where Charles I stayed before Edgehill. (Right) Hampden House, which has a famous avenue said to have been hewn in a single night to please Queen Elizabeth.



famous for the Leycester Hospital, where James I was entertained by Sir Fulke Greville. The chair on which the King sat is pointed out and an inscription informs the visitor that "King James the First was right nobly entertained at a supper in this hall by the Honourable Sir Fulke Greville, Chancellor of the Exchequer, and one of his Majesty's most honourable Privy Council, upon the fourth day of September, Anno Dom. 1617. God Save the King."

In the centre of Southam, some miles south of Coventry, Charles I spent the night in a house which is now a chemist's shop, before the battle of Edgehill. The room where he slept has altered only in detail. That night was not the first visit which that unhappy monarch had paid to the town. King Charles had been there a year previously and noticed that the bells were not being rung in honour of his visit. It was a terribly bell-ringing age and anything like that could not possibly have been overlooked, so he fined the town. Has Southam tried to forget that episode? On the contrary, ask any Southam man of what he knows about his town and he will no doubt repeat the story, with a twinkle in his eye, that the town was once fined by a King!

A story about King Charles which is more dramatic concerns Southwell, in Nottinghamshire. Charles I had passed through its streets on two occasions before the Civil War broke out, and he came to Southwell again when all hope of victory was gone and the only problem to be solved was into whose hands he was going to place himself captive—the Scottish Commissioners or Parliament. Eventually, he invited the Scottish Commissioners to dine with him at the Saracen's Head inn and review the situation. They came, pretending to be surprised at the King's arrival, and acted as if they knew nothing of his decision to surrender. Afterwards Charles rode away with them a free man no longer.

After the Restoration, peaceful times followed and stories of Charles II and his Nell were the rage. In the midst of the beech woods of Tring Park, belonging to Lord Rothschild, where many paths meet, is a statue placed by King Charles II in memory of Nell Gwynne. The column is surmounted by the inevitable orange. The Merry Monarch is said to have stayed at Tring many times together with his mistress.

Burford, near Oxford, was also visited by the King on two occasions, notably in March, 1681, when the Oxford Parliament was held and the King, who was very keen on horse racing, had the Newmarket Royal Plate run at Burford, which, at that time, was in the heart of unenclosed downlands.

It is a far cry from those "good old days" to this mechanical age, but the history of the intervening reigns can still largely be traced in mellow stones and blackened timbers. This article has indicated just a few such links, but there are many, many more awaiting those who care to search them out in their wanderings in "this scepter'd isle."

The KING'S CHAMPION

A Visit to Scrivelsby Court, Seat of the Holder of a Romantic Office that Dates Back to the Days of William the Conqueror



The beautiful moated Scrivelsby Court, near Horncastle, home of Mr. F. S. Dymoke, the present King's Champion.

WITH the approach of the Coronation, some interest has been aroused in the somewhat archaic office of King's Champion, now held by Mr. F. S. Dymoke, of Scrivelsby Court, near Horncastle, who has been asked to attend the Coronation and bear the Standard of England.

Ever since William the Conqueror initiated the office and gave it, with the Scrivelsby estate, to his cousin, Robert Marmion, a Champion has been in residence at Scrivelsby Court. Each, in turn, attended the Coronation of every British monarch, up to that of George the Fourth, and challenged to mortal combat anyone who dared deny the right of the King or Queen to the Throne.

On hearing interesting accounts of the doings of the Champions and of the beauty of the countryside in which they lived, we were induced to run over to see the place. We forgathered at Boston, that Dutch-like town in the heart of the Lincolnshire Fenland, and, led by one who knew the district well we set forth on our pilgrimage.

Crossing the vast flat expanse, we made for Spilsby, which crowns a spur of the Lincolnshire Wolds, and is proud to be the birthplace of Sir John Franklin, the



"Tea Pot Hall," more roof than wall. This quaint cottage is on the estate of the King's Champion.

B38

intrepid Arctic explorer, whose bones lie in the frozen north. Thence by pleasant country lanes, we ran past Partney, which the venerable Dr. Johnson visited, and made our way through Sanshorpe to the Tennyson country.

Harrington's old English hall made a perfect picture, and we were reminded that Tennyson used it as the home of "Maud," where "the woodbine spices were wafted abroad and the musk of the rose was blown."

Then, in the lap of the Wolds, came Somersby, a veritable haven of peace, the home of the May Queen, and the birthplace of the great Victorian poet.

We called a halt to see the old rectory, its famous lawn, so often referred to in "In Memoriam," and the beautiful garden, which formed the subject of Tennyson's first poem. It was all very delightful and, when we entered its quaint old church, "where the kneeling Hamlet drained the Chalice of the Grapes of God," we felt indeed that we were on holy ground.

On leaving, we traversed "the bridge beneath the hazel tree," which spans the immortal "Brook," and, crossing the Wolds, with their extensive views westwards, we ran down into Horncastle, a town which has existed since the Romans established a camp there.

There we saw the house from which Tennyson wooed and won his bride, whilst a more morbid member of our party dragged us off to see the abode of the sinister Mr. Marwood, the notorious hangman. There is an ancient charm about Horncastle, and we left it, not without regret, to traverse the three miles to Scrivelsby.

As we neared it we were delighted with its wide-spreading parklands, across which the deer scampered, startled by the sound of a motor horn, and then we entered the village enshrouded in majestic woodlands, with a lion-guarded gate giving access to the park and the Court.

It was a scene that seemed to take us back to feudal times, as the grim old gateway, with a lion rampant on the top, frowned upon us. After seeking permission,

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- TERRAPLANE (40)
- TRIUMPH (50)
- VAUXHALL (40)
- WOLSELEY (50)

Numbers indicate correct summer grade.



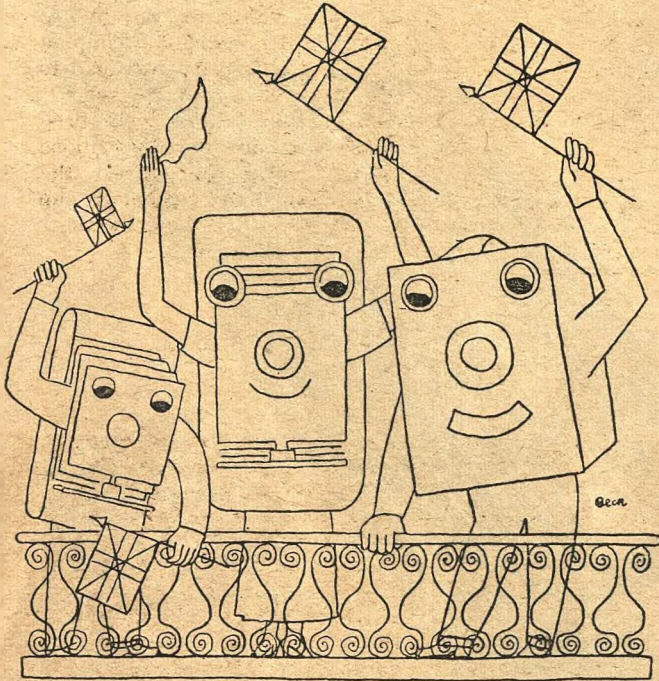
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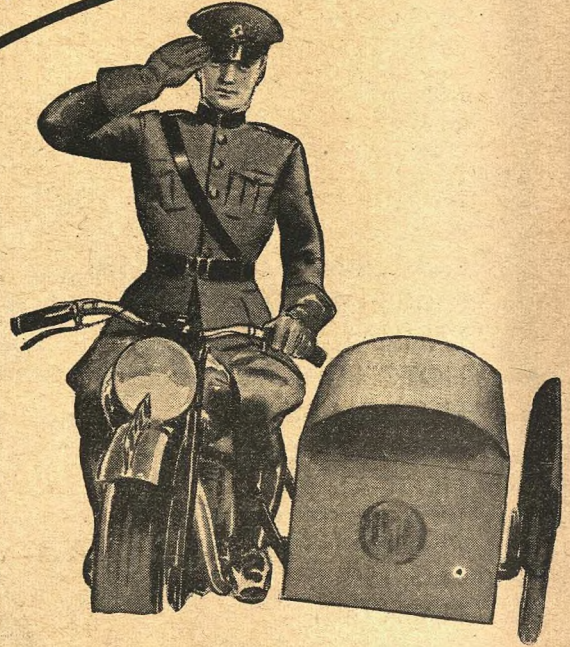
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Kejmer

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

 THE KING'S CHAMPION (Continued)

we passed through its portal, and had a good view of the moated Court, which contains several relics of past Champions, although a good many were destroyed by a devastating fire some years ago.

Seated on the old village stocks, which are preserved within the park, our mentor and guide gave us a vivid picture of the ceremony performed by the Champion in days of yore:—

Imagine yourself, he began, in Westminster Hall when the Coronation Banquet was in progress, a brilliant scene of pomp and circumstance, with the newly crowned monarch, and his nobles seated at the tables.

When the first course had been served, a fanfare of trumpets was heard, the great doors of the Hall were thrown open, in rode the Champion on a noble steed, richly caparisoned, and, making his way between the tables, he reached the Royal Table, and, in a loud voice, issued his challenge that—

“If any person of what degree soever, high or low, shall deny or gainsay our Sovereign to be right heir to the Imperial Crown of this United Kingdom, or that he ought not to enjoy the same, here is his (or

her) Champion, who saith that he lieth, and is a false traitor; being ready, in person, to combat with him, and in this quarrel will adventure his life against him.”

Having done this, he cast his gauntlet on the floor as a gage of battle, which brought vociferous cheers from the assembled guests. The King (or Queen) thereupon toasted the Champion in a golden cup of wine, and then handed the cup to the Champion, who, having drunk, made his obeisance and retired, taking the cup with him as a souvenir of the occasion.

It was a brave show, and it seems regrettable that it should have been discontinued, but when William the Fourth's Coronation was imminent the Whigs launched an economy stunt and deprived the Champion of his fees, so that the time-honoured pageantry had to be abandoned and it has never since been revived.

The office of Champion, however, has never been abolished, and Mr. Dymoke attended the Coronations of the last two monarchs, when he carried the Standard of England and received the customary cup as his rightful perquisite.

LINCOLNIAN.

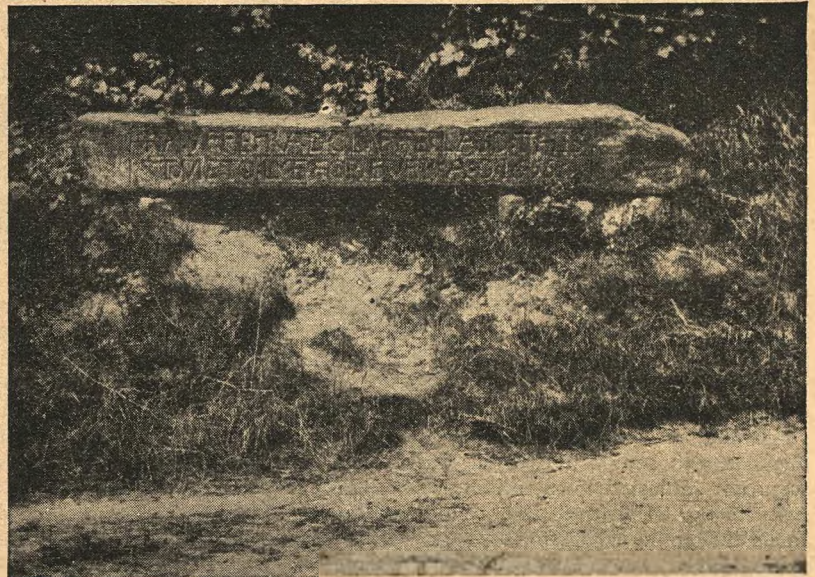
Tourists' Scrapbook

A MYSTERIOUS STONE

Legends of a Curious
Wayside Relic Which
was Laid “To Lye
for Ever”



(Right) The stone referred to below. It is to be found near Knowle Green and is in an excellent state of preservation in spite of being nearly 300 years old.



NEAR Knowle Green, in the Ribchester district of Roman associations, I came across an interesting stone lying at the roadside in Written Lane. It measures 10 ft. by 2 ft. by 15 ins., and incised hieroglyphics indicate that one—

“Rauffe Radcliffe laid this stone
to lye for ever A.D. 1655.”

How this stone came to be where it is, and why written thereon is such a remarkable inscription, might well be asked. Tradition attributes its origin to a farmer who intended it for his cattle to use as a “rubbing stone,” but because of the beasts making mysterious cries in the night he had it removed to its present site.

Another reason assigned is that it lay in the pantry of a farmhouse close by, and as anything placed on it

began to move about the stone was taken outside to where it now lies.

Yet another reason given is that at some time a murder was committed on the spot, and the stone was placed so as to appease the angry spirit of the victim, which used to frequent the place.

Whatever the history of this stone, the inscription is a very strange one and it is remarkable, too, that after 282 years the lettering and figuring are as good as ever; the sculptor of nearly three centuries ago must have cut out the 46 characters with unusual thoroughness.

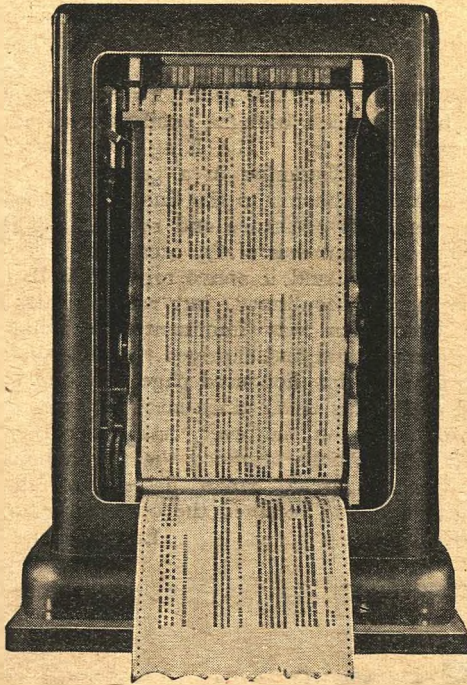
Possibly similar memorials of man's anxiety to leave his mark—not “on the sands of time,” but on stones scattered about the countryside—are in existence.

G.T.
B41

At the Austin Works—

MINUTES MEAN MONEY!

Controlling Costs in a Factory that
Produces 2,000 Cars per Week



A Centrallograph recorder which checks the operating time of the machine tools.

instance, a certain machining operation has been timed to occupy .8 of a minute it is necessary to know during normal production whether or not this time is being maintained.

At the Austin works they employ an uncanny apparatus known as a Centrallograph, which records by electrical impulses the movements of the particular machine to which it is connected. The recorders are housed in special rooms at the factory and are wired to the machines.

As each operation is completed an electrical impulse causes a hammer in the Centrallograph recording unit to imprint a short thin line on a strip of paper which is slowly moving through the recorder. If production be continuous the thin lines build up until, at a casual glance, they appear as black squares or oblongs.

From these lines an exact record of the various operations can be obtained and at any moment those in charge can discover whether or not a particular machine is using its allotted minutes profitably. Not every machine of the 6,000 installed in the works is, however, connected to a Centrallograph, as this is unnecessary.

Checking Supplies.

Apart from machining time, a precise check must be kept upon the supply of raw material, as a total of many thousands of minutes would be wasted if the supply to any section should fail. The multitudinous details are co-ordinated on the latest accounting and calculating machines which digest the figures for work done and materials used and tabulate the results at the rate of over 10,000 verdicts per minute.

The wages bill, which at the Austin works is over £80,000 per week, is machine tabulated and at any time those in charge can ascertain precisely how much every worker in the factory is due to receive. The calculation includes such variable quantities as piece rates, bonuses, overtime, and so on.

It has been mentioned that some 6,000 machine tools are in use. A special department has charge of them from the statistical point of view and for every machine there is a record of its cost price, present value, the job it is doing, the position in which it is installed in the factory, its condition, how much it has cost to maintain and a host of other important details. It takes only a few seconds for this department to ascertain what might be termed the life history of every one of those busy machines.

In producing a weekly total of some 2,000 cars the Austin Company consumes about 200,000 tons of material of various kinds per annum. In a week the factory will use 17,000 gallons of paint, 500 tons of sheet

THERE was a time when the expression mass production suggested a cheap and rather nasty article produced by sweated labour. Many people, not knowing the facts, are apt even to-day to believe that an article, whether it be as simple as a safety razor or as elaborate as a motorcar, must be lacking in some essential if it be produced in thousands by specialized machinery instead of in ones and twos by hand.

So far as motorcars are concerned, it is not too much to say that without mass production these vehicles would be almost as rare as the proverbial dead donkey; certainly there would be no traffic problems and, possibly, no Minister of Transport. As to why this should be so was clearly explained in a lecture a year or so ago by Mr. C. R. F. Engelbach, O.B.E., works director of the Austin Motor Co., Ltd.

He showed clearly by means of cost accounts that a single motorcar of normal type, built by a general engineer and provided that the drawings and designs were not subjected to alteration, would have a selling price to the trade of £1,232. If 100 similar cars were made their price would be £351 10s. each. By raising the output of cars to 200,000, however, the selling price becomes £135. Thus we see that without mass production even a small car would be entirely beyond the pocket of most of us.

In planning a production programme in a large factory, close attention must be given even to the very smallest details. At the Austin works, for instance, the working year is divided not into days or hours but into minutes. They call them "opportunity minutes" and there are 140,000 of them in the Austin year.

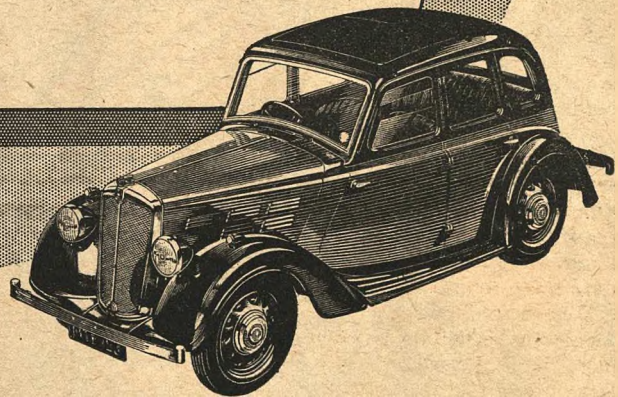
So closely are these precious minutes watched that the yearly budget has to take into account, so far as possible, such disturbances as Municipal or Parliamentary elections, which may mean the loss of well-nigh one-and-a-half million man-minutes by preventing overtime on polling day.

It is of little use budgeting for these minutes unless each one of them can be usefully employed. If, for

Specialisation has established Morris supremacy amongst new cars...



HENCE MORRIS
RECORD SALES



By the same
token a used
Morris is the
best used
car to buy

Take the Morris "Ten" as an example: Its appeal does not merely begin and end with Reliability. It has the unique advantage over all cars in its price category of being Specialisation-built. Additionally, its combination of features is without parallel — 4-speed gearbox, Lockheed brakes, Triplex all-round, 12-volt lighting, controlled ventilation, easy-clean wheels, are but a few examples. Many cars have *some* of these features but how many combine them *all* as the Morris "Ten" does?

The record number of people who buy Morris cars affords the answer to such a question. For many years Morris have been supreme and whether you buy a new or used Morris you share in the benefits which supremacy brings.

- TEN-FOUR SERIES II (Tax £7.10)**
 SALOON (Fixed Head) complete with 4-speed gearbox £172.10
 SALOON (Sliding Head) complete with 4-speed gearbox £182.10
 COUPE complete with 4-speed gearbox - £215
 Additional for Jackall System on all above models £5
All prices ex works

MORRIS

THE CAR WITH THE LOWEST UPKEEP COSTS



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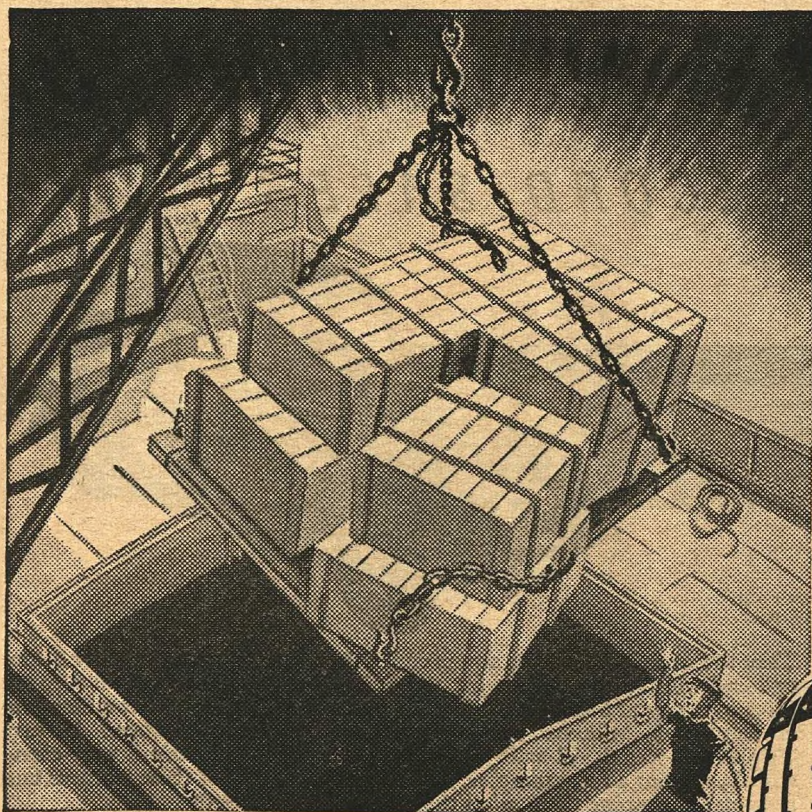
IF YOU DONT BUY MORRIS AT LEAST BUY A CAR MADE IN THE UNITED KINGDOM



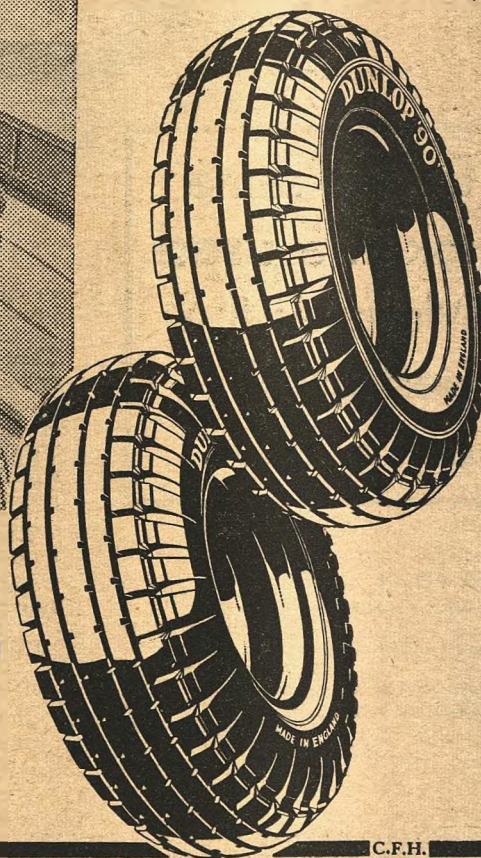
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YOU **CAN** TRUST
DUNLOP
The World's Master Tyres



MINUTES MEAN MONEY! (contd.)

steel, 120 miles of steel strip and nearly 4,000,000 screws and bolts. In addition, of course, there is an enormous quantity of steel and iron used, besides such widely varying materials as platinum and felt. In connection with weights of materials, it is interesting to record that an Austin Seven costs about 1s. 9d. per lb., whilst the Ten-Four comes out at about 1s. 9½d.

A time schedule applies to the foundry as well as to the machine shops, and the casting of cylinder blocks, heads and other parts is a continuous operation as the moulds are carried on slowly moving conveyors. To ensure high quality of the special grey iron, 12 tons of which are used hourly, the melting furnaces are equipped with automatic air-weighing instruments which deliver the exact amount of air necessary to give complete combustion of the fuel.

The latest methods are also employed in the drop-stamping shop, which is now being extended to accommodate 22 steam stamps, as it has become necessary to quadruple the output of stampings hitherto obtained. Every car produced, incidentally, incorporates over 200 drop-forged components. The press shop in which the bodies are made is also of most up-to-date type, six new

carrying anything up to 300 power units at a time. All of these very costly and elaborate arrangements are necessary to provide for a production rate of one finished car in less than 1½ minutes.

At this point it is desirable to correct a somewhat widespread fallacy. Many people believe that on mass production lines a car is literally built in, say, 1½ minutes. This, of course, is entirely wrong, as a moment's thought should show. The fact that the finished vehicles follow each other on the assembly lines in a ceaseless flow is no criterion of the actual building time.

Any one of the thousands of operations which must be performed to convert the raw material into the finished article may each take well over 1½ minutes. In however great a hurry the factory may be, it is impossible, for instance, to hasten the cooling of the molten iron from which the cylinders and so on are made. Similarly, certain materials, notably cast iron, must be machined slowly.

Working Conditions.

From these brief facts it will be seen that upon an individual total of all the times, a single car takes many hours and perhaps days to build. It is only because so many are being built simultaneously that the 1½-minute period becomes possible.

It might also seem to the uninitiated that the system of budgeting in "opportunity" minutes is a modernized form of the sweated labour for which Victorian industrialists appear to have been famous. Nothing could be farther from the truth.

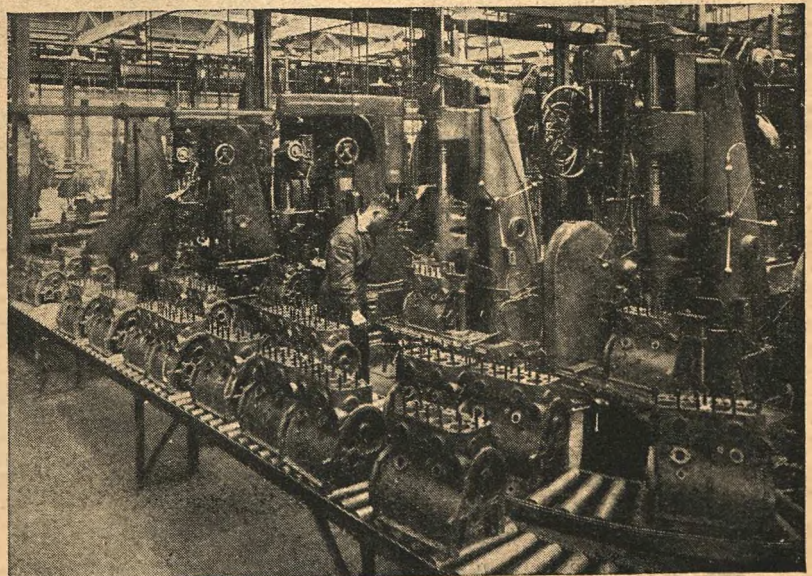
Nowadays, apart from anything that the various trade unions might have to say upon the matter, there is humanity in industry and employers take a deep interest in the well-being of their workers. Machine tools are almost entirely automatic, so that one man, without any great effort, can look after several in a section and find himself at the end of his working day with ample energy to enjoy his leisure.

Anyone who has a chance to inspect the rest rooms, canteens and recreation grounds of a modern works must at once be convinced that conditions nowadays are all that the most exacting could desire.



presses ranging up to 500 tons having been recently installed.

As all the parts take shape they must be moved to the assembly lines and here again amazing ingenuity is displayed in the arrangement of the conveyors to feed the four assembling tracks, which have a total length of 1,500 ft. The conveyor which brings engines from the erecting shop is almost a mile in length. It automatically delivers each type and power of engine to its appropriate chassis-assembling line and while in operation may be



(Right) The finishing operation on cylinder bores. When completed, the engines, protected by bags (above), take an aerial journey to the assembly lines.

CLUB ITEMS

and Sporting Events

ILFORD M.C. AND L.C.C.

On Sunday next, May 2, the club is supporting the Essex Group Trial organized by the Thames Side M.C.C. and open to motorcycles, three-wheelers and cars. Further details are obtainable from the trials secretary, Mr. B. C. Purse, 51, Latimer Road, Forest Gate, London, E.7.

MIDDLESEX COUNTY A.C.

The club's Efficiency Trial takes place to-morrow (Saturday), starting from the Spur Road (Edgware Tram Terminus), Cannons Park, the first man leaving at 2.30 p.m. Tea will be taken at the King's Arms Hotel, Berkhamsted. Hon. secretary, Capt. Wilfred J. Lendrum, 4, Creighton Avenue, Muswell Hill, London, N.10.

SCOTTISH JOWETT L.C.C.

The club's opening meeting of the season takes place on Sunday next, May 2, and will be held in the usual field at Chapelton Farm, West Kilbride, on the main road between Seamill and Ardrossan. Members will assemble between 2 p.m. and 5 p.m., and all Jowett owners are cordially invited.

Hon. secretary: Mr. A. Sibbald, 28, Ardshiel Road, Glasgow, S.W.1.

ROCHESTER, CHATHAM AND D. M.C.

Owing to the proximity of the S.E. Centre Team Trial on Sunday next, May 2, the club decided to postpone the Short Rose Bowl Trial which should have taken place on Sunday last. The club, incidentally, is assisting the organization of the team trial at the timed section at Matt's Hill Farm, Hartlip.

Hon. secretary, Mr. W. J. Wright, 54, Canterbury Street, Gillingham, Kent.

STANDARD C.C. (S.E. SECTION).

Entitled the "Stapleco Competition," an event is being held on Sunday next, May 2, in which competitors will be required to follow a route card at a set average speed and carry out various simple tests at stated points en route. Competitors will assemble for the start in the side road (S. F. Hertford) which turns off the Barnet Bypass one quarter of a mile north of the De Havilland Works at Hatfield, and the first car will leave at 2 p.m. Entries close this morning (Friday), the entry fee being 1s. 6d., which is payable at the start.

Hon. secretary, Mr. C. C. W. Burrage, Grand Buildings, Trafalgar Square, London, W.C.2.

SALE AND MET. VICKERS CLUBS.

The Sale and Metropolitan Vickers Motor Clubs are jointly holding a rally on Sunday next, May 2, starting from "The Wizard," Alderley Edge, at 2.30 p.m. The event is open to both motorcycles and cars, and the course, which will be about 40 miles in length, will include no rough stuff. A series of driving skill tests will be held, their nature having been devised so that, as far as possible, they will not favour any particular type of vehicle. Entries are at the rate of 1s., and will be taken at the start.

Further details are obtainable from Mr. J. Roscoe, hon. secretary, Sale Motor Club, 20, Lyndhurst Road, Stretford, Manchester.

STANDARD C.C. (MIDLAND SECTION).

The latest novelty to be evolved by Mrs. S. H. Richards, hon. secretary of the Midland Section, is a "Russian Spy Hunt," to be held to-morrow (Saturday), in which members are called upon to solve a baffling mystery.

The start will be at the Nag's Head Hotel, Hockley Heath, on the Birmingham-Stratford road, at 2.50 p.m., and the affair will finish at the Swan Hotel, South Yardley, where a dance will take place in the evening. The event is open to all sections of the Standard Club and any owner of a Standard resident in the Midlands. Further particulars are available from the hon. secretary, Mrs. S. H. Richards, 10, Kensington Road, Selly Park, Birmingham.

M.G.C.C. ABINGDON TRIAL.

An entry of 83 has been received for the Sixth Annual Abingdon Trial of the M.G. Car club, which this year will start from the Prince of Wales Hotel, Berkeley Road (14 miles southwest of Gloucester, on the Gloucester-Bristol road) at 11.30 a.m., and will finish, as usual, at the M.G. works at Abingdon. The morning hills are Tin Pan Alley (11.32 a.m.), only three-quarters of a mile from the start, Axe Hill (11.48 a.m.), Old Hollow (12.08 p.m.), and Hodgecombe (12.24 p.m.).

After returning to the Prince of Wales Hotel for lunch, competitors will be faced with Sandfords Hill (2.27 p.m.) and Ashmeads (2.58 p.m.). On the former there will be a special test, whilst, in addition, there will be two special tests at Witney Aerodrome (4.20 p.m.), where the club has been fortunate enough to obtain the use of a wide expanse of concrete. The actual nature of the tests is being kept secret until the start, but those on Witney Aerodrome can be relied upon to provide some excitement.

Hon. gen. secretary: Mr. F. L. M. Harris, 30, Holborn, London, E.C.1.

BURY JOWETT AND L.C.C.

A fixture list for the 1937 season is now available. Runs for this month are to Blackpool on Sunday, 2nd; to Fissington on Sunday, 9th; and to the Guides House on Sunday, 16th, and to Knott End on Sunday, 30th. Hon. secretary, Mr. S. Berry, 4, Myrtle Street, Bury, Lancs.

MIDLAND JOWETT and L.C.C.

A very successful year, both socially and financially, was reported at the annual dinner and general meeting held on April 21, at the Happy Hour Roadhouse, Bassett's Pole. The evening concluded with a dance. The first run of the 1937 season will take place on Sunday, May 23, and will be to Wenlock Edge. Hon. secretary: Mr. C. Paterson, 1,040, Chester Road, Erdington, Birmingham.

LAND'S END TRIAL RESULTS

The committee has decided that certain observations taken on Bluehills Mine No. 1 were a little harder on competitors than was intended, and these observations have accordingly been expunged. As a result, A. J. G. Bochaton (1,408 McEvoy Special), whose award was held over, is now granted a premier, whilst the following receive silver medals in place of bronze medals—E. N. Weight (1,292 M.G.), E. C. Haesendonck (939 M.G. s.), and G. M. Denton (2,226 Ford).

Secretary: Mr. J. A. Masters, Fulwood House, Fulwood Place, High Holborn, London, W.C.1.

FOREIGN TOURING CLUB.

Several members have already approached the club with the idea of getting into touch with companions for Continental tours, and the secretary will be glad to receive similar requests from readers of *The Light Car*. The summer programme is now nearing completion and details will be sent to anyone interested.

Members should make a note, incidentally, of the club's new meeting place, the Lyric Grill Club, 27, Shaftesbury Avenue, London, W.1, where a meeting will take place on Wednesday next, May 5.

Hon. organizing secretary: Mr. H. Stubbings, 6 Berkeley Mews, Portman Square, London, W.1.

STANDARD CLUB A.G.M.

Members from all parts of the country turned up for the annual general meeting of the Standard Car Owners' Club, which was held on Friday evening last, April 23, at the Recreation Pavilion of the Standard Motor Co., Ltd., at Canley, Coventry. Several of those present, incidentally, had taken the opportunity earlier in the day of making a tour of inspection of the greatly enlarged factory.

The accounts showed the club to be in a very healthy financial state, whilst increased membership was also recorded. A motion to introduce a special reduced subscription for members residing more than 50 miles from a section-centre was heavily defeated.

The election of officers then took place, and the following are the main officials for the coming season—President, Capt. J. P. Black; vice-presidents, Mr. C. C. W. Burrage, Mr. G. W. Olive, and Mrs. S. H. Richards; hon. treasurer, Mr. N. H. Dixon; hon. auditors, Thomson McLintock and Co.; hon. general secretary, Mr. B. Alan Hill, Chevy Chase, Gibbet Hill Road, Coventry.

FORTHCOMING EVENTS.

April 30.

Great West M.C. Anniversary Party. Ilkeston and D. M.C. and L.C.C. Social Evening.

May 1.

B.A.R.C. Brooklands Meeting (Starts 2.30 p.m.). M.G. Car Club. Abingdon Trial. C.S.M.A. (Southampton). Mystery Run and Dance. Lanarkshire M.C. Trial. Middlesex County A.C. Efficiency Trial. SS Car Club. Buxton Trial. Standard C.O.C. (Midland Section). Spy Hunt. Ulster A.C. Trial.

May 1-2.

Junior Car Club. Inter-Centre Rally. Leicestershire C.C. Trial.

May 2.

Berkhamsted M.C. and C.C. Working Party at Dancer's End. Blackpool M.C. and L.C.C. Route-finding Run. Bury Jowett and L.C.C. Run to Blackpool. Cawpra M.C. Run to Rammore Common. Coventry Triangle M.C. Run to Bady Woods. C.S.M.A. (Manchester). Run to Trough of Bowland. C.S.M.A. (Merseyside). Run to Beeston Castle. C.S.M.A. (Chatham). Run to Windsor Great Park. C.S.M.A. (S. London). Social Run. Gipsy M.C. Run to Cut Mill. Horsham and D. M.C. and L.C.C. Run to Layham's Farm. Hford M.C. and L.C.C. Support Essex Group Event. Maidstone and Mid-Kent M.C. Exhilarations. Metropolitan Vickers M.C. Rally with Sale Club. Ravensbury M.C.C. Support Centre Team Trial. Rochester, Chatham and D. M.C. Support S.E. Centre Team Trial. Rugby M.C. and L.C.C. Route Finding Contest. Sale and D. M.C. Rally with Metropolitan Vickers Club. Scottish Jowett L.C.C. Opening Meeting. Scottish Three-Wheeled C.C. Run to Biggar.

Standard C.O.C. (S.E. Section). Driving Tests. Stockport M.C. Run to Ingleton Falls. Taunton M.C. Traders Bowl Trial.

May 5

Foreign Touring Club, London Meeting.

May 8.*

Kent and Sussex L.C.C. Lewes Speed Trials.

May 8-9.

Nottingham M.C. Night Trial.

May 9.*

Berkhamsted M.C. and C.C. Hill-climb, Dancer's End. Chester M.C. May-Way Trial. Kentish Border C.C. Best Cup Trial. Talbot O.C. Chiltern Trial. Torbay and Tolnes M.C. May Car Trial. Yorkshire Sports C.C. Speed Trials, Wetherby Grange.

* Abbreviated List.

Week-end Sport and Results

HIGH speeds, considering the conditions, were reached in the flying quarter-mile events run on Saturday last by the Irish Motor Racing Club. Frank O'Boyle, in the 1½-litre Alta, which he drove last year at Limerick and in the Phoenix Park event, three times exceeded 100 m.p.h., his best run being at 101.12 m.p.h.; R. J. Gallagher, in the Ford-Bugatti called the U.S.R., clocked 92.3 m.p.h., and C. H. W. Manders, in the R-type Midget, which formerly belonged to Reggie Tongue, recorded 92.4 m.p.h.

The course was a straight but narrow and undulating road at Donabate, near Dublin, and very few of the drivers admitted that they were able to get their best speed. Manders undoubtedly had a lot of misfiring on his run up to the timed section, while O'Boyle's car was swerving in an alarming way, due to the front and rear wheels having been changed with the object of reducing the gear ratios slightly. When O'Boyle's worst swerve occurred, on his first run, he was travelling at about 130 m.p.h. and he immediately slowed. Thereafter he decided to be satisfied with more moderate speeds.

Twenty cars took part in the meeting, most of them being machines which are familiar in Irish road races. Motorcycle events also were run and for the first time for many years at an Irish meeting, the cars were a great deal faster than the motorcycles. The results, which were worked out on handicap, were as follow:—

Up to 1,100 c.c.—1, David Yule (952 Cox-

Morris-Yule), handicap 2.2 secs., net time 9.09 secs.; 2, C. H. W. Manders (746 M.G.), handicap 5 secs., net time 9.47 secs.; 3, A. G. Sutton (570 Fiat), handicap 8 secs., net time 10.19 secs. Winner's speed, 79.7 m.p.h. Fastest of class, Manders, 89.6 m.p.h.

Over 1,100 c.c.—1, Barry Mason (2,120 DeLage), handicap 5 secs., net time 7.91 secs.; 2, M. Burke (1,496 Alvis), handicap 3.5 secs., net time 8.17 secs.; 3, R. J. Gallagher (5,622 U.S.R.), handicap 1.2 secs., net time 8.54 secs. Winner's speed, 59.8 m.p.h. Fastest of class, F. O'Boyle (1,485 Alta), 100.1 m.p.h.

Unlimited c.c.—1, W. J. A. Blackburne (1,495 Aston Martin), handicap 2.2 secs., net time 8.66 secs.; 2, R. O. Whittton (3,622 Ford), handicap 3.2 secs., net time 9.04 secs.; 3, R. D. Cox (1,246 M.G.), handicap 3 secs., net time 9.09 secs. Winner's speed, 82.8 m.p.h. Fastest of class, F. O'Boyle (1,485 Alta), 100.2 m.p.h. In a final event for the four fastest cars and motorcycles, O'Boyle clocked 101.12 m.p.h.

THE KIRKCALDY TRIAL.

THERE was quite a tough fight between J. E. Playfair (Frazer-Nash-B.M.W.) and A. Dunn (Riley) for premier honours in the Kirkcaldy and D. M.C. trial last Saturday. Playfair clocked best time in each of the driving tests, but had one hill failure, while Dunn had a clean sheet throughout. The Riley man, therefore won the principal award, but it was later

APRIL 30, 1937.

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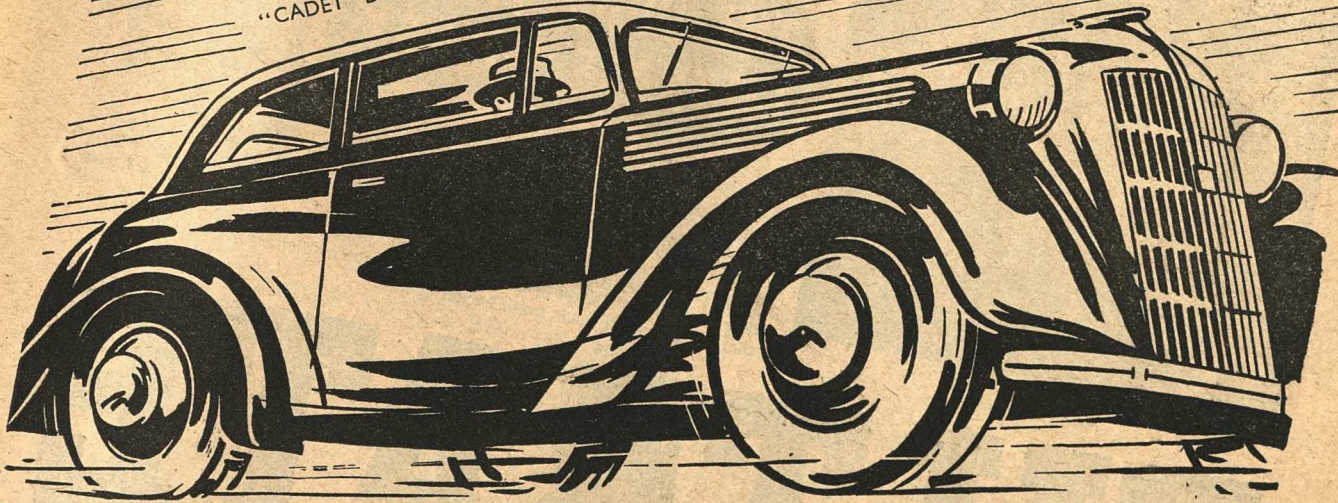
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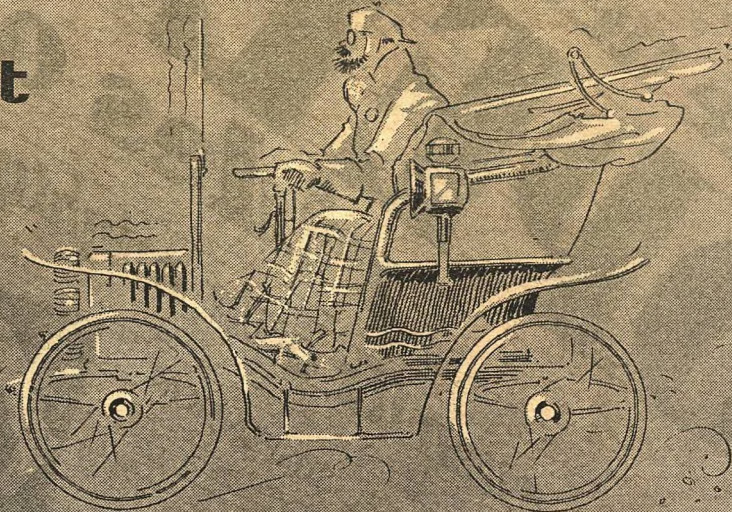
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CLUB ITEMS Contd.

found that J. H. Blyth (Austin) and I. G. Brown (M.G.) had also climbed everything, which made the whole finish closer than had been expected. Performances on Coach Roads incidentally, had to be ignored in the results, as not a single clean climb was registered on the first section.

Several young drivers were making the event the occasion of a try-out, and of these one might mention good performances by R. Rae (M.G.) and L. Bisset (M.G.). The organization throughout was of a very high standard, and with such excellent country available one would like to see even more ambitious events of the kind staged.

The chief provisional results are as follow:—**Cheershill Trophy** (best performance): A. Dunn (Riley).

First-class Awards: I. G. Brown (M.G.), J. H. Blyth (Austin). **Second-class Awards:** T. Lawson (Ford), L. Bisset (M.G.), J. E. Playfair (Frazer-Nash-B.M.W.).

SOUTHAMPTON C.C. TRIAL.

SUMMERLIKE weather favoured the trial held by the Southampton Car Club on Sunday last. The event started from Southampton, and the first hill, Chalk Pit, failed only three of the 12 starters, whilst the restarting test which followed gave trouble to a like number. Burroughs Field, on the other hand, brought the whole entry to a standstill, its muddy approach and grassy surface with three ridges proving very difficult. Amongst the better attempts were those of D. Kirkman (Avis) and Dr. Waters (Hillman Special). The latter competitor was also outstanding on Chestnuts Hill. The final obstacle was a brake test on a hard, gravel surface, where —. Ewins (Terraplane) put up the best performance.

According to the provisional results, the Strickland Cup for the best performance of the day goes to Dr. Waters.

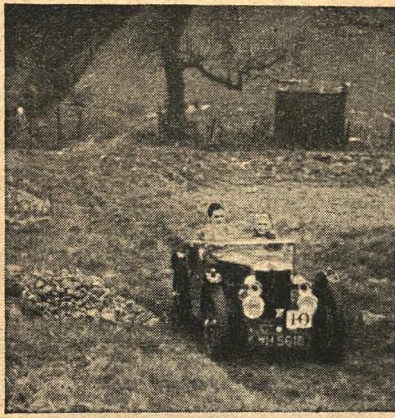
S.W. CENTRE J.C.C. TRIAL.

FORSAKING their home ground, the South-Western Centre of the J.C.C. chose the Petersfield area for their half-day trial on Saturday. Of the 49 entries, 41 actually started and, although the course apparently proved far more difficult than the organizers expected, only four competitors actually retired.

The start was at Bishop's Waltham, and Salt Hill, the first obstacle, proved perfectly straightforward, only two competitors failing. The next hill, however, was a very different proposition. Sometimes known as Steep and sometimes as Lythe Farm Left, it was in choice condition, and the two horses had an exceptionally strenuous time—as may be gathered from the fact that the first man arrived at approximately 3.20 p.m. and the last was not away until about 8 p.m.

Amongst the earlier entries F. L. Cox (M.G. Magnette) made a very confident climb and W. L. Jackson (Frazer-Nash) rushed up at speed but kept his motor well under control. For the first part of the entry, which included the two drivers just mentioned, there was a starting line at the foot of the hill but failures were so frequent that subsequent competitors were allowed an unlimited run of the hill, which, of course, gave them a distinct advantage. Even so, only two others were successful, these being M. W. Sheppard (T-type M.G.), who just managed to keep going, and T. L. Secombe (H.R.G.) who made a fast, furious but successful climb.

Several drivers had exciting moments on the corner near the foot, and more than one pair of front wheels came well off the ground. By far the best effort in this direction was on the part of E. J. Haesendonck (939 M.G. S.), who, after taking to the air, regained terra firma in the shape of the right-hand bank and immediately crossed the road to motor high up the left-hand bank, all of which he did with the



In the Kirkcaldy club trial—I. G. Brown (M.G.), one of the three, who finished with a clean sheet, on Burnside Hill.

greatest écart. The episode robbed him of much speed, however, and he failed higher up the hill. In a to-and-fro test on Oakshot Hill competitors had to be within 5 per cent. of the average time, and 23 succeeded. Actually, the standard time proved to be 48.5 secs. and Cox and Sheppard tied for the best time with 34 secs., whilst H. R. Winnicot (M.G.) took only 1 sec. longer.

Two further hills remained, Black Horse Hollow, which stopped 17 competitors, and Absters Hollow, which accounted for another 14. According to the provisional results, best performance went to the credit of T. L. Secombe (H.R.G.).

HORSHAM CLUB'S IMPROMPTU EVENT.

SEVEN cars took part in the mixed impromptu serial run off by the Horsham and D. M.C. and L.C.C. on Sunday last. The event was run as a conducted trial and flat mud sections were the first three obstacles, but caused little trouble. On the final section, known as "The Alps," the surface was of deep sand and consisted of a steep hill followed by an acute artificial S bend. This proved too much for all but F. E. Quick (Ford Eight saloon) who showed that it could be done. The provisional results are as follow:—**Guildford Cup:** F. E. Quick (Ford Eight). **Second-class Award:** J. Quick (Austin Seven).

CHESTER TRIAL RESULTS.

Car-award winners in the invitation trial held by the Chester M.C. on April 18 were as follow:—Best performance of the day, E. Damadian (Ford Ten); second best performance, T. Withington (Singer Nine); best car performance (other than cars winning on general classification), F. D. Gilson (M.G.).

NOMAD CLUB.

In our report of the Southern Counties Trial held jointly by the Club of Nomad Motorists and the Standard Car Owners Club, it was stated that Postman's Walk and Hognore hills failed the entire entry. This actually referred to the Standard C.O.C. entry, as H. C. Dryden (Triumph, S.), of the Nomad club, climbed the former and two Nomad competitors, N. J. N. Robinson (M.G. Magnette) and A. P. Squire (M.G. Midget), were successful on Hognore.

YORKSHIRE SPORTS C.C.

Speed trials are being held at Wetherby Grange, Wetherby, Yorkshire, on Sunday, May 9, starting at 2 p.m. The event is open by invitation to members of the M.G. Car Club, R.P.M. Motor Club, Lancashire and Cheshire C.C., Middlesbrough and D. M.C. and Berwick and D. M.C.

The course is half a mile in length, starting on the level on a concrete surface. An uphill section of about 350 yards of 1 in 21 follows, the gradient then lessening to 1 in 30 for an

other 300 yards, after which the course becomes level again. Two bends are included, one with a radius of about 50 yards, shortly after the start, and another with a radius of about 100 yards, some 350 yards from the start.

The following classes will be included:—**Sports Cars:** (1) Up to 1,000 c.c. unblown; (2) 1,000 c.c. blown and 1,500 c.c. unblown; (3) 1,500 c.c. blown and 3,000 c.c. unblown; (4) 3,000 c.c. blown and 5,000 c.c. unblown. **Racing Cars:** (5) 350 c.c. blown and 1,500 c.c. unblown; (6) 1,500 c.c. blown and 3,000 c.c. unblown; (7) over 1,500 c.c. blown and over 3,000 c.c. unblown, but in each case under 5,000 c.c.

Entries, at the normal rate of 5s. per car for members of the organizing club and 7s. 6d. otherwise, closed on Wednesday last, but entries at double fees will be accepted up to first post on Monday next, May 3.

Entry forms and full details are obtainable from the competition secretary, Mr. E. A. Denny, 2, Ancaster Road, Leeds, 6.

M.G. CAR CLUB.

The North-Eastern Centre is holding its annual Stuttgart Trophy Trial on Whit-Sunday, May 16, and there will be two classes, the first for sports cars, which will follow a route over moorland roads and so on, and the second, for ordinary touring cars, which will be held over main and second-class roads. Separate awards will be given in each class. Clubs invited are the Yorkshire Sports C.C., Lancashire A.C., Lancashire and Cheshire C.C., Singer C.C., and Ilkley and D. M.C. Copies of the regulations may be obtained from the hon. Centre secretary, Mr. W. K. Ison, Springfield, Gledhow Park Crescent, Leeds, 7.

RUGBY M.C. AND L.C.C.

The first round in the series for the President's Cup Competition will take place on Sunday next, May 2, starting from opposite Slays Garage, Dunchurch Road, Rugby, at 2.30 p.m. The event will be in the nature of a route-finding contest in which competitors have to cover a given route as near as possible to 20 m.p.h. with sealed speedometers. Entries are at the rate of 1s. and will be accepted up to 2.15 p.m. on the day of the contest.

Other events for this month are a run to Donington for the car meeting on Coronation Day (Wednesday May 12), and a scavenger hunt on Sunday, May 23.

Hon. secretary, Mr. J. H. Fella, 19 Poplar Grove, Rugby, Warwickshire.

CHESTER M.C.

The club's May-Way Trial, a restricted event open to members of all clubs in the Cheshire Centre A.C.U., is being held on Sunday, May 9. The trial is a long-distance affair over a course starting and finishing at Pinnington's Garage, Marford Hill, on the Chester-Wrexham Road, and the route will go as far as Dolgelly to include the Bwlch-y-Groes and Hirnant Passes, together with much going that will be used in the International Six Days. The average speed will be 24 m.p.h. and a stop-and-restart test and a brake test will be included. Awards will be on a percentage basis, the best 20 per cent. of the starters being given first-class awards and the next 20 per cent. second-class. For the best performance there is the Grosvenor Cup, presented by Lady Mary Grosvenor.

The entry fee is 3s. 6d. and further details are obtainable from the hon. secretary, Mr. W. E. Smith, 450, Borough Road, Birkenhead.

OSWESTRY AND D. M.C.

An innovation for future meetings at the Park Hall Track, Oswestry, is the admission of three-wheelers to the passenger events which have formerly been confined to sidecars. Next fixtures are on Coronation Day and Whit-Monday, and on each occasion there will be two passenger races which will be open to members of clubs affiliated to the Cheshire Centre A.C.U. The Park Hall circuit consists of a good tarred road and races are run over five laps, which gives a total distance of three miles. Copies of the regulations are obtainable on application to the secretary, Mr. J. L. Brayne, at the address given below. Entries for Coronation Day close on Thursday, May 6, and for Whit-Monday on Monday, May 10. Both meetings start at 12.30 p.m. and entrance is by the Ordance Gate in Whittington Road, Oswestry.

Hon. secretary Mr. J. L. Brayne, Green Bank, Liverpool Road, Oswestry.

READER'S 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".

M.G. Magna—An instruction book for the 1932 model.—S. Lancaster, 52, Brookland Road, Northampton.

Salmon—An instruction book for the 1930 Grand Prix two-seater model.—N. S. Lockyer, 145 Dartford Road, Dartford, Kent.

Riley Nine—An instruction book for the 1928 saloon.—J. C. Bate, 51, Butleigh Avenue, Pencisgel, Cardiff.

B.S.A. Scout—Readers' experiences with regard to the general performance of the coupe model.—A. G. Bainbridge, 339, Blandford Road, Hamworthy, Poole, Dorset.

Things to Come in Sport

SOUTHPORT M.R.C.

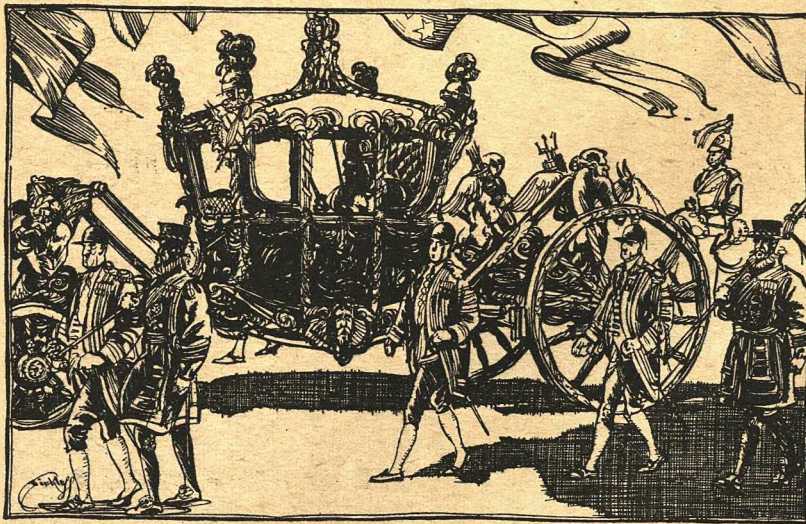
Regulations are now out for the sand race meeting that is to be held on Saturday, May 15, and copies are obtainable on application to the secretary. The principal car event is a 50-mile race with the Coronation Cup and £20 as first prize and proportionate awards for the runners-up. This competition will be run under a sealed handicap, allowances being allotted in accordance with information in the possession of the committee.

Secretary, Mr. M. D. Ball, 2, Post Office Avenue, Southport.

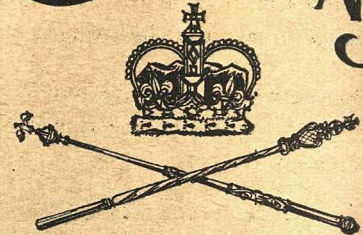
EDINBURGH TRIAL.

M.C.C. members are reminded that entries for the Edinburgh Trial on May 14-15 close on Monday next, May 3. Considerable alterations are taking place in the route this year, notably by the inclusion of two new hills north of the Border. At the moment, the exact identity of these hills is being kept secret, but it may be said that both are liable to cause considerable trouble in wet weather. With the inclusion of these two sections, the Lake District part of the route, together with Wrynose Knot Passes, will be omitted, thus shortening the total distance by something like 60 miles.

For the rest, Park Rash will retain its position and so will Summer Lodge, whilst there



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.

Alternative to Illuminated Beacons.

I see that the "illuminated Belisha beacon" problem is still in the air. May I make a suggestion? On the road from Nottingham to Mansfield, at the commencement of the Mansfield restricted area, the local authorities have just laid down traffic stop lines composed of studs, painted yellow, with small reflectors on the side of approaching traffic. Surely this idea could be utilized for pedestrian crossings; lights would pick up the reflectors quite easily.

C. HICKS.
Nuthall, Notts.

Grim Jestings at the Borough Offices?

A little over eight weeks ago I had my driving licence suspended for six months. Yesterday I received from the local authorities a reminder that my licence was due for renewal. Is one to suppose that the bureaucrats have so much time on their hands that they have some to spare for grim jesting, or is this just one more example of their all-round inefficiency? This, I may add, was the first time in ten years that any such reminder has been received.

I hope the funny fellows enjoyed the message of thanks for their thoughtfulness I sent them. However, if, sir, you would care to omit from the foot of this letter the name of the town from which I write they will be spared further humiliation.

IKE.

The Roar of Racing Cars CARRIES.

I can well believe Mr. Ralph H. West when he says that he recently heard the noise of racing at Donington, seven miles away. At Easter I myself quite distinctly heard Brooklands races in progress from the village at Clandon, at the foot of the hill leading up to Newlands Corner. On that occasion, if I remember rightly, there was very little wind blowing, and Clandon must be quite seven miles from the track.

How I envy racing enthusiasts who have permanent residence within range of a sound that is music to their ears . . . and by the same token how deeply I sympathize with unappreciative laymen living in the Brooklands locality to whom the roar of racing exhausts is doubtless anathema; although this latter class can at least console themselves with the thought that the monotonous aero-engine hum of a town like Derby is a great deal worse.

West Bromwich.
D. A. GARFIELD.

Charm of the Variable-tone Horn.

What is a "siren"? The new Ministry of Transport regulations will, 18 months hence, prohibit the use of sirens except on certain official vehicles. Is a siren specifically defined in the Order and, if so, is the definition wide enough to prevent the use by ordinary motorists of the once popular, though now almost extinct, "motor-driven horn"? If such should be the case I cannot help feeling that it is a pity.

The charm of the motor-driven horn was that it could be dreamed at will to give a polite and gentle growl to recall a dreaming road user to his surroundings, yet when needed it could send a high-power warning far down the road ahead.

The popular electric horn of the moment, with its uncontrollable, impatient, bad-tempered squawk is, I am convinced, responsible far more than people realize for the ill-feeling sometimes displayed between faster and slower moving classes of traffic.

DAVID H. M. SYMON.
Chorley Wood, Herts.

Roads as Playgrounds.

It is, admittedly, distressing that children in the poorer quarters of London and elsewhere should have nowhere but the roads in which to play. Motorists cannot always avoid using these roads and, with all the care in the world, they are compelled to run the risk of injuring a child. The games played vary, of course, with the season, but I used to regard cricket—as played with lamp-post wickets—as one of the more dangerous.

Lately, however, three new hazards have been introduced; one is roller-skate hockey, in which excitement and lack of skate control combine to make the players a very real danger to themselves and to motorists. The next hazard is the lamp-post maypole. In this game a length of rope is tied to the crossbar of a kerbside lamp. A child sits in a loop in the rope and swings itself round the pole; in doing so it projects well into the road and, as the action is very sudden, a passing motorist has little chance of avoiding a collision with the child.

The third hazard consists of a swing formed in a gap in pedestrian guard rails. It is quite as dangerous as the maypole, if not more so, especially when, as I saw happen recently, the rope breaks and the child is thrown several feet into the road.

It is probably beyond the power of police, parents or school

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1933 ROVER 10 h.p. Family Sun Roof Saloon..	£55	1935 SINGER 9 h.p. 4-seater	£110
1933 ARMSTRONG 12/6 h.p. Sun Roof Saloon ..	£59	1936 WOLSELEY Wasp 9 h.p. de Luxe Sun Roof Saloon	£115
1933 STANDARD 9 h.p. Sun Roof Saloon	£65	1936 HILLMAN Minx 10 h.p. Sun Roof Saloon ..	£119
1932 HILLMAN Minx 10 h.p. Aero 4-seater	£69	1934 LANCHESTER 10 h.p. Sports Sun Roof Saloon	£119
1934 AUSTIN 10 h.p. 2-seater	£75	1934 ROVER 10 h.p. Sun Roof Saloon	£119
1935 MORRIS 8 h.p. 4-seater Tourer	£75	1936 MORRIS 10 h.p. Series II Sun Roof Saloon ..	£119
1934 HILLMAN Minx 10 h.p. Sun Roof Saloon ..	£79	1934 HUMBER Vogue 12 h.p. Sun Roof Saloon ..	£129
1933 ROVER 10 Special Sun Roof Saloon	£79	1935 SINGER 11 h.p. Sun Roof Saloon, fluid drive ..	£129
1935 MORRIS 8 h.p. Sun Roof Saloon	£84	1936 HILLMAN Minx 10 h.p. Sun Roof Saloon ..	£123
1936 FORD 8 h.p. Tudor Sun Roof Saloon (leather upholstery)	£85	1935 SS II 12 h.p. Sun Roof Saloon	£139
1934 WOLSELEY Hornet 12 h.p. Sun Roof Saloon	£89	1935 TRIUMPH Gloria 10 h.p. Sun Roof Saloon ..	£139
1934 CROSSLEY 10 h.p. Sun Roof Saloon	£89	1935 B.S.A. 12 h.p. Sun Roof de Luxe Saloon ..	£149
1935 FORD 10 h.p. Fordor Sun Roof Saloon (leather up.)	£89	1935 ARMSTRONG 12 h.p. Sun Roof Saloon	£149
1933 LANCHESTER 10 h.p. Sun Roof Saloon ..	£89	1935 ROVER 10 h.p. Sun Roof Saloon	£149
1935 AUSTIN 10 h.p. 2-seater	£95	1937 STANDARD Flying 10 Sun Roof Saloon	£155
1934 B.S.A. 10 h.p. Sun Roof Saloon	£95	1935 ROVER 12 h.p. Sun Roof Saloon	£159
1935 MORRIS 10/6 Sun Roof Saloon	£95	1936 RILEY 9 h.p. Merlin Sun Roof Saloon	£189
1935 HILLMAN Minx 10 h.p. Saloon	£95	1935 LAGONDA Rapier 10 h.p. Sun Roof Saloon ..	£189
1936 FORD 10 h.p. Tudor Saloon	£95	1936 CROSSLEY 10 h.p. Regis Sun Roof Saloon ..	£195
1933 RILEY 9 h.p. Monaco Sun Roof Saloon ..	£95	1936 ROVER 12 h.p. Sports Sun Roof Saloon	£229
1936 STANDARD 9 h.p. Sun Roof Saloon	£105	1936 RILEY 1½ litre 12 h.p. Kestrel Sun Roof Saloon ..	£229
		1937 RILEY 1½ litre Kestrel Sprite Sun Roof Saloon ..	£348

Exchanges

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B51

HILLMAN MINX

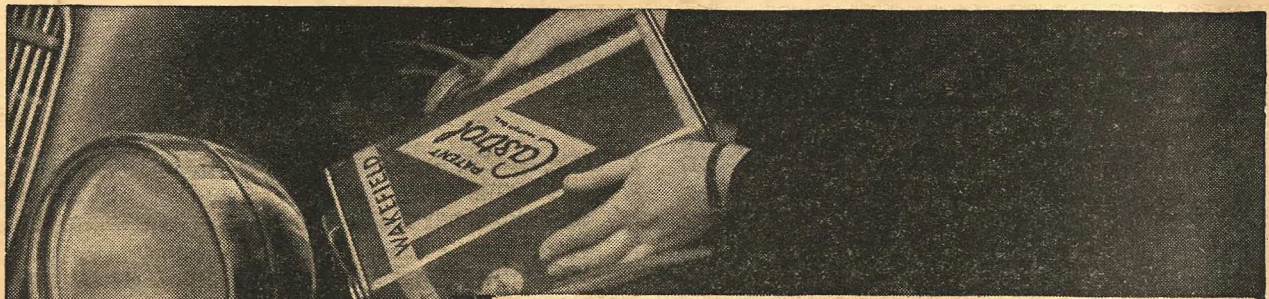
Economy drive

UNDER R.A.C.
OBSERVATION



LESS THAN $\frac{3^d}{4}$ PER MILE

for PETROL, OIL and all running costs



To demonstrate the extremely low running cost of the Hillman Minx, a standard saloon was handed over, licensed and insured to two lady drivers with instructions to proceed just as far as *fifty shillings* would take them.

Over a pre-planned route through the South of England, Devon, Cornwall, Wales and the Lake District, negotiating such formidable hills as Countisbury and Kirkstone Pass, they covered 1,082 miles!

**FOR
LONG-RANGE
ECONOMY
THEY
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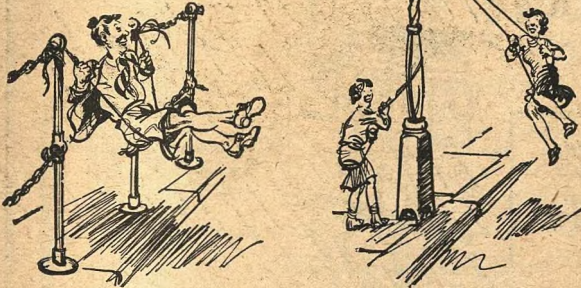
C. C. WAKEFIELD & CO. LTD., All-British Firm, Wakefield House, Cheapside, London, E.C.2

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

READERS' OPINIONS Contd.

teachers to stop these dangerous juvenile amusements; therefore, it behoves all motorists to be extra careful when driving along roads in which children are at play. Even where playgrounds are available, children still seem to prefer the roads.
 London, E.17. CAREFUL.

Watch out, says "Careful," for children playing these doubtless very diverting but nevertheless dangerous street games. We second that.



The Budget: A Disappointment to the Dailies.

All motorists must have been pleased and possibly surprised to learn, last week, that there were to be no Budget increases in motoring taxation. I cannot help feeling, however, that the news must have come as something of a disappointment to more than one of our daily papers. For some time previously these journals predicted increases in the petrol tax, the horse-power tax or both. They also predicted other taxes unconnected with motoring, but not, I thought, in quite the same "hopeful" manner.

No Fresh Motor Taxation.

Why this singular motoring prejudice? Admittedly, it is less obvious now than a few years ago, but it is still fostered in certain quarters of Fleet Street. Without motor transport, however, how would these great journals be hurried to their destinations—and that they are hurried nobody who has ever seen newspaper vans racing through London will doubt. I recently wrote a letter of protest against this senseless anti-motoring attitude to the Editor of a well-known London evening paper but I need hardly say that it wasn't published, nor did I receive a reply.
 London, E.C.1. R.B.E.

The Double-acting Vacuumatic Pennant Oscillator.

It has been left to me to invent a Coronation Flag Wagger. This marvellous device enables one to show one's patriotism not merely passively, but actively. With its advent it is to be hoped that no motorist will be content merely to adorn his wings, bonnet and bumper bar with inert and rigid flags. But do not let me keep you agog for details of this truly astounding double-acting vacuumatic or electric pennant oscillator.

Patriots Take Note.

First, one obtains a suitable flag, about 5 ins. by 3 ins. in size. Such a one may be purchased for a penny, or if you feel that a little more ostentation is called for you may give tuppence for it. I gave no less than threepence for mine. Having obtained this flag you attach it to the windscreen wiper arm of your car by any means that come to mind—I suggest a piece of cotton. The next stage is to turn the wiper-blade through an arc of 180 degrees so that instead of pointing due south in its mid-way position it points due north.

All that now remains to be done is to set the instrument in motion and lo! you have as efficient and willing a flag-wagger as anyone could desire. In offering this remarkable and unique device to readers of *The Light Car*

I feel that I am only doing my duty to the nation, so that there will be no need to give me more than a modest pension and a life subscription to your journal.
 London, W.6. TOM B. YENDOLL.

Baby Without Frills.

I heartily agree with Mr. N. B. Scott that there is a large market waiting for a "baby without frills," but, as "Indicator" has stressed, it must be cheap. Why not use a G.N.-type chassis with transverse front spring? This would be cheap to manufacture and would make one spring do the work of two. The valves, if any, should be side by side; experience shows that these need less attention and are more to the liking of the amateur when decoking. Personally, I second Mr. Day's suggestion of a twin two-stroke, although the Scott engine would be rather expensive; perhaps a cheaper edition could be made.

Some More Suggestions.

"Indicator" suggests "modern 6-in. brakes." Does he mean Lockheed or a similar type? If so, I should think a larger brake, mechanically operated, would be cheaper, quite as effective, and also easier to adjust. One more point: If possible, let us have 12-volt lighting to make "cold starting" easier. Many six-volt "dip lights," are useless against large cars.
 Nuthall, Notts. C. F. HICKS.

Capable Light-hearted Youth—

I have followed the correspondence regarding "young sportsmen," originated by your correspondent "G.P.1907," and it appears to me ridiculous that this writer can express such an obviously misguided opinion.

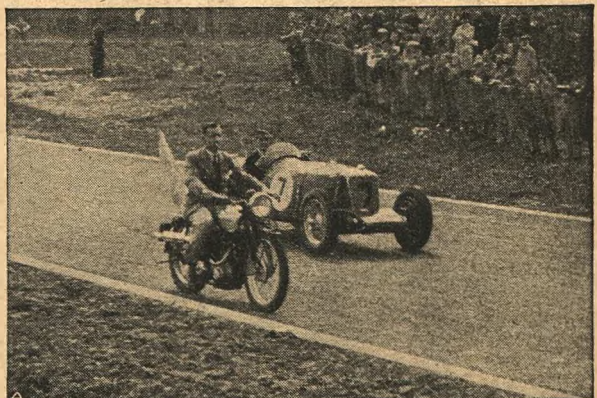
—and Irritable, Fussy Age.

I am engaged in the motor trade, and say without hesitation that whereas the typical "aged" driver fiddles and humbugs over the tiniest trifles, the "infant" does the job himself quite satisfactorily and gets a bit of fun out of doing it

I well remember last year stopping at the top of Hardknott Pass and seeing two modern though decrepit cars arrive at the top with flat rear tyres. The four lads on board got many a laugh out of repairing the punctures, and they made no haste (in spite of their neglected cars) to rush off home, although they lived in Huddersfield, and the time then was 6.30 p.m.

On my journey home I stopped when I saw a "glass-house" with a flat tyre and a 50-year-old gentleman attempting to change the wheel. After he had had a good shout at his wife and had found no wheel-brace in the kit, I changed his wheel for him and got a very gruff "Thank you, laddie." It struck me that the youngsters were noisy in their capabilities but that the elderly customer was noisy in his inability.
 Blackburn. GLADTOBEYOUNGANDMAD.

* * This correspondence is now closed.—ED.
 *



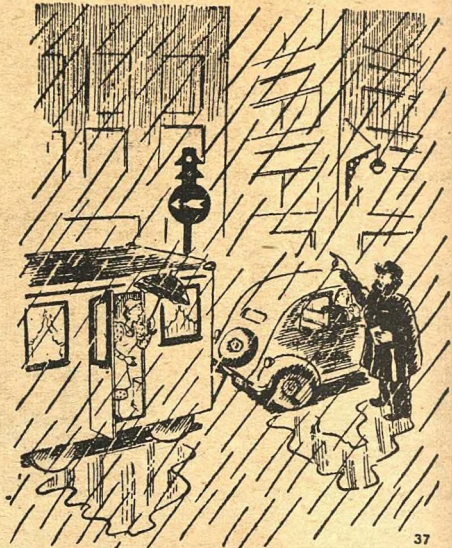
SELF-DISCIPLINE. A motorcyclist "area controller" resists the temptation to try conclusions with P. Maclure's Riley during last Saturday's Crystal Palace meeting.

CUTTING IN -



—With Scissors and Paste, Here and There, on the World's Motoring Humour

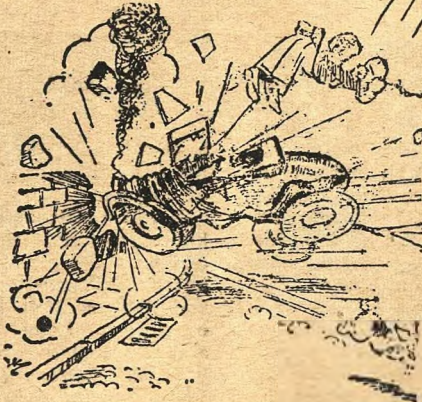
“... and Wit its Humour lent, Without its Sting.”
—THOMSON.



“Where are you going?”
“I beg your pardon, I thought that this was a garage.”
—*Croix de l'Est* (Nancy).

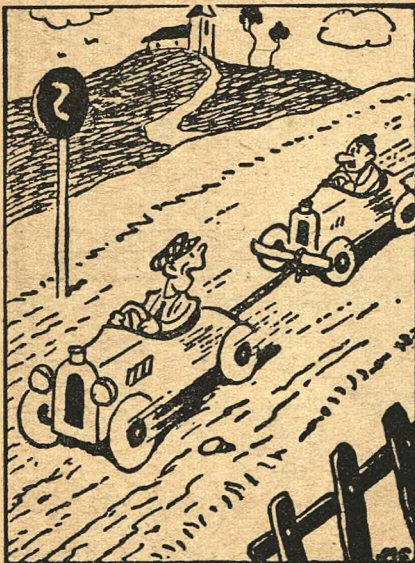
Science seems to have explained almost everything except why a motorcar always makes a chicken think it lives on the other side of the road.

The motorist went to his wife in sad trouble because he had been summoned for exceeding the speed limit, and said he would be sure to get a fine or 15 days. “Isn't that luck?” said his wife, clapping her hands. “Take the 15 days. Cook has just left.”



“Excuse me, officer, but couldn't we continue this discussion in greater comfort over a cup of tea?”
—*Ric et Rac* (Paris).

“How much is the bill for those repairs?” asked the slightly deaf motorist.
“Seven-and-six.”
“Eleven-and-six! That sounds too much.”
“Well, ten-and-six, since you're a regular customer.”—*The Irish Motor Trader*.

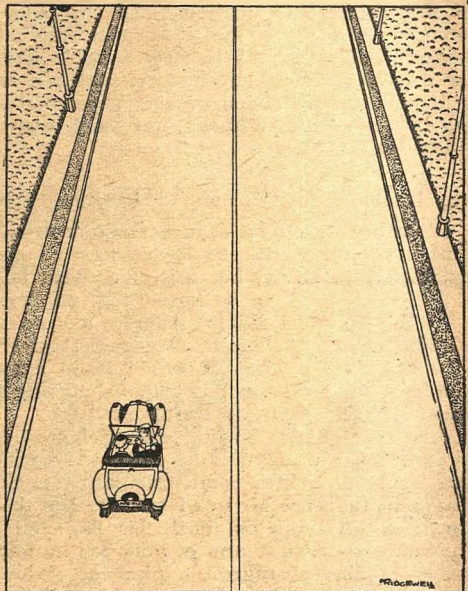


“It's all my fault—I shouldn't have learned to drive by correspondence.”
—*L'Expres de Neuchatel*.

Beggar: “Mister, I'm in trouble, and —”
Pedestrian: “Don't bother me; I've got a second-hand car, too.”

The motorist was driving through the twilight when the majestic figure of the law darted out nimbly in front of the car. The following dialogue ensued.

“Knock, knock—”
“Eh?” said the puzzled driver.
“Knock, knock—” persisted the surprising constable.
“Who's there?” asked the driver, feeling that the law must be humoured.
“Butcher.”
“Butcher who?”
“Butcher lights on.”



“Would you imagine that at the moment we were doing over 60 m.p.h.?”
“But it isn't possible!”
“Yes it is—each of us is travelling at over 30 m.p.h.”
—*Le Journal de Geneve* (Geneva).

“Edith, for two pins, I'd tread on it!”
—*The Windsor Magazine* (London).

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List Free. Compare the following, then call and judge for yourself. Every car marked with price and year. Terms over 18 or 24 months. Any car sent anywhere in England for approval for 50/-. No obligation to purchase.

- * Cash Discount to Cash Buyers
- * 3rd party Insurance only under £50
- * Exchanges Car, Three-wheeler or Motorcycle

AT 237, BRIXTON HILL, S.W.2

	DEPOSIT
£149	1937 STANDARD Flying 10 S/Saloon, Red, 1,500, radio £25
£99	1936 FORD 10 4-door Saloon, Black, hide, 4,000, as new £10
£99	1936 FORD 10 Tourer, 6,800, Green, faultless £10
£92	1936 MORRIS 10/4 de Luxe Saloon, Red and Black, superb £10
£92	1936 MORRIS 10/4 de Luxe Saloons, magnificent, choice of six £10
£89	1936 FORD V.8 22 h.p. 4-door Saloon, Black, as new £10
£89	1936 FORD V.8 22 h.p. 2-seater, beige, super £10
£85	1936 WOLSELEY Wasp 10 Saloon, de Luxe, Cream and Black. A.1 £10
£85	1935 AUSTIN 10/4 Sun Saloon, Blue, hide, splendid £10
£77	1935 JOWETT Kestrel, Blue, small mileage, super £10
£69	1935 MORRIS 8 Sun Saloon, Black/Blue, exceptional £9
£69	1935 MORRIS 10/4 Sun Saloon, Blue, exceptional cond. £9
£69	1936 FORD 10 4-door Sun Saloon, Black, hide, super £9
£67	1934 STANDARD Big 12 Sun Saloon, magnificent cond. £9
£63	1935 MORRIS 8 Sun Saloon, Red/Black, fine condition £9
£63	1935 AUSTIN 7 Ruby Sun Saloon, Black, super £9
£63	1934 AUSTIN 10/4 Sun Saloon, Blue/Black, choice of 2 £9
£61	1935 FORD 10 2-door Saloons, super condition, choice of 3 £9
£59	1934 MORRIS 10/4 Sun Sals., Blue and Black, choice of 2 £8
£59	1934 MORRIS 12/4 Sun Saloon, Black, fine family car £8
£59	1934 WOLSELEY 9 Sun Saloon, Green, hide, super £8
£59	1935 MORGAN Super Sports, Grey, very clean and fast £8
£57	1934 VAUXHALL 12/6 Sun Saloon, super, choice of 2 £8
£59	1936 FORD 8 Tudor Saloons, small mileages, choice of 6 £8
£52	1933 MORRIS 10/4 Sun Saloons, all bargains, choice of 4 £8
£49	1934 FORD 8 Sun Saloon, Maroon and Black, hide, good £7
£47	1934 FORD 8 Tudor Saloons, excellent, choice of 3 £7
£47	1933 HILLMAN Minx Sun Saloon, Blue, very nice cond. £7
£45	1932 MORRIS 8 Sun Saloon, Green, very fine £7
£45	1932 SSI 16 h.p. Sun Coupe, Blue, hide, overhauled £7
£39	1933 WOLSELEY Hornet Sun Saloon, Blue, splendid £6
£39	1932 AUSTIN 7 Sun Saloon, Blue, superb £6
£32	1931 RILEY 9 Monaco Saloon, Black, very sound £6
£24	1931 SINGER 8 Sun Saloon, Maroon, very attractive £5
£22	1932 MORRIS COWLEY Saloon, Blue, very sound £5
£16	1931 MORRIS Minor Coachbuilt 2-seater, Grey, A.1 £4
£17	1931 B.S.A. 3-wheeler, Black/Red, very clean indeed £4

AT 103, STOCKWELL RD., S.W.9

	DEPOSIT
£92	1936 MORRIS 10/4 Sun Sal., Red/Blk., very nice cond. £10
£85	1935 AUSTIN 10/4 Sun Saloon, Blue/Black, except. order £10
£77	1936 MORRIS 8 Sun Sal., Red/Black, leather, very good £10
£69	1935 MORRIS 8 Sun Saloon, Blue/Black, leather, excell. £9
£62	1935 FORD 10 Saloon, Blue/Black, cloth, unscratched £9
£59	1936 FORD 8 Saloon, Blue/Black, leather, low mileage £8
£59	1935 AUSTIN 7 Saloon, Blue/Black, smart, good £8
£55	1935 FORD 8 Sun Saloon Blue/Black, leather, very good £8
£52	1933 MORRIS 10/4 Sun Sal, Blk., leather, 4-door, excell. £8
£49	1934 FORD 8 Saloon, Black, leather, very nice £7
£46	1933 AUSTIN 7 Sun Saloon, Blue/Black, leather, except. £7
£43	1933 FORD 8 Saloon, Black, smart, mech. sound £7
£43	1932 AUSTIN 7 Saloon, Blue/Black, leather, excellent.. £7
£42	1931 MORRIS Minor Sun Sal.. Green/Black, very good £7
£42	1932 STANDARD 10 Sun Sal., 4-door, Blue/Blk., reliable £7
£36	1932 MORRIS Minor 2-seater, Green/Black, smart, fast £6
£29	1932 MORRIS Minor 2-seater, Black, good runner £6
£27	1930 M.G. Midget 2-seater, Red/Black, fast, reliable £6
£25	1932 STANDARD 16 Sun Sal., 4-door, Blue/Blk., reliable £6
£25	1932 MORRIS Sun Saloon, 4-door, Blue, good cond. £6
£25	1931 AUSTIN 7 Saloon, Black, very good order.. £5
£23	1931 WOLSELEY Hornet Saloon, 2-door, Black, good £5
£17	1930 WOLSELEY Hornet Saloon, Black, reliable £5
£16	1931 AUSTIN 7 Sun Saloon, Black, leather, trafficators £5
£14	1929 AUSTIN 7 C/B Saloon, Beige/Black, good runner £5

THREE-WHEELERS

£52	1934 AERO MORGAN, o.h.v., w/c, starter, 3-spd., ex. £8
£42	1933 MORGAN Family, 4-seater, s.v., w/c, very smart £7
£32	1932 B.S.A. Blue Star, Vee Screen, Blue, fast £6
£27	1932 B.S.A. Sports, Vee Screen, Black/Red, good £5
£24	1931 B.S.A. Standard, 2-seater, Black/Red, reliable £5

CASH BARGAINS

£12	1929 STANDARD 10 Sun Saloon, Black, except. good order.
£10	1930 MORRIS Minor Saloon, Blue/Black, reliable.
£9	1930 SWIFT 10 Sun Saloon, 2-door, Black/Red, good.
£9	1930 MORRIS Sun Saloon, Brown/Black, reliable.
£7	1928 ARMSTRONG 12 Saloon, Blue/Black, smart condition.
£5	1931 WOLSELEY Viper 16 Saloon, Maroon/Black, reliable.

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 (make) 19.....(model).....H.P.
 and would like your best quotation and terms.
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237, BRIXTON HILL, S.W.2

and

'GRAMS—"PRICLARKE, LONDON."
103, STOCKWELL ROAD, S.W.9

MENTION of "THE LIGHT CAR" when corresponding with advertisers assists the cause of economical motoring.

—AROUND THE TRADE—

A new branch at Essex Street, Birmingham, to deal with sales in the district, has been opened by **The India Tyre and Rubber Co., Ltd.**

The Publicity Department of **Sternol, Ltd.**, Royal London House, Finsbury Square, London, E.C.2, will, in future, be under the control of Mr. J. D. Bruce.

Hillman cars—a Hawk and a Minx—won the Premier Awards in the Big Car Class and the Light Car Class respectively in the Cape-Rand-Cape Reliability Trial held recently over a course more than 2,000 miles long.

A 32-page booklet issued by **Barimar, Ltd.**, depicts the progress made in scientific welding repairs and contains many photographs of remarkable repairs carried out by the concern. Copies are available free on application to 14-18, Lamb's Conduit Street, London, W.C.1.

For a week from May 3, Morris service experts will be in attendance at the premises of the following distributors:—**Simpson's, Ltd.**, 91-92, Duke Street, Barrow-in-Furness; **Wessex Motors, Ltd.**, New Street, Salisbury; and the **Westfield Autocar Co., Ltd.**, 67, 69 and 81, Port Street, Stirling.

Full details of the design and construction of the great German *Reichsautobahnen* (motorways) are contained in a recent publication of the **Cement and Concrete Association**, 52, Grosvenor Gardens, London, S.W.1. Although much of the information given is of interest chiefly to highway constructional engineers, the booklet gives a good picture of the thoroughness with which the motor-road problem is being attacked in Germany.

As a result of increased business, new premises have been taken over by **Baycliff, Ltd.**, at Akroyd Place, Halifax, Yorks.

Considerable research in the sound-proofing of cars has been carried out by the technical staff of **Soundproofing, Ltd.**, under the direction of the technical manager, Mr. R. S. Rae. The address of the concern is Minerva Road, Park Royal, London, N.W.10.

An amusing booklet, "The Klingerits Kapers Khronicked," has been issued by **Richard Klinger, Ltd.**, dealing with their impending removal from 120, Southwark Street, London, S.E.1, to a new factory at Sidcup, Kent. A copy will be sent free of charge to any reader on application.

An exhibition depicting the development of Morris cars since 1913 is to be held in the showrooms of **Stewart and Ardern, Ltd.**, at Morris House, Berkeley Square, London, W.1, from May 3 to May 29. Several early models of historical interest will be shown, together with numerous photographs. Admission to the exhibition is free and no official invitation is necessary.

The directors of **W. T. Henley's Telegraph Works Co., Ltd.**, have decided (subject to audit) to recommend a final dividend on the ordinary stock of 6½ per cent., less income tax, making, with the interim dividend paid on October 1, 1936, a total of 10 per cent. for the year ended December 31, 1936. They also recommend a cash bonus of 5 per cent., less income tax, and a Centenary cash bonus of 3½ per cent., less income tax.

Continued on advertisement page 36.



The cheapest sport car!

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Four-Seater	-	£169-10
Coupe	-	£185
De luxe Equipment	-	£7
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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.

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1937 STANDARD Light 12/4 Flyer Saloon, dual grey ..	£159
1935 STANDARD 10 4-door de Luxe, maroon, new engine ..	£85
1934 STANDARD 10 4-door Saloon, blue ..	£65
1935 STANDARD 9 2-door de Luxe Saloon, grey, immaculate ..	£82
1933 STANDARD Little 9, 4-door Sun Saloon, blue ..	£60
1934 TRIUMPH 10 4-door Saloon, unblemished ..	£110
1932 TRIUMPH "Southern Cross" 9 h.p. Sports 4-str., red, twin carbs.	£55
1932 TRIUMPH Super 8, Saloon, overhauled, new battery ..	£50
1936 AUSTIN Light 12 Ascot de Luxe Saloon, black, perfect ..	£127
1936 AUSTIN 10 Lichfield de Luxe Sal., black/red, small mileage ..	£115
1934 AUSTIN 10 de Luxe Sun Sal., dark blue, exceptional order ..	£65
1937 FORD 10 Tourer, hide, specially finished, green/silver, tonneau cover	£90
1935 FORD 10 4-door de Luxe Saloon, sun roof, 13,000 miles only since new, chauffeur driven	£75
1936 FORD 8 Saloon, green, small mileage. Choice 2	£70
1935 FORD 8 Saloon, black, good tyres, perfect	£60
1934 FORD 8 4-door Sun Saloon, dark blue	£55
1934 FORD 8 Saloon. Choice 2	£50
1933 FORD 8 Saloon, sound ..	£45
1937 MORRIS 10 Series II Saloon, spotless (black/grey)	£120
1936 MORRIS 10 Series II, blue. Bargain	£108
1934 MORRIS 10/4 de Luxe Saloon, dark blue ..	£70
1933 MORRIS 10/4 Saloon, black ..	£55
1936 MORRIS 8 4-seater, black/red ..	£90
1936 MORRIS 8 2-door Sun Saloon, blue/black, 9,000 miles ..	£85
1935 MORRIS 8 4-door de Luxe Sun Saloon, black/red ..	£83
1935 MORRIS 8 2-door de Luxe Sun Saloon, black/green ..	£75
1934 MORRIS Minor 2-seater, blue, traffickers ..	£55
1933 MORRIS Minor de Luxe Sun Saloon ..	£53
1932 MORRIS Family 8 4-door Sun Saloon ..	£50

SEND FOR FULL LIST

1936 M.G. Midget P.B. 2-seater, Le Mans green, extras ..	£160
M.G. Midget 1933 Foursome Coupe, Le Mans green ..	£82
1931 M.G. Midget 2-seater, dark red wings, remote control ..	£50
1930 M.G. Midget 2-seater, large sump, blue, special exhaust ..	£40
1937 HILLMAN Minx de Luxe Saloon, 3,000 miles. Guaranteed ..	£150
1936 HILLMAN Minx de Luxe Saloon, superb, sea grey ..	£120
1936 HILLMAN Minx Family Sun Saloon, black, 10,000 miles ..	£108
1935 HILLMAN Minx Sun Saloon, black/brown, immaculate order ..	£75
1934 HILLMAN Minx de Luxe Saloon, black, immaculate order ..	£70
1932 RILEY 9 Monaco Sun Saloon, dark blue, (stored 4 months) ..	£69
1931 RILEY 9 Monaco Saloon, wings recellused ..	£55
1929/30 RILEY 9 Mark IV Monaco Saloon, black ..	£35
1928 RILEY 9 Sports 4-seater, black/red, twin carbs, special exhaust ..	£30
1936 WOLSELEY Wasp de Luxe Saloon, maroon, small mileage ..	£110
1933 WOLSELEY Hornet de Luxe Saloon, black ..	£49
1932 WOLSELEY Hornet International Sports 4-seater, cream ..	£60
1932 WOLSELEY Hornet de Luxe Saloon, blue, in immaculate order ..	£45
1931 WOLSELEY Hornet Coachbuilt Sun Saloon ..	£25
1931 SINGER 10 Sun Saloon, black ..	£30
1927 MORGAN Coachbuilt Sports 2-seater, black/red ..	£10

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1937 AUSTIN 7, Ruby de Luxe saloon, maroon, as new	£105	1935 FORD 8, Tudor saloon, good tyres, smart car ..	£62
1936 AUSTIN 10, Sherborne de Luxe saloon, as new ..	£129	1934 FORD 8, Tudor saloon, hide, good tyres, smart	£55
1935 B.S.A. 10, de Luxe saloon, fluid drive, new condition	£105	1934 FORD 8, coachbuilt sports, 4-seater, black/red ..	£59
1936 B.S.A. Scout 10, 4-seater, black, silver wheels ..	£115	1935 HILLMAN Minx, de Luxe saloon, black, smart ..	£89
1936 FORD 10, de Luxe tourer, hide, 4,000 miles, taxed	£109	1934 HILLMAN Minx, de Luxe saloon, maroon, nice car	£72
1936 HILLMAN Minx, magnificent de Luxe saloon, blue	£120	1934 JOWETT, long de Luxe sal., black, very smart ..	£79
1934 LANCHESTER 10, sports saloon, green, fine car	£129	1933 JOWETT, long sun saloon, black, good condition ..	£65
1934 LANCHESTER 10, de Luxe saloon, blue, very nice ..	£119	1933 LANCHESTER 10, de Luxe saloon, very smart ..	£78
1935 M.G. Midget, P type, 4-seater, black, as new ..	£125	1934 M.G. Midget, J type, 2-seater, black, extras ..	£89
1935 M.G. Midget, P type, 2-seater, green, extras, taxed	£125	1933 M.G. Midget, J type, 2-seaters, choice of five	£75
1934 M.G. Midget, P type, 4-seater, black, smart car	£110	1932 M.G. Midget, coachbuilt sports, 2-seater, fast car	£64
1937 MORRIS 8, 4-door saloon, 2,800 miles, unmarked	£120	1936 MORRIS 8, 4-door de Luxe saloon, blue ..	£95
1936 MORRIS 10, series II, de Luxe saloon, green ..	£115	1936 MORRIS 8, 2-door sun saloon, green or blue ..	£85
1936 RILEY 9, special Merlin saloon, grey, very smart	£189	1936 MORRIS 8, 2-seater, red, one owner, taxed ..	£85
1934 RILEY 9, Monaco saloon, preslector, new condition ..	£125	1936 MORRIS 8, tourer, black/red, as brand new ..	£89
1936 RILEY 9, special series Monaco Saloon, as new ..	£110	1935 MORRIS 8, de Luxe saloon, blue, as new ..	£78
1935 SINGER 8, Le Mans, 4-seater, one owner, as new	£105	1935 MORRIS 8, tourer, green, very nice car ..	£75
1938 STANDARD 9, de Luxe 4-door saloon, grey, as new	£110	1935 MORRIS 8, 2-seater, black, good condition ..	£72
1934 TRIUMPH Gloria 10, de Luxe saloon, superb condition	£110	1935 MORRIS 10/4, de Luxe saloon, black, very smart ..	£89
1935 TRIUMPH 11, Vitesse saloon, maroon, smart car ..	£149	1933 MORRIS 10/4, de Luxe saloon, blue, good condition ..	£55
1935 AUSTIN 10, Lichfield de Luxe saloon, black, as new ..	£99	1933 RILEY 9, Monaco saloon, sun roof, smart car ..	£89
1934 AUSTIN 10, de Luxe saloon, maroon, very smart ..	£75	1933 ROVER 10, de Luxe sun saloon, black/green, smart ..	£69
1938 AUSTIN 7, Nippy sports 2-seater, red, as new ..	£95	1933 ROVER 10, special four-seater coupe, maroon ..	£75
1935 AUSTIN 7, Nippy 2-seater, blue, very nice car ..	£79	1934 SINGER 8, Le Mans, 2-seater, black/green, fast ..	£89
1934 AUSTIN 7, Model 66, sports 2-seater, primrose ..	£69	1934 SINGER 9, sports tourers, duo tone, choice 4 ..	£75
1936 AUSTIN 7, Ruby de Luxe saloon, black, as new ..	£85	1933 SINGER 8, sports coupe, black/cream, nice car ..	£69
1935 AUSTIN 7, Ruby de Luxe saloon, green, very smart ..	£75	1936 SINGER 8, bantam de Luxe saloon, black/green ..	£89
1934 AUSTIN 7, de Luxe sun saloon, 4-speed, smart car ..	£62	1935 STANDARD 10, de Luxe saloon, f'wheel, very smart ..	£95
1933 AUSTIN 7, de Luxe saloon, hide, good tyres, clean ..	£52	1934 STANDARD 8, de Luxe saloon, black/green, taxed ..	£72
1932 AUSTIN 10, de Luxe sal., black, good tyres, smart	£49	1934 TRIUMPH 10, de Luxe saloon, black, nice car ..	£79
1936 FORD 10, de Luxe 4-door sun saloon as new ..	£95	1933 TRIUMPH Super 9, de Luxe 4-door saloon ..	£59
1935 FORD 10, 4-door sun saloon, hide, very smart ..	£79	1934 WOLSELEY 8, de Luxe saloon, green, nice condition ..	£78
1936 FORD 8, Popular saloon, green, very nice car ..	£72	1934 WOLSELEY Hornet, de Luxe saloon, f'wheel smart ..	£69
1935 FORD 8, Fordor sun saloon, very clean car ..	£68	1932 WOLSELEY Hornet swallow 4-seater, black, smart ..	£55

NAYLOR & ROOT, LTD.,
25, East Hill, Clapham Junction, S.W.11

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L.N.E.R. Offices and Agencies.

**ZEELAND
DAY LINE**

**L.N.E.R.
NIGHT ROUTES**

AROUND THE TRADE

Continued from advertisement page 34.

The latest Staff Leaflet issued by **Alexander Duckham and Co., Ltd.** (No. 79) is called "Vade Mecum and Other People's Criticisms of Duckham's 'Adcoids.'" It contains a number of individual testimonials.

An increase of car sales during the 1937 season to date, amounting to 95 per cent. more than the figure for the corresponding period of 1936, was announced last week by the **Triumph Co., Ltd.**, of Coventry.

The 1937 list of camping equipment issued by **The Service Co., Ltd.**, 273-274, High Holborn, London, W.C.1, has recently been issued. It is entitled "Camperia, 1937," and copies are available, free of charge, on request.

The Society of Motor Manufacturers and Traders, Ltd., 83, Pall Mall, London, S.W.1, announce the publication of the Spring Issue of the Schedule of Specifications and Prices of Commercial Vehicles, copies of which are now available, price 2s. 6d. post free.

Eric Fernihough, who recently regained for Great Britain the World's Motorcycle Speed Record, achieved his remarkable speed of 169.8 m.p.h. using **Ricardo Racing Fuel Discol Brand**, which contains, of course, the same alcohol as standard Cleveland Discol.

The General Electric Co., Ltd., informs us that G.E.C. floodlighting units will be used for the floodlighting of many notable buildings during the Coronation period. In addition, the concern is supplying special lighting fittings for the decorations in Bond Street, London, and illuminated Coronation motifs for the principal showrooms of the North Metropolitan Electric Light and Power Co.

Describing in simple and non-technical language the process of taking photographs from the development of the exposed film to the production of prints and enlargements, the new edition of "The 'Tabloid' Guide to Photography" is of particular interest to novices in the art of photography. Readers of *The Light Car* can obtain copies free of charge on application (mentioning this journal) to **Burroughs Wellcome and Co.**, Snow Hill Buildings, London, E.C.1.

Special showroom displays of the latest Hillman models will be made by **Hillman** distributors and dealers throughout the country during the period of the Coronation celebrations. The central feature of each display will be a Hillman Minx Coronation coupé. Similar to the standard model in most respects, these cars will be finished in a colour scheme comprising red, white and blue. Only a limited number will be available and they will be sold afterwards at £225 each.

Owing to the greatly increased demand for their products, **Hepworth and Grandage, Ltd.**, makers of "Hepolite" pistons, rings, liners, and so on, have found it necessary to enlarge their Bradford factory. The foundry is being doubled in size and there will be additions to the machine shops and offices. For the convenience of customers in the south, the concern has opened a new depot in London. It is situated at 78, York Road, King's Cross, N.1, and is under the management of Mr. J. Vernon Kelly. Complete stocks of all "Hepolite" products are carried.

DID YOU SOLVE IT?

The part of the car indicated by the Versophrase couplet in "Affairs of the Moment" this week is **Spring**.

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

BUY A CAR NOW



on the
Easiest
of
Terms!

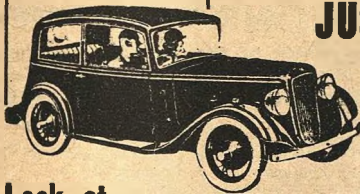
HIGH GRADE USED CARS that are ROAD-WORTHY



Models of
AUSTIN, FORD
HILLMAN
JOWETT
MORRIS
ROVER, SINGER
STANDARD
TRIUMPH
WOLSELEY

1934 MORRIS Minor de Luxe Saloon ..	£57
1935-6 WOLSELEY 10 de Luxe Saloon	£95
1934 HILLMAN Minx de Luxe Saloon ..	£75
1934 STANDARD 9 de Luxe Saloon ..	£75
1936 JOWETT Kestrel Sunshine Saloon	£118
1934 LANCHESTER 10/6 light Saloon ..	£110
1936 Series II MORRIS 10 de Luxe Sal...	£118
1934 WOLSELEY E.W. special sports Sal.	£105
1936 FORD 8 Tudor Saloon ..	£70
1935 Model WOLSELEY 9 de Luxe Sal...	£85
1933 LANCHESTER 10/6 light Saloon ..	£85
1935 STANDARD 9 de Luxe Saloon ..	£85
1936-7 JOWETT Kestrel Sunshine Sal.	£122
1935 ROVER 10 Special de Luxe Saloon	£145
1935 HILLMAN Minx de Luxe Saloon ..	£95
1933 FORD 8 2-door Saloon ..	£42
1934 STANDARD 9 Sun Saloon ..	£68
1934 AUSTIN 7 de Luxe Sun Saloon ..	£58
1935-6 FORD 10 4-door Saloon ..	£85
1935 AUSTIN 10 Lichfield Saloon ..	£98
1932 SS II Sports Sunshine Coupe ..	£69
1935 FORD 10 4-door Saloon ..	£85
1935-6 WOLSELEY Wasp de Luxe Sal.	£98
1935 MORRIS 10/4 de Luxe Saloon ..	£89
1930 STANDARD 10 Swallow Saloon ..	£35
1931 Model MORRIS Saloon ..	£28
1931 AUSTIN 7 Coachbuilt Sunshine Sal.	£32

and 50 others
JUST AS GOOD



We have a number of used models at prices under £40. If unable to call, please send for our complete list of car bargains.

Look at this Example of Economical Motoring:

1937 Austin 7 Ruby Saloon ..	£125
On self-financed deferred terms, deposit ..	£31 10 0
and 12 monthly payments of ..	£8 3 8
or 18 ..	£5 11 9
or 24 ..	£4 5 9

or as otherwise arranged between ourselves.

There are similar terms for other makes.



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

Phone: Holborn 0664 (3 lines) DEALERS SINCE 1889
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B. J. HUNTER, LTD. 22/26 CRICKLEWOOD BROADWAY, N.W.2

AUSTIN

1937 7 Sunshine; black/brown. Equal to new ..	£105
1936 10 Sunshine; 4,000 miles, shop-soiled order..	£125
1935 7 new July. Blue; indicators. 1 owner always	£65
1935 10 Sunshine; Green. 1 private owner. Perfect	£95
1934 10 Sunshine; wide body. Grey. Well-kept	£70
1934 7 Saloon; new June. Very sound ..	£55
1932 7 Sun.; blue; all new tyres; attractive. Taxed	£43

HILLMAN MINX

1936 Sunshine; blue; 3 new tyres. Grid..	£105
1936 Sun.; sea-grey; small mileage Private owner	£110
1936 De Luxe; Birchgrey/red 8,000 miles, splendidly kept ..	£120
1935 De Luxe; black; 16,000 miles. Unsoiled order	£95
1934 De Luxe; blue; free-wheel. 1 owner. Sound	£75

60 USED CARS IN NEW CONDITION

MORRIS

1937 8 2-seater, 4,000 miles. Unsoiled and as new	£100
1936 10 Ser. II; black/green; 1 private owner ..	£115
1936 8 Ser. I, 4-str., red. 15,000 m., various extras	£85
1936 8 Sun de Luxe; blue; showroom condition	£85
1936 8 2-door; blue; 14,000 miles. 1 owner ..	£83
1935 8 Saloon; black/red. Carefully kept ..	£70
1935 10 Sunshine; maroon; 14,000 miles. First-class throughout	£90
1934 8 4-door Sun; blue; always privately used ..	£68
1934 10 Sun; grey/red wings. Overhauled; very attractive..	£69
1933 Minor Sun; green; 4 new tyres. Complete equipment	£53
1933 10 Sun; new April. 1 change only. A.I. lot	£63

STANDARD

1936/7 Flying 10 de Luxe; grey; 5,000 m. Good as new ..	£150
1936 10 Sunshine; black/green hide; 11,000 miles	£125
1934/5 9 Sun de Luxe; green; new late '34 ..	£75
1932 Big 9 de Luxe; black; many extras ..	£55
1932 9 de Luxe; blue; bumpers, sound throughout	£50

A CUSTOMER WRITES:—
I had a perfect run home with the Austin and I am delighted with my purchase. I must compliment you on your stock—I have never seen so many secondhand cars in new condition

SEND FOR FULL LIST OF BARGAINS

FORD

1937 8 Tudor; grey; 4,000 miles. Unblemished..	£83
1936 10 Sunshine; grey; 12,000 m. 1 private owner	£85
1935 8 Tudor Sun; blue; 15,000 miles only ..	£65
1934 8 Tudor; new March, black; exceptionally well-kept..	£50
1933 8 4-door; new June; bumpers. No repairs wanted ..	£45
1933 8 Tudor; blue; cloth upholstery; reasonable runner ..	£38

VARIOUS

1934 SINGER 9 Sports Coupe; free-wheel; permanent jacks ..	£80
1934 SINGER 9 Sports 4-st.; black/red; very fast. Recommended..	£78
1934 JOWETT 4-door Sun; blue; leather. 1 owner	£70
1934 HORNET de Luxe; leather; under 20,000 miles. At order ..	£70
1932 SINGER 8 4-dr. Sun; leather; bumpers; 1 own.	£45

3 MONTHS GUARANTEE (same as maker's) ON CARS OVER £50.
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Exchanges. Deferred Terms, 12, 18 and 24 months.

PRICE FIG

RAYMOND WAY V ALL SELLERS

THE LOW PRICE CHAMPION of the WORLD

1935 AUSTIN 10 Lichfield de Luxe Sun Saloons. Choice of 6 from	Gns. 89	1930 MORRIS Minor C.B. de Luxe Sun Saloons. Choice of 4, from	Gns. 25
1934 AUSTIN 10 de Luxe Sun Saloons. Choice of 3 from	69	1930 MORRIS Minor Fabric Saloon, nice condition. Taxed	19
1934 AUSTIN 10 2-seater, spotless condition	59	1933 M.G. Midget 1.1 Sports 4-seater, excellent condition. Taxed	75
1933 AUSTIN 10 de Luxe Sun Saloons. Choice of 4 from	59	1933/4 M.G. Midget Salonette, very attractive, one owner	75
1935/36 AUSTIN 7 A.E.W. Sports 4-seater, very low mileage	75	1932 (Nov.) M.G. Midget Special Sports 2-seater, 6-inch instruments, etc.	59
1935 AUSTIN 7 Pearl Cabriolet, almost as new	72	1930/31 M.G. Midget Sports 2-seater, exceptionally fine specimen	39
1935 AUSTIN 7 Ruby de Luxe Sun Saloons. Choice of 4 from	65	1930 M.G. Midget Sportsman's Sun Coupe, very attractive car	39
1933/34 AUSTIN 7 2-seater, 11,000 miles, 1 owner	59	1932/33 M.G. 12/70 Sportsman's Foursome Sun Coupe, rebored	60
1933 AUSTIN 7 de Luxe Sun Saloons. Choice of 6 from	49	1933 RILEY 9 Monaco 4-door Sun Sal., exceptional car in every detail	89
1932 AUSTIN 7 2-seater, spotless condition	45	1933 RILEY 9 Lincoc Sportsman's Saloons. Choice of 2, from	85
1932 AUSTIN 7 de Luxe Sun Sal. Choice of 6 magnificent specimens, from	39	1932 RILEY 9 Monaco Sal., sun roof, immaculate cond. Choice 2 others	65
1931 AUSTIN 7 de Luxe Sun Saloons. Choice of 3 from	33	1929/30 RILEY 9 Brooklands Model, long tailed 2-seater	65
1931 AUSTIN 7 4-seater, exceptional condition	29	1931 RILEY 9 Monaco 4-door Sun Sal., carefully used, immaculate	47
1929/30 AUSTIN 7 Wydor Saloon, Triplex screen. Taxed	19	1929/30 RILEY 9 Sports 4-seater, specially tuned engine	29
		1929/30 RILEY 9 Monaco Saloon, red and black, exceptional cond.	29

— 6 MONTHS' WRITTEN GUARANTEE —

1928 AUSTIN 7 4-seater, new hood, Triplex	14	1930 RILEY 9 Biarritz Saloon, excellent condition throughout	25
1933 CROSSLEY 10 4-door de Luxe Family Saloon	59	1928/29 RILEY 9 Monaco Saloon, 4 good tyres, excellent chassis	25
1935 (Oct.) FORD 10 4-door Saloon, black, 1 owner, 14,000 miles	69	1934 ROVER 10 Special 4-door de Luxe Saloon, free wheel	85
1935 (May) FORD 10 Tudor Saloon, sun roof, low mileage	65	1933 ROVER 10 4-door de Luxe Family Sun Sal., low mileage, spotless	55
1936 FORD 8 Tudor Saloon, 11,000 miles	65	1929/30 ROVER 10 4-door Sun Saloon, serviceable car.	19
1935 FORD 8 Tudor Saloon, sun roof	55	1935/36 SINGER 9 Le Mans full 4-str. Sportsman's Coupe, worth £120	95
1934 FORD 8 Tudor Saloon, sun roof	49	1936 (March) SINGER Bantam 2-door de Luxe Sun Sal., low mileage	79
1933 FORD 8 Tudor Saloon, reconditioned engine	40	1935 SINGER 9 4-door Sun Saloon, Le Mans engine and gearbox	75
1935 (Oct.) FORD 10 Sports 4-seater, literally spotless throughout	75	1933 SINGER 9 Le Mans Sports Coupe, blue and black, fast car	59
1936 HILLMAN Minx Magnificent full de Luxe Sun Sal., 14,000 miles	99	1933 SINGER 9 Le Mans Sports 4-seater, excellent condition. Taxed	59
1935 HILLMAN Minx Family Sun Saloon, rebored engine, perfect	79	1932 SINGER 9 de Luxe Sun Saloon. Choice of 3, from	39
1934 HILLMAN Minx Club Sports Sal., 1936 condition throughout	75	1931/32 SINGER 8 4-door de Luxe Sun Saloon, really nice condition	35
1934 HILLMAN Minx de Luxe Sun Saloons. Choice of 4, from	65	1930 SINGER Junior 4-door Sun Saloons. Choice of 4 from	19
1933 HILLMAN Minx Foursome Drophead Coupe, cream and black	55	1933 STANDARD Big 9 4-door de Luxe Sun Saloon, 1 owner	55
1933 HILLMAN Minx de Luxe Sun Saloons. Choice of 3, from	50	1932 STANDARD Big 9 4-door Sun Saloon, 1 owner	45

NEW POLICE REGULATIONS

It's very important to buy from a firm of repute. You can be stopped anywhere on the road by a Policeman in uniform to have your car inspected. Don't worry about it. Just tell him you bought your car the Raymond Way and that's enough.

1932 HILLMAN Minx 4-door Sun Saloon, excellent running car	45	1932 STANDARD Little 9 de Luxe Sun Saloon. Choice of 3 from	45
1936 MORRIS 10 Series II, 4-door Saloon, low mileage. Choice of 2	97	1930 STANDARD 9 Teignmouth 4-door Sun Saloon, perfect	19
1934 MORRIS 10/4 4-door de Luxe Sun Saloons. Choice of 3, from	67	1928/29 STANDARD Teignmouth 4-door Saloon, serviceable car	14
1933 MORRIS 10/4 4-door de Luxe Sun Saloons. Choice of 3, from	57	1933 TRIUMPH Super 9 Pillarless 4 door de Luxe Sun Saloon	49
1933 MORRIS 10/4 4-door Fixed Head Saloon, really nice condition	55	1932 TRIUMPH 12/6 Super Sports 2-seater, engine overhauled	39
1936 (July) MORRIS 8 4-seater, black and green, low mileage	84	1930 TRIUMPH Super 7 Saloon, sun roof	29
1935 MORRIS 8 4-door de Luxe Sun Saloon. Choice of 5	80	1934 WOLSELEY 9 h.p. de Luxe Sunshine Saloon, very low mileage	75
1935 MORRIS 8 2-door de Luxe Sun Saloon, 15,000 miles	69	1933 WOLSELEY Hornet Special Arrow Sports 4-seater, fast little car	59
1935 MORRIS 8 Semi Sports, 4-seater, red, low mileage	69	1932 WOLSELEY Hornet Special Sports 4-seaters. Choice of 6 from	45
1934 MORRIS 8 de Luxe Sun Saloon, exceptional condition	59	1933 WOLSELEY Hornet de Luxe Sun Saloons. 4 real beauties from	49
1933/4 MORRIS Family 8, 4-door Sun Saloon de Luxe, green, 1 owner	59	1932 WOLSELEY Hornet de Luxe Sunshine Saloons. Choice of 4, from	39
1932 MORRIS Family 8, 4-door de Luxe Sun Saloon, just overhauled	45	1931 WOLSELEY Hornet Abbey Sports 4-seater, fast and sound	29
1933 MORRIS Minor de Luxe Sun Saloons. Choice 4, from	45	1931 WOLSELEY Hornet 2-door Coachbuilt Sun Sal. Taxed	22
1932 MORRIS Minor de Luxe Sun Saloons. Choice of 3, from	39		
1931 MORRIS Minor C.B. de Luxe Sun Saloons. Choice of 3, from	29		
1931 MORRIS Minor Sports 2-seater. Choice of 3, from	25		

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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.

HTING

GETTING A GRIP ON THE PROFITEER

Thank you Mr. Neville Chamberlain and your budget balancers—Nice Work! You've left the horse-power tax alone and you've done something for business that I've been agitating for for 4 years—stopped the profiteering. My great friends the British Motoring Public are very grateful to you. I've been telling them for years that a guinea saved is a guinea earned. Now this week is Price-Fighting week because I'm still fighting tooth and nail against anyone trying to push second-hand prices up. My Seconds in this Great Fight are Terrific Turnover, Low Overhead Charges, No Flash Showrooms, and No Thick Carpets on the Floor—just honest-to-goodness value for a lot less money. I've decided, owing to the Terrific Increase in my turnover, to add still another point to my long list of reasons why everybody is buying their car the Raymond Way. I'm giving a whole-hearted After Sales Service that IS real After Sales Service. I'm known universally as a man who is always prepared to 'have a go.' Now I'm having a go at this.

It was only 5 weeks ago that I took the bold step and decided to take anything in part exchange. I was severely criticised by the motor trade; they all thought I'd gone off my head, but I must thank my great friends the British Motoring Public for rolling up as they have done with their tandems, bicycles, pianos, odd bits of furniture, wireless sets and many kinds of boats and river craft. They have shown me how much this service was needed. I must add that I'm still prepared to take ANYTHING IN PART EXCHANGE—ANYTHING.

The Minister of Health says the nation needs fresh air and I'm bound to agree with him. You'll never be strong and fit listening to your old-fashioned gramophone or sitting on your kid's rocking-horse, and you can't get far on the old brass bedstead that's up in the boxroom. So bring them along and I'll give you a fair part exchange price against one of my 300 Super Bargains. My hire-purchase department makes no enquiries of your employer. No fuss. No formalities or bunkum. So you can see that if you wake your ideas up you can be on the road and motoring about by Whitsun.

- ★ Great Britain's best value for a lot less money.
- ★ Great Britain's best six month's written guarantee.
- ★ Great Britain's easiest H.P. terms to suit your own requirements with third-party insurance.
- ★ Great Britain's largest stock under £100.
- ★ Great Britain's best Buy-Back Scheme on any car over any period from one week to one year.
- ★ Great Britain's greatest Mammoth Showrooms wherein you can wander at leisure without being badgered to buy.
- ★ Great Britain's Best After-Sales Service.

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- I don't insult your intelligence by making ridiculous and impossible offers—Don't forget we are members of the Truth in Advertising Association.
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**Raymond Way Motors,
Kilburn.**

**"CYRANO," Dunstan Avenue,
Guildford.**

25 April, 1937

Sir—Have just completed 1,000 miles in the Singer purchased from you and would like to say that I am very well satisfied in every way with the car, its condition is excellent.

(Original at these Offices.) Yours truly, H. MILLINGTON.

WARWICK MOTORS

BIRMINGHAM
221, High Street, Deritend
PHONE: MIDLAND 3741

- 1937 AUSTIN 10 Cambridge Saloon, mileage 3,500 .. £153
- 1936 FORD 10 de Luxe, duo grey .. £98
- 1933 AUSTIN Light 12 de Luxe Saloon, blue .. £59
- 1935 M.G. Maguette 2-seater, "N" type, black .. £135
- 1932 MORRIS 4-door de Luxe Saloon, maroon/black .. £37
- 1935/6 MORRIS 8 4-seater Tourer .. £85
- 1935/6 AUSTIN 10 Lichfield Saloon de Luxe, as new .. £105
- 1936 AUSTIN 10 Sherborne de Luxe, as new .. £135
- 1936 AUSTIN 10 Lichfield de Luxe, as new .. £125
- 1934 ROVER 10 Special Foursome Sports Coupe .. £120
- 1934 M.G. Midget Open 4-seater, blue .. £110
- 1936 STANDARD 10 Saloon de Luxe, 4-doors .. £125
- 1935 FORD 10 2-door Saloon, reconditioned engine .. £79
- 1936 FORD 8 Saloon, black, as new .. £75
- 1935 FORD 8 Saloon, taxed year, black, as new .. £75
- 1935 FORD 10 Saloon, 4-doors, black .. £82
- 1935 FORD 8 Saloon, cream, red upholstery, very attractive .. £69
- 1936 MORRIS 10 de Luxe, Series II, 4-door Saloon, green/black .. £115
- 1933 HILLMAN Minx Semi-sports, 4-seater, Tourer .. £59
- 1933 WOLSELEY Hornet de Luxe Saloon, 4-speeds, rebored .. £57
- 1931 STANDARD Swallow 9 h.p. Super Sports, 4-seater Saloon .. £55
- 1936 Series MORRIS 8 de Luxe Saloon .. £82
- 1933 MORRIS Minor 2-seater, black, 4-speeds .. £52
- 1934 HORNET Special 4-seater Coupe, rebored, 80 m.p.h. .. £115
- 1934 AUSTIN 10 Open Road Tourer, immaculate condition .. £65
- 1933/34 RILEY Kestrel 12/6 Super Sports Saloon, appearance as new .. £110
- 1933 AUSTIN 7 de Luxe Saloon, maroon, sliding roof .. £52
- 1935 AUSTIN 7 Ruby de Luxe Saloon, blue, showroom condition .. £75
- 1936 STANDARD Little 9, 2-door Saloon, blue, sliding roof .. £95
- 1933 MORRIS Minor Saloon de Luxe, exceptional condition .. £55
- 1934 AUSTIN 7 Model "65" Super Sports, 2-seater .. £75
- 1933 ROVER 10 Special 4-door de Luxe Saloon, freewheel, rebored .. £69
- 1936 SINGER Bantam de Luxe Saloon, blue, cost £135 .. £76
- 1935 SS II 10 h.p. Sports 4-seater Saloon .. £125
- 1934 MORRIS 10 4-door Saloon, sliding roof .. £75
- 1934 STANDARD 10 de Luxe Saloon, black, freewheel .. £79
- 1931 M.G. Midget 2-seater, red .. £46

Offer you
DELIVERY ANYWHERE

COVENTRY
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PHONE: - 4009

- 1936 STANDARD 10 de Luxe Saloon, duo grey .. £120
- 1936 Series II MORRIS 10 de Luxe .. £115
- 1934 ROVER 10 4-door Saloon, black .. £85
- 1934/5 WOLSELEY Hornet 4-door Saloon .. £98
- 1935 AUSTIN 10 Lichfield Saloon, as new .. £87
- 1936 MORRIS 8 de Luxe Saloon .. £95
- 1935 HILLMAN Minx 4-door Saloon, sliding roof .. £75
- 1934 MORRIS 10 de Luxe Saloon, 4 doors .. £95
- 1933 RILEY 9 Monaco Saloon, as new .. £55
- 1933 HILLMAN Minx Saloon, red/black .. £59
- 1933 WOLSELEY Hornet de Luxe Saloon, blue, 4-speeds .. £49
- 1931/2 WOLSELEY Hornet Special Arrow 2-seater Coupe, grey/red .. £72
- 1933 ROVER 10 Special free-wheel 4-door Saloon .. £79
- 1934 TRIUMPH 10 4-door Saloon, blue/black .. £29
- 1931 MORRIS Minor side valve 4-door Saloon .. £39
- 1932 AUSTIN 7 Saloon, blue .. £39
- 1931 ROVER 10 Coachbuilt Saloon, 4-doors .. £36
- 1930/31 M.G. Midget 2-seater, red .. £45
- 1933 AUSTIN 7 Saloon, blue .. £26
- 1931 MORRIS Minor 2-seater, coachbuilt, side valve .. £26

WOLVERHAMPTON
Bilston Street
PHONE: - 22134

- 1935 AUSTIN 7 Ruby Saloon, deep maroon, sliding roof .. £75
- 1936 MORRIS 10 de Luxe Saloon, blue/black .. £120
- 1936 MORRIS 8 2-seater Roadster, black, as new .. £85
- 1934 WOLSELEY 9, 4-door Saloon, magnificent condition .. £85
- 1935 SINGER le Mans Sports Coupe, black, little used, very fast .. £120
- 1936 STANDARD Little 9, 4-door Saloon .. £95
- 1936 STANDARD Little 9, 4-door Saloon .. £75
- 1935 FORD 8, 4-door Saloon de Luxe, sunroof .. £105
- 1934 M.G. Midget "P" type 4-seater Open Super Sports, duo blue .. £75
- 1936 FORD 8 Saloon, sliding roof, leather upholstery, black .. £29
- 1931 ROVER 10, 4-door Saloon, black fabric, smart .. £39
- 1932 TRIUMPH 8 2-seater, very carefully used .. £39
- 1932 TRIUMPH 8 4-door pillarless Saloon, maroon .. £52
- 1933 MORRIS 8 2-seater Roadster, black .. £29
- 1931 AUSTIN 12 Watford Fabric Saloon, black .. £99
- 1935 AUSTIN 10 Lichfield Saloon, blue, moquette upholstery, new condition .. £37
- 1931 MORRIS Minor side valve Coachbuilt Saloon, maroon, exceptionally smart .. £25
- 1932 MORRIS 4-door Saloon, fixed roof, blue .. £49
- 1932 SINGER 8 4-door Saloon, blue, sliding roof, many extras .. £59
- 1933 STANDARD Big 9 4-door de Luxe Saloon, green .. £59



Every Car Guaranteed

WARWICK MOTORS WILL GIVE YOU A BETTER DEAL!!! Delivery to any part of the country at nominal rates. Terms with no compulsory insurance over 12, 18 or 24 months. Motor Cycles accepted in part payment. Send for our complete list of 200 BARGAINS

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on any of the following Cars. This is indeed a proof of our confidence in being able to entirely satisfy you. And they are all

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1933 AUSTIN 7 Special Sports 4-seater..	£59
1933 AUSTIN 7 Sun Saloon..	£49
1936 AUSTIN 10 de Luxe Saloon. One owner..	£110
1935 AUSTIN 10 de Luxe Saloon 7,000 miles..	£98
1934 AUSTIN 10 de Luxe Saloon ..	£79
1933 AUSTIN 10 de Luxe Saloon ..	£69
1936 FORD 10 de Luxe Saloon ..	£89
1935 FORD 10 de Luxe Saloon ..	£79

EASIEST OF EASY PAYMENTS

1936 MORRIS 8 2-seater. Blue and Black ..	£89
1935 MORRIS 8 2-seater. Red and Black ..	£79
1936 MORRIS 8 4-seater. Red. Low mileage ..	£89
1931 RILEY 9 Sports 4-seater. Snip... ..	£59
1930 RILEY 9 Monaco Saloon ..	£35
1929 RILEY 9 Sports 4-seater ..	£30
1934 SINGER 9 Le Mans 4-seater..	£79
1934 SINGER 9 Le Mans Coupe ..	£79

H.P. WITH TAX & INSURANCE ON THE SPOT

1933 SINGER 9 Le Mans Coupe ..	£69
1933 WOLSELEY Hornet Special Coupe ..	£75
1932 WOLSELEY Hornet Special Coupe ..	£59
1933 WOLSELEY Hornet Sun Saloon ..	£49
1932 WOLSELEY Hornet Sun Saloon ..	£39
1931 WOLSELEY Hornet Special 4-seater ..	£32
1936 AUSTIN 7 Ruby Saloon ..	£79
1935 AUSTIN 7 Ruby Saloon de Luxe ..	£69

M/CYCLES OR 3-WHEELERS TAKEN IN EXCH.

1935 M.G. MAGNETTE. Special 100 m.p.h. 2-seater ..	£120
1935 M.G. MAGNETTE 2-seater. Black and Silver..	£110
1934 M.G. J.2 2-seater. Exceptional condition ..	£89
1933 M.G. J.2 2-seater. Marvellous condition ..	£79
1933 M.G. Montlhery 2-seater. Amazing Condition ..	£85
1932 M.G. MAGNA Open 4-seater. Black and Red ..	£59
1932 M.G. MAGNA Sun Coupe... ..	£69
1930 M.G. MIDGET 2-seater. Very clean ..	£35

SEND FOR FULL LIST OF BARGAINS

1933 MORRIS 10 Club Coupe ..	£69
1932 MARENDAZ Special 4-seater ..	£95
1936 HILLMAN MINX MAGNIFICENT. Bargain ..	£115
1935 HILLMAN MINX de Luxe Saloon ..	£89
1934 HILLMAN MINX de Luxe Sun Saloon ..	£79
1933 HILLMAN MINX de Luxe Sun Saloon ..	£65
1934 STANDARD 10 de Luxe Sun Saloon ..	£79
1933 STANDARD 9 de Luxe Sun Saloon ..	£65
1932 STANDARD 9 Sun Saloon. Very clean ..	£49

GOOD USED CARS BOUGHT FOR CASH

1935 FORD 8 de Luxe Saloon. 12,000 miles ..	£69
1934 FORD 8 Saloon de Luxe ..	£52
1933 FORD 8 Sun Saloon ..	£45
1934 AUSTIN 7 Arrow Sports 4-Seater. Super condition ..	£65
1936 MORRIS 10-4 de Luxe Saloon ..	£115
1935 MORRIS 10-4 de Luxe Saloon ..	£95
1934 MORRIS 10-4 de Luxe Saloon ..	£79
1933 MORRIS 10-4 de Luxe Saloon ..	£69

MITRE MOTORS LIMITED

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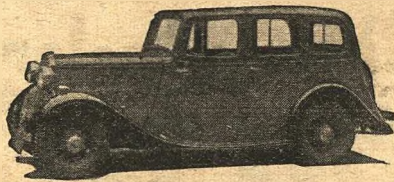
MENTION of "THE LIGHT CAR" when corresponding with advertisers assists the cause of economical motoring.

For seven days—*you can test this car Free!*

Choose the car you want and then put it to the test all next week—free.

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SINGER "9," 1935/6, late type 4-door Saloon, knee action springing, small mileage, superb condition .. £99

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**A few examples from this week's stock:—
TWO-SEATERS.**

- 79** Pounds. **AUSTIN 7, 1936**, de Luxe 2-seater, spare unused, practically unmarked, fully equipped. Choice 2 others.
- 69** Pounds. **AUSTIN 7, 1935**, 2-seater, 2-door, coachbuilt, very attractive finish, excellent tyres. Choice 4 others.
- 59** Pounds. **AUSTIN 7, 1933**, sports 2-seater, very attractive lines, all extras and equipment. Choice 2 others.
- 99** Pounds. **AUSTIN 10-4, 1936**, 2-seater, late type radiator, all extras, well kept, small mileage.
- 69** Pounds. **AUSTIN 10-4, 1934**, 2-seater, well kept, full equipment, all extras. Choice 4 others.
- 69** Pounds. **ALVIS 12/50, 1933**, 2-seater, very attractive bodywork, close ratio gears, full equipment.
- 69** Pounds. **B.S.A., 1933**, Coupe, low built, attractive lines incorporated trunk, many extras.
- 99** Pounds. **HILLMAN Minx, 1935**, Coupe, drophead, sunk dickey, special body, excellent tyres. Choice 2 others.
- 79** Pounds. **TOWETT 7, 1934-5**, de Luxe 2/3-seater, sunk dickey, magnificent condition, practically unmarked, original throughout.
- 79** Pounds. **MORRIS 8, 1936**, 2-seater, all extras, bumpers, attractive finish, well kept. Choice 7 others.
- 59** Pounds. **MORRIS 8, 1934**, 2-seater, well equipped, small mileage, 4-speed. Choice 3 others.
- 79** Pounds. **MORRIS 10/6, 1935**, 2-seater, sunk dickey, dual finish, full equipment, excellent tyres. Choice 5 others.
- 89** Pounds. **M.G. "F" type, 1934**, Coupe, low built, outswept back, excellent tyres, 4-speed. Choice 5 others.
- 99** Pounds. **M.G. J.2, 1934**, 2-seater, very well appointed, host of extras, particularly fast. Choice 3 others.
- 69** Pounds. **M.G. Magna, "F" type, 1933**, sports 2-seater, oversize tyres, large chromium lamps, many extras. Choice 4 others.
- 79** Pounds. **RILEY 9, 1932**, 2-seater, very attractive, fully equipped, chromium fittings. Choice 2 others.
- 95** Pounds. **RILEY 9, 1934**, 12-6, 2-seater, dickey, 4-speed, original condition, very attractive.
- 69** Pounds. **ROVER 10/4, 1933**, sports 2-seater, attractive streamline body, small mileage.
- 59** Pounds. **STANDARD 9, 1933**, 2-seater, 2-door, 4-speed, Magna wheels, excellent tyres. Choice 4 others.
- 99** Pounds. **SINGER 9, 1935**, Le Mans sports 2-seater, host of extras and fittings, very fast. Choice 6 others.
- 69** Pounds. **SINGER 9, 1934**, de Luxe 2-seater, 2-door, 4-speed, synchro mesh, clutchless gear change. Choice 2 others.
- 69** Pounds. **TRIUMPH 9, 1934-5**, 2-seater, magnificent condition, practically as new. Choice 3 others.

TOURERS AND SALOONS.

- 89** Pounds. **AUSTIN 7, 1936/7**, Saloon, practically as new, well appointed, tip-top condition, all extras. Choice 8 others.
- 75** Pounds. **AUSTIN 7, 1935**, Ruby Saloon, interior, bodywork as new, well kept, full equipment. Choice 5 others.
- 95** Pounds. **AUSTIN 7, 1936**, Cabriolet, full drophead, superb condition, practically as new, very small mileage.
- 99** Pounds. **AUSTIN 10-4, 1935-6** Lichfield de Luxe sun Saloon, magnificent condition. Choice 2 others.
- 69** Pounds. **AUSTIN 10-4, 1934**, 4-door de Luxe sun Saloon, well kept, all extras, excellent throughout. Choice 3 others.
- 79** Pounds. **ALVIS Silver Eagle, 1932**, 4-door Saloon, all extras and equipment, tip top throughout, excellent tyres.
- 89** Pounds. **B.A. 10, 1934-5**, 4-door de Luxe Saloon, fluid flywheel, preselector, 4-speed, wire wheels, superb throughout.
- 79** Pounds. **CROSSLEY 10, 1933** model, D.H. Coupe foursome, beautifully kept, all extras and equipment, tip top condition.
- 79** Pounds. **Ford 10, 1936**, Saloon, well kept, fully equipped, all extras. Choice 5 others.
- 69** Pounds. **FORD 10, 1935**, Saloon, practically unmarked, very well kept, full equipment. Choice 7 others.
- 79** Pounds. **FORD 8, 1937**, Saloon, practically as new, all extras, excellent tyres. Choice 7 others.
- 69** Pounds. **FORD 8, 1936** Saloon, well kept, tip top throughout, spare hardly used. Choice 4 others.
- 59** Pounds. **FORD 8, 1934**, Saloon, interior and bodywork excellent, one owner, small mileage. Choice 3 others.
- 69** Pounds. **HILLMAN Minx, 1934**, 4-door Saloon, 4-speed, inclined radiator, dual finish. Choice 3 others.
- 89** Pounds. **HILLMAN Minx, 1935**, 4-door Saloon, particularly well kept, excellent tyres, full equipment. Choice 5 others.
- 89** Pounds. **HILLMAN Aero Minx, 1933-4**, special sports Tourer, amazing performance, almost as new. £20 worth of extras.
- 99** Pounds. **HUMBER Vogue, 1934**, Sportsman's Coupe, incorporated trunk, ultra modern lines, very attractive. Choice 3 others.
- 89** Pounds. **MORRIS 8, 1936**, Saloon, well equipped, almost as new, excellent tyres. Choice 3 others.
- 49** Pounds. **MORRIS 8, 1933**, Saloon, excellent throughout, tip top condition, good tyres, safety glass. Choice 5 others.
- 79** Pounds. **Morris 10-6, 1934**, 4-door de Luxe sun Saloon, unmarked, small mileage. Choice 5 others.
- 99** Pounds. **RILEY 9, 1935-4**, Monaco Saloon, synchromesh gears, very full equipment, small mileage. Choice 3 others.
- 79** Pounds. **STANDARD Little 9, 1935**, de Luxe sun Saloon, very well appointed, full equipment. Choice 4 others.

Etc., etc. Lists of hundreds of others, all under £100
All cars open to A.A. or R.A.C. inspection willingly.

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

Make of Car or Motorcycle—	Date of Manufacture—	Type or Model— If O.H.V. or S.V.	No of Cyls. If Starter—
Condition & Type of Body (or S/c)—	Condition Mechanically—	Tyres— Taxed till—	Type of Lighting— No. of Speeds—
NAME			L.C. A.30
ADDRESS			

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

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

"The Light Car" deals in detail only with cars having an engine capacity not exceeding 1,500 c.c.
Advertisements of cars of greater engine capacity cannot be accepted.

Head Offices:

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

Inland Telegrams: "Pressimus, Smith, London."
Cables: "Pressimus, London."
Telephone: Terminus 5656 (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 Car 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 15s., blocks to be supplied by the advertiser. Series orders are subject to the usual discounts of 5 per cent. for 13, 10 per cent. for 26 and 15 per cent. for 52 consecutive insertions.

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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."

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 65.

For addresses of the Provincial Offices of "The Light Car" and other Editorial and Business Notices see page 65.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

ALVIS.

ALVISES and hundreds of others. See our special selection on page 42. 273-615

£4 Deposit or 35 gns. cash. ALVIS, 1929 1½-litre F.W.D. super-sports 2-seater, black, chromium plating, red leather, Ashby wheel, rev. counter, etc., very good condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-641

GATEHOUSE. £35. 1928 12.50 ALVIS de luxe 2-seater, double dickey, exceptionally maintained example.

GATEHOUSE. £39. 1928 12.50 ALVIS Brooklands sports 4-seater, new hood, fast and reliable. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-885

AMILCAR.

AMILCAR 8.9hp special sports 2-seater, in exceptional condition, very fast, wonderful acceleration, £25. 27 Elgin Rd., Wallington, Surrey. 273-v687

AMILCAR 8-9 2-seater, pointed tail, aluminium sports body, cowled radiator, flat folding screen, recellulosed, body light blue, wheels silver, in exceptionally fine condition, £30 or near offer; no dealers. 108 Belmont Rise, Belmont, Surrey. Phone, Sutton 1190. 273-v708

ASTON MARTIN.

£14 Deposit or 135 gns. cash. ASTON MARTIN, 1931 International sports 4-seater, dark green, remote control, large rev. counter, etc., four practically unworn tyres, carefully used, excellent condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-642

AUSTIN.

1936 AUSTIN 7 saloons, taxed to December 31, 1937, £80, supplied on first payment of £4 8s., plus insurance. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Frobisher 5057-8. zzz-829

AUSTIN. 200 new and used Austin cars in stock at Austin House, the 100% Austin depot, quarter mile north of Tally Hol Corner on the Great North Road. Phone, write or call for list of 7 and 10hp Austin saloons, tourers, 2-seaters and sports models. Any car or motorcycle taken in part exchange. Austin repairs by Austin experts. Complete service of spare parts and accessories for every Austin model. Rebores cylinders exchanged for worn ones over the counter while you wait, or the whole job completed in our works within 24 hours. Solely Austin sales and service ever since 1919. Great Northern Motors (London), Ltd., Austin House, High Rd., North Finchley, London, N.12. Phone all departments, Hillside 0024-5-6-7-8. zzz-624

£45. AUSTIN 7 saloon de luxe, 1932, completely overhauled, including rebore. Murphy, 17 Sheen Lane, Mortlake. Prospect 3305. 273-968

1930 AUSTIN 7 G.E. Sports 2-seater, quick sale, £12 10s. Tidey, West Grinstead, Sussex. 273-s88

1934 AUSTIN 7 Special 2-3-seater, fawn, new hood, low mileage, exceptional little car, £49. K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456 and 7. 273-994

£19. AUSTIN 7 Cup model, taxed and in excellent condition. Sports Spares, Chilworth St. Paddington 2309. 273-612

1937 AUSTIN 10 4-door cabriolet, mileage 400, otherwise new. Below.

1936 AUSTIN 7 tourer, small mileage, new condition throughout. Below.

1935 AUSTIN 7 de luxe saloon, mileage 7,000, as new. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 273-603

1935 AUSTIN 10 de luxe sunshine saloon, one owner, 14,000 miles, like new, £84.

1933 AUSTIN 7 saloon, excellent condition throughout, £38; payments. Oldfield, Pottery Lane, Holland Park. Park 4170. 273-602

£61. 1934 AUSTIN 7 sun saloon de luxe, one owner. Below.

£89. 1935 AUSTIN 10 sun saloon de luxe, mileage 13,000; exchanges, deferred terms; third-party insurance. Broadway Motors, 67 High St., Hounslow. Phone 0175. 273-591

EARLS, LTD. offer AUSTIN 7 and Austin 10 bargains including: 1935 Speedy sports, 75 m.p.h. £78; 1935 Ruby fixed-head saloon, taxed December, £58; 1933 de luxe sun saloon, £44; 1933 2-seater, finished grey and black, good condition, £45, choice of two; five 1932 long-chassis sun saloons, from £38; six 1931 saloons, from £27; 1929 tourer, repainted, taxed, £17; 1929 saloon, £16, choice of three; 1928 and 1927 tourers, from £10; also 1933 Austin 10 de luxe sun saloon, excellent runner, £47; 1933 tourer, in new condition, £52; terms, exchanges. 114-118 Kentish Town Rd., N.W.1. Camden Town. Gul. 1751. 9 till 9; 1 o'clock Sundays and Thursdays. 273-594

£98. 1936 AUSTIN 10 4-door coachbuilt saloon, very low mileage, almost new condition. Below.

£85. 1935 AUSTIN 10 4-door sunshine saloon de luxe, carefully used, unmarked condition. Below.

£65. 1934 AUSTIN 10 cabriolet, very sound and attractive condition, unrepeatable offer. Below.

£60. 1933 AUSTIN 10 4-door sunshine saloon de luxe, exceptionally fine order throughout, choice of several excellent examples. Below.

£75. 1936 AUSTIN 7 sunshine saloon de luxe, carefully used, almost new condition. Below.

£65. 1935 AUSTIN 7 sunshine saloon de luxe, low mileage, magnificent condition; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3175

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

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

1934 AUSTIN 7 2-seater, in most exceptional condition throughout, extremely low mileage, original tyres, £60. Ray Abbott, Harrow Weald. Harrow 3884. 273-3186

£7/10. 1926 AUSTIN 7hp tourer, perfect runner.

£8/10. 1926 AUSTIN 7hp tourer, rebored.

£10/10. 1927 AUSTIN 7hp saloon, taxed.

£15. 1928 AUSTIN 7hp coachbuilt saloon, excellent condition.

1928 AUSTIN 7hp, excellent condition, insured, Triplex, £16 10s.

£19. 1928 AUSTIN 7hp saloon, coachbuilt, perfect.

£35. 1930-1 AUSTIN 7 sunshine saloon, one owner, year's tax, new tyres, magnificent condition.

£39. 1931 AUSTIN 7hp tourer, showroom condition.

£43. 1932 AUSTIN 7hp de luxe sunshine saloon, showroom condition.

49 Gns. AUSTIN 7hp 1932 saloon, sunshine, excellent condition, overhauled.

£49. AUSTIN 10-4 1932 sunshine saloon, overhauled, magnificent runner.

£59. 1933 AUSTIN 10-4 de luxe sunshine saloon, excellent condition, guaranteed.

AUSTINS, 147-153 High St., Harlesden, N.W.10. Willenden 2099. 273-500

£10. 1928 AUSTIN 7 tourer, new cylinder block, pistons, tyres. A. Green, 5 Begonia Walk, Ducane Rd., W.12. 273-7165

£52. 1933 AUSTIN 7 full de luxe saloon. Below.

£46. 1932 AUSTIN 7 de luxe saloon, one careful owner. Marnic Motors, 6-8 Bishops Rd., Paddington (Station), 2308. Open Monday-Saturday to 9 p.m., Sunday 1 p.m. 273-462

1934 AUSTIN 7 de luxe sun saloon, one owner, really beautifully maintained, £60. Wad- Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 273-474

£14. 1929 AUSTIN 7hp saloon, hood new, insured July. Hunt, 9 Bruton Way, Ealing. 273-6449

1933 AUSTIN 7 Opal 2-seater, £40; terms, exchanges. 13 Ravenswood Rd., Balham. 273-655

AUSTIN 7, late 1928 Mulliner coupe, safety glass, new oversize tyres, good battery, £7 10s., trial willingly. Ring Tudor 4255, 11-8. 273-6535

AUSTIN 10 1934 de luxe sunshine 4-door saloon, one owner, £56. Below.

AUSTIN 7 snips. 1932 long-chassis sunshine saloon, leather upholstery, smart, £59; 1931 ditto, £29; 1929 Wydor saloon, Triplex, £15; 1929 long-tail 2-seater, £15; Ulster chassis special racing 2-seater, rear tank, etc., £19. 3 Exeter Parade, N.W.2. Close Brondesbury Met. Station. Gladstone 6252. 273-553

1932 AUSTIN 7 de luxe saloon, £39. 182 Acre Lane, Brixton. Phone 3227-8. 273-535

1937 7 sunshine saloon, black-brown hide, few thousands only, exchanging for larger car, £105. Below.

1936 10hp Lichfield sunshine, black-green, mileage about 4,000, shop-soiled condition only, private owner, £125. Another, larger mileage, £115. Below.

1935 (July) 7hp 2-seater, blue, new tyres throughout, one owner, condition quite faultless. £65. Below.

1934 10hp sunshine de luxe, grey-black, three new tyres, one owner always, £70. Below.

1935 7hp sunshine de luxe, grey, one private owner, carefully kept, £70. Below.

1934 (February) saloon, black, red leather, grid, very complete equipment, any trial, £50. Below.

1932 7 sunshine saloon, blue, all new tyres, hide upholstery, splendid runner, £43. Below.

B. J. HUNTER, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Daily 9-8, Sundays 10-1. 273-539

AUSTIN 7 enthusiasts. 1928-9 G.E. special sports, stripped for reboring, very fast, Triplex, nearest £7 10s. 88 Knightorpe Rd., Loughborough. 273-480

£99/10. 1935 AUSTIN 10 de luxe sunshine saloon, maroon, small mileage, very exceptional condition: Wards, 5 Upper Richmond Rd., S.W.15. Putney 7422. 273-482

£27/10. Cup model, rebuilt, just recellulosed, outside chromium exhaust, twin carburettors, very special engine, terrific acceleration, ideal for trials, innumerable extras, competition tyres, aero screens, etc. P.C. for particulars. Smith, 177 Hermon Hill, E.18. 273-5551

AUSTIN 7, 1930 tourer, very carefully maintained, taxed year, £22. Emberbrook 2448. 273-705

NEWHAMS for good AUSTINS at right prices; few examples below but list of 200 guaranteed used cars on request. Self-financed terms and generous exchanges.

1936 7hp de luxe cabriolet, very carefully used, £78.

1937 10-4 Cambridge de luxe saloon, almost as new, £148.

1935 10-4 Lichfield de luxe sun saloon, one owner car, £92.

NEWHAMS HOUSE, 257 Hammersmith Rd., London, W.6. Riverside 4646. 273-714

1932 L/O sun saloon, clean and really sound, £40. Below.

1933 AUSTIN 7 sun saloon de luxe (choice two), really clean cars, many extras, £50.

AUSTIN 10 Sherborne saloon de luxe, 11,000 miles only since new, one owner, April, 1936, absolutely equal to new, bargain, £120.

AUSTIN 10 1935 cabriolet, clean condition, £90. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-735

1934 AUSTIN 10 sun saloon de luxe, genuinely fine condition, very carefully used, bargain, £70; terms and exchanges. Thompsons, 266 Beulah Hill, Norwood, S.E.19. Streatham 3646. 273-744

1933 AUSTIN 7 sunshine saloon, excellent condition, 13,000 miles, £48. Bevan, 1 Albert Rd., Peckham, S.E.15. (Six doors down). 273-682

1933 AUSTIN 10 de luxe, excellent appearance and condition, carefully used, taxed, £65. Fields Garage, Kneller Rd., Whitton, Twickenham. Popesgrove 2739. 273-684

1929 AUSTIN 7 Wydor saloon, Triplex, fitted L.M.B. independent front-wheel suspension, recently rebored, £15 10s. Bland, 27 Southfields Rd., S.W.18. Putney 1612. 273-386

HUMPHREYS. 1934 AUSTIN 7 sunshine saloon, new tyres, quite spotless, small mileage, absolutely magnificent condition, £65.

HUMPHREYS. 1936 AUSTIN 7 saloon, small mileage, excellent mechanically, good tyres, £79 10s.

HUMPHREYS. 1934 AUSTIN 10 2-seater with double dickey, absolutely spotless condition, splendid mechanically, £67 10s.

HUMPHREYS. 1936 AUSTIN 7 Ruby, very small mileage, beautifully cared for, good tyres, splendid mechanically, £89 10s. 410 Euston Rd., N.W.1. Euston 4036. 273-754

1934 AUSTIN 10 de luxe saloon, in exceptionally nice condition, choice of two, from £72 10s. Basil Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1138. 273-757

AUSTIN 7 saloon, in beautiful condition throughout, £72. J. B. Neil, New Rd. Garage, Ayr. 273-549

1934 AUSTIN 7 special Tickford saloon, the ideal all-weather car, open or closed without effort, very attractive, in black and primrose, superior leather upholstery, in really beautiful condition throughout, tax paid, £79. Harold Simons, 311 Euston Rd., N.W.1. Euston 4128-9. 273-701

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. 273-468

LONDONS offer 1936 series AUSTIN 10 de luxe saloon, blue cellulose, splendid order, £99.

1935 AUSTIN 7 de luxe cabriolet small mileage, unusually good condition, taxed and insured, £75.

THE above are merely two from the stock of approximately 150 selected cars from £10 to £300. List on request. Terms and exchanges.

LONDON BROS, LTD., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224-5-6. 273-546

1933 AUSTIN 7 tourer, one owner, mileage 20,000, paintwork, hood and screens perfect, taxed, £40. North 3663. 273-563

ARROW sports tourer AUSTIN 7, 1933, two owners, bodywork and tyres, etc., excellent, £45. North 3663. 273-557

1933 AUSTIN 7 saloon de luxe, two owners, small mileage, taxed December, paintwork and tyres excellent, £45. North 3663. 273-556

1935 AUSTIN 7 saloon de luxe, one owner, small mileage, mechanically 100%. £65. North 3663. 273-564

TICKFORD 1935 AUSTIN 7 saloon, one owner, mileage under 15,000, cost £150, £75. North 3663. 273-551

1934 AUSTIN 7 coachbuilt sunroof saloon, £60. Below.

2-SEATER AUSTIN 7, 1934, coachbuilt, £50. Below.

CABRIOLET AUSTIN 10, 1934, £70. Below.

LICHFIELD AUSTIN 10, 1936 sunroof saloon de luxe, £115. Argyle Motors, 29 Euston Rd., N.W.1. (Opposite King's Cross Station.) Terminus 2236. 273-507

RHINDS, Manchester. 10 AUSTIN 7 saloons, coachbuilt and fabric, all in good, sound clean order, from £15 to £25. Exchanges, deferred. Rhinds Motors, Ltd., 15 Albion St., Manchester. By Central Station. 273-518

RHINDS, Manchester. AUSTIN, 1935 10 saloon, beautiful order, blue, small mileage, £92; 1934 Austin 10 cabriolet, one owner, extremely smart, only £69; 1934 Austin 10 saloon, 4-door, bargain, £72; 1933 Austin 10 saloon, engine just rebored, very sound order, £65; 1932 Austin 10 de luxe saloon, 4-door, very clean, bargain, £58; 10 Austin 7 saloons, coachbuilt and fabric, from £15 to £25.

EXCHANGES arranged. Rhinds Motors, Ltd. (Phone, Central 3670), 13 to 19 Albion St., Manchester, 1, or 258 Deansgate, Manchester. 273-517

AUSTINS and hundreds of others. See our special selection on page 42. 273-630

GRIFFIN AND NASH, AUSTIN 7 specialists, offer: 1929 coachbuilt saloon, £18; others from £15 to £70. 1 Streatham Place, Brixton Hill. 273-3212

ALLAN TAYLOR AND CO.

1936 AUSTIN 10hp Lichfield saloon de luxe, one owner, beautiful condition throughout, £117.

1934 AUSTIN 10hp saloon de luxe, sun roof, perfect condition, £75.

1934 7hp 2-seater, grey, one owner, exceptionally good condition, £57.

ALLAN TAYLOR AND CO., 126-128 High St., Wandsworth, S.W.18. Putney 6431-2-3-4. 273-3213

£59. 1935 AUSTIN 7 Ruby saloon one owner only, a real snip. Granville Motors, 330 Kennington Rd., S.E.11. Reliance 3300. 273-802

£20. 1931 7hp AUSTIN 4-seater, many extras, genuine bargain. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484. Open Sunday mornings. 273-800

AUSTIN 7, 1933 de luxe saloon, £48, choice of 40 cars. Kings, 322 Fore St., Edmonton, N.9. 273-804

AUSTIN 10hp de luxe 2-seater, 1934, perfect order, £65. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 300 cars. 273-780

1936 AUSTIN 7 Ruby saloon, £75; 1933 overhauled saloon with sun roof, £45. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-777

RAYNES PARK MOTORS.

1931 AUSTIN 7 coachbuilt saloon de luxe, £29.

1934 AUSTIN 10 drop-head coupe, in magnificent condition, £74. 215 Worpole Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592. 273-764

TANKARD AND SMITH, Tottenham, offers:—

AUSTIN, 1935 Lichfield saloon, beige, perfect, good tyres, £90.

1936 Ditto, blue, immaculate, £115; three months' guarantee, deferred terms; exchanges; 100 under £100. 226 High Rd., S. Tottenham, N.15. Phone, Stamford Hill 3291. 273-3205

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

HUMPHREYS. 1935 AUSTIN 7 Ruby de luxe sun saloon, finished dove grey, leather upholstery to match, lavish equipment, including Ace disc wheels, one owner, mileage negligible, really superb condition throughout, £77 10s.; exchanges, terms. Hampstead Rd., Tottenham Court Rd., N.W.1. Euston 3326. 273-826

AUSTIN 7, 1933 de luxe sunshine saloon, excellent car; terms, exchanges, £48. Fred Guy, 196 and 198 King St., Hammersmith. Riverside 3131. 273-830

1936 AUSTIN 7 Ruby body saloon, 12,000 miles, taxed year, indistinguishable from new, £82. Sessions Motor Services Ltd., Edgware Rd., Cricklewood, N.W.2 (opposite Bus Garage). Gla. 2244. 273-843

1933 AUSTIN 7 sun saloon, perfect, £45. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2 (opposite Bus Garage). Gla. 2244. 273-841

AUTOSNIPS.

1931 AUSTIN 7 fabric saloon, £20; 1930, similar, £15; terms, exchanges. Open weekdays, 9-8.30, Sundays 10-1. Autosnips, 5-7 High Rd., Balham. Phone 1509. 273-849

1929 AUSTIN 7 chummy, new hood, rebored, taxed, £15 cash. Tofts, 40 Wilberforce Rd., Finsbury Park, N.4. 273-724

1935 AUSTIN 7 de luxe saloon, exceptionally little used by very careful owner, this car is as good as new and guaranteed three months, £72 10s. Below.

1934 AUSTIN 10-4 Lichfield de luxe saloon, immaculate condition, any trial, £65. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tel. 2446. 273-815

1931 AUSTIN 7 coachbuilt saloon, excellent condition, taxed, insured, £32 10s. 156 Brewery Rd., Plumstead, London. 273-701

1934 AUSTIN Arrow sports 4-seater, 7hp, excellent condition, £65. Guy Salmon Automobiles, 20 Southsea Rd., Kingston. Phone 1814. 273-x391

1930 AUSTIN 7 stadium sports 2-seater, perfect condition, taxed, Guy Salmon Automobiles, 20 Southsea Rd., Kingston. Phone 1814. 273-x392

NAYLOR AND ROOT, LTD. AUSTINS.

1933 7hp de luxe saloon, one owner, absolutely as new, £55.

1934 7hp model 65 sports 2-seater, red, good tyres, fast car, £69.

1936 7hp Ruby de luxe saloon, 4,000 miles, equal to new, £89.

1934 7hp Opal 2-seater, very good tyres, carefully driven, smart, £59.

1935 7hp Ruby de luxe saloon, maroon, small mileage, £72.

1935 7hp Pearl cabriolet, black, one owner, as new, £78.

SEE page 35 for selection of 250 other cars. Terms from one-fifth deposit, balance 24 months. Three months' guarantee over £50.

NAYLOR AND ROOT, 25 East Hill, Clapham N Junction, S.W.11. Battersea 5272. Open 9 to 8. Closed Sundays. 273-567

SMITH AND HUNTER, LTD., Rossmore Court, Park Rd., Upper Baker St., N.W.1, for cheap AUSTINS. See page 35 for 150 bargains. Phone, Ambassador 1011. 273-789

COOKES MOTORS offer 1935 AUSTIN 7hp Ruby de luxe saloon, £68. 9-11 High St., Sutton. Open 9-8. Sutton 3800. 273-3199

HARRY NASH, AUSTINS. 1937 7hp Ruby de luxe saloon, grey, mileage 2,000, extras, guaranteed as brand new, cost £128, bargain, £105. Below.

1936 (May) 10hp Sherborne de luxe saloon, blue, one private owner, mileage 9,000, magnificent throughout, £127 10s. Below.

1936 (January) 7hp Ruby de luxe saloon, fawn, mileage 8,000, one private owner, showroom condition, £82 10s. Below.

1935 10hp Lichfield de luxe saloon, blue, mileage 10,000, passed R.A.C. examination, exceptionally nice, £92 10s. Below.

1935 7hp Ruby de luxe saloon, blue, one private owner, leather upholstery, magnificent condition, £75; another Ruby saloon, £67 10s. Large selection small-mileage light cars. 348 King St., Hammersmith. Riverside 2837. 273-682

ROWLAND SMITH (MOTORS), LTD.,

AUSTIN 7a. List free. Terms, exchanges. Rowland Smith. Below.

£12 Deposit or 115 gns. cash. 1937 model Nippy sports 2-seater, black, red leather, oversize tyres, one owner, run 1,077 miles only, brand-new condition, cost about £150.

£7 Deposit or 65 gns. cash. 1935 Ruby de luxe sunshine saloon, black, grey leather, carefully used, excellent condition.

£7 Deposit or 65 gns. cash. 1931 supercharged Ulster sports 2-seater, black, silver wheels, outside exhaust, rev. counter, good tyres, carefully used, excellent condition.

£5 Deposit or 49 gns. cash. August, 1930, Ulster sports 2-seater, black and maroon, outside exhaust, rev. counter, two new tyres, excellent condition.

£3 Deposit or 29 gns. cash. 1930 Wydor saloon, black and red, carefully used, excellent condition.

£3 Deposit or 25 gns. cash. 1930 chummy, dark blue, good tyres (two new), excellent condition, choice of six.

15 Gns. 1928 model chummy, green, very good condition, choice of six.

5 Gns. 1929 Gordon England saloon, black and green. See below.

AUSTIN 10s and 12-6s. List free. Terms, exchanges. Rowland Smith. Below.

£15 Deposit or 145 gns. cash. 1937 model 10hp cabriolet, blue, leather upholstery, one owner, run 4,700 miles only, practically brand-new condition.

£3 Deposit or 19 gns. cash. Late 1932 12-6 coachbuilt 4-door saloon, duo-blue.

ROWLAND SMITH. Hampstead High St. (Hampstead Tube). Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-643

AUSTIN 7 1933 2-seater, condition and appearance as new, very small mileage, £47 10s. Exchanges, deferred terms. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 6113. 273-678

AUSTIN 7 1930 Wydor saloon, sound and smart condition, unworn tyres, fully equipped, taxed, £17 10s. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 273-676

AUSTIN 7 late 1932 4-seater tourer, condition and appearance as new, very small mileage, £37 10s. Exchanges deferred terms. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 273-673

£18/10. 1929 AUSTIN 7 saloon, exceptional condition throughout, bargain. Below.

£15/10. 1928 AUSTIN 7 saloon, good chassis, clean. Below.

£12/10. 1929 7hp tourer, coachbuilt, good tyres, hood, etc. Below.

£10/10. 1928 7hp tourer, blue, coachbuilt, perfect.

TERMS, exchanges. Any model delivered or demonstrated upon request. Open Sunday.

TURNER, 10-11 Codrington Mews, Blenheim Crescent, Ladbroke Grove, W.11. 273-669

1935 AUSTIN 7 Ruby saloon de luxe, one owner, low mileage, taxed, £70. Dicks Motors, 399 High Rd., Kilburn. Maida Vale 6888. 273-660

AUSTIN 7 1928 model Chummy smart, good condition, £8. Only address: 7 Codrington Mews, Blenheim Crescent, London, W.11. 273-663

1930 AUSTIN 7 4-seater, exceptional appearance, £20; terms and exchanges. Car Sales, adjoining Turnham Green Station. Chiswick 4815. 273-355

5 Gns. AUSTIN 7, 1929, Gordon England saloon, black and green. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-644

AUSTIN 7 sports, very fast, smart, choice of four from £10. Wallington 4552. 273-870

£15. 1930 AUSTIN 7 Wydor saloon, perfect condition, well shod, bargain. Vinal, 31 Holmes Rd., Kentish Town. 273-728

1935 (March) AUSTIN 10hp de luxe cabriolet, excellent condition, guaranteed, £75. Terms. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4773. 273-865

1934 (May) AUSTIN 10hp de luxe 2-seater, excellent condition, guaranteed, £55. Terms. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4773. 273-864

B.S.A.

1936 B.S.A. Scout 9hp 2-seater, one owner, very carefully used, £95. Tiffen, Irishgate, Carlisle. 273-908

1937 B.S.A. 4-seater de luxe, small mileage, original cost £176 10s., will accept £157 10s. Basil Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1138. 273-759

QHP B.S.A. 1933 sports 4-seater, one owner, excellent condition, £45. Stanley, 109 Camberwell New Rd., S.E.5. 273-718

B.S.A.s and hundreds of others. See our special selection on page 42. 273-628

1934 B.S.A. 10hp sports coupe, sun roof, very attractive, £73. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2 (opposite bus garage). Gla. 2244. 273-842

1935 B.S.A. SCOUT 2-seater, in really good condition throughout, choice of three from £85. Basil Roy, Ltd., 161 Gt. Portland St., W.1. Welbeck 1138. 273-758

NAYLOR AND ROOT. 1935 B.S.A. Scout 2-seater, black-cream, good tyres, smart car, £85.

NAYLOR AND ROOT. 1935 B.S.A. 10 de luxe saloon, small mileage, beautiful condition, £105; exchanges; 24 months' terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 273-568

1934 B.S.A. 10 sun-roof saloon de luxe, fluid flywheel pre-selector, £80. Argyle Motors, 29 Euston Rd., N.W.1 (opposite King's Cross Station). Terminus 2236. 273-508

B.S.A. Scout de luxe 4-seater, 1937, absolutely as new, used for few demonstrations only, bargain, £155. Morgans, 82 Coombe Lane, Wimbledon, S.W.20. Wim. 3668.

B.S.A. Scout, 1935 (April), black with gold wheels, 18,000 miles only, 100% condition, good tyres, spare unused, guaranteed, £79, £23 deposit. P. J. Evans, Holloway Rd., Birmingham. Midland 2911. 273-489

1936 B.S.A. Scout, 9hp, 2-seater, one owner, very carefully used, small mileage, £105. Whitbys of Acton, 273 The Vale, Acton, W.3. Shepherd's Bush 5355. 273-697

B.S.A. THREE-WHEELERS.

£59 1934-35 B.S.A. 4-cylinder special sports 3-wheeler, perfect. Roy Motors, Scamston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-721

B.S.A. three-wheeler, 2-cylinder, smart, perfect, £30. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 300 cars. 273-779

£60. Really nice 1934 (July) B.S.A. 4-cylinder 3-wheeler de luxe sports 2-seater, smart appearance, finished dark red, very good mechanically, excellent tyres, good vehicle from all standpoints, taxed; exchanges, deferred. H.A. Autocars, 67-71 Church Rd., Upper Norwood, S.E.19. Livingstone 5395. 273-506

B.S.A., 1933 3-wheeler, family model. Day, 13 Lilywhite Terr., Heston-le-Hole 273-550

B.S.A. three-wheeler, 1932, re-upholstered, new accumulator, taxed, insured March, £32. 22 Franklin St., South Tottenham. 273-656

NAYLOR AND ROOT, LTD. B.S.A. three-wheelers.

50 Models always in stock.

£75. 1935 special sports, 4-cylinder black-red, very small mileage, fast; choice two.

£35. 1932 sports Blue Star, chromium lamps, black and red; choice five.

£52. 1934 Family 2-4-seater, black, side screens, good tyres, very smart car.

£56. 1933 special sports, 4-cylinder, black and red; choice of five.

£65. 1934 special sports 4-cylinder, black-green, small mileage, as new.

£42. 1935 de luxe 2-seater, flat screen, black and red, very smart.

£69. 1935 sports Blue Star, tuned engine, one owner, as new.

£21. 1930 de luxe 2-seater, flat screen, black-red, good tyres, choice three.

DEFERRED terms: From one-fifth deposit, balance over 18-24 months. Your motorcycle, car or three-wheeler gladly taken in exchange. Send for bargain list and mention "The Light Car."

NAYLOR AND ROOT, LTD., 120 High St., Tooting, S.W.17. Streatham 4020. Open 9 to 8 (Wednesday 1 p.m.). Closed Sundays. 273-569

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).**ROWLAND SMITH (MOTORS), LTD.**

BS.A.s. List free. Terms, exchanges. Rowland Smith. Below.

£8 Deposit or 75 gns. cash. 1936 Family coachbuilt 3-wheeler, red and black, one owner, small mileage, practically new condition.

£7 Deposit or 72 gns. cash. August, 1936, de luxe 3-wheeler, blue and black, one owner, run 3,500 miles only, spare unused, practically brand-new condition.

£7 Deposit or 69 gns. cash. Late 1935 4-cylinder special sports 3-wheeler, black and ivory, excellent condition.

£5 Deposit or 49 gns. cash. 1934 coachbuilt 3-wheeler, dark blue, red wheels, very good condition.

£5 Deposit or 49 gns. cash. 1932 (registered 1933), Family 3-wheeler, black and red, one owner, small mileage, carefully used, very exceptional condition, taxed.

£3 Deposit or 25 gns. cash. 1932 coachbuilt special sports 3-wheeler, black and red.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-635

£35 1932 2 and 4-seater, black and red, side screens, taxed year, any examination or trial. Haskins (Park 5541), 135 Ladbroke Grove, W.10. 273-3201

25 Gns. B.S.A., 1932, coachbuilt special sports 3-wheeler, black and red; terms, exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-636

GATEHOUSE. £49. 1933 model 10 4-cylinder sports 2-seater, black and green. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-839

1934 B.S.A. 3-wheeler, 4-cylinder, new condition throughout, £70; exchanges, terms. Ebbisham Garages, 1, 2 and 3 Dorking Rd., Epsom. 273-863

BUGATTI.

£95. 1½-litre 4-cylinder Grand Prix, fitted with Cavendish magneto, 85 m.p.h. J. Lemon Burton, 17 Cavendish Rd., Brondesbury, London, N.W.6. Willesden 1394. 273-858

CROSSLEY.

CROSSLEYS and hundreds of others. See our special selection on page 42. 273-629

£70. CROSSLEY 10, 1933 Torquay 4-door sunshine saloon de luxe, genuine quality production, specimen condition throughout; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton, Phone 3401. 273-3176

FIAT.

FIATS and hundreds of others. See our special selection on page 42. 273-627

1935 FIAT Balilla drop-head coupe, in beige, leather to match, in immaculate condition throughout, capable of over 70 m.p.h., one owner since new, a very attractive and comfortable car, bargain, £95. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tul. 2446. 273-820

8HP FIAT tourer, good condition, mileage 20,000, cheap. Goodall, Welton, Lincoln. 273-v164

COOKES MOTORS offer 1937 FIAT 6hp drop-head saloon, unscratched, equal new, £99. 9-11 High St., Sutton. Open 9-9. Sutton 3800. 273-5198

FORD.

AT Ferraris of Cricklewood.

1935 Ford 8hp Tudor saloon, fixed head, leather upholstery, £60.

ALWAYS a large range of rejuvenated 8 and 10hp cars in stock. Deferred terms, exchanges. 200-220 Cricklewood Broadway, N.W.2. Gladstone 2254-5-6. zzz-922

D. HARRIS MOTORS offer:—

1935 FORD 8 2-door saloon, sun roof, leather, dark blue throughout, unscratched condition, a really perfect car, special opportunity, £57 10s.; deposit £14 10s. Below.

1936 FORD 8 saloon, black with green upholstery, small mileage, one careful owner only, in perfect condition throughout, a real "no-trouble" car, £69 10s.; deposit £17 10s. 29 D'Arbly St., Oxford St., W.1 (five minutes Oxford Circus). Gerrard 1768. 273-x397

SYDNEY G. CUMMINGS offer the following FORD bargains:—

£67/10. 1936 FORD 8 sun saloon de luxe, 8,000 miles only, condition absolutely as new, guaranteed. Below.

£95. 1936 FORD 10 4-door sun saloon de luxe, taxed, 10,000 miles only, condition of this car has been kept regarding of expense and has only just been overhauled with all bearings guaranteed; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.5. Kensington 8251. 273-3210

FORD 8 saloons, 2 and 4-door, choice of 40 cars. Kings, 322 Fore St., Edmonton, N.9. 273-803

ALLAN TAYLOR AND CO.

1934 FORD 8hp 4-door saloon, sun roof, leather upholstery, one owner, £50.

1936 FORD 8hp Tudor saloon, perfect condition, £69.

1935 FORD 10hp Tudor saloon, grey, with red leather upholstery, smart car, £75.

ALLAN TAYLOR AND CO., 126-128 High St., Wandsworth, S.W.18. Putney 6431-2-3-4. 273-3214

THREE 10hp FORDS, de luxe sunshine saloons, from £75. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484. 273-798

£79!!! 1935 FORD 10 de luxe saloon, rather rare model with four doors, real leather upholstery and sun roof, cost originally £160, very smart looking car, snappy acceleration, good tyres and battery, only wants seeing; terms and exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. 273-809

1936-7 FORD 8 saloon, latest model, £70; 1935 Ford de luxe, £65. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-769

W. HAROLD PERRY, LTD.

THE Perry Plan No. 2 provides you with a thoroughly reconditioned 8hp FORD saloon with a Perry Warranty.

INITIAL deposit, including 12 months' comprehensive insurance and tax from £22 10s.

THE following is a selection from our comprehensive stock of guaranteed used FORD cars:—

1936 Single-entrance saloons at £72 10s. Choice of six, various colours.

1936 Fordor saloons, black and green, direction indicators, etc., very low mileage, choice of six, £77

1935 Fordor saloons, black and red, in exceptionally good order throughout, £65.

1935 Tudor models, various colours, overhauled and new tyres fitted, choice of eight, from £62 10s. each.

1934 Tudor models, from £50, overhauled and guaranteed.

1936 Tudor model, with sun roof, as new throughout, £100.

1935 Tudor model, sun roof and hide upholstery, choice of two; another, completely recellulosed gunmetal grey, £80 each.

SEE our selection of superb used FORD cars on Stand No. 27, at the "Used-Motor Show," Royal Agricultural Hall, from April 24-May 8, 1937.

W. HAROLD PERRY, LTD., Invicta Works, Balards Lane North Finchley, N.12. Phone, Hillside 4444 (five lines). 274-10

1935 FORD 10 sun saloon, 62 gns., equal to new, low mileage; terms. Bell Bros., 65-67 Norwood Rd., Herne Hill. Tulse Hill 7163. 273-878

1934 FORD 8 saloon, 45 gns., leather, new tyres, splendid condition; terms. Bell Bros., 65-67 Norwood Rd., Herne Hill. Tulse Hill 7163. 273-877

1933 FORD 8 saloon, 36 gns., exceptionally good; terms. Bell Bros., 65-67 Norwood Rd., Herne Hill. Tulse Hill 7163. 273-876

A. ANDREW OF MORTLAKE.

1936 8hp Fordor saloon de luxe, 11,000 miles only, indistinguishable from new, £80.

1935 8hp saloon, leather, excellent condition, £65.

1935 10hp Fordor saloon, leather, sun roof, £85.

1934 8hp Tudor saloon, leather, excellent, £55.

MANY others. All over £50 guaranteed before and after sale. Seven days' free trial. All ready to drive away. Immediate tax and insurance. Generous exchanges. 37 Sheen Lane, Mortlake (Station), S.W.14. Prospect 1061. 273-494

FORD 8, 1936 (May) 4-door saloon, mileage 8,000, definitely as new, £80. Below.

FORD 8, 1936 (May) 2-door saloon with radio, mileage 9,000, new condition, £70. Below.

FORD 8, 1934-5 (July) 4-door de luxe sunshine saloon, leather upholstery, wonderful condition, £60; terms, exchanges. Fred Guy, 196 and 198 King St., Hammersmith. Riverside 3131. 273-831

1935 (February) FORD 8hp 4-door de luxe sunshine saloon, leather, guaranteed, £58; terms. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4773. 273-866

G.P., BALHAM.

G.P. £44. 1934 FORD 8 saloon, super condition, any trial. 2c Balham Hill Battersea 3117. 273-851

FORDS. List free. Terms, exchanges. Rowland Smith. Below.

£7 Deposit or 65 gns. cash. Late 1936 8hp Tudor saloon, black, spare tyre unworn, one owner, excellent condition.

£5 Deposit or 49 gns. cash. 1933 8hp 4-door sunshine saloon, maroon, cream wheels, two new tyres, very good condition.

£7 Deposit or 69 gns. cash. 1935 10hp de luxe 4-door saloon, maroon, cream wheels, leather upholstery, excellent condition.

£4 Deposit or 39 gns. cash. 1933 8hp Tudor saloon, blue, cream wheels.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-645

1934 FORD 8 sun saloon, excellent condition, taxed, £48 10s. Exchanges. Bland, 27 Southfields Rd., S.W.18. Putney 1612. 273-x383

£67/10. 1936 (June) FORD 8 saloon, good condition, mechanically perfect, one owner, any trial, taxed and insured. (Terms arranged.) M. Phillips, 149 Lavender Hill, S.W.11. Battersea 4697. 273-651

1936 FORD 10 tourer, reconditioned engine, taxed, £95. Taylors, 6 Kendrick Place, Sussex Place, South Kensington. Ken. 9404. 273-3196

FORDS and hundreds of others. See our special selection on page 42. 273-626

NAYLOR AND ROOT, LTD. FORD cars.

1936 8 2-door saloon, green, one owner, good condition, £69.

1936 10 de luxe 2-door sun saloon, leather, black-red, as new, £92.

1935 10 de luxe 4-door sun saloon, hide, one owner; black, £79.

1935 8 Fordor saloon, sun roof, good tyres, very clean car, £69.

1934 8 Tudor saloon, cloth, good tyres, very fine condition, £52.

SEE page 35 for selection of 250 other cars. Terms from one-fifth deposit, balance 24 months. Three months' guarantee.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, closed Sundays. 273-570

£67/10. 1935 FORD 8 saloon, outstanding condition. Macaulay 2546. M. T. Lane, 65 Old Town, Clapham. 273-749

1935 FORD 8 saloon, perfect, £55. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2. (Opposite bus garage.) Gla. 2244. 273-845

1936 FORD 8 saloon, 4-door, green, green leather, perfect, £75. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2. (Opposite bus garage.) Gla. 2244. 273-844

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

40 Gns.!!! 1933 FORD 8 saloon, excellent little car, smart bodywork, private owner; terms, etc. 1111 Finchley Rd., Golders Green (adjacent "Royal Oak"). Speedwell 8204. 273-837

£71. 1936 FORD 8 2-door saloon, black, small mileage, exceptional. Exchanges, deferred; third-party insurance. Broadway Motors, 67 High St., Hounslow. Phone 0175. 273-590

EARLS, LTD., offer:—1933 Tudor saloons from £55, choice of four; 1934 Tudor sun saloon, £50; also 1934 sun saloon, leather upholstery, reconditioned engine, tyres as new, taxed, £55; terms, exchanges. 114-118 Kentish Town Rd., N.W.1. (Camden Town.) Gul. 1751. 273-595

1936 FORD 10 4-door de luxe sunshine saloon, leather, one owner, mileage 5,000, £90. Payments. Oldfield, Pottery Lane, Holland Park. Park 4170. 273-600

1936 FORD 10 Tudor saloon, in faultless condition throughout, as new, £89. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 273-605

UNQUESTIONABLY the finest second-hand FORD 8 Tudor ever offered. 1934 saloon, one owner, paintwork literally like brand new, special 100 amp. battery, £50, or taxed December, £54. North 3665. 273-560

1933 FORD 8 Tudor saloon, two owners, taxed, excellent tyres and paintwork, £9 recently spent on complete axle overhaul, engine 1,500 m.p.g. oil, £39. North 3665. 273-559

10HP FORD, 1935, 4-door, immaculate, £70. Below.

1936 FORD 8 sun-roof saloon, leather, as new, £72 10s. Below.

OPEN 4-seater, FORD 10, 1936, small mileage, £95. Argyle Motors, 29 Euston Rd., N.W.1. (Opposite Kings Cross Station.) Terminus 2256. 273-509

1936 FORD 10 4-door, sun roof, indicators, perfect, £82. 74 Richmond Rd., Leytonstone, E.11. 275-v700

1933 FORD 8 saloon, excellent condition, £38. Tulse Hill 5665, after 7 p.m. 273-x388

1935 FORD 2-door saloon, leather upholstery, taxed, £56. Guy Salmon Automobiles, 20 Southsea Rd., Kingston. Phone 1814. 273-x393

1936 FORD 10 4-door de luxe sun saloon, very carefully used, £85. Newnhams, 237 Hammersmith Rd., London. Riverside 4646. 273-719

£48!!! 1934 FORD 8 sunshine saloon, new engine, one owner. Roy Motors, Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 278-725

A.Z. MOTORS for FORD 8. 1935, sun and leather, £60; 1934, leather, clean, £50; 1933 saloon, clean and sound, £42. 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-737

SMITH AND HUNTER, LTD., Rossmore Court, Park Rd., Upper Baker St., N.W.1, for cheap FORDS. See page 35 for 150 bargains. Phone, Ambassador 1011. 273-790

1936 FORD 8 Tudor saloon, in black, 8,000 miles only, as new in every detail, £72 10s. Below.

1936 FORD 10 de luxe 4-door sun saloon, in fawn, red leather, one very careful owner since new, guaranteed three months, £92 10s. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tul. 2446. 273-814

£69/10!! 1936 FORD 8hp saloon, black, with red leather upholstery, bumpers, exceptionally smart appearance, excellent condition throughout; £17 down, £3 monthly. Comerfords. Below.

£78!! 1935 FORD 10 de luxe saloon, four doors, sunshine roof, excellent condition; £20 down, £3 monthly. No insurance, references or guarantors required. Comerfords, Ltd., Portsmouth Rd., Thames Ditton. Emberbrok 2323-4. 273-823

HUMPHREYS. 1936 FORD 8 4-door saloon, finished black, green interior, mileage 9,000, practically new condition, £79 10s.; exchanges, terms. Below.

1936 FORD 8 Tudor saloon, finished black, red interior, luggage carrier, 12,000 miles only, absolutely unblemished condition, £69 10s.; exchanges, terms. Hampstead Rd., Tottenham Court Rd., N.W.1. Euston 5326. 273-827

FORD 8. Saloons following all-leather upholstery: 1937 2-door, indistinguishable from new, £75; 1936, almost similar condition, £64; 1935 2-door, sliding roof, little used, one owner, faultless, £49; 1935, 4-door, one owner, £55; another, £52; 1934, sunshine, 2-door, £48; 1933, 2-door, £38; another, £33; several others. 3 Exeter Parade, N.W.2. Close Brondesbury Met. Station. Gladstone 6252. 273-532

1937 8 Tudor saloon, black-green, leather, 4,800 miles, equal to new, £85. Below.

1936 (January) 10 sunshine 2-door, green, one private owner, 12,000 miles, fast, showy car, £85. Below.

1935 (February) Tudor saloon, black-red interior, 4 new tyres, A.1 lot, £57. Below.

1934 (March) 8hp Tudor saloon, black, grey upholstery, good tyres, first-class lot, £50. Below.

1933 (June) 4-door saloon, maroon, bumpers, 20,000 miles, kept in first-class order, £45. Also 2-door, £38. Below.

B. J. HUNTER, LTD., 22 Cricklewood Broadway, 10-1. N.W.2. Gladstone 6303. Daily 9-8, Sunday 273-540

1935 FORD 10 sun saloon, beige small mileage, genuine bargain, £60. Bungalow, Verbena Gardens, Hammersmith. (Near "Commodore.") Riverside 6250. 273-528

1935 FORD 8 saloon, very clean, £59. 182 Acre Lane, Brixton. Phone 3227-8. 273-538

1935 FORD 10 saloon, black and cream, one owner, very clean, £70. 182 Acre Lane, Brixton. Phone 3227-8. 273-534

£105/10. 1936 (late) FORD 10 4-door de luxe sunshine saloon, leather upholstery, run 5,000 miles only, cost £155. Below.

£97/10. 1936 FORD 10 sunshine saloon, one owner, run 5,600 miles only, brand-new condition. Wards, 5 Upper Richmond Rd., S.W.15. Putney 7422. 273-483

HARRY NASH, FORDS. 1935 8hp 4-door sunshine saloon, black-red, luggage carrier, bumpers, spotlight, small mileage, magnificent condition, £68 10s. Below.

1935 (May) 8hp saloon, black, magnificent condition, £62 10s.; large selection small mileage light cars. 348 King St., Hammersmith. Riverside 2837. 273-683

1934 FORD 8 de luxe 4-door sun saloon, exceptional condition, reconditioned engine, 3,000 miles, good tyres, taxed, 55 gns.; three months' guarantee; own hire-purchase. Ruffells Motors, White Hart Lane, Barnes, S.W.15. Prospect 5549. Open to 8 p.m. 273-665

1936 FORD 8 2-door sun saloon, £70. Hungerford Motors, 201 Upper Richmond Rd., Putney, S.W.15. Putney 0222. 273-610

£65!!! 1936 (June) Tudor saloon, black and cream, 11,000 miles, taxed year, one owner. Kynance Garage, 18 Kynance Mews, S.W.7. Western 4078. 273-632

£47 FORD 8, 1934 Tudor saloon, specimen condition; another, 1933, £37; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3174

F. H. RAE. £76! Genuine 1937 FORD 8 Tudor saloon, black with red upholstery and red line, taxed, one private owner, mileage 4,483 only, very carefully run in and as new.

F. H. RAE. £69 10s.! 1936½ FORD 8 Tudor saloon, black with green upholstery and green line, trafficators, etc., one private owner, mileage 11,000 only, particularly good engine, unscratched and perfect throughout.

F. H. RAE. £59 10s.! 1935¼ FORD 8 sunshine saloon, finished black with genuine red leather upholstery, trafficators, etc., appearance and condition practically as new; choice of four 1935 models from £49 10s.

F. H. RAE. 49 Guineas! Really exceptional 1934 FORD 8 sunshine saloon de luxe, black with green leather upholstery, new engine, excellent tyres, perfect little car; choice of four 1934 models.

F. H. RAE. £38 10s.! 1933 FORD 8 Tudor saloon, black with green wheels and fawn upholstery, new battery, good tyres and very smart.

F. H. RAE. £89 10s.! 1936¾ FORD 10 de luxe 4-door sunshine saloon, spotless black finish, trafficators, clock, etc., one private owner, mileage 8,000 and obvious snip.

F. H. RAE. Above and many others offered on really easy terms—your light car or motorcycle taken as down payment, balance over 24 months. Write, phone or call. New cars supplied. Light cars purchased for cash at top prices. Open till 8.30. Macfarlane Rd., Wood Lane, W.12. Shepherd's Bush 4819. 273-505

1936 (May) FORD 8 Tudor saloon de luxe, one owner, small mileage, six months' guarantee, £65; terms, Baxter, Ford Agent, Spenser St., S.W.1. Victoria 7548. 273-488

£59. 1935 FORD 8 saloon, leather, low mileage, immaculate; another, £52. Below.

£59. 1934 FORD 8 4-door saloon, sunshine roof, leather. Marnic Motors, 6-8 Bishops Rd., Paddington (Station). 2508. Open Monday-Saturday to 9 p.m. Sunday 1 p.m. 273-460

1937 FORD 8 saloon, mileage 3,000, condition as new, £85; exchanges or deferred terms. 953-961 Garratt Lane, Tooting, S.W.17. Wimbledon 2925. 273-703

£60. 1935 FORD 10 Tudor saloon, cloth upholstery; exchanges, deferred. Papworth, Ltd., 41 Filmer Rd. Fulham 5432. 273-704

1934 FORD 8 Tudor saloon, black, one owner, excellent condition, as new, £47. 35 Granville Rd., Southfields, S.W.18. 274-p31

£82/10. 1935 FORD 10 de luxe saloon, sun roof, leather, one owner. 334-6 Goldhawk Rd., W.6. Riverside 2621. 273-856

£15 Sared!!! 1937 FORD 8 Popular saloon, mileage 1,400, like new, unrepeatable. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-888

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. zzz-653

£42 Deposit or 395 gns. cash. FRAZER-NASH, 1936, 1½-litre T.T. Replica, fitted with latest-type camshaft engine, Shelsley springing, Uster axles and brakes (chromium-plated), finished ivory, with red leather, two spare wheels, standard and racing screens, large instruments, and all road equipment, run about 7,000 miles only, practically new condition, cost, with over £100 worth of extras, nearly £800; exchanges. Rowland Smith, Below.

£24 Deposit or 225 gns. cash. FRAZER-NASH, 1934 model, 14hp 6-cylinder double-overhead camshaft T.T. Replica 4-seater, metallic grey, chromium-plated wheels, red leather, large rear tank with quick filler, two spare wheels, standard and racing screens, rev. counter, etc., good tyres, very carefully used, exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-646

HILLMAN.

HILLMAN Minx saloon de luxe, 1936, perfect, £120. Sibsons Garage, Wellington St., Leicester. 290-0963

HILLMANS and hundreds of others. See our special selection on page 42. 273-616

NAYLOR AND ROOT. 1936 HILLMAN Minx Magnificent de luxe saloons, choice of three, from £118.

NAYLOR AND ROOT. 1935 HILLMAN Minx de luxe sun saloon, fawn, brown hide, Triplex, etc., £89.

NAYLOR AND ROOT. 1934 HILLMAN Minx de luxe saloon, black, wonderful condition, £75. Exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. See also page 35. 273-571

1934 HILLMAN Minx de luxe sunshine saloon, free wheel, one owner, guaranteed, £62; terms. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4773. 273-868

ANDREW OF MORTLAKE.

1936 10hp HILLMAN Magnificent saloon, perfect condition, £118.

1934 10hp de luxe saloon, black, £72.

1933 10hp saloon de luxe, one owner, excellent condition, £60.

MANY others. All over £50 guaranteed before and after sale. Seven days' free trial. All ready to drive away. Immediate tax and insurance. Generous exchanges. 37 Shen Lane, Mortlake (Station), S.W.14. Prospect 1061. 273-495

1935 HILLMAN Minx saloon, £89. 182 Acre Lane, Brixton. Phone 3227-8. 273-537

1936 HILLMAN Minx sunshine saloon, 4-door, excellent condition, 99 gns. Terms, exchanges, Car Sales, adjoining Turnham Green Station. Chiswick 4815. 273-836

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

NEWHAMS for good **HILLMANS** at right prices; few examples below, but list of 200 guaranteed used cars on request. Self-financed terms and generous exchanges.

1937 Minx Magnificent drop-head coupe, almost as new, £178.

1935 Minx de luxe sun saloon, genuine showroom example, £88.

1934 Minx de luxe sports tourer, most attractive car, £72.

NEWHAM HOUSE, 237 Hammersmith Rd., London, W.6. Riverside 4646. 273-715

1937 HILLMAN Minx Magnificent de luxe sun saloon, one owner, 3,000 miles, indistinguishable from new, £148. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2 (opposite Bus Garage). Gl. 2244. 273-846

LONDONS offer 1936 **HILLMAN** 10 drop-head foursome sun coupe, black, with brown leather upholstery, a particularly smart and attractive car, offered at the special price of £150.

1935 HILLMAN 10 sunshine 4-door saloon, blue cellulose, a fine car in very nice order, bargain, £85.

THE above are merely two selections from the stock of approximately 150 selected cars from £10 to £500. List on request. Terms and exchanges.

LONDON BROS. LTD., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224-5-6. 273-549

1935 HILLMAN Minx de luxe sunshine saloon, excellent condition throughout, £75; payments. Oldfield, Pottery Lane, Holland Park. Park 4170. 273-601

£100. 1936 **HILLMAN** Minx Magnificent 4-door sunshine saloon de luxe, exceptionally fine condition. Below.

£69. 1935 **HILLMAN** Minx 4-door sunshine saloon de luxe, excellent condition throughout; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3173

£52/10. 1933 **HILLMAN** Minx saloon, excellent condition. Below.

£79/10. 1935 **HILLMAN** Minx sunshine saloon.

£117/10. 1936 **HILLMAN** Minx sun saloon, superb condition. Macaulay 2546. M. T. Lane, 65 Old Town, Clapham. 273-748

1934 HILLMAN Minx de luxe sun saloon, spotlessly clean, new tyres, free wheel, etc., £75. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6035-4. 273-736

£55 1933 **HILLMAN** Minx de luxe saloon, perfect.

£65 1934 **HILLMAN** Minx de luxe saloon, free wheel, etc. Roy Motors, Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-724

SMITH AND HUNTER, LTD., Rossmore Court, Park Rd., Upper Baker St., N.W.1, for cheap **HILLMANS**. See page 35 for 150 bargains. Phone, Ambassador 1011. 273-791

HILLMAN Minx 1936 Magnificent de luxe sunshine saloon, mileage 7,000, definitely as new, £120. Below.

HILLMAN Minx, 1935 Melody de luxe sunshine saloon, Philco radio, wonderful condition, £90. Below.

HILLMAN Minx, 1934 (August) de luxe sunshine saloon, exceptional car; terms, exchanges, £70. Fred Guy, 196-198 King St., Hammersmith, Riverside 3131. 273-834

1935 HILLMAN Minx saloon, in almond and black, beautiful condition, any trial, £82 10s. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tul. 2446. 273-813

1937 HILLMAN Minx convertible foursome coupe, as new, £180.

1937 HILLMAN Minx open 4-seater, mileage 300 only, £155. H. C. Paul, Ltd., 114 St. Portland St., W.1. Museum 8464-5. 723-526

1935 Aero Minx 2-seater sports, small mileage, exceptional condition, £125. Frank Norington, 118 Holland Park Avenue, London, W.11. Phone, Park 6592. 273-606

1937 HILLMAN Magnificent, used for demonstration only and exactly as new, £147 10s.; easy payments. Morgans, 119 Queen's Rd. Bayswater 0965. 273-664

1934 HILLMAN Minx Club saloon, in excellent condition, really attractive car, £69. Dicks Motors, 399 High Rd., Kilburn. Maida Vale 6888. 273-661

1934 HILLMAN Minx 4-door sunshine saloon, one owner, open to any trial or examination, £65. Campbell Motors (Pollards 1044), 1520 London Rd., Norbury, S.W.16. 273-634

1934 Aero Minx sports 4-seater, perfect condition, £95. Broadway Motors, 167 Gt. Portland St. Welbeck 8874, 4851. 273-614

AUTO TRADERS offer 50 cars not over 12hp, including 1934 **HILLMAN** Minx de luxe saloon, £69. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maida Vale 4855. 273-686

1934 HILLMAN Minx de luxe sun saloon, smart appearance, good mechanically, £53. Central Auto Service, 35 West Hill, Wandsworth. Phone, Putney 4466. 273-671

1936 HILLMAN Minx sun saloon, black, brown leather, unmarked, £105. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 273-469

1935 HILLMAN Minx de luxe sun saloon, black, brown leather, as new, £85. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 273-470

£122/10. 1936 (August) **HILLMAN** Minx Magnificent sunshine saloon, one owner, very small mileage, practically brand new condition. Wards, 5 Upper Richmond Rd., S.W.15. Putney 7424. 273-484

£89. 1935 **HILLMAN** Minx de luxe saloon, indistinguishable from new. Below.

£40. 1932 **HILLMAN** Minx saloon, one owner. Marnic Motors, 6-8 Bishops Rd., Paddington (Station). 2308. Open Monday-Saturday to 9 p.m. Sunday 1 p.m. 273-463

1936 HILLMAN Minx saloon, faultless order, one owner, £110. Allan Taylor and Co., 126-128 High St., Wandsworth, S.W.18. Putney 6431-2-3-4. 273-3215

SYDNEY G. CUMMINGS offer the following **HILLMAN** bargains:-

£62/10. 1934 sun saloon de luxe, equipped, overhauled, including rebore, written guarantee. Below.

£87/10. 1935 de luxe saloon, genuine, 14,000 miles only, car absolutely as new, guaranteed; exchanges, terms. Cummings, 101 Fulham Rd., S.W.3. Kensington 2231. 273-3208

1935 HILLMAN Minx Family saloon, black, £75; 1933 saloon, £55. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-768

1934 HILLMAN Minx sliding-roof saloon, £65. Overhauled and guaranteed by Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606. 273-3203

HUMPHREYS. 1933 **HILLMAN** Minx saloon, sound mechanically, beautifully cared for, absolute specimen car, £87 10s. 410 Euston Rd., N.W.1. Euston 4036. 273-753

GATEHOUSE £59, 1934 Minx de luxe sun saloon, one change ownership, taxed.

GATEHOUSE. £89, 1935 Minx de luxe sun saloon, exceptional, like new throughout. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-886

KIRKS want motorcycles in exchange; hire-purchase terms, third-party insurance only.

KIRKS. 1933 **HILLMAN** 10 Burlington special 4-seater semi-sports drop-head saloon, superb lines, cream and black finish, guaranteed, £69.

KIRKS, 49 Praed St. Padd. 6049. Close 8 p.m. Thursday, Sunday, 1 p.m. 273-859

HILLMANS Minx. List free. Terms, exchanges. Rowland Smith. Below.

£13 Deposit or 129 gns. cash. 1937 model Magnificent 4-door saloon, black, one owner, 4,000 miles, spare unused, practically brand-new condition.

£11 Deposit or 105 gns. cash. 1936 Magnificent de luxe 4-door sunshine saloon, birch grey, red leather, excellent condition.

£6 Deposit or 59 gns. cash 1933 4-door sunshine saloon, blue and black, good tyres (spare unworn), carefully used, excellent condition.

ROWLAND SMITH. Hampstead High St. (Hampstead Tube). Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-647

HUMBER.

HUMBERS and hundreds of others. See our special selection on page 42. 273-625

J.M.B.

£4 Deposit or 39 gns. cash. J.M.B., 1935, Mustang 500 c.c. o.h.v. J.A.P. sports 3-wheeler, black and ivory, silver wheels, 3-speeds and reverse, small mileage, spare unworn, excellent condition. Taxed. Cost over £90; exchanges. Rowland Smith. Below.

£4 Deposit or 39 gns. cash. J.M.B., 1935, Gazelle 500 c.c. J.A.P. 3-wheeler, red, 3-speeds and reverse, one owner, very small mileage, practically new condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-637

JOWETT.

JOWETTS. A.V. Motors, Ltd., of Teddington, have the largest stock of used Jowetts in London; prices ranging from £20 to £110; every car over £40 overhauled and guaranteed in sound mechanical condition, as under:-

1930 Saloons, £20-£35; 1932 saloons, £45-£60; 1933 saloons, £60-70; 1934 saloons, £75-£85; 1935 saloons, £90-£110.

FOR second-hand list, phone Kingston 0710. zzz-750

YOU can't go wrong if you buy your second-hand **JOWETT** from Godfreys (Established 1910). Each model is fairly priced and reliable for service. Easy monthly payments. There is always a wide selection of good second-hand cars to choose from. Phone or write for list.

GODFREYS, LTD., 366 Euston Rd., London, N.W.1. Phone, Euston 2644-7. zzz-0754

JOWETT. Manchester. 1933, 1934, 1935, 1936 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon Jeffers, Ltd., Deansgate. Bla. 1122-3. zzz-851

JOWETTS and hundreds of others. See our special selection on page 42. 273-624

BUNTINGS magnificent show of **JOWETTS.** New models, 8 and 10, ready for delivery. Good as new, 1936, 1935, 1934, 1933, 1932, 1931. Our many years of Jowett experience is your guarantee of satisfaction. Buntings, Jowett Agency, Harrow. 273-760

£9. **JOWETT,** 1928 long 2-seater, rebored, safety glass, new hood, taxed; evenings. 62 Kew Cres., Kingston Ave., North Chiswick. 273-v720

AUTO TRADERS offer 50 cars not over 12hp, including 1935 **JOWETT** 4-door de luxe Kestrel saloon, taxed year, registered mileage under 17,000, price £85. Auto Traders, Manchester Mews, Greville Rd., Kilburn, N.W.6. Mai. 4855. 273-705

1932 JOWETT long coachbuilt sunshine saloon, taxed, £45. 4 Fosbury Mews, Inverness Terr. Bayswater 1672. 273-v707

JOWETTS. 1937 and comprehensive selection of used models always in stock. List free. Terms, exchanges. Rowland Smith. Below.

£10 Deposit or 95 gns. cash. Late 1935 Kestrel 4-door sunshine saloon, blue, free wheel, good tyres, one owner, carefully used, practically new condition.

£6 Deposit or 59 gns. cash. Late 1933 2-seater, maroon, good tyres, carefully used, excellent condition.

£6 Deposit or 55 gns. cash. Late 1932 long-chassis 4-door coachbuilt sunshine saloon, black and green, carefully used, excellent condition.

15 Gns. 1929 tourer, blue, excellent condition

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-648

1934 JOWETT sun saloon, exceptionally good order, £72 10s. Auriol Autos, 334-6 Goldhawk Rd., W.6. Riverside 2621. 273-854

1931 JOWETT short saloon, fabric, good condition, tyres new, Triplex, £35, bargain. 101 Langley Avenue. Worcester Park, Surrey. 274 p90

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

WESTMINSTER BRIDGE GARAGE for JOWETT.

NEW cars, used cars, spares and service.

1936 Kestrel de luxe saloon, blue, one owner, £117.

1936 Kestrel de luxe saloon, blue, one owner, 9,000 miles, £125.

1936 Kestrel de luxe saloon, black, one owner, 8,000 miles, £120.

1935 Curlew, black, with green hide, automatic clutch, optional free wheel, twin horns and wipers, in exceptional order, one owner and small mileage, £112.

1933 Long-chassis coachbuilt saloon, in very good and sound condition, £62.

1933 (Late) special body de luxe, one owner, small mileage, £78.

1932 Long-chassis fabric saloon, £45.

SEVERAL others always available.

LOWEST terms and exchanges.

WE can deliver new 8 and 10 JOWETTS.

SPECIAL bargain. 1934 JOWETT, fitted with a special body, £64. Royal Forest Garage, Chingford, E.4. Silverthorn 2200. Jowett pioneers.

1933 JOWETT 2-seater, excellent order, taxed, insured, £65, bargain. Post Office Southwater, Sussex. 273-x384

JOWETT, 1930 7hp 4-door saloon, insured Feb., 1933, taxed, excellent condition throughout. 45 m.p.g., Triplex view week-ends, trial, £32. 5 Cochrane Rd., Wimbledon. 273-5353

1930 JOWETT long saloon, safety glass, smooth runner, £15. Farralls, 231a Hampstead Rd., N.W.1. Euston 2985. 273-609

JOWETT 1929 long saloon, coachbuilt, engine overhauled, sound condition, £20. Lovatt, Jowett Experts, 191 Streatham Rd. Mitcham 1597.

NAYLOR AND ROOT. 1934 JOWETT long de luxe coachbuilt sun saloon, good tyres, overhauled, very fine condition, £79; terms, exchanges. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 273-572

LONDONS offer 1935 JOWETT long-chassis sunshine saloon, small mileage, excellent condition, £89.

THE above is merely a selection from the stock of approximately 150 selected cars from £10 to £300. List on request. Terms and exchanges.

LONDON BROS. LTD., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224-5-6. 273-547

RHINDS, Manchester. JOWETTS. 1934 Kestrel saloon de luxe, leather, sun roof, 4-door, excellent condition, only £79. Exchanges, deferred.

1932 JOWETT long-chassis 4-door coachbuilt saloon, nice order, £49.

1931 JOWETT long-chassis saloon, very clean, sound runner, only £35.

1930 JOWETT long-chassis saloon, smart, nice condition, £24.

EXCHANGES, deferred. Rhinds Motors, Ltd., 13 Albion St., Manchester, 1. (By Central Station.) Or 258 Deansgate. 273-516

THE popularity of Pater JOWETTS is penetrating the population. £1 saved weekly. Safety, security, speed, marvellous second-hand value; depreciation at its minimum. 1937 special 10, £200; 1935 Kestrel, 120 gns.; ditto, 110 gns.; 1935 saloon, 90 gns.; 1931 de luxe saloon, roof, 44 gns.; another, 40 gns.; 1931 2-seater, 45 gns.; 1930 saloon, 32 gns. Several others. Pater, The Jowett King, known internationally for the best Jowetts. Bedford. Phone 3319. 273-530

LANCHESTER.

NAYLOR AND ROOT. 1934 LANCHESTER 10 sports saloon, green, good tyres, immaculate condition, £129.

NAYLOR AND ROOT. 1934 LANCHESTER 10 de luxe saloon, blue, good tyres, very clean car, excellent chassis, £110; exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 273-573

£135. 1935 LANCHESTER 12-6 4-door sunshine saloon de luxe, wonderful condition, performance beyond criticism. Below.

£100. 1934 LANCHESTER 10 4-door 6-light sunshine saloon de luxe, carefully used, specimen condition throughout. Below.

£95. 1934 LANCHESTER 10 4-door sports sunshine saloon de luxe, excellent condition throughout. Below.

£78. 1933 LANCHESTER 10 4-door sunshine saloon de luxe, choice of several excellent examples; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3180

LANCHESTER 10 de luxe saloon, 1933-4, engine nearly new, 7,000 miles, £80. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-772

LEA-FRANCIS.

LEA-FRANCISES and hundreds of others. See our special selection on page 42. 273-623

LEA-FRANCIS, 12-40 tourer, rebored, new main bearings, chassis and engine perfect, four speeds, knock-off hub caps, dipping headlamps, spotlight, electric wiper, Hartfords, grey, any trial bargain, £20. 16 Balham Hill, S.W.12. Batt. 1249. 273-v723

GATEHOUSE. £55. 1931 LEA-FRANCIS 12-40 semi-sports 2-seater, double dickey, rear tank.

GATEHOUSE. £39. LEA-FRANCIS 1929 12-40 coachbuilt 4-seater, 1932 modifications, chromium. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-884

M.G.

RHINDS, Manchester. 1935 M.G. J2 8hp 2-seater, carefully used, £75.

1933 J1 M.G. 4-seater sports tourer, only £79.

1931 M.G. 8hp 2-seater, very well kept, only £42.

RHINDS MOTORS, LTD., 13 to 19 Albion St., Manchester, by Central Station. 273-514

1932 M.G. Magna sports 4-seater, excellent condition, real bargain, £55. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-734

1933 M.G. Midget J2 2-seater, like new, Biflex lamps, £77 10s. Below.

1934 M.G. Midget PA 4-seater, unblemished, £100. Argyle Motors, 29 Euston Rd., N.W.1. (Opposite King's Cross Station.) Terminus 2236. 273-510

£85. 1934 Magna L-type sports saloonette, exceptional condition, amazing performance, fitted with genuine Motorola wireless set, unrepeatable offer; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3171

1934 PA-type M.G. 8hp super-sports 2-seater, competition tyres. £115. Taylors, 6 Kendrick Place, Sussex Place, South Kensington. Ken. 9404. 273-3194

!!! Unsurpassable value. £59!!! Particularly nice 1932 M.G. Magna 12hp sports Carlton drop-head coupe, finished interior with blue pneumatics, leather upholstery, the exterior in a very delightful shade of smoke grey cellulose, the mechanical condition is incredibly beyond criticism and is subject, if required, to an independent engineer's examination. This car is offered to the public with genuine sincerity and we defy competition both as regards price or quality. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maida Vale 4855. 273-692

M.G. Midget, 1932, excellent condition, tyres perfect, 49 gns. 156 Droop St., Queen's Park, W.10. 273-v685

£55. M.G. Magna, 1932 4-seater sports, excellent condition, taxed. Watson, 18 New Heston Rd., Heston Middlesex. 273-v650

M.G. Midget, 1934 2-seater, in green, genuine P model, as makers' specification, £90. Owner, 16 Ritherdon Rd., Balham, S.W.17. Streatham 2115. 273-v648

M.G. Magna sports roadster, in blue, 1934, superb order, £95. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-771

ROWLAND SMITH (MOTORS), LTD.

M.G. Magnas and Magnettes. List free. Terms, exchanges. Rowland Smith. Below.

£6 Deposit or 59 gns. cash. Late 1932 Magna sports 4-seater, duo-red, numerous extras, carefully used, excellent condition.

£14 Deposit or 135 gns. cash. 1935 N-type Magnettes sports 2-seater, black, silver wheels, blue leather, carefully used, practically new condition. See below.

M.G. Midgets. List free. Terms, exchanges. Rowland Smith. Below.

£18 Deposit or 175 gns. cash. 1937 model T-type 2-seater, black, silver wheels, small mileage, spare unworn, almost new condition.

£14 Deposit or 135 gns. cash. 1936 P.B. 2-seater, black, silver wheels, small mileage, almost new condition.

£13 Deposit or 125 gns. cash. June, 1932, 750 c.c. special racing 2-seater, Q-type body grey and red 4-speeds, remote control, large rear tank with quick-filler, twin carburettors, Scintilla Vertex magneto, outside exhaust, 6-in. rev counter and full racing equipment, new tyres, one of the fastest unblown Midgets made, carefully used, very exceptional condition.

£11 Deposit or 105 gns. cash. 1935 model P-type 2-seater, black, silver wheels, standard and racing screens, fog lamps, etc., excellent condition, choice of six.

£10 Deposit or 95 gns. cash. 1934 model J-type Abbey foursome drop-head coupe, black and green, leather upholstery, large rear trunk, good tyres, carefully used, excellent condition.

£9 Deposit or 89 gns. cash. 1932 model C-type racing 2-seater, International green, 4-speeds, remote control, outside exhausts, cowled radiator, 6-in. rev. counter, large rear tank with quick-filler, two new tyres, spare unworn, suitable for racing or fast road work, excellent condition, cost £400.

£8 Deposit or 85 gns. cash. 1934 model J2 2-seater, duo-blue, good tyres (two new), choice of six.

£6 Deposit or 59 gns. cash. 1933 J2 2-seater, duo-red, numerous extras, very good condition, choice of six.

£5 Deposit or 49 gns. cash. August, 1932, coachbuilt sports 2-seater, black and green, practically unworn tyres, very good condition.

£5 Deposit or 49 gns. cash. 1931 coachbuilt coupe, black and green, leather upholstery, excellent condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-649

NAYLOR AND ROOT, LTD. M.G. Midgets.

1935 P-type 2-seater, blue, good tyres, very fine chassis, fast car, £119.

1934 P-type 4-seater, black, almost new tyres, excellent chassis, fast, £105.

1934 P-type 2-seater, black, good tyres, very clean car, £95.

1933 J-type 2-seater, black, stoneguard, good tyres, smart, £75.

1934 J-type 2-seater, many extras, black and green, very fast car, £89.

SEE page 35 for selection of 250 other cars. Terms from one-fifth deposit, balance 24 months. Three months' guarantee over £50.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, closed Sundays. 273-574

M.G. Midget, Montlhery special 2-seater, first registered 1934, exceptional condition, terrific performance, £89. Jack Feathers, 781b London Rd., Thornton Heath. Phone, Thornton Heath 3456. 273-869

GATEHOUSE. £79. 1933 M.G. Midget J1 sports 4-seater, new hood, excellent example. Below.

GATEHOUSE. £49. 1931 M.G. Midget sports 2-seater, particularly well maintained, recently recellulosed. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-880

PALMERS. 1934 M.G. Midget, 2-seater, recently had £34 Laysall engine overhaul, many extras, £95; exchanges and terms. 53 York St., Twickenham. Popesgrove 2241-2. 273-795

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

£120. Late 1934 P-type Midget, just had £40 spent on complete overhaul; rebore, recellulose, new hood. Phone, Wallington 4193, Surrey 273-s959

MORGAN.

MORGAN. Maskels 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.

MORGAN Service Depot. Officially appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock; trade supplied. Official agents, Homacs, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

COLMORE offer 1936 MORGAN 4/4 sports 4-wheeler, British racing green, mileage 700, £170. Exchanges, easy payments. Colmore Depot, Motorcycle Dept., 20-30 Hill Street, Birmingham 273-476

MORGAN 3-wheelers! Colmore offer fine selection used Morgans, all models, at lowest prices in the trade! From £18, or £4 down, balance 12, 15 or 18 months! Get list and Colmore's "Better Way" easy-payment folder. Colmore Depot, 20-30 Hill St., Birmingham. 273-477

NAYLOR AND ROOT, LTD.

LARGEST MORGAN stockists in England.

£89. 1936 super-sports o.h.v., green, one owner, as brand new.

£75. 1935 super-sports o.h.v. Matchless, 3-speed, starter, spare wheel, as new.

£72. 1935 Model F 4-cylinder Family, blue, one owner, beautiful condition.

£45. 1932 super-sports 10-40 J.A.P., 3-speed, duo-tone, choice of three.

£52. 1933 super-sports o.h.v. w.c. J.A.P., 3-speed, cellulosed green, very smart.

£35. 1931 super-sports 10-40 o.h.v. J.A.P., M chassis, very smart.

£32. 1932 Family 4-seater, 3-speed, starter, good tyres, choice four.

£65. 1934 super-sports 10-40 J.A.P., 3-speed, spare wheel, starter, fast.

£75. 1935 sports 2-seater, o.h.v. w.c. engine, spare wheel, 3-speed, as new.

£39. 1933 Family de luxe, 3-speed, starter, side screens, good condition.

WE offer you the finest three-wheeler service in the country. For economy combined with speed you need a Morgan. Complete bargain list posted free. Your motorcycle, car or three-wheeler gladly taken in exchange. Terms from one-fifth deposit, balance 18-24 months. When writing please mention "The Light Car."

NAYLOR AND ROOT, LTD., 120 High St., Tooting, S.W.17, Streatham 4020. Open 9 to 8 (Wednesdays 1 p.m.); closed Sundays. 273-575

HOMACS have the following used MORGANS for disposal, all of which have been carefully overhauled and will give every satisfaction.

HOMACS. 1935 Family, 4-cylinder, three speeds and reverse, interchangeable wheels and spare, excellent condition, £57 10s.

HOMACS. 1934 sports 2-seater, 10-40hp o.h.v. w.c., three speeds and reverse, spare wheel, taxed, £59 10s.

HOMACS. 1932 Family, 8hp a.c. J.A.P. engine, all-weather equipment, smart car, £30.

HOMACS. 1932 Family 8hp, s.v. a.c. J.A.P., in excellent condition, £30.

HOMACS. 1931 Family, 8hp s.v. J.A.P., M chassis, f.w.b., serviceable machine, £27 10s.

HOMACS. 1930 Family 8hp s.v. J.A.P., self-starter, f.w.b., in good order, £19 10s.

HOMACS. 1930 Special Family, 10-40hp o.h.v. J.A.P., self-starter, cycle-type wings, £32 10s.

HOMACS. 1929 Family, 8hp J.A.P. dynamo, f.w.b., geared steering, good, serviceable car, £12 10s.

HOMACS. Exchanges and deferred terms arranged on any of the above.

HOMACS, MORGAN Service Depot, 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-7. 273-544

ROWLAND SMITH (MOTORS), LTD.,

MORGANS. List free. Terms, exchanges. Rowland Smith. Below.

£7 Deposit or 69 gns. cash. 1936 Family w.c. Matchless, black and green, three speeds and reverse, electric starter, one owner, 3,000 miles only, spare unworn, practically new condition.

£6 Deposit or 62 gns. cash. September, 1936, sports 2-seater w.c. Matchless, black, silver wheels, three speeds and reverse, electric starter, spare wheel, carefully used, excellent condition, taxed.

£6 Deposit or 59 gns. cash. 1934 super-sports w.c. o.h.v. Matchless, red and cream, three speeds and reverse, electric starter, spare wheel, new hood, carefully used, excellent condition.

£6 Deposit or 59 gns. cash. June, 1935 Family w.c. Matchless, black and green, three speeds and reverse, electric starter, very small mileage, spare wheel unused, almost new condition.

£6 Deposit or 55 gns. cash. 1934 model sports 2-seater, racing o.h.v. J.A.P., recellulosed black and red, new hood, three speeds and reverse, electric starter, spare wheel (tyre unworn), exceptional condition.

£5 Deposit or 45 gns. cash. 1934 model Family w.c. Matchless, black and red, three speeds and reverse, electric starter, spare wheel, etc., excellent condition.

£5 Deposit or 45 gns. cash. July, 1932 super-sports, specially tuned racing o.h.v. J.A.P., green and cream, three speeds and reverse, electric starter, good tyres, excellent condition.

£3 Deposit or 32 gns. cash. Late 1930 super-sports, specially tuned racing o.h.v. J.A.P., black, straight-through exhausts, hood, excellent condition, taxed.

£3 Deposit or 22 gns. cash. 1931 Family w.c. J.A.P., electric starter, two new tyres, very good condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-658

£27/10. Super sports MORGAN, 10-40 o.h.v. J.A.P., three-wheeler, finished white, spring steering wheel, hood, good tyres, etc. really fast; exchanges, deferred. Malloway Motors, 1a Salt-ran Crescent, Maida Hill, W.9. Willesden 5407. 273-525

1937 MORGAN, 4/4, new March 1st, mileage 2,500, £165; reason, discontinuing. 7 Carminow Way, Newquay. 273-v6

1935 MORGAN s.v. sports 2-seater, special exhausts, black and red, taxed, as new, £60. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 273-471

£18. 1931 Family Aero MORGAN, in new condition throughout. Earls, Ltd., 114 Kentish Town Rd., N.W.1. Camden Town. Gul. 1751. 273-596

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. 273-653

1936 MORGAN super-sports three-wheeler, many extras, £82 10s. Hungerford Motors, 201 Upper Richmond Rd., Putney, S.W.15. Putney 0222. 273-796

£22/10. MORGAN sports (late 1930), good tyres, transmission, etc. 18a Lancelot Rd., Wembley. 273-781

HUMPHREYS. 1935 MORGAN super-sports, o.h.v. Matchless engine, hairpin valve springs, finished black hood, 100 m.p.h. speedometer, sprung wheel, etc., terrific performance, superb condition throughout, £75; exchanges, terms. Hampstead Rd., Tottenham Court Rd., N.W.1. Euston 3526. 273-825

SALE, Aero MORGAN, o.h.v. w.c. Blackburne, fast, £15. Lindum, Haliburton Rd., Kendall. 273-v600

MORRIS.

1936 MORRIS 8 4-door saloon de luxe, black, one owner, very clean, £99.

1935 MORRIS 8 2-door saloon, black and green, one owner, £77. Gollys Garage, Earl's Court Rd., S.W.5. Frobisher 0065. 273-600

1934 MORRIS Minor sunshine saloon, blue, new condition, £59. School, Hatfield Broad Oak, Essex. 274-s990

1936 MORRIS 8 Series I saloon, £85, taxed to December 31, 1937, supplied on our no-deposit terms. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Frobisher 3037-8. zzz-998

TANKARD AND SMITH, Tottenham, offer:—

MORRIS 8 Series I saloon, sunshine, blue, perfect, £75.

MORRIS 10 Series II sunshine, small mileage, unmarked, £120; three months' guarantee, deferred terms; exchanges. 100 under £100. 225 High Rd., S. Tottenham, N.15. Phone, Stamford Hill 3291. 273-3206

1935 MORRIS 10 saloon de luxe, £90.

1936 MORRIS 10 saloon de luxe, £120.

1935 MORRIS 10-6 saloon de luxe, £95.

THE above cars overhauled and guaranteed by Evans (Wimbledon), Ltd., Alexandra Rd., Wimbledon 3606. 273-3202

MORRIS and hundreds of others. See our special selection on page 42. 273-622

NAYLOR AND ROOT, LTD. MORRIS cars.

1936 Series I de luxe sun saloon, blue, one owner, as brand new, £85.

1936 Series I sports tourer, black-red, superb condition, £85.

1935 Series I sports 4-seater, black and red, one owner, absolutely as new, £79.

1934 De luxe 10 sun saloon, black, green leather, tyres good, £75.

1935 Series I de luxe sun saloon, blue; also finished red, choice three, from £72.

1936 Series I sports 2-seater, red, one owner, absolutely as new, £82.

1935 Series I de luxe 4-door saloon, tyres good, very clean car, £79.

1934 Minor de luxe saloon, green, good tyres, very nice condition, £62.

1932 Minor 2-seater, blue, good tyres, good weather equipment, £39.

1932 Family 8 4-door sun saloon, black-green, very smart car, £49.

SEE page 35 for selection of 250 other cars. Terms from one-fifth deposit, balance 24 months. Three months' guarantee over £50.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8. Closed Sundays. 273-576

1937 8 2-seater, black-green, bumpers, trafficators, under 5,000 miles, unsold, £100; also 1936, almost as new, £87. Below.

1936 10hp Series II sunshine, black-green, perfectly kept, good tyres, any trial, £115. Below.

1936 (January) 8hp 2-door sunshine, blue-black, one owner always, showroom order, £85. Below.

1936 (January) 8hp 2-door saloon, blue-black, mileage 14,000, one owner, £80. Below.

1935 8hp 2-door saloon, black-red interior, good tyres, one owner always. £70. Below.

1935 10 sunshine, maroon-black, 14,000 miles, one private owner, faultless throughout, £90. Below.

1934 (April) 8hp 4-door sunshine, blue, always privately owned, cost £150, good tyres, attractive, £68. Below.

1934 10 sunshine, grey-red wings, interior blue hide, beautifully kept, a showy car, £69. Below.

1933 Minor sunshine, green, leather upholstery, indicators, muff, dashlamp, good tyres, £53. Below.

1932 (January) Minor sunshine, blue-brown leather, Triplex grid, good tyres, one change, £45. Below.

B. J. HUNTER, LTD., 22 Cricklewood Broadway, B. N.W.2. Gladstone 6305. Daily 9-8; Sunday 10-1. 273-541

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

HUMPHREYS. 1934 MORRIS 8 sunshine saloon, de luxe model, quite spotless, excellent mechanically, £59 10s.

HUMPHREYS. 1934 MORRIS Family 8 4-door saloon, sunshine roof, small mileage, first-class appearance, sound mechanically, £67 10s.

HUMPHREYS. 1934 MORRIS 8 2-seater, unusually fine condition, splendid mechanically, £59 10s. 410 Euston Rd., N.W.1. Euston 4036. 273-751

WALDRON MOTOR MART. 1935 MORRIS 8 de luxe sunshine saloon, very nice condition, £67 10s.; exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 273-755

1936 MORRIS 8 2-door saloon, sliding roof, trafficators, bumpers, luggage grid, colour black, one owner, carefully used, £95. Cash discount 10% to cash buyers; or easy payments over 12, 15 or 18 months. Colmore Depot, Motor Cycle Dept., 20-30 Hill Street, Birmingham. 273-475

MORRIS 1929 Minor saloon, blue, very smart, well shod, engine faulty, £5. 88 Knightorpe Road, Loughborough. 273-481

£40. 1935 MORRIS Minor 2-seater, s.v., 4-speed, one owner, carefully used, excellent condition. 211 Creighton Avenue, East Finchley, N.2. Tudor 5662. 273-v559

LENDONS offer 1936 MORRIS 10 de luxe saloon, sunshine roof, splendid order, £100.

1935 MORRIS 8 saloon, a specially selected and superfine bargain, £65

SEVERAL other 2 and 4-door models

THE above are merely two selections from the stock of approximately 150 selected cars from £10 to £300. List on request. Terms and exchanges.

LENDON BROS., LTD., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224-5-6. 273-548

1935 MORRIS 10-4 de luxe saloon, in blue, one owner, exceptional condition throughout, £77 10s. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tul. 2446. 273-817

£99!! 1936 MORRIS Series II 10-4 saloon; £25 down, £4 monthly; no insurance, references or guarantors required. Comerfords, Ltd., Portsmouth Rd., Thames Ditton. Emberbrook 2323-4. 273-822

A UTOSNIPS.

1936 MORRIS 8 sun saloon, one owner, small mileage, £79; another, £75; terms, exchanges. Open weekdays, 9-8.30; Sundays, 10-1. Autosnips, 5-7 High Rd., Balham. Phone 1509. 273-850

MORRIS 10, 1934 de luxe sunshine saloon, exceptional condition, £67. Below.

MORRIS 8, 1935 4-door de luxe sunshine saloon, definitely as new, £80. Below.

MORRIS 8, 1936 fixed-head saloon, one owner, small mileage, £75. Below.

MORRIS 8, 1935 de luxe sunshine saloon, wonderful condition, £75. Below.

MORRIS 8, 1936 open 4-seater, excellent car, £80. Below.

MORRIS 8, 1935 2-seater, wonderfully well-kept car; terms, exchanges, £75. Fred Guy, 196 and 198 King St., Hammersmith. Riverside 3131. 273-829

MORRIS Minor saloon, 1929, good condition, taxed, £18. Flude, 10 Preston Gardens, Ilford. 273-v702

1935 Sunshine MORRIS 8, 2-door, excellent condition, 15,000 miles, trafficators, spotlight, 76 gns. Phone, Speedwell 4677, before 7 p.m. 273-v703

1933 MORRIS Minor tourer 4, splendid condition, taxed year, £38. 55 Billy Lows Lane, Potters Bar, Middlesex. 273-v704

NEWNHAMS for good MORRISSES at right prices; few examples below, but list of 200 guaranteed used cars on request; self-financed terms and generous exchanges.

1937 8 2-door de luxe saloon, almost as new, £98.

1936 8 4-door fixed-head saloon, one owner car, £75.

1935 10-4 de luxe special coupe, very exceptional throughout, £95.

NEWNHAMS HOUSE, 237 Hammersmith Rd., London, W.6. Riverside 4646. 273-716

£55!! 1933 MORRIS 10 de luxe saloon, perfect. Below.

£46!! 1933 MORRIS Minor sun saloon, excellent. Roy Motors, Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-728

1935 2-seater, painted cream, special colour, superb condition, spotless, £75. Below.

1935 MORRIS 8 sun saloon de luxe, spotless, £70. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6035-4. 273-731

£81/10. 1936 Series I MORRIS 8 saloon, perfect order. 334-6 Goldhawk Rd., W.6. Riverside 2621. 273-855

1934 MINOR 2-door de luxe sun saloon, £55 or offer. 20 Beatrice Ave., Norbury. 273-v706

SMITH AND HUNTER, LTD., Rossmore Court, Park Rd., Upper Baker St., N.W.1. for cheap MORRIS cars. See page 35 for 150 bargains. Phone, Ambassador 1011. 273-792

KIRKS want motorcycles in exchange. Hire-purchase terms. Third-party insurance only.

KIRKS. 1935 MORRIS 8 Series I 4-door saloon, low mileage, absolutely new condition and appearance, guaranteed, £75.

KIRKS. 1935 MORRIS 8 Series I saloon, exquisite car throughout, genuine bargain, guaranteed, £69.

KIRKS. 1934 MORRIS 10-4 saloon de luxe, leather interior, superb condition, guaranteed, £65.

KIRKS. 1930 MORRIS Minor 4-seater tourer, good tyres, very smart appearance, £25.

KIRKS. 1930 MORRIS Minor sun-roof saloon, good tyres, excellent condition and appearance, £22.

KIRKS. 1929 MORRIS Minor saloon, very well maintained, bargain, £14.

KIRKS, 49 Praed St. Padd. 6049. Close 8 p.m. Thursdays, Sundays, 1 p.m. 273-860

SYDNEY G. CUMMINGS offer the following MORRIS bargains:-

£72/10. Late 1935 8hp 4-door saloon de luxe, taxed, small mileage, bumpers, leather upholstery, sun roof, safety glass, new Dunlop 90s, guaranteed. Below.

£110. 1936 MORRIS 10-4 Series II 4-door saloon de luxe, genuine 12,000 miles only, red and black, absolutely as new. Exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8231. 273-3211

£15. 1930 MORRIS MINOR saloon, splendid condition, Triplex glass. Granville Motors, 330 Kennington Rd., S.E.11. Reliance 3500. 273-801

£75. 10hp MORRIS de luxe sunshine saloon, genuinely excellent. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484. 273-799

MORRIS 8s, 2-seaters, saloons; choice of 40 cars. Kings, 322 Pore St., Edmonton, N.9. 273-805

£45!!! 1932 MORRIS Family 8 4-door coach-built de luxe sunshine saloon, splendid looker, runs perfectly, recently overhauled. Terms and exchanges. Tankard and Smith, 97 Peckham Rd., S.E.15. Rodney 2051. 273-812

D. HARRIS MOTORS offer 1935 MORRIS 8 2-seater special sports, all red finish, fitted £20 extras, including alloy head, M.G. exhaust system, sprung wheel, stoneguards, etc., etc., in really super condition a fast and attractive car, £77 10s. 29 D'Arbury St., Oxford St., W.1 (five minutes Oxford Circus). Gerrard 1768. 273-x396

MORRIS 8 1935 2-seater model, mileage 15,000, just overhauled, new battery, condition as new, £72 10s. 7 Grange Crescent, Grange Hill, Chigwell. 273-v717

1935 MORRIS 8 2-door saloons, exceptional condition throughout, choice of several, from £70. Ray Abbott, Harrow Weald. Harrow 3884. 273-3184

1936 MORRIS 8, choice of several, from £80. Below.

1936 MORRIS 8 4-door de luxe saloon, very low mileage, excellent condition, £95. Exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 3884. 273-3187

1935 MORRIS 8 sunshine saloon, small mileage, new condition, £79. Below.

1935 MORRIS 8 tourer, red and black, tonneau cover, small mileage, £79. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 273-604

MORRIS 10 de luxe saloon, 1933, £65. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Oper week-ends. 273-773

EARLS, LTD. offer: 1929 MORRIS Minor tourer, rebored, £18. 1932 Morris Family 8 de luxe 4-door sun saloon, £43. 114-118 Kentish 7 Wn Rd., N.W.1 (Camden Town). Gul. 1751. 273-593

£89. 1935 MORRIS 10 saloon de luxe, one owner, exceptional. Below.

£109. 1936 Series II MORRIS 10 saloon de luxe, small mileage, as new. Exchanges, deferred, third-party insurance. Broadway Motors, 67 High St., Hounslow. Phone 0175. 273-592

MORRIS 8 Series I saloon, in perfect condition, paintwork as new, £85.

SERIES II MORRIS 8 2-4-seater, £80. G. J. Shaffer and Co., Ltd., 82-106 Cricklewood Lane, N.W.2. Gladstone 3511. 273-700

1933 MORRIS 10hp saloon de luxe, black, splendid order and condition, new tyres, any examination or trial, £55. Haskins, 155 Ladbroke Grove, W.10. Park 5641. 273-3200

£75. 1935-6 MORRIS 8 saloon, small mileage. Marnic Motors, 6-8 Bishop's Rd., Paddington (Station) 2308. Open Monday-Saturday to 9 p.m.; Sunday, 1 p.m. 273-461

1936 MORRIS 10 sun salon, black and green, as new, £110. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maiden Vale 2245. 273-473

£32/10. 1931 MORRIS Minor, 2-seater, recently been overhauled, good tyres, taxed. Marnic Motors, 6-8 Bishop's Rd., Paddington (Station) 2308. Open Monday-Saturday to 9 p.m.; Sunday, 1 p.m. 273-464

1937 MORRIS 8 de luxe saloon, just run in, bargain, £115. Atlanta Motors, Staines 188. 273-v541

£55/10. 1934 MORRIS Minor de luxe sunshine saloon, carefully used, very exceptional condition. Below.

£49/10. 1933 MORRIS Minor sunshine saloon, small mileage, carefully used, exceptional condition. Below.

£49/10. 1933 MORRIS Minor 2-seater, very carefully used, excellent condition. Below.

£149/10. 1937 MORRIS 10 series II de luxe sunshine saloon, one owner, very small mileage, brand-new condition. Below.

£72/10. 1934 MORRIS 10-4 de luxe sunshine saloon, blue, leather upholstery, excellent condition. Below.

£105/10. 1937 MORRIS 8 Series I 2-seater, one owner, run 3,000 miles only, brand-new condition. Below.

£82/10. 1935 (late) MORRIS 8 Series 1 4-door de luxe sunshine saloon, small mileage, exceptional condition. Below.

£72/10. 1936 MORRIS 8 Series 1 saloon, one owner, carefully used, excellent condition; choice of three. Wards, 5 Upper Richmond Rd., S.W.15. Putney 7422. 273-486

£110. 1936 delivery Series II MORRIS 10-4 4-door sunshine saloon de luxe, exceptionally fine condition, genuine opportunity; another, £100. Below.

£57. 1935 MORRIS 10-4 4-door sunshine saloon de luxe, choice of several excellent examples; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3178

1929 Minor saloon, rebored, Triplex, good tyres, excellent condition, taxed, £20; seen after seven. 36 Buxted Rd., Friern Barnet. 273-v673

1930 MORRIS Minor coachbuilt sun saloon, practically new tyres and battery, oil consumption negligible petrol 40 m.p.g., taxed, £22 10s. Bland, 27 Southfields Rd., S.W.18. Putney 1612. 273-x387

36 Gns.!!! Genuine 1932 MORRIS Minor 2-seater, in excellent condition, mechanically perfect, safety glass, dipping headlamps, etc., snappy, cheap to run and dependable; generous terms and exchanges. Camden Motors, 156 The Broadway, Cricklewood, N.W.2. Gls. 1652. 273-695

AUTO TRADERS offer 50 cars not over 12hp, including 1930 MORRIS Minor sports 2-seater, exceptional mechanical condition, £27. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maiden Vale 4855. 273-689

SERIES II 1936 MORRIS 10 4-door sun saloon de luxe, leather upholstery, £115. Taylors, 6 Kendrick Place, Sussex Place, South Kensington. Ken. 9404. 273-3193

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

MORRIS 8, 1932 de luxe sunshine saloon, exceptionally smart and sound condition, un worn tyres, one owner, small mileage, £42 10s.; exchanges, deferred terms. 339a Goldhawk Rd, Hammersmith, W.6. Riverside 5113. 273-679

MORRIS 10, 1933 de luxe 4-door sun saloon, exceptionally smart and sound condition, fully equipped, new tyres, £55; exchanges, deferred terms. 339a Goldhawk Rd., Hammersmith, W.6 Riverside 5113. 273-672

1933 MORRIS 8 sun saloon, sound mechanical condition, £45. Dicks Motors, 399 High Rd., Kilburn. Maida Vale 6888. 273-662

MILES MOTORS offer:—

1935 MORRIS 8 saloon, taxed, good tyres, perfect condition, £69, £17 10s. deposit.

EXCHANGES, deferred; personal after-service. Sundays 10-1. Miles Motors, 93-97 Uxbridge Rd., Hanwell Broadway, W.7. Phone, Ealing 0877. 273-3191

LATEST Series I **MORRIS 8** 4-seater tourer, 4,000 miles only, as new, taxed, £99. Broadway Motors, 167 Gt. Portland St. Welbeck 8874, 4851. 273-613

HARRY NASH. **MORRIS 1936** 8hp 4-door de luxe saloon, bumpers, trafficators, leather upholstery, small mileage, magnificent condition, £89 10s. Below.

1936 (March) 8hp 2-door de luxe saloon, blue-black, leather upholstery, bumpers, trafficators, magnificent condition, £82 10s. Large selection small-mileage light cars. 348 King St., Hammersmith. Riverside 2837. 273-684

£72/10. **MORRIS 10** sun saloon, choice of two. Macaulay 2546. M. T. Lane, 65 Old Town, Clapham. 273-747

1934 MORRIS 10-6 de luxe saloon, in exceptionally fine condition, fitted with new tyres, taxed year, £62 10s. Thompsons, 266 Beulah Hill, Norwood, S.E.19. Streatham 3646. 273-745

1933 MORRIS Minor sun saloon de luxe, excellent condition, finished in green, leather upholstery, £55; terms, exchanges. Thompsons, 266 Beulah Hill, Norwood, S.E.19. Streatham 3646. 273-743

1934 MORRIS Minor saloon de luxe, black, good tyres, very nice everywhere, £58. 27 Vicarage Rd., Hampton Wick. Phone, Kingston 4086. 273-739

1933 MORRIS Minor 4-door saloon, one owner, mileage only 22,000, beautifully kept and like new, taxed, £48. North 3663. 273-564

1933 MORRIS Minor 2-seater, one owner, mileage 23,000, taxed June, paintwork and tyres excellent, £35. North 3663. 273-561

1933 MORRIS Minor sun saloon, two owners, paintwork and tyres excellent, taxed June, £45. North 3663. 273-555

1935 MORRIS 8 2-door saloon, one owner, mileage 15,000, taxed December, £70. North 3663. 273-553

£25. **MORRIS Minor** 1931 sun saloon, black, very good condition, genuine bargain. Northfields Garages, Ltd., 145 Northfield Avenue, W.13. Ealing 0430. 273-566

1937 MORRIS 8 saloon, 2-door, sliding head, finished black, taxed year, demonstration model and in excellent condition, £120. Jarvis and Sons, Ltd., Victoria Crescent. Phone, Wimbledon 2526. 273-523

ANDREW OF MORTLAKE.

1936 MORRIS Series I 4-seater tourer, as new, £80.

1935 MORRIS 10 4-door de luxe saloon, excellent condition, taxed, £88.

1934 MORRIS 10 de luxe saloon, maroon, excellent mechanical condition, £75.

MANY others. All over £50 guaranteed before and after sale. Seven days' free trial. All ready to drive away. Immediate tax and insurance. Generous exchanges. 37 Sheen Lane, Mortlake (Station), S.W.14. Prospect 1061. 273-496

1935 MORRIS 8 sunshine saloon, as new, from £62. Choice of three. Austin, 147-153 High St., Harlesden, N.W.10. Willesden 2099. 273-499

ROWLAND SMITH (MOTORS), LTD.

MORRIS 8s. List free. Terms, exchanges. Rowland Smith. Below.

£8 Deposit or 79 gns. cash. Late 1936 Series I 2-seater, green and black, one owner, carefully used, excellent condition.

£8 Deposit or 75 gns. cash. 1936 Series I 2-door saloon, blue and black, one owner, carefully used, excellent condition; choice of 20.

£6 Deposit or 59 gns. cash. 1935 model Series I tourer, green and black, silver wheels, numerous extras.

MORRIS Minors. List free. Terms, exchanges. Rowland Smith. Below.

£5 Deposit or 49 gns. cash. Late 1933 2-seater, black, carefully used, excellent condition.

£5 Deposit or 49 gns. cash. 1933 model coachbuilt sunshine saloon, black, excellent condition.

£5 Deposit or 45 gns. cash. Late 1933 tourer, blue, excellent condition.

£4 Deposit or 39 gns. cash. 1931 side-valve coachbuilt sunshine saloon, grey, very good condition.

£3 Deposit or 32 gns. cash. 1931 model sports 2-seater, black and maroon, very good condition.

MORRIS 10s. List free. Terms, exchanges. Rowland Smith. Below.

£11 Deposit or 105 gns. cash. 1936 Series II de luxe 4-door sunshine saloon, blue and black, leather upholstery, one owner, carefully used, practically new condition.

£6 Deposit or 59 gns. cash. 1934 model 10-6 de luxe 4-door sunshine saloon, black, brown leather, two new tyres, excellent condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-650

2-SEATER MORRIS, 1932, £40. Below.

10HP MORRIS 4-cylinder 1934 saloon, £65. Argyle Motors, 29, Euston Rd., N.W.1. (Opposite King's Cross Station.) Terminus 2236. 273-511

£85. 1935 **MORRIS 10-4** or 10-6 saloons de luxe, maroon and black, 4-speed, leather, sunshine roof. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-881

1931 8hp side-valve chassis, complete, only requires body, £18. Wallington 4552. 273-871

1934 MORRIS 10 sun saloon, 59 gns., overhauled, very smart; terms, Bell Bros., 65-67 Norwood Rd., Herne Hill. Tulse Hill 7163. 273-879

RALEIGH.

RALEIGH 1934 sports 4-seater, £45; good mechanical condition and appearance, specially tuned engine, twin carburetors, two coils, large-size petrol pump, twin dash lamps, double exhausts, special headlamp mounting, parking lamps, tonneau cover with lightning fasteners, new battery, nearly new tyres, taxed, trial by appointment. Box 3640, care of "The Light Car." zzz-981

NAYLOR AND ROOT. 1934 **RALEIGH** safety 7 tourer, blue, small mileage, choice of three, from £45; also two 1935 saloons, cream and black, £62; one 1935 tourer, £55; exchanges, terms. 120 High St., Tooting, S.W.17. Streatham 4020. 273-577

£7 Deposit or 65 gns. cash. **RALEIGH** Safety 7, late 1936, sports 4-seater, blue and grey, one owner, very small mileage, spare unused, practically new condition; exchanges. Rowland Smith. Below.

£5 Deposit or 49 gns. cash. **RALEIGH** Safety 7, 1935, sports 4-seater, duo-green, excellent condition, choice of six; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-639

RALLY.

£30. **RALLY** super-sports, 10hp, very fast, good condition, private owner, taxed, insured. 10 Evelyn Rd., Richmond, Surrey. 273-162

RENAULT.

RENAULTS. The following cars, together with several others, carry our usual guarantee, etc.; terms, exchanges Welhams Renault Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1935 12hp 2-3 and 4-5-seater coupes and saloons de luxe, choice, Airline, from £100 to £125 each.

1934 12hp Speed Four saloon de luxe, low mileage, one owner, excellent order, £70.

1931 12hp Monasix coachbuilt saloon de luxe, one owner only, very nice condition throughout, £50. 273-501

RILEY.

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

1933 RILEY 9 Trinity special sports 4-seater, cost £376, decocked, perfect, £80. 1 Felbridge, Belsize Rd., N.W.6. Mai 2118. 273-472

1931 RILEY 9 coachbuilt 2-seater, specially built for Continental touring, fitted many extras, including large spotlight, spare road springs under running board, front and rear tank, fan, twin spare wheels, twin-carburettor engine, etc., etc., smart appearance, last, £55; also drop-head coupe, 1932, perfect condition, £75. Guy Salmon Automobiles, 20 Southsea Rd., Kingston. Phone 1814. 273-389

£69!! 1932 **RILEY 9** sports foursome sunshine coupe.

£58!! 1931 **RILEY 9** coachbuilt sunshine saloon.

ALSO 1930-31 saloons from £32. Roy Motors, A Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-726

1931 RILEY 9 sun saloon, absolutely sound, bargain, £55. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-732

1934 RILEY 9 Monaco special saloon, superb condition, two carburetors, Scintilla magneto, taxed, £120. Thompsons, 266 Beulah Hill, Norwood, S.E.19. Streatham 3646. 273-746

NAYLOR AND ROOT. **RILEY 9s**.

£119. 1934 Monaco sunshine saloon, preselector, good tyres, very smart car.

£189. 1936 Merlin special series, twin carburetors, grey, blue hide, fine condition, taxed.

£89. 1933 Monaco sunshine saloon, black, good tyres, very clean car.

£78. 1932 Gamecock sports 2-seater, several extras, very sporty car, fast.

£39. 1930 coachbuilt Monaco saloon, good tyres, exceptional value.

NAYLOR AND ROOT, LTD. Exchanges; 24 months' terms. Guarantee over £50. See also page 35. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 273-578

RILEYS and hundreds of others. See our special selection on page 42. 273-631

1933 RILEY 9 Monaco coachbuilt sun-roof saloon, in 1936 condition, £88. Argyle Motors, 29 Euston Rd., N.W.1 (opposite King's Cross Station.) Terminus 2236. 273-512

1934 RILEY 9 Monaco 4-door coachbuilt saloon in spotless condition, sliding roof, four new tyres, very sound mechanically and carefully used, £120.

SHELFORD AND CROWE, LTD., Stevenage, Herts. Phone 61. On the Great North Road. Open Sunday mornings. 273-490

£45. **RILEY 9** saloon, 1931, recently overhauled. 29 Norval Rd., Wembley. 273-395

1933 RILEY 9 Monaco saloon, engine overhauled, many extras, £85. Phone, Hobbs, Stamford Hill 3345. 273-631

35 Gns.!!! **RILEY 9** open sports 4-seater, in excellent condition, mechanically sound, 4-speed gearbox, Triplex screen, good bodywork, brand new hood, tonneau cover and hood bag, an exceptional good all-round car; terms arranged on third-party insurance; exchanges. Camden Motors, 136 The Broadway, Cricklewood, N.W.2. Gla. 1652. 273-694

AUTO TRADERS offer 50 cars not over 12hp including 1930 **RILEY 9** sports 4-seater, beautiful condition throughout, £59. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maida Vale 4855. 273-688

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

1932 RILEY Gamecock special series sports 2-seater, a very fast and smart little car, £75; exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 5884. 273-3185

EARLS, LTD., offer:-1929 RILEY 9, Mark IV Monaco saloon, £29; 1929 Mark IV sports tourer, excellent engine, good tyres, £28; 1929 coachbuilt 2-seater, good tyres, excellent chassis, £25. Terms, exchanges. 114-118 Kentish Town Rd., N.W.1. (Camden Town.) Gul. 1751. 273-597

RILEYS. List free. Terms, exchanges. Rowland Smith. Below.

£10 Deposit or 95 gns. cash. Late 1933 12-6 Kestrel 4-door sunshine saloon, black, silver wheels, three new tyres, carefully used, excellent condition.

£9 Deposit or 89 gns. cash. 1933 model 9hp Monaco sunshine saloon, black, red wheels, leather upholstery, excellent condition.

£5 Deposit or 49 gns. cash. 1931 9hp, Plus Series, twin-carburettor special 2-seater, brown, cream wheels, excellent condition.

£3 Deposit or 25 gns. cash. 1929 9hp Mark IV twin-carburettor special tourer, black and cream.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-651

GATEHOUSE. £98. 1935 RILEY 9 Monaco saloon, maroon and black, particularly smart car.

GATEHOUSE. £175. 1935 RILEY 9 Kestrel special saloon, preselector, direct from careful owner, mileage 15,000. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-883

ROVER.

1933-4 ROVER 10 special saloon, £85. 1932 12hp models from £40. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-314

£98. ROVER 12 1934 4-door sunshine saloon de luxe, exceptionally well maintained, unmarked condition, genuine opportunity. Below.

£35. ROVER 12 1932 Speed Pilot sports 4-seater, very attractive car, excellent condition, splendid value. Below.

£10. ROVER 10 4-seater tourer, 1928, carefully used, splendid order throughout; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3181

AUTO TRADERS offer 50 cars not over 12hp, including 1931 ROVER 10hp coachbuilt saloon, sun roof, excellent order throughout, £35. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maida Vale 4855. 273-687

ROVER 10 1929 sports foursome coupe, rebored recently, taxed, £15. Ruffells Motors, White Hart Lane, Barnes, S.W.15. Prospect 5549. Open till 8 p.m., Sundays 1 p.m. 273-667

1933 ROVER 10 special de luxe sunshine saloon, free wheel, excellent condition, £49. 177 King's Avenue, S.W.12. 273-607

1932 ROVER 10 sunshine saloon, exceptional condition throughout, low mileage, £55. Ray Abbott, Harrow Weald. Harrow 3884. 273-3183

ROVERS and hundreds of others. See our special selection on page 42. 273-621

10HP ROVER de luxe sun saloon, 1934, black and red, unmarked, £110. Wad-Col Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 273-472

ANDREW OF MORTLAKE.

1931 ROVER 10 4-door saloons de luxe, excellent order, choice of three from £35.

MANY others. All over £50 guaranteed before and after sale. Seven days' free trial. All ready to drive away. Immediate tax and insurance. Generous exchanges. 37 Sheen Lane, Mortlake (Station), S.W.14. Prospect 1061. 273-492

69 Gns.!!! 1933 ROVER 10 Special saloon, looks almost as new, exceptionally good order, free wheel, silent gears, chromium fittings, etc., rare example of this high-quality model, trial will convince; terms, etc. 1111 Finchley Rd., Golders Green (adjacent "Royal Oak"). Speedwell 8204. 273-858

£14!!! 1929 ROVER 10 sportsman 5-seater, sun-roof coupe, mechanically perfect, runs very well, starter, dynamo all O.K.; terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. 273-810

£34!!! 1931 ROVER 10 4-door coachbuilt de luxe sunshine saloon, new safety glass screen, five new tyres, recently overhauled, including new clutch and springs, etc., car is absolutely 100% terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. 273-806

1933-4 ROVER 10 special saloon, super chassis, £80; 1932 12hp models, from £40. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 273-770

1931 ROVER 10 Regal coachbuilt saloon de luxe, very clean, bargain, £32.

ROVER 10, 1933 special de luxe saloon, sound condition, real bargain, £65. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-730

£28!! 1931 ROVER 10 sports foursome sunshine coupe. Roy Motors, Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-722

NAYLOR AND ROOT. 1932 ROVER 10 coachbuilt sun saloon, good tyres, very clean condition, £49; also 1933 model, £69; terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 273-579

1936 ROVER 10 de luxe saloon, genuine show-room example, £175. Newhams, 237 Hammersmith Rd., London. Riverside 4646. 273-720

1935 (June) ROVER 10hp special de luxe sunshine saloon, one owner, excellent condition, guaranteed, £100; terms. Gwynne-Vaughan, Princes Rd., Holland Park. Park 4773. 273-867

£8 Deposit or 79 gns. cash. ROVER 10, September, 1935, de luxe 4-door sunshine saloon, blue, leather upholstery, spare tyre unworn, carefully used, exceptional condition; exchanges. Rowland Smith. Below.

£4 Deposit or 39 gns. cash. ROVER 10, late 1931, 4-door coachbuilt saloon, dark blue, excellent condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-652

ROVER 10, 1934 special de luxe saloon, 100% recondition by Rover Co. (invoices shown), appearance like new, £120. Gatehouse Motors, Ltd., Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-882

SALMSON.

VADUM CO., specialists since 1925 in 9.5hp double-camshaft Grand Prix SALMSONS, offer 1929 series wide-track underslung, longtail 2-seater, flat screen, four speeds (60 in third), sprung wheel, 35 m.p.g., big brakes, immaculate, £35; 1928 long-tail, big brakes, £25; 1927 streamline sports, £19; 1930 series 4-door 8.4 saloon, rear trunk, silent starter, smart, splendid balloons, £50; 1929 series 4-door saloon, £22; others from £9. Spares, overhauls. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 273-565

SALMSON (£7 10s. tax), special sports 2-seater, large tyres, rebored, very smart appearance, really fast, £15. 27 Elgin Rd., Wallington, Surrey. 273-686

SALMSON special 10hp sports 2-seater, very fast, smart, good hood and tyres, £22. Wallington 4552. 273-872

SINGER.

MURPHY, Mortlake. 1934 SINGER 9hp de luxe saloon, superb condition, extras, £80. Write for 273-699

FREE list of good used cars. 17 Sheen Lane, Mortlake. Prospect 3303. zzz-969

1933-4 SINGER 9 sports coupe, immaculate condition throughout, very carefully used, fast, taxed, £59. Guy Salmon Automobiles, 20 Southsea Rd., Kingston. Phone 1814. 273-x390

£38!! 1932 SINGER 8 de luxe saloon, perfect. Roy Motors, Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-723

£15. 1930 SINGER 8 2-seater, good tyres, battery, etc. Terms and exchanges. Phorson, 266 Beulah Hill, Norwood, S.E.15. Streamham 3646. 273-741

NAYLOR AND ROOT for SINGER 9s.

1935 Le Mans sports 4-seater, cream and green, very small mileage, as brand new, £105.

1934 Sports 4-seater, duo-tone, extras, good tyres, very fast, £75.

1934 De luxe 9 sun saloon, clutchless gears, good tyres, beautiful condition, £75.

1934 Le Mans 2-seater, black, several extras, very smart car, £85.

1934 Sports sun coupe, green, well equipped, well recommended, £79.

1933 Sports sunshine coupe, duo-tone, good tyres, beautiful condition, £69.

1933 Sports 4-seater, red and cream, tonneau, good tyres, £62.

1932 Junior 8hp 4-door coachbuilt sun saloon, wire wheels, smart, £39.

SEE page 35 for selection of 250 other bargains. Terms from one-fifth deposit, balance 24 months. Three months' guarantee over £50.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8. Closed Sundays. 273-581

1934 Sun saloon, really spotless, £69. Below.

1930 SINGER 8 coachbuilt 4-door saloon, sound, £22 10s. Below.

1934 9 sports coupe, cream and green, new tyres, excellent, £69. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-733

SINGERS and hundreds of others. See our special selection on page 42. 273-620

£68. 1934 SINGER 9 Le Mans sports sunshine coupe, twin carburettors, specimen condition throughout. Exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3172

1934 SINGER 9 Le Mans sports coupe, green, taxed, excellent condition, bargain, £65. Exchanges and deferred. Smith Auto Co., Ltd., 145 London Rd., West Croydon. Croydon 1977. 273-3189

SINGER 10 1932 de luxe 4-door sunshine saloon, smart and sound condition, small mileage, new tyres, £42 10s. Exchanges, deferred terms. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 273-674

HARRY NASH. 1937 9hp SINGER Bantam 2-door de luxe saloon, mileage 500, grey-blue upholstery, cost £139 10s., hardly soiled, makers' guarantee, snip, £115. 349 King St., Hammersmith. Riverside 2837. 273-685

1934 SINGER 9 sun saloon, beautiful order, £68; 1931 8hp roadster, 4-seater tourer, £35; saloon, £35; earlier saloon, £25. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. 273-767 week-ends.

RAYNES PARK MOTORS. 1933 SINGER 9 saloon de luxe, one owner, taxed year, in excellent condition, £59. 213 Worpole Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592. 273-762

TANKARD AND SMITH, Tottenham, offer:-

1935 (June) SINGER 9 Le Mans sports 4-seater coupe, sunshine, black-green, small mileage, very fast, £90; three months' guarantee, deferred terms, exchanges; 100 under £100. 226 High Rd., South Tottenham, N.15. Phone, Stamford Hill 3291. 273-3204

WALDRON MOTOR MART. 1931 SINGER 8 Junior de luxe 4-door sunshine saloon, new tyres, exceptional condition throughout, £35; exchanges and deferred terms. 645 Garratt Lane, Earsfield, S.W.17. Phone, Wimbledon 0607. 273-756

£25!!! 1931 coachbuilt SINGER 8 4-door de luxe sunshine saloon, very smart, good tyres, excellent runner, ideal family car; terms and exchanges. Tankard and Smith, 97 Peckham Rd., S.E.15. Rodney 2051. 273-811

1935 SINGER 11hp saloon de luxe, fluid fly-wheel, independent front-wheel suspension, beautiful car, £110. Allan Taylor and Co., 126-128 High St., Wandsworth, S.W.18. Putney 6451-2-3-4. 273-3216

SINGER Le Mans coupe, new April, 1936, mileage 8,500, splendid order and appearance, £120. Wilkinson, 45 Washington St., Workington. 273-v659

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).**ROWLAND SMITH (MOTORS), LTD.**

SINGERS. List free. Terms, exchanges. Rowland Smith. Below.

£9 Deposit or 89 gns. cash. 1934 model 1½-litre sports 4-light sunshine saloon, black, silver wheels, green leather, very carefully used, excellent condition.

£3 Deposit or 32 gns. cash. Late 1931 8hp 4-door sunshine saloon, black and green, very good condition.

£3 Deposit or 19 gns. cash. 1930 model 8hp sportsman's coupe, black and red, very good condition.

£14 Deposit or 135 gns. cash. 1936 model 9hp Le Mans Special Speed 2-seater, red, radio, two spare wheels (unworn tyres), large instruments, Ashby wheel, etc., one owner, carefully used, practically new condition.

£7 Deposit or 69 gns. cash. Late 1934 9hp sports sunshine coupe, cream and red, one owner, excellent condition.

£5 Deposit or 49 gns. cash. Late 1933 9hp sports sunshine coupe, duo-blue, very good condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-653

ANDREW OF MORTLAKE.

1936 SINGER 8 Bantam saloon de luxe, low mileage, £95.

1935 SINGER 11 4-door de luxe, Fluidrive, free wheel, smart, attractive car, taxed, £98.

1935 SINGER 9 4-door saloon de luxe, very nice car, £80.

1933 SINGER 9 de luxe saloon, recently rebored, £65.

1932 SINGER 8 de luxe saloon, one owner, £35.

1931 SINGER 8 4-door sun saloons, four speeds, wire wheels, £38; choice of three.

MANY others. All over £50 guaranteed before and after sale. Seven days' free trial. All ready to drive away. Immediate tax and insurance; generous exchanges. 37 Sheen Lane, Mortlake (Station), S.W.14. Prospect 1061. 273-491

1934 SINGER 9 de luxe saloon, £57 10s., beautiful condition; terms. Bell Bros., 65-67 Norwood Rd., Herne Hill. Tulse Hill 7165. 273-873

SINGER Bantam 4-door de luxe saloon, late 1936, 5 mileage 6,000, nearest offer £115. 37 Canynge Rd., Clifton, Bristol. 273-647

75 Gns.!!! Genuine 1934 special open sports 4-seater SINGER 9, in really superb condition, immaculately finished in black with green wheels and green real hide upholstery, twin carburetors, engine in perfect order, 4-speed racing-type remote control, synchromesh gearbox, Rudge knock-on hubs, fold-flat screen, large-type rev. counter and speedometer, Brooklands sprung steering wheel, etc., a really pukka sports car, excellent weather protection and brand-new tonneau cover, completely covering whole of car, four new Dunlop 90 tyres. Terms and exchanges. Camden Motors, 136 The Broadway, Cricklewood, N.W.2. Gla. 1652. 273-693

SINGER 8, 1929-30, 4-door coachbuilt sun saloon, exceptionally good condition, unworn tyres, £17 10s. 339a Goldhawk Rd., Hammersmith W.6. Riverside 5113. 273-677

£65. 1933 SINGER 9 Le Mans-type coupe, perfect; part exchanges, deferred payments. E. W. Christian Motors, Ltd., 319 Hook Rise, Kingston By-pass, Hook, Surrey. Elmbridge 2669. 273-862

1935 SINGER 9, independent front-wheel suspension saloon, engine overhauled, excellent condition, taxed, £90; terms and exchanges. 334-6 Goldhawk Rd., W.6. Riverside 2621. 273-853

KIRKS want motorcycles in exchange, hire-purchase terms, third-party insurance only.

KIRKS. 1932 SINGER 9 Kaye Don special 4-door sunshine saloon, enclosed spare wheel, Triplex glass, leather interior, superb-looking model, guaranteed, £49.

KIRKS. 1931 SINGER Junior 8hp 4-door saloon, well equipped, genuine bargain, £29.

KIRKS. 49 Praed St. Padd. 6049. Close 8 p.m. Thursday, Sunday, 1 p.m. 273-861

SINGER 9 1934 (August) sports 4-seater, much above the average; terms, exchanges, £80. Fred Guy, 196-198 King St., Hammersmith. Riverside £151. 273-828

GATEHOUSE. £59. 1933 Le Mans 9hp sports coupe, cream and black, sunshine roof.

GATEHOUSE. £89. 1934 Le Mans 9hp 2-seater, Le Mans green, one owner, new tyres.

GATEHOUSE. £115. 1935 (late) Le Mans 9hp 4-seater, black and green, super example, like new.

GATEHOUSE. £49. 1932 Swallow 9hp sports 2-seater, mechanical condition unquestionably first-class.

GATEHOUSE MOTORS, LTD., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-887

1932 SINGER 8 saloon, 4-door, £49 10s. 182 Acre Lane, Brixton. Phone 3227-8. 273-536

1934 9hp sports 4-seater, black, red leather, just overhauled, very fast, attractive coachwork, £78. Below.

1932 8hp 4-door sunshine, blue, leather, bumpers, grid, beautifully kept, one owner, £45. Below.

B. J. HUNTER, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6305. Daily 9-8, Sunday 10-1. 273-543

SS.

SS II 9hp 1932 sports coupe, sliding roof, attractive car in exceptional condition, £58. 160 Wood End Lane, Northolt. 273-683

STANDARD.

£65. STANDARD 9hp saloon, 1933, really sound condition. Murphy, 17 Sheen Lane, Mortlake. Prospect 3305. 273-967

STANDARD 1936 10 de luxe, condor grey, excellent order, £130; also 1935 ditto, £99. K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456 and 7. 273-997

NAYLOR AND ROOT, LTD. STANDARD cars.

1936 De luxe 10 saloon, free wheel, telescopic steering, beautiful condition, £119.

1936 De luxe 9 4-door sun saloon, one owner, very smart car, £110.

1936 9hp sunshine saloon, condor grey, good tyres, very clean car, £95.

1935 De luxe 10 sun saloon, hide, Triplex, black, equal to new, £99; also 12hp model, £99.

1934 De luxe 9 sun saloon, one owner, very small mileage, black, £72.

1932 Little 9 de luxe 4-door sun saloon, tyres good, very clean car, £49; another, £55.

SEE page 35 for selection of 250 other cars. Terms from one-fifth deposit, balance 24 months. Three months' guarantee.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8. Closed Sundays. 273-582

£46. 1932 STANDARD Little 9 saloon, one owner Marnic Motors, 6 and 8 Bishops Rd. (Paddington Station). Padd. 2308. Open Monday-Saturday to 9 p.m., Sunday 1 p.m. 273-740

1933 STANDARD 9 saloon, 4-door, de luxe, Triplex, plated lamps, taxed year, leather upholstery, £60. Bruton Garages, Ltd., 32 Bruton Place, Berkeley Square, W.1. 273-738

1935 STANDARD 10 de luxe saloon, telescopic steering, free wheel, etc., new tyres, really clean condition throughout, £89. Below.

1934 STANDARD 10 (two) 4-door sun-roof saloons de luxe, excellent condition, £72 10s. A.Z. Motors, 180 and 229 West End Lane, N.W.6. Hampstead 6033-4. 273-729

£85. 1935 10hp STANDARD 4-door de luxe saloon, free wheel, bumpers, safety glass, sun roof, overhauled, guaranteed, taxed; exchanges, terms. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 273-3207

£50!!! 1932 STANDARD Little 9 de luxe 4-door coachbuilt sunshine saloon, in immaculate condition throughout, only one owner, very carefully handled, genuine mileage 22,000 since new, very rare car; terms, exchanges. Tankard and Smith, 97 Peckham Rd., S.E.15. Rodney 2051. 273-808

£49. Drop-head coupe, STANDARD Little 9, excellent throughout. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484. 273-797

£15!!! 1930 STANDARD 9 4-door saloon, sun roof, new safety glass screen, five new tyres, splendid runner; terms, exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. 273-807

1932 STANDARD Little 9 Mulliner saloon, new tyres, discs, taxed, £45. 9 Daryington House, Hartington Rd., S.W.8. 273-716

1931 STANDARD Big 9 special de luxe saloon, coachbuilt, leather, sun roof, 4-speed, new tyres, one owner, £49. Guy Salmon Automobiles, 20 Southsea Rd., Kingston. Phone 1814. 373-x394

FROM £44!! 1932-33 STANDARD 9 sun saloons. Roy Motors, Scampston Mews, Cambridge Gardens, W.10. Ladbroke 1603. 273-727

NEWNHAMS for good STANDARDS at right prices. Few examples below but list of 200 guaranteed used cars on request. Self-financed terms and generous exchanges.

1936 9 4-door sun saloon, exceptional car, £98.

1937 Flying 10 de luxe sun saloon, almost as new, £145.

1935 10 de luxe sun saloon, very carefully used, £88.

NEWNHAM HOUSE, 237 Hammersmith Rd., London, W.6. Riverside 4646. 273-717

1935 12hp STANDARD Tickford drop-head four-some coupe, special, £110. Renault Sales, Surbiton Hill Rd., Surbiton. Elmbridge 1873. 273-706

LONDONS offer 1936 STANDARD 10 de luxe saloon, one owner, originally sold new by ourselves, special offer £110.

1935 STANDARD 9 de luxe sun saloon, in blue, very fine condition indeed, £75.

THE above are merely two selections from the stock of approximately 150 selected cars from £10 to £500. List on request. Terms and exchanges.

LONDON BROS. LTD., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224-5-6. 273-545

STANDARDS and hundreds of others. See our special selection on page 42. 273-619

HARRY NASH, STANDARDS. 1937 (April) Flying 9 saloon, mileage under 500, taxed, guaranteed, as brand new, £137 10s. Below.

1936 (July) Flying 10 de luxe saloon, small mileage, like new throughout, cost £199, bargain, £137 10s. Below.

1936 9hp sunshine saloon, maroon, one private owner, bumpers, excellent condition, £89 10s. Below.

1935 (January) 9hp 4-door de luxe sunshine saloon, blue, genuine 11,000 miles, wind deflectors, spare wheel cover, leather upholstery, really exceptional throughout, £87 10s. 348 King St., Hammersmith. Riverside 2837. 273-681

£85. STANDARD special 1935 series 10hp 4-door sports sunshine saloon de luxe, Rudge wheels, twin carburetors, 4-wheel jacks, magnificent car. Below.

£78. STANDARD 9 1935 4-door sunshine saloon de luxe, splendid order throughout, genuine opportunity. Below.

£70. STANDARD 10 1934 4-door sunshine saloon de luxe, exceptionally fine specimen; choice of several. Below.

£69. STANDARD 9 1935 2-door sunshine saloon de luxe, excellent order throughout, unrepeatable offer. Below.

£45. STANDARD Big 9 1932 4-door sunshine saloon de luxe, excellently maintained, very attractive car. Exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3177

1937 STANDARD Flying 9s. 10s; immediate delivery. Distributing agents.

1935 Model STANDARD 10 4-door de luxe saloon, £76.

AUSTIN, 147-153 High St., Harlesden, N.W.10. Willesden 2099. 273-498

HUMPHREYS. 1935 STANDARD 9 de luxe model sunshine saloon, leather upholstery, small mileage, £79 10s. 410 Euston Rd., N.W.1. Enston 4036. 273-752

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

STANDARD Big 9 saloon de luxe, 1930, perfect order, £30. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 300 cars. 273-774

COOKE'S MOTORS offer: 1937 Flying 10 STANDARD saloon (large body), mileage 6,000, equal new, £158; also 1936 Little 9hp saloon, £95, and 1932 Little 9hp de luxe saloon, £48. 9-11 High St., Sutton. Open 9-9. Sutton 3800. 273-3197

AUTO TRADERS offer: Fifty cars not over 12hp, including 1930 STANDARD 9 saloon, sun roof, choice of three, £21. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maida Vale 4835. 273-690

1934 STANDARD Little 9 sun saloon, £75. Taylors, 6 Kendrick Place, Sussex Place, South Kensington. Ken. 9404. 273-3193

1933 STANDARD Little 9 4-door sun saloon, rebored, splendid condition, £45. Central Auto Service, 35 West Hill, Wandsworth. Phone. Putney 4466. 273-670

ANDREW OF MORTLAKE.

1935 STANDARD 10 4-door sun saloon, nice condition. £99.

1934 STANDARD 10 4-door sun saloon, free wheel, colour grey rebored, recommended, £85.

1933 STANDARD Big 9 de luxe sun saloon, one owner, low mileage, £59.

1933 STANDARD Little 9 de luxe saloons, excellent car £65; choice of three.

MANY others. All over £50 guaranteed before and after sale. Seven days' free trial. All ready to drive away. Immediate tax and insurance; generous exchanges. 37 Sheen Lane, Mortlake (Station), S.W.14. Prospect 1061. 273-493

1936-7 Flying 10, sunshine grey, new July, 5,000 miles, list £209, quite equal to new and unsoiled, £145. Below.

1936 (March) 10 de luxe, black-green, mileage 11,000, unblemished condition, £125. Below.

1934 (July) 9hp sunshine de luxe, grey-black, good tyres, one change ownership, £65. Below.

1932 9hp sunshine de luxe, blue-brown, bumpers, Triplex, good tyres, recommended, £50. Below.

B. J. HUNTER, LTD., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. Daily 9-8. Sunday 10-1. 273-542

1930 STANDARD 1931 fabric 4-door saloon, sunshine roof, good tyres, excellent condition. Brook Garage, London Rd., Staines, Midd. 273-v165

1910 Deposit or 95 gns. cash. STANDARD 9, late 1935 de luxe 4-door sunshine saloon, black and maroon, leather upholstery, good tyres, one owner, carefully used, very exceptional condition; exchanges. Rowland Smith. Below.

195 Deposit or 49 gns. cash. STANDARD, 1932 Little 9 4-door coachbuilt sunshine saloon, black and cream, very good condition; exchanges. Rowland Smith. Below.

15 Gns. STANDARD 9, 1929 (registered 1930) 4-door sunshine saloon, black, very good condition; terms, exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith. Hampstead High St. (Hampstead Tube). Hampstead 6041. 273-654

GATEHOUSE. £179. 1937 Flying 12 de luxe saloon with 10hp engine, mileage under 5,000, like new.

GATEHOUSE. £125. 1936 Avon Special sports 2-seater, lavish equipment, very good production. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 273-891

1932 STANDARD Little 9 de luxe saloon, blue, superb condition, 39 gns; terms. Bell Bros., 65-67 Norwood Rd., Herne Hill. Tulse Hill 7163. 273-874

1932 STANDARD 9 special coachbuilt saloon in black, with red leather, an amazing performer, any trial, bargain, £45. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tul. 2446. 273-816

STANDARD 9 1936 de luxe sunshine saloon, one owner, exceptional car, £98. Below.

STANDARD 9 1935 sunshine saloon, excellent condition, £75. Below.

STANDARD 9 1934 sunshine saloon, wonderfully well-kept car; terms, exchanges, £65. Fred Guy, 196 and 198 King St., Hammersmith. Riverside 3131. 273-833

59 Gns.!!! Exceptionally fine 1933 STANDARD Big 9 4-door saloon de luxe, real leather, bumpers, chromium lamps, etc., 4-speed easy-change gearbox, roomy coachwork, in splendid condition, first-class runner. Terms, etc. 1111 Finchley Rd., Golders Green (adjacent "Royal Oak"). Speedwell 8204. 273-839

SMITH AND HUNTER, LTD., Rossmore Court, Park Rd., Upper Baker St., N.W.1, for cheap STANDARDS. See page 35 for 150 bargains. Phone, Ambassador 1011. 273-793

£159/10. 1937 STANDARD Heavy Flying 10 saloon de luxe, one owner, very small mileage, brand-new condition. Wards, 5 Upper Richmond Rd., S.W.15. Putney 7422. 273-485

1931 (Late) STANDARD Big 9 de luxe sunshine saloon, chromium bumpers, perfect condition, £40. Bye, 13 Uamvar St., E.14. 273-v612

1934 STANDARD 10 special saloon, sun roof, one owner, very low mileage, paintwork in superb order, taxed, £72 10s. North 3663. 273-562

1934 STANDARD 9 sun saloon, one owner, small mileage, oil consumption 2,000 m.p.g., taxed, perfect, £65. North 3663. 273-558

1931 STANDARD Big 9 sun saloon, fabric like new, excellent tyres, mechanically 100%, £30. North 3663. 273-552

1935 STANDARD 10 4-door sun-roof saloon de luxe, small mileage, £90. Below.

1932 STANDARD Big 9 coachbuilt sun-roof saloon de luxe, 4-speed, one owner, £50. Argyle Motors, 29 Euston Rd., N.W.1. (Opposite King's Cross Station.) Terminus 2236. 273-513

RHINDS, Manchester. 1936 STANDARD 10, in grey de luxe, in very fine order, one private owner, bargain, only £119; exchanges, deferred. 1934-35 Standard 10 de luxe, engine thoroughly reconditioned, coachwork black, brown upholstery, exceptionally clean, bargain, £79. 1932 Big 9 Standard 4-door saloon, thoroughly sound, bargain, only £45; exchanges, deferred. Rhinds Motors, 13 Albion St., Manchester, 1. 273-520

1935 STANDARD 10 de luxe saloon, cost £200, overhauled by makers (bills shown), £80. "Bungalow", Verbena Gardens, Hammersmith (near "Commodore"). Riverside 6250. 273-529

1932 STANDARD Little 9hp 4-door sunshine saloon, one owner since new, splendid condition, £45. 3 Exeter Parade, N.W.2. Near Brondesbury (Met.) Station. 273-531

SWIFT.

SWIFT 10 open tourer, also sportsman's coupes, 1930, reconditioned, £25. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 300 cars. 273-778

1931 SWIFT 10 Swallow saloon, 2-colour blue, in excellent condition, Triplex, very good tyres, taxed, £30. 862 Kenton Lane, Harrow Weald. 273-v653

SWIFT 10, late 1931 Paladin 4-door coachbuilt sunshine saloon, exceptionally smart and sound condition, unworn tyres, cost when new £295, open to any examination, £35; exchanges, deferred terms. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 273-675

1922. 1931 (June) SWIFT 10hp 4-seater, complete 1922. equipment, exceptionally good condition. 38a Poynders Rd., Clapham Park, S.W.4. Tulse Hill 6988. 273-608

TALBOT.

1925 TALBOT 8, cheap to clear, £10. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. Open week-ends. 300 cars. 273-776

TRIUMPH.

RAYNES PARK MOTORS. 1931 TRIUMPH 8 saloon de luxe, in excellent condition, £27. Shaw, 213 Worpole Rd., Raynes Park, S.W.20. 273-763

1930-31 TRIUMPH tourer, pearl grey, in excellent condition, good tyres, £24. Shaw, 213 Worpole Rd., Raynes Park. 273-765

£50. 1932 TRIUMPH Super 9 4-door coach-built sunshine saloon, very fine condition; terms and exchanges. Thompsons, 266 Beulah Hill, Norwood, S.E.19. Streatham 3646. 273-742

NEWHAMS.

GOOD TRIUMPHS at right prices. Few examples below but list of 200 guaranteed used cars on request. Self-financed terms and generous exchanges.

1937 12 Vitesse sports tourer, small mileage only, £238.

1936 12 Vitesse golfer's foursome coupe, genuine showroom example, £195.

1935 12 Vitesse sports saloon, magnificent condition, £138.

1934 Gloria 10 special sports saloon, really beautiful order, £99.

1937 Southern Cross sports 2-seater, hardly soiled, £215.

NEWHAMS, TRIUMPH Distributors and Specialists, 237 Hammersmith Rd., London. Riverside 4646. 273-718

RHINDS, Manchester. Special sports 10hp TRIUMPH 4-seater, rev. counter, large dial speedometer, foglamp, enclosed spare wheel chair, in very fine order, cost £225, our price only £85; exchanges, deferred. Rhinds Motors, Ltd., 258 Deansgate, Manchester, or our 100 used car showroom, 13 to 19 Albion St., Manchester, 1. (by Central Station). 273-519

MORGAN HASTINGS, LTD., the TRIUMPH specialists, offer the following:-

£59!!! 1933 10hp 4-door de luxe coachbuilt sun saloon, safety glass, leather upholstery, roomy and attractive car.

£99!!! 1934 10hp Gloria 4-door de luxe coachbuilt sun saloon, exceptional condition throughout.

£99!!! 1934 10hp Southern Cross sports four-seater sun coupe, small mileage, exceptional condition throughout.

£149!!! 1935 11hp Southern Cross Gloria sun coupe, Amaranth red, excellent condition.

212 NEW KING'S RD., S.W.6. Renown 3445. zzz-16

NAYLOR AND ROOT. 1934 TRIUMPH 10 de luxe saloon, black, good tyres, smart car, £79.

NAYLOR AND ROOT. 1933 TRIUMPH Super 9 de luxe 4-door sun saloon, very smart car, £59.

NAYLOR AND ROOT. 1934 TRIUMPH Gloria 10 sports saloon, cream-black, £99. See page 35. Exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 273-580

TRIUMPHS and hundreds of others. See our special selection on page 42. 273-618

TRIUMPH Gloria 11, late 1935, finished in ivory and black, very fast and attractive car, any trial or examination welcome, one owner since new, three months' written guarantee, £130. Tankard and Smith, 44 Norwood Rd., Herne Hill. Tul. 2446. 273-818

G.P., BALHAM.

G.P. 1931 TRIUMPH 7 Gnat 2-seater sports, attractive body, a bargain, 29 gns. 20 Balham Hill. Battersea 3117, 273-852

£14 Deposit or 139 gns. cash. TRIUMPH Gloria, August, 1935, Southern Cross sports 2-seater, green, large rear tank, remote control, standard and racing screens, large instruments, two spare wheels, Luvax hand-controlled shock-absorbers, etc., carefully used, excellent condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. 273-658

TROJAN.

£3 Deposit or 19 gns. cash. TROJAN, 1931, 10hp tourer, brown and lawn, good condition; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 273-656

VALE

£76!! 1934 VALE SPECIAL super-sports 2-seater, 8hp, rebored, starting and lighting overhauled, finished blue, large rev. counter and 100 m.p.h. speedometer, excellent condition; £18 down, £3 monthly. Comerfords, Ltd., Portsmouth Rd., Thames Ditton. Emberbrook 2323-4. 253-824

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

1934 WOLSELEY 9 sun saloon, black and brown. One owner, carefully used, really exceptional condition, £69. K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456 and 7 273-996

TAYLORS of Kingston. 1932 Series **WOLSELEY** Hornet sun saloon, £35; 1933 Series, £45. Terms. 135 London Rd., Kingston-on-Thames. Phone 1263. zzz-983

RAYNES PARK MOTORS. 1933 **WOLSELEY** Hornet saloon de luxe, in exceptional condition, £50. 213 Worple Rd., Wimbledon (near Raynes Park Station). Wimbledon 1592. 273-761

1934 WOLSELEY Daytona special 4-seater, £100; 1933 de luxe saloon, £45.

1932 Special foursome folding-head coupe, £45.

DENMANS, 132-3 Long Acre, W.C.2. Tem-8135-8. Open week-ends. 300 cars. 273-775

£97/10. 1934 **WOLSELEY** Hornet special sports saloon, overhauled, small mileage, new Dunlop 90s, guaranteed. Exchanges, terms. Cummings, 101 Fulham Rd., S.W.3. Kensington 8231. 273-3209

PALMERS. 1934 **WOLSELEY** Hornet saloon, small mileage, exceptional condition, £75. 53 York St., Twickenham. Popesgrove 2241-2. 273-794

1936 WOLSELEY Wasp 10hp saloon de luxe, one owner, low mileage, excellent condition, £105; exchanges. Albery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 273-4917

WOLSELEY Hornet saloon, 1933, perfect condition, taxed, £45. 2 Library Mansions, 115 Dartmouth Rd., Forest Hill, S.E.23. 273-657

AUTO TRADERS offer 50 cars, not over 12hp, including 1934 **WOLSELEY** Hornet de luxe saloon, free-wheel model, £69. Auto Traders, Manchester Mews, Greville Rd., Kilburn. Maida Vale 4855. 273-691

1932-3 WOLSELEY Hornet special sports 2-seater, fitted streamlined body, modified chassis, outside exhaust, Dunlop 90s. A very fast and attractive car, 75 gns. Below.

LATE 1935 WOLSELEY 10 de luxe saloon, in brand-new condition, splendid mechanically, good tyres, taxed, 95 gns, three months' guarantee, own hire-purchase. Ruffells Motors, White Hart Lane, Barne, S.W.15. Prospect 5549. Open to 8 p.m. 273-666

FARLS, LTD., offer: 1935 **WOLSELEY** de luxe sun saloon, in immaculate condition throughout, £70; 1933 de luxe saloon, similar body, taxed, £50; 1935 Daytona sports 4-seater, £65; 1932 Hornet big-body sun saloon, £55. Terms, exchanges. 114-118 Bush Town Rd., N.W.1. (Camden Town) Gul. 1751. 273-598

1933 WOLSELEY Hornet special foursome sunshine Club coupe, one owner, perfect, £47; payments. Oldfield, Pottery Lane, Holland Park Park 4170. 273-599

£65. 1934 **WOLSELEY** Hornet saloon de luxe, free-wheel model, 4-speeds, magnificent condition. Below.

£60. 1933 **WOLSELEY** Hornet Special Daytona sports 2-4-seater, twin carburettors, very attractive; exchanges, deferred. G. C. Masurier, 86 Acre Lane, Brixton. Phone 3401. 273-3179

1936 WOLSELEY Hornet saloon de luxe, mileage 8,000, £125.

1934 WOLSELEY E.W. sports drop-head four-seater, exceptional condition throughout, £105. H. C. Paul, Ltd., 114 Gt. Portland St., W.I. Museum 8464-5. 273-527

LONDON offer 1934 **WOLSELEY** de luxe saloon, enclosed spare wheel, sun roof, leather upholstery, bargain, £66.

1933 WOLSELEY Special drop-head foursome coupe, twin carburettors, carefully maintained by previous owner and in very good mechanical condition, £65.

THE above are merely two selections from the stock of approximately 150 selected cars from £10 to £500. List on request. Terms and exchanges.

LONDON BROS. LTD., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224-5-6. 273-550

WOLSELEY and hundreds of others. See our special selection on page 42. 273-617

ROWLAND SMITH (MOTORS), LTD.

WOLSELEY Hornets. List free. Terms, exchanges. Rowland Smith. Below.

£8 Deposit or 79 gns. cash. Hornet Special E.W. Daytona, late 1934, sports 4-seater, green, large instruments, Ashby wheel, remote control, standard and racing screens, etc., one owner, excellent condition.

£6 Deposit or 59 gns. cash. 1934 model de luxe 4-door sunshine saloon, black, blue leather, numerous extras, one owner, carefully used, excellent condition.

£6 Deposit or 59 gns. cash. Hornet special Daytona, 1933, Tickford foursome coupe, black and green, Ashby wheel, large instruments, remote control, good tyres, excellent condition.

£5 Deposit or 49 gns. cash. 1932 Swallow sports 2-seater, black and cream, red leather, two spare wheels, Ashby steering wheel, etc., excellent condition.

£5 Deposit or 49 gns. cash. Late 1933 de luxe 4-door sunshine saloon, black, blue leather, carefully used, excellent condition.

£5 Deposit or 45 gns. cash. Late 1931 Tickford drop-head foursome coupe, stone, green wheels, leather upholstery, very good condition.

£4 Deposit or 39 gns. cash. 1931 Swallow sports 2-seater, cream and blue, very good condition.

£4 Deposit or 35 gns. cash. 1931 sports 4-seater, black and red, new hood, excellent condition.

£3 Deposit or 29 gns. cash. 1931 saloon, black and cream, very good condition.

ROWLAND SMITH, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 273-657

RHINDS Manchester sports Hornet Special Swallow 4-seater, twin carburettors, exceptional bargain, cost £285, only £59; exchanges, deferred.

HORNET Swallow 2-seater sports coachbuilt, low-tail, Magna wheels, very smart, only £39; exchanges, deferred.

HORNET open 4-seater sports, grey, red upholstery, only £28.

RHINDS MOTORS, LTD., 13 to 19 Albion St., Manchester (by Central Station); or 258 Deansgate, Manchester. 273-515

1934 WOLSELEY Hornet sun saloon, dark green, perfect condition, £70. Carter, 15 Green St., Sunbury. 273-v248

NAYLOR AND ROOT, LTD. WOLSELEY cars.

1934 Hornet de luxe saloon, free wheel, small mileage, smart, £69.

1934 De luxe 9 saloon, green, small mileage, well recommended, £78.

1933 Hornet Special Daytona sports 4-seater, many extras, very fast car, £69.

1933 Hornet de luxe sun saloon, good tyres, clean condition, maroon, £49.

1933 Hornet foursome coachbuilt sun coupe, black, brown hide, almost new tyres, superb condition, £69.

1932 Hornet Tickford folding-head saloon, an attractive car, £49.

1932 Hornet coachbuilt sports 4-seater, grey, good tyres, fine condition, fast, £49.

1932 Hornet Swallow sports 4-seater, blue, extras, fast, £55.

1931 Hornet coachbuilt sports 4-seater, black-red, good tyres, £45.

SEE page 35 for selection of 250 other cars. Terms from one-fifth deposit, balance 24 months. Three months' guarantee.

NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8. Closed Sundays. 273-583

38 Gns.!!! 1931-2 **WOLSELEY** Hornet Abbey special sports 4-seater, extremely handsome coachbuilt body, fold-flat screen, 4-speed close-ratio gears, very snappy performance, rear tank, quick fillers, etc., just the car for an enthusiast; terms, etc. 111, Finchley Rd., Golders Green. (Adjacent "Royal Oak.") Speedwell 8204. 273-840

GATEHOUSE. £79. 1933 Hornet special E.W. Daytona sports 4-seater, all new tyres, smart finish, mechanically faultless.

GATEHOUSE. £69. 1934 (June) Hornet de luxe sunshine saloon, one ownership. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.C. Phone, Mountview 4444. 273-890

1933 WOLSELEY Hornet saloon de luxe, 37 gns., exceptionally sound, new tyres; exchanges. Bell Bros., 65 67 Norwood Rd., Herne Hill. Fulse Hill 7163. 273-875

1934 WOLSELEY Hornet de luxe sun saloon, free wheel, low mileage, £74. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2 (opposite bus garage). Gla. 2244. 273-847

1932 WOLSELEY Hornet sun saloon, engine re-bored, £39. Sessions Motor Services, Ltd., Edgware Rd., Cricklewood, N.W.2 (opposite bus garage). Gla. 2244. 273-848

WOLSELEY Hornet 1933 E.W. special sports 4-seater, twin carburettors, exceptional condition. Terms, exchanges, £65. Fred Guy, 196 and 198 King St., Hammersmith. Riverside 3131. 273-832

£36!! 1933 **WOLSELEY** Hornet coachbuilt saloon, 4-door, sunshine roof, exceptionally good tyres; £12 down, £2 monthly. Comerfords. Below.

£59!! 1933 **WOLSELEY** Hornet open sports 4-seater, attractively finished scarlet, Abbey body, tonneau cover, chromium radiator, stone-guard, extra large lamps, exceptional appearance; £16 down, £2 10s. monthly. Comerfords. Below.

£34!! 1932 **WOLSELEY** Hornet Patrick Special, bargain; £10 down, £1 10s. monthly. Comerfords, Portsmouth Rd., Thames Ditton. Emsbrook 2323-4. 273-821

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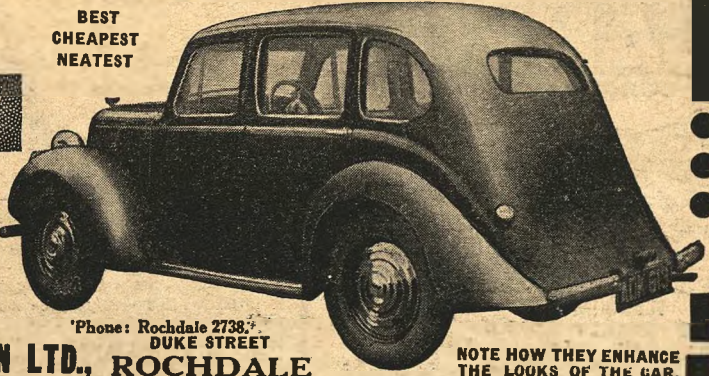
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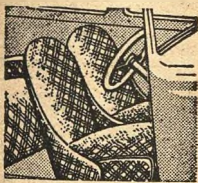
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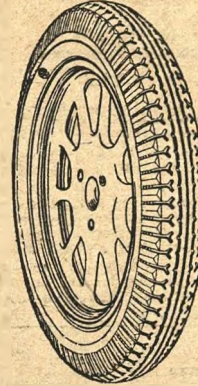
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4.50-18	16/6	9/-	4/6
4.50-19	17/6	9/-	4/6
4.75-17	22/-	10/6	4/9
4.75-18	22/-	10/6	4/9
4.75-19	22/-	10/6	4/9
5.00-19	21/6	11/-	4/11
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4.50x18	19/6	23/6	4/9
4.50x19	19/6	23/6	4/9
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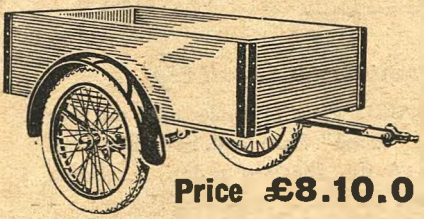
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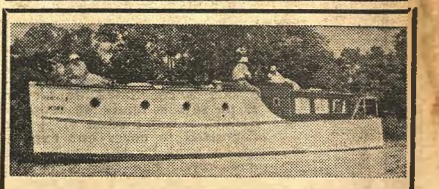
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