

The Light Car & Cyclecar

3^D

Vol. XLII, No. 1092
Friday Nov. 10, 1933
*Registered at the GPO
as a Newspaper*
Founded 1912

Head Offices:
5-15, Rosebery Ave., E.C.1
Telephone: Clerkenwell 6000



BUY A POPPY, SIR?

TO-MORROW is Poppy Day and scenes similar to the above will be enacted all over the Empire, for Earl Haig's Appeal Fund has brought forth thousands of voluntary workers and hundreds of thousands willing, and eager, to give. Shadowed in the background of our picture is the simple but beautiful village memorial cross at North Mimms.

THIS QUESTION OF

"Startability"

THE AUTOMOBILE ENGINEER.

THE "STARTABILITY" OF MOTOR FUELS

Starting-up Characteristics of Motor Spirits as Measured by Engine Tests.
By W. A. Whatmough, B.Sc., F.I.C., M.I.A.E.

NOVEMBER, 1933.

THE tests described in the following notes cover an investigation of the "starting-up" properties of motor spirits which constitute in effect an extension of the surveys of present-day startability charts accom-

motor has to turn the charge entering the cylinder by a 20:1 mixture. The difference in fuel constituent

the engine over until the cylinder becomes it has necessarily to starting normally, w responsible for the int "motor spirits

Engineering expert finds National Benzole Mixture "the easiest starting motor spirit" . . . for winter as well as summer

Mr. W. A. Whatmough, B.Sc., F.I.C., M.I.A.E., the famous engineer, in an article in the October "Automobile Engineer" which every motorist should read, gives the results of an examination he has made on the startability of popular fuels.

He tested four motor spirits—two Special 'Winter' blends, a commercial spirit, and National Benzole Mixture. Here, in his own words, is the sequel:

" . . . judged upon its all-in average, National Benzole Mixture ranks as the easiest starting motor spirit . . . National Benzole Mixture is equally adapted to abnormal summer and winter conditions."

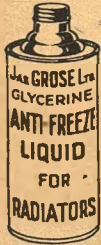
When you use National Benzole Mixture, you get the highest m.p.g. *always*—winter and summer—because the full strength of 'National' is available *all the year round*. Fluctuations of weather cannot affect the running of your car because National Benzole Mixture is responsive to every climatic condition. And you start more easily!

NATIONAL BENZOLE MIXTURE

READ THE FULL STORY FOR YOURSELF—FREE

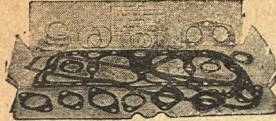
A reprint of the complete article from the "Automobile Engineer" will be sent post free on request to National Benzole Co. Ltd., Wellington House, Buckingham Gate, S.W.1.

We are EXHIBITING at OLYMPIA, STANDS 69 & 78, Nov. 25-Dec. 2



TAKE NO RISKS all your RADIATOR with **JAS. GROSE ANTI-FREEZE SOLUTION** per tin **2/6**

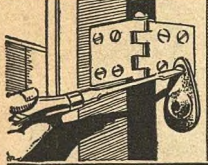
Guaranteed non-injurious, does not affect metal, rubber, or leather. Keeps the Radiator clean and free from impurities. One tin sufficient for treating 1 1/2 gallons, and will last the whole season.



COMPLETE SET OF GASKETS includes every washer for a complete overhaul for **AUSTIN 7** 3/6
Cylinder Gasket only 1/-
" for **MORRIS MINOR** 1/6
Complete Set 3/6

SPECIAL OFFER FOOT PEDAL RUBBERS

For Clutch, Brake and Accelerator. Sets of three 1/- for Austin 7
Ditto, Single Rubber for other makes 9d. each.



STADIUM RUBBER DOOR 4 1/2 EACH
SILENCERS



SPECIAL OFFER SUPER CHROME LEATHER COATS 45/-

Black or Dark Tan. Double Breasted, Deep Collars, Check Fleece Lined. Stylish and Well Finished Super Cut. (Absolutely equal to the usual 70/- Coats sold by others). Our price, post paid 45/-
SPECIAL OFFER-LADIES' Black Chrome Leather, Smart West End Cut, Superior Quality, Warm Check Fleece Lined. Best Finish and Make guaranteed. Worth 63/-.
Our price, post paid.. 42/-

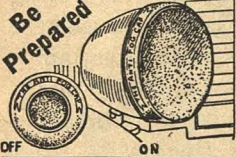
Special Silencer for Austin 7 fits without alteration, reduces back-pressure and improves the note. **10/6**
Carr. Paid. State year when ordering.

Genuine STADIUM HORN RINGS for AUSTIN 7 1924 to 1928. **Our Price 1/-**



For 1929 to 1931, 1/6
Fitted in a few seconds to the existing centre horn switch—**NO WIRING NECESSARY.** Saves that vital second in an emergency. Post 4d.

Be Prepared **FOG DISCS** Copper Amber Shade Celluloid edged with Black Leather Cloth.



4 in. . . 8d. 8 in. . . 9d.
5 in. . . 6 1/2d. 9 in. . . 11 1/2d.
6 in. . . 7d. 10 in. . . 1/2
7 in. . . 8 1/2d. 11 in. . . 1/2 1/2



REAL WARMTH! PLAID CAR RUGS 8 1/2

Superior Quality, full size, all wool, exceptionally warm and cosy. Fringed borders. Actual Value 21/-
Post free. 5/6
No. 2, lighter weight..

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

A GUARANTEED SPARES SERVICE ALL PARTS IN STOCK FOR
Austin 7
Morris Minor
Morris Cowley
Morris Oxford
LOWEST PRICES
Send old pattern when possible and give exact date and model of car.

STUPENDOUS! VALUE BEST QUALITY RADIATOR MUFFS 4/6
Roll-up Front.
For Austin 7, Morris Minor and Cowley. Worth 15/-
THOUSANDS of MUFFS to clear. ANY MAKE, ANY YEAR. Quotation for any car by return.

FOOT MUFFS Special Purchase of finest quality suedette foot muffs lined with extra warm fleecy material. WILL KEEP THE FEET COSY AND WARM. Actually worth 12/6.
Our Price **8/6**
Ditto, in real Leather with fur edging, 15/-, sold elsewhere at 25/-

ASTONISHING OFFER Genuine ANDRE VENTILATORS for SALOON CARS 3/- PAIR
Permits ventilation of the car without any draught. Usual Price 10/- pair. Fitted to the top of the window in a few minutes.

Special Purchase 200 STADIUM SPOT LIGHTS 12/6
with MIRROR at back. Chromium Plated. Complete with Bulb, self-contained Switch and Flex. List price 25/-.
Our Price **12/6**
150 Super Power FOG LAMPS with Bulb & Switch **8/6**
Usual Price 15/-

REPLACEMENT BATTERIES Guaranteed 12 months. Made by one of the oldest and most experienced Battery Manufacturers in the trade.
AUSTIN 7, Citroen, etc. 14/-
MORRIS MINOR, Austin 20, Jowett, Rover, etc. 21/-
MORRIS COWLEY, A.J.S., Standard, etc. 32/-
Full capacity special super quality Batteries for:
AUSTIN 7, etc. 22/6
MORRIS MINOR, etc. 26/6
MORRIS COWLEY, etc. 42/-
All other makes quoted for. Carriage in U.K. 2/-



JAS. GROSE LTD. Waterproof ARMLET For Sports Car Drivers 1/9 each.
Can be supplied in Black or White.
ROOF LAMPS WITH SWITCH 3/-
Actually worth 6/6
Less Switch 2/6

Amazing Offer! The "Jagrose" CHROMIUM PLATED LOCKING DOOR HANDLE 5/6 with 2 Keys.
Suitable for all Austin 7's, Morris Minor and other cars. Actually worth 10/6, and undoubtedly one of the biggest money-saving bargains ever offered. CHROMIUM BOLT for opposite door 1/-

"JUST IT" CABLE ADJUSTERS for AUSTIN 7, etc. 1/10 1/2 Each.
The DESMO FLEXI-LUBRI Cover 2/- for Austin Universal Joints

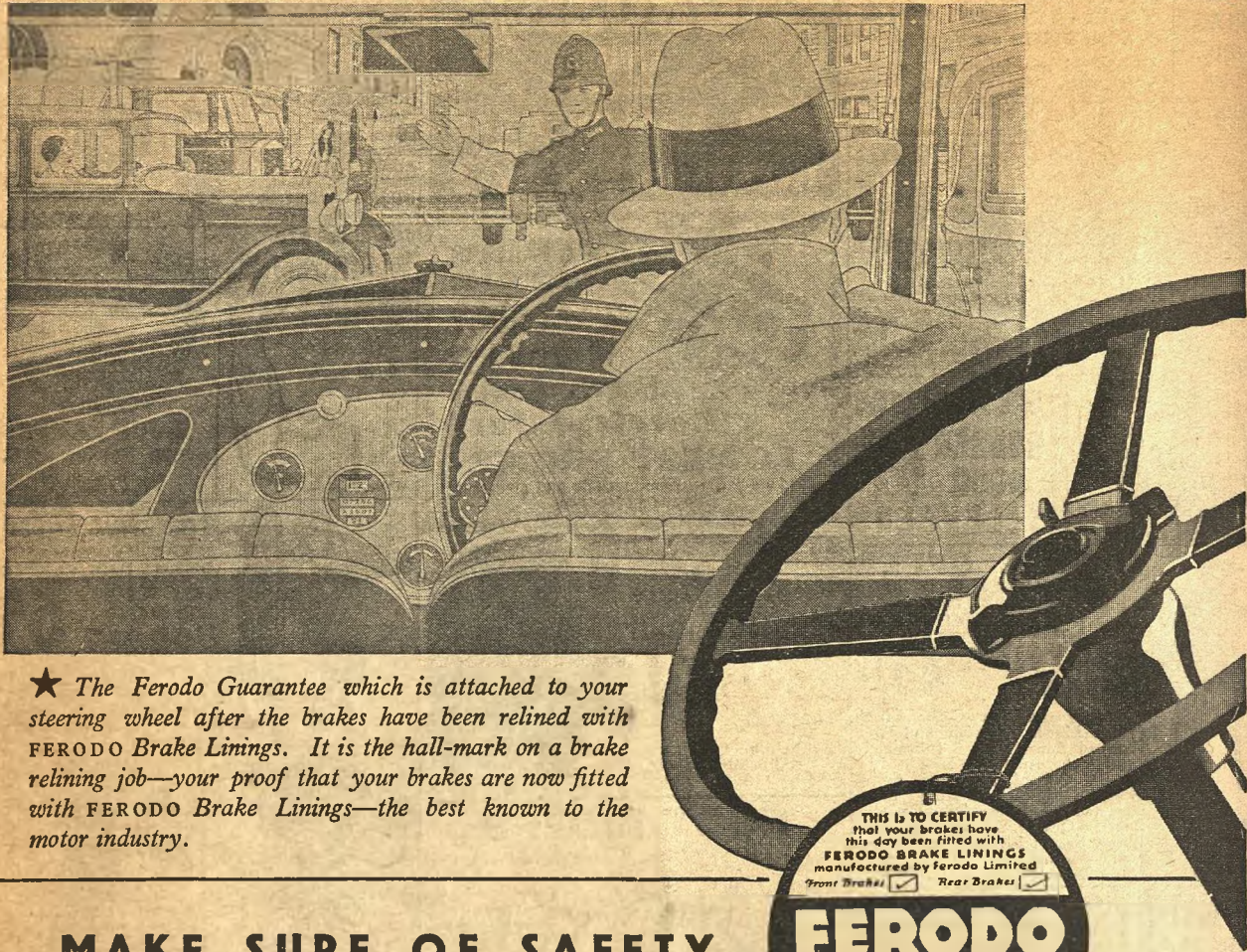
MOTORISTS! Here is a first-class AUTOMATIC Suction WINDSCREEN WIPER 8/6
At the unheard of price of Complete with BLADE, 7 ft. Tubing, Clips for fixing and fitting and induction, actually listed at 15/8
Post 4d.

ELECTRIC DIRECTION INDICATORS 7 1/6
Genuine Stadium Front Direction INDICATORS Our Price - 7/8 Usual Price 35/-
All complete, ready wired to fit on.
This Direction Indicator is operated by a simple 2-way switch fitted on steering column and denotes the intention of the driver to turn right or left by illuminated arrows. Can be fitted to touring or saloon cars by anyone. You cannot afford to miss this astonishing offer.

CITY DEPOT: 4, OLD JEWRY, CHEAPSIDE, E.C.1

NORTH LONDON DEPOT 255-257, HOLLOWAY RD., N.7

ALL'S WELL!



★ The Ferodo Guarantee which is attached to your steering wheel after the brakes have been relined with FERODO Brake Linings. It is the hall-mark on a brake relining job—your proof that your brakes are now fitted with FERODO Brake Linings—the best known to the motor industry.

MAKE SURE OF SAFETY ... with the FERODO GUARANTEE★

The pedestrian who steps off the pavement with his back to your oncoming car may pale at the narrowness of his escape. The other driver at the blind cross-

roads may pull up in a flurry of fear. But you are confident. You know you can trust your brakes.

It's good to have brakes like that. It is worth many times the little

trouble, the slight expense, it entails. All you need do is to have your brakes tested and adjusted at regular intervals—so that they are always perfectly tuned up—so that you know at once when the linings are worn dangerously thin.

Then have them relined at once—and be sure to specify FERODO Brake Linings. Get the FERODO Guarantee. It is your proof that your brakes are safe—and that they will stay safe for the longest possible mileage.

99 times out of 100... it's your brakes that count

FERODO

BRAKE LININGS

for safe braking

REGD. TRADE MARK
FERODO
BRAKE LININGS

F E R O D O L I M I T E D C H A P E L - E N - L E - F R I T H

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

FUR GAUNTLETS

Worthy of your anticipated 1934 car, you can buy these gauntlets with that same confidence.

No matter how much you pay you won't get finer value than these magnificent Fur Gauntlets. They will keep your hands snug and warm even in the most penetrating cold! Made from first quality, extra strong pliable skins. Fur lined inside cuff of gauntlet with fur cuff reinforced on to leather palm. Sewn prix seam throughout. Perfectly cut and wonderfully comfortable.

AVAILABLE IN THE FOLLOWING SHADES:

- No. 1. LADIES' BEAVER BACKS WITH TAN CAPE PALMS 10/-
- No. 3. Ladies' Black Coney Backs with Tan Cape Palms 10/-
- No. 4. Ladies' Black Coney with Black Cape Palms 10/-
- No. 5. Mole Coney Backs with Grey Suede Palms 10/-
- No. 10. Men's Beaver Coney with Tan Cape Palms 10/-
- No. 12. Men's Black Coney with Tan Cape Palms 10/-



14''



10! PER PAIR
post paid

Money will be instantly refunded in full if the gauntlets fail to give absolute satisfaction. Write for your pair now—while stocks last! Remember they are worth MANY TIMES the money. Mention shade and size.

SAMPLE SHOE & GLOVE STORES
(Dept. 10),
206, Rye Lane,
LONDON, S.E.15

20,000 SATISFIED CUSTOMERS.

USE THIS COUPON TO-DAY!
Cut out and forward with P.O. for amount of glove selected.
Dear Sir,—please send by return of post.....pairs of
No.....glove, size.....on condition that you will
refund if not satisfactory.
NAME.....
ADDRESS.....
PLEASE USE BLOCK LETTERS
L.C.

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

Compare this good Oil with other good Oils Then compare the price.

'Thelson Motor Oils' are made to a standard specification.

USE

THELSON MOTOR OIL



PRICES

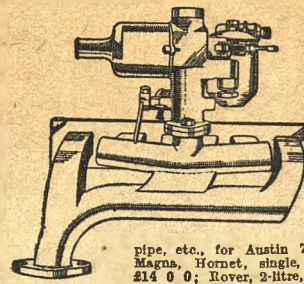
Per 5 Gall. Drum.

Grade "M"	24/7
"H"	26/8
"EH"	28/9
ARO (Aero)	30/10

A grade for all cars.

ALAN THELWALL, Ltd., HULL
If your Garage does not stock, write us please and we will inform you of the dealer for your district.

THE power output of your engine is mostly dependent upon efficient carburation and scavenging, and cylinder head design. These fitments will give the maximum performance to your car.



DOWNDRAUGHT CARBURETTOR UNITS.

Mixture assisted by gravity enables far more power to be developed. Tests on HORNET show 2 additional h.p. at 3,500 r.p.m., and at 5,000 a gain of 10 h.p. Unit comprises special inlet and exhaust manifold, 8U down-draught carburettors, controls, petrol pipe, etc., for Austin 7, Midget, £10 10 0; Magna, Hornet, single, £12 10 0. Twin, £14 0 0; Rover, 2-litre, £17 10 0.

"AERO" DOUBLE VALVE SPRINGS.

Austin 7, Midget, Minor 9/8, Standard 9, Singer 9, Triumph 7, Riley 9, 10/6, Hornet, Magna, 12/6 Post 4d.

HIGH COMPRESSION GASKETS.

Austin 7, Midget, Minor, 2/8, Kingerit do., 3/6, Standard 9, Singer 9, Triumph 7, Riley 9, Morris 4/-, Hornet, Magna, 5/6. Post 4d.

ALTA

ALUMINIUM CYLINDER HEADS Increase the power, reduce petrol consumption and render engine smoother. On Morris Minor, maximum speed has been raised from 55 to 62 m.p.h. 2nd gear from 42 to 48 m.p.h. Acceleration improved by 25% and hill climbing by 20%.



For AUSTIN 7, TRIUMPH 7, MINOR S.V., 72/6, 9 and 10 h.p. B.S.A., 85/-

DEEP NOTE EXHAUST SYSTEM

will give POWER and TONE. With large silencer, big bore tail pipe, "Brooklands" cast aluminium fishtail and clips and rear stay ready for fitting. For Minor, Midget, 30/-, Austin 7, 37/6, Hornet, Ford 8 h.p., 39/6, Riley 9, Rover 10, Swift, Standard 9, Austin 10, Morris 10 and 12 h.p. 47/6. Every make of car can be supplied.

BURGESS Straight-through SILENCERS. Austin 7 and Minor, 21/-, Midget, 22/6, Hornet, 25/-, Riley and Standard 9, 30/-, All makes available. Carriage 1/3.

V. W. DERRINGTON

159, London Rd., Kingston-on-Thames
Near Norbiton Station
Phone: KINGSTON 3720.
Open 8.30 to 7.30.
Weds. 1 p.m.

INVINCIBLE



MOTOR POLICIES QUARTERLY without extra cost.

BE SAFE! INVINCIBLE INSURANCE is the **SOUNDEST** Quarterly Proposition.

Lowest rates consistent with solid security. "No claims Bonus" allowed on transfer.

R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE. IMMEDIATE COVER can be obtained from BRANCH OFFICES:

Birmingham	6, New Street
Blackpool	3, Yorkshire Penny Bank Chambers
Cardiff	22, Queen Street
Croydon	7/11, High Street
Derby	17, Corn Market & 2, Gower Street
Hull	140, George Street
Leicester	Allen House, Newark Street
Liverpool	4, Drury Lane, Water Street
Manchester	27, Brazennose Street
Nottingham	1/11, Carrington Street
Oxford	379, Cowley Road
Plymouth	9, Princess Square
Portsmouth	26, Swan Street
Southampton	Verity House, 155, Above Bar
Swansea	"Picton House," Picton Place
Wolverhampton	3, Market Street

or from **INVINCIBLE POLICIES LIMITED**
Palmerston House
51, BISHOPSGATE—LONDON, E.C.2
Telephone - - - - London Wall 0464/5/6

AGENTS WANTED

Remember to buy



The National Motor Journal.

on Tuesdays!

'CYMO'

A SUPERFINE ENAMEL FOR MOTOR CARS & CYCLES

Dries in four hours with a brilliant glossy surface. Resists Oil and Petrol. Made in all standard shades.



A 1/2 PINT TIN WILL MAKE THE WINGS OF YOUR CAR LIKE NEW.

1/2 pint 1/-; 1/4 pint 1/6; 1/8 pint 2/9; 1 pint 4/6

DANIEL JUDSON & SON,
Macks Rd., Bermondsey,
S.E.16.



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

Laodiceans!

May we not apply this word to describe a lot of the gearboxes of to-day?

That is, easy change in the top half, and the deuce to pay in the bottom half.

The Jowett, with its special clutch, gives an easy change through the whole of its range.

It also gives a multitude of other good things which are too many to set forth here, but which are mostly shown in our Catalogue.

It engenders more, we believe, than any other make of light car, a pride in ownership, a sense of comradeship, and a feeling of contented happiness.

For happy motoring, a Jowett every time.

Prices from £150.

Tax £7.



JOWETT CARS Ltd., IDLE, BRADFORD

FOR YOUR FUTURE ENTERTAINMENT AND
INFORMATION.

Two Important Issues

of

The Light Car & Cyclecar

SCOTTISH SHOW

November 17. An issue of special interest to readers North of the Border. It will contain a complete guide to the light cars which will be on show at Kelvin Hall. The issue will be published on the actual opening day of the Show.



OUR TWENTY-FIRST BIRTHDAY NUMBER

November 24. This will be a very bright and a very special "special." We shall not bore new readers by talking about old times because we shall deal with the subject in a way which will prove entertaining and instructive.

A big feature of the issue will be complete descriptions of the three-wheeled cars at the Motorcycle Show that opens at Olympia on November 25.



And don't forget Threepence (every Friday)



1934
STANDARD
NINE

An all-British, full four-seater saloon for £135!

This is a car of quite exceptional interest. *An entirely new production of The Standard Motor Company.* Bodywork of unique design! Ample room for four grown-up passengers! New resilient engine mounting (Buoyant Power)! Synchro-mesh gears in *second, third and top!* Re-designed Bendix brakes! X-braced underslung frame!

Upholstered in finest quality leather cloth, complete with comprehensive and generous equipment

SALOON £ 135 (ex works)
(Sliding roof £4 extra)
SALOON DE LUXE £ 152 (ex works)

Equipment includes spare wheel and tyre carried on rear of body; "Triplex Toughened" glass in adjustable screen; inside driving mirror; rear window blind; compartment for light luggage behind rear squab; bumper bars front and rear; dash ventilators; large headlamps with dip and switch control above steering wheel; automatic screen wiper; petrol gauge, oil pressure gauge and ammeter on instrument panel; Lucas horn; speedometer, etc. etc.

Write for 1934 literature to: THE STANDARD MOTOR CO. LTD., CANLEY, COVENTRY
West End Showrooms: "STANDARD CARS," 37 DAVIES STREET, GROSVENOR SQUARE, W.1. Phone: Maysfair 5011

Read "The Standard Car Review" published monthly, subscription 3/6 a year post free.



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

GAMAGES

YOU CANNOT BUY BETTER OIL THAN GAMAGE OIL

Remember the National Physical Laboratory have proved Gamage Oil to be a good oil. Order a drum to-day and convince yourself that there is no need to pay more than 10/- (plus 5d. tax) per 5 Gallons for reliable lubrication.



STANDARD GRADES PER 5 GALLONS - 10/-

plus 5d. Tax
A, BB, XL, XXL, XXXL and special oils for Austin, Morris, Sleeve Valve Engines and New Ford.

Also Gamage "R" (Special Racing) 6/9 per gall. 32/6 per FIVE gallons.

CARRIAGE: 1/3 England and Wales. 4/- Scotland and Northern Ireland.

THE NEW GAMAGE RADIATOR LAMP



Improved model. Burns for forty hours on one charge of paraffin. Fitted with a very large burner for intense heat. A superior lamp to all others. Usually 10/6

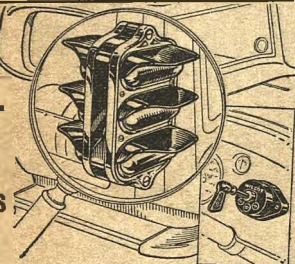
BARGAIN PRICE 5/6 Post 6d.
BRITISH MADE. To fit on Dumb-Iron or Bumper. Fitted with amber glass silvered parabolic reflector, switch, and universal bracket for dumb-iron or bumper. Actually worth 12/6.
BARGAIN PRICE 6/6 Post Clear Glass Spotlights same price.



FOG LAMPS

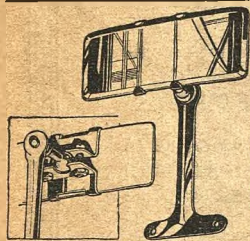
£4-4-0

SET of 2 ROBOT Direction Indicators for 2/6



Genuine as originally fixed to Morris cars, but with windshield bracket. Slightly coiled but electrically perfect. Each set is equipped with the famous automatic time switch and also with six festoon bulbs. Complete set of 2. 12 volts only. Usual Price £4-4-0.

BARGAIN PRICE 2/6
Set of 6 Foreign Bulbs for converting to 6-volt 4/6. Carriage 1/- extra outside our extensive van delivery area.



GAMAGE CHROMIUM PLATED SPORTS MIRRORS

Fits to dash of sports cars. Usually 5/-
Bargain Price 3/-
Post 6d.

STARTER BATTERIES GUARANTEED for 12 MONTHS

Austin 7 type, 6 volt, 45 amp. **14/6**
Ditto 60 amp. **19/6**
For late Morris Cowley cars, suitable for many others, 12v., 45 amp. **32/6**
Worth 80/-
Ditto, 60 amp. **39/6**
12 volt, 80 amp., for Morris Oxford and many others. **42/6**

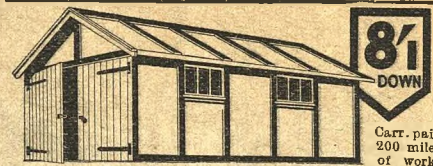


6 volt, 110 amp., for most American Cars, 37/6.
Carriage on Batteries outside free delivery radius 2/-

GAMAGES, HOLBORN, LONDON, E.C.1.
Phone: Holb. 8484. City Branch: 107, Cheapside, E.C.2

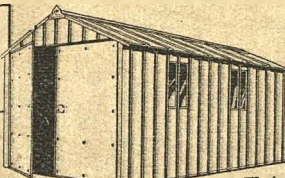
ELLIS'S GARAGES

CONTRACTORS TO H.M. GOVERNMENT



SUPER GARAGE 8'x6' 24. 7 6 or 8/1 down
Asbestos-Fireproof 10'x7' 25 16 0 or 10/8 down
Built in sections on strong framing complete with Asbestos Sheetting. Window on one side 12'x8' 27 5 0 or 13/4 down with 21 oz. glass. Wood folding doors on strong hinges. Roof of rafters and Asbestos Sheets

ALL STEEL FIREPROOF GARAGE



M200. Built on rigidly-braced steel angle framing, walls and roof of best English-made fluted steel sheets; all holes drilled to correspond with framework, steel framed and panelled doors, two-lever lock. Two window sheets. All bolts supplied. Framework painted one coat.

WRITE FOR CATALOGUE G. ELLIS & Co. Seaboard Wharf, Gainsborough Rd., Hackney Wick, E.9

"MASSA" THE MASTER PLUG
An easy start however cold. **5/6**
POSITIVELY NON-OILING.
MASSA SPARKING PLUG CO., LTD., High Street - - - - - Teddington.

"RHODES" ★ "RUNNING-IN" COMPOUND
● Prevents seizure and is a lasting protection against failure of lubricating system. If unobtainable at your garage send to Sole Manufacturers:
● **J. R. RHODES & Co., Ltd.,** Park Oil Works, Cheetham, MANCHESTER 3. Phone: Blackfriars 2049. Established 1868.

SOUTH WESTERN GARAGES & SECTIONAL BUILDINGS
Unequaled Service and a Square Policy.
DEFERRED TERMS.
Planned, rebated weatherboard.
10 x 7 x 8 ft. ... £5 6 0 or 3/9 monthly.
12 x 8 x 8 ft. ... £6 10 0 or 12/6 ..
14 x 9 x 8 ft. ... £7 10 0 or 13/9 ..
Write now for Illustrated Catalogue.
SOUTH WESTERN APPLIANCE CO. (1929), LTD., Dept. YG, HIGH STREET, FULHAM, S.W.6. Putney 2771, 2511/2.

FROM 10'6 MONTHLY DESIGN ZB.
SUTCLIFFE'S GARAGES
Strong Sectional Timber-built Garages easily erected. Lowest prices and best value, delivered carriage paid, cash or monthly payments. Glass and Roofing Felt Supplied Free. Floors Extra. Send for **BIG FREE CATALOGUE**. Long Wide High 11ft. 7ft. 8ft. .. 25/14 10/6 Garages, Sheds, 13ft. 7ft. 8ft. .. 28/13 12/2 Bungalows, 14ft. 8ft. 8ft. .. 27/10 13/9 Workshops, Greenhouses, Pavilions, Aviaries, Poultry Houses, Kennels. Also Steel Frame Garages, Etc.
F. & H. SUTCLIFFE, Ltd., 26, Wood Top, FREE!
HEBDEN BRIDGE, YORKSHIRE.
London Showrooms: 40-42, Oxford Street, W.1.

A TONIC FOR YOUR ENGINE.
To stop wear, prevent seizure, give easier starting, and to give a Graphoid Surface to all working parts you must use:—
BATOYLE COLLOIDAL GRAPHITED Running-in Compound. Pt. 4/9 Qt. 8/- Gall. 25/6
Upper Cyl. Lubricant. Qt. 4/3 1/2 Gall. 7/6 1 Gall. 13/6
CARRIAGE PAID. C.O.D. TERMS.
If your garage does not stock it, write direct to:—
D. BATTYE & SON, LTD., Est. 1875, Upperhead Row, HUDDERSFIELD.

RUSTY WINGS
Remove rust with emery paper and restore appearance with quick drying glossy black cellulose from the Dabiton Tin, which has patent brush in lid, always ready for use. 2/- from Garages, Cycle Agents, Halford's, Curry's, Grose, Gamages, etc.

"THE MOTOR ELECTRICAL MANUAL."
Complete understanding of the electrical equipment of his car can be gained by every owner who reads "The Motor Electrical Manual," which deals simply and comprehensively with the principles, construction, maintenance, and use of all modern motoring electrical appliances.
2/6 net. 2/9 post free.

GARAGES in WOOD or ASBESTOS 5/6 MONTHLY.
Or cash £3.7.6 Carr. paid.
Incubators from 14/6
Heating Apparatus from 75/- or 5/- monthly.
Greenhouses from 50/- or 4/- monthly.
Frames from 12/6
BATH'S 3-7, SOUTHAMPTON STREET, STRAND, LONDON, W.C.2.

Winter

When a light car becomes a heavy car...

Test a "Solex" for 30 DAYS FREE and obtain:—

EASY STARTING, even though the temperature is below zero.

FREEDOM FROM BATTERY TROUBLES

MORE MILES PER GALLON

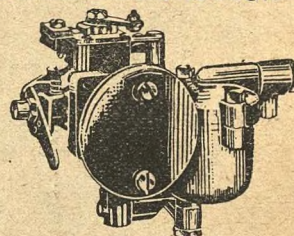
REDUCTION IN CYLINDER WEAR

INCREASED POWER AND SPEED

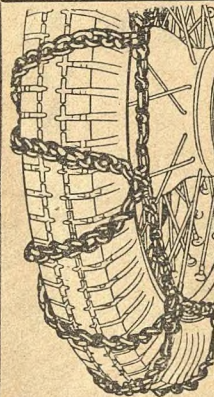


unless it is fitted with a


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THE PARSONS NON-SKID CHAIN
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1st grade from 50/-
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Per pair.



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THE PARSONS EMERGENCY TYRE GRIP
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

STUARTSON (INSURANCE) LIMITED.

THE PIONEERS OF MOTOR INSURANCE BY

QUARTERLY

PAYMENTS WITHOUT EXTRA COST

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INSURANCE

AGENCY APPLICATIONS INVITED

WITH APOLOGIES

This is *not* a Jowett advertisement. We hope Jowett Cars Ltd., will not accuse us of plagiarism but we too are honest folk.

We sell extraordinarily good oils. The makers of the Jowett agree with us and they now recommend Jowett owners to use Duckham's Adcol N.P.3 even if you don't want to haul a trailer laden to 15 cwt.★

The Jowett people never boast—neither do we, but we are proud of our oils and we can't help saying so.

Jowett owners can share our enthusiasm by following the advice of Jowett Cars Ltd.

★ On April 19th-22nd a standard Jowett hauling a trailer laden to 15 cwt. ran non-stop for 72 hours at an average speed of 38.5 m.p.h. under official observation at Monthery using Duckham's N.P.3.

Duckham's
—the ALL-BRITISH firm.

The Light Car & Cyclecar

MAKING A SPLASH.

Tit-bits like these add considerable interest to trials—especially when they form the introduction to a stiff ascent on the other side. Our photo was taken at the foot of Liveridge in the Riley "Cotswold" trial—for women only—and shows Mrs. J. F. George (No. 14) beginning the ascent. The bonnet of Miss M. T. Dargue's car can be seen in the foreground. She made the best performance by a driver of a 9 h.p. model.



At a Glance . . .

Items of Interest to All

TO-MORROW, Saturday, is Armistice Day: Buy a Poppy in remembrance.

THE SCOTTISH Motor Show opens next Friday in Kelvin Hall, Glasgow.

A **GUIDE** to the light car exhibits will be a special feature of our issue dated November 17.

MISPRINT. "Sir William Morris has written to the Anti-Nose League . . ." Every decent-minded citizen should do likewise.

AUSTRIA and Lithuania have been added to the countries which grant certain concessions to visiting motorists from Great Britain—following negotiations conducted by the A.A.

FOR SAFETY'S SAKE. From hints on decarbonizing in a Liverpool paper: ". . . the holding-down nuts should be turned off with a suitable box spanner . . ." Likewise the gas and electric light.

THE COMPOSITE picture on our front cover this week depicts one of the latest Morris Minor two-door saloons; a test run report of this model appeared in last week's issue. In this issue we deal with the Morris Ten-Six and the Triumph Gloria saloon.

THE COMMERCIAL Motor Show at Olympia closes to-morrow, Saturday.

A **NEW BRIDGE** over the Rhine at Krefeld has been named after Adolf Hitler.

FROM a Dorset paper: "Motorcars on the Farm." Nothing to do with the origin of road hogs, of course.

ROAD SAFETY is the theme of "Topics of the Day" this week; we commend the article to all walkers.

ALL THE LATEST road and traffic signs will be exhibited by the R.A.C. at the Public Works exhibition which opens at the Agricultural Hall, London, on Monday next.

MOTOR VEHICLE production is making big strides in Canada. The output for the first nine months of the year, for example, was 56,689 units as against 53,550 for the same period last year.

HEAVENS! What next? A correspondent to the *Daily Sketch* wants to bar cars capable of a higher speed than 45 m.p.h., whilst a letter in a London daily advocating "Please Cross Here" signs for pedestrians was headed "Compulsory Jay-walking." And someone else wants to bar motorcars altogether.

LIGHTING-UP time in London to-morrow, Saturday, is 4.48 p.m.

SIR HARRY PRESTON is urging the re-imposition of a speed limit along Brighton front.

ULSTER motorists are considering the erection of a memorial to the late Sir Henry Birkin.

MENDING punctures is, to many private owners, a lost art. Read all about it in our centre pages this week.

"THE BATTLE of the Valves" (heading from a provincial paper). Suggests plenty of hard hitting in the closing stages.

THE WOMEN'S Automobile and Sports Association annual dinner takes place at the May Fair Hotel next Wednesday.

PETROL was increased in price by 1d. per gallon last week. This makes gloomy reading, but it must not be forgotten that it follows a drop of 2½d. per gallon which came into operation last May. The increase will, as usual, hit light-car users least of all, but, for all that, it will call for added vigilance in the way of petrol consumption.

IN FRANCE petrol costs from 8 fr. to 8.50 fr. for a 5-litre can, i.e., roughly, 2s. per gallon. Of this, some 5 fr., or over half the total, already consists of tax. French motorists consider that this is quite enough, and they are prepared to contest very strongly the rumoured effort of the Government to increase the tax.

AFFAIRS OF THE MOMENT

PERSONAL, GENERAL AND POLITICAL
POINTS OF VIEW DISCUSSED BY THE EDITOR

I WAS grieved beyond measure to learn last Sunday of the death of Mr. A. J. Crump. It was in the spring that he had to undergo a serious head operation; paralysis followed, but the patient made excellent progress and it is only a fortnight or so since I had a cheery letter in Crump's own firm handwriting, saying how much better he was feeling.

A. J. Crump was one of Mr. Hamilton Hobson's most capable and most trusted servants; nominally he was sales manager of Claudel Hobsons. I met him years ago when he was helping to build up that great fabric that is now the Junior Car Club and I know that his death will leave a big gap in the committee room at Empire House. To his relatives and friends—and more particularly to his wife—I extend my deepest sympathy.

LORD MARCH—the sporting president of The Light Car Club—was in excellent humour at the annual dinner and dance last Friday; Sir Malcolm Campbell, too, put over some good, sound reasoning about motoring matters in general when proposing the toast of the club. Over 200 sat down to "festivate"—easily a record for the club and a good augury for the future. On the following evening I found myself again at the "Park Lane"—this time as the guest of the Motor Cycling Club. Two nights running doesn't sound so good, but the M.C.C. "do" was equally enjoyable and Sunday morning found me tired—but happy!

DURING my air trip back from Paris I had as a travelling companion Mr. Arthur Hirst, the Austin agent, of Armitage Road, Golders Green, London, N.W.11. Mr. Hirst impressed me at the time as being not only a keen motorist, but one who fully appreciated the present and future possibilities of air travel. I was very interested, therefore, to learn that Hirst's Motors, Ltd., were staging an Aviation Week, and I only wished that I could have put my readers wise in last week's issue. Unfortunately, the details came to hand after the issue had gone to press. The proceedings, however, will be in full swing all to-day (Friday), and if any of those who read these pages are interested I am sure that Mr. Hirst will give them a very hearty welcome.

There is a display of aeronautical machines, an experienced instructor is in attendance, and, in addition,

visitors can examine the Curtiss Wind Tunnel.

Arthur Hirst is a go-ahead kind of fellow, for on the trip to which I have referred he told me that he visits all the big shows, including the Paris Salon, and that several years ago he realized the advantages of crossing the Channel by air instead of by boat.

THE Jowett goes from strength to strength. It is not surprising, therefore, that the formation of another Jowett club centre is



"... the sporting president of
The Light Car Club ..."

mooted. This is to be in Scotland, with headquarters in Glasgow, Mr. Alexander Sibbald, 28, Ardshiel Street, Glasgow, S.W., having taken on the duty of getting the club together.

I see, by the way, that the Midland Centre of the M.G. Car Club is progressing; in fact, on Thursday, November 16, there will be a big rally on the occasion of the dinner and dance at the New Billesley Arms Hotel, Moseley.

Certain one-make clubs, it will be observed, are going ahead by leaps

and bounds; others, I am rather afraid, are making slow progress—mainly because the major part of the work falls on one man.

BARRE LYNDON'S new book, "Combat," to which I referred briefly last week, is one of the most interesting volumes which has so far come my way. At first glance it would appear to be only a history of M.G.s in the racing sphere, but closer acquaintance reveals the fact that the author has set out to describe the more classic races in a general and very entertaining manner, the part played by M.G.s not being unduly stressed, but, nevertheless, sufficiently emphasized.

Running through the volume there is all the time a generous acknowledgment of the tremendous part which Mr. Cecil Kimber has personally played in the development of the M.G. In these days, when one is inclined so much to take things for granted, a reminder of this kind is thoroughly justified.

Another new book, "Flat Out," by George Eyston. I hope to review it next week.

CRAVING the indulgence of my large and very happy band of readers, may I point out—with extreme regret—that I cannot entertain any further articles for our twenty-first birthday number of November 24? I wish I could accept all that have been sent to me, but, alas! the available space—even in an extra special of this kind—is limited.

I SEE that the first step towards really safer motoring has been taken by Lord Trenchard, instructions having been issued to the mobile police to keep a much more watchful eye open for drivers who do not play the game. This is all to the good—providing that the policemen play the game themselves—but I was distinctly disappointed not to see any reference to walkers. Surely no special powers are required to enable any policeman on his ordinary beat to give a careless pedestrian a friendly warning? Later on, I anticipate, this will be a regularized custom, otherwise the safety business will be tackled only from one side.

General Fixtures WHAT'S ON—AND WHERE

November 10.		November 14.	
H.M. The Queen to attend London Hospital Matinee, Daly's Theatre.	Hallow Fair, Edinburgh (last two days).	Flower Show, Harrogate (two days). International Poultry Show, Crystal Palace (three days).	
Chrysanthemum Show, Horticultural Hall, London. Racing: Liverpool (last two days); Windsor (two days).			
November 11.		November 15.	
Armistice Day.	Football: (Rugby Union) Gloucestershire v. Somerset, at Gloucester; (Rugby Northern League) Second Test, N. England v. Australia, at Leeds. Hockey: Lancashire v. Northumberland, at Lytham-St. Annes; Westmorland v. Durham, at Kendal.	H.R.H. Princess Alice, Countess of Athlone, to open Floral Fair, Brighton.	Horticultural Show, Bristol (two days).
		Football (Rugby Union): Kent v. Surrey, at Maidstone; E. Counties v. Sussex, at Ipswich; Hants v. Middlesex, at Bournemouth; Harlequins v. Oxford University, at Twickenham. (Association): England v. Wales, at Newcastle.	Racing: Derby (three days); Cheltenham (two days).
		November 16.	
	Hiring Fair, Aberystwyth. Dramatic Festival, Blackpool (until November 18). Racing: Leicester (two days).	Chrysanthemum Show, Norwich (three days).	

NEWS IN PICTURES

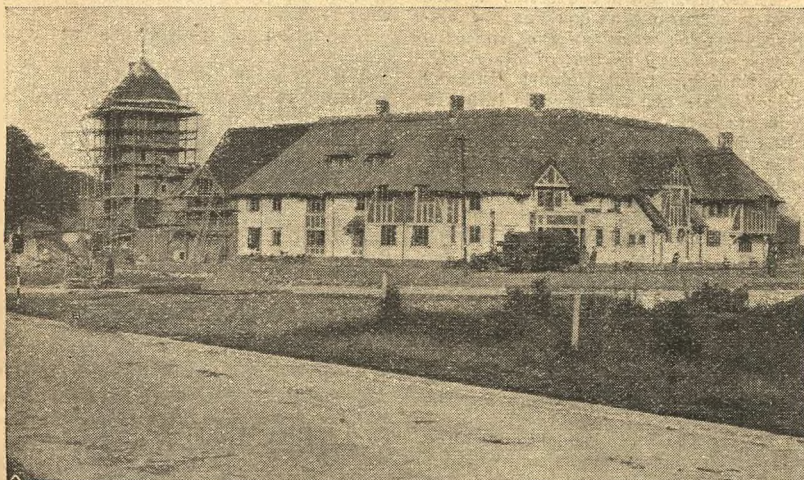
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IN THE
A.C.U. TEAM TRIAL.

H. Latrd (Morgan), representing the East Midland Centre of the Union, delighting the crowd on "B.B." The trial was held last week-end near Stroud.



NEARING
COMPLETION.

Known as "The Barn," this new roadhouse on the Barnet By-pass road near Elstree will be opened shortly. Its thatched roof is a feature.



A Poppy Day reminder: Hospital nurses supervising the erection of a "counter."



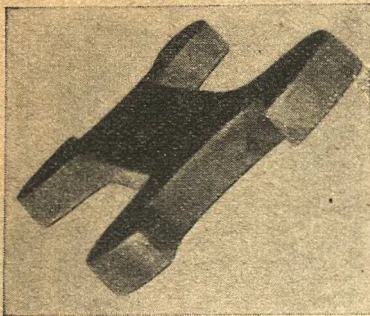
The fascination of windmills: A fine example of a tower mill at Arkley, the windswept ridge near Barnet.



IN THE
GUY FAWKES
TRIAL.

L. C. Gilbert (Morris) going well over the mud of "The Speedway" in the Enfield club's trial last week-end. This section proved the undoing of many (see page 786).

PHOTOFREAK No. 2.



What is it? As a motorist you ought to know if you bear in mind the fact that the photograph is taken from an unusual angle. A half-guinea prize will be awarded to the sender of the first correct solution examined by the Editor on Tuesday morning next. Entries must be made on a postcard marked "Photofreak No. 2," addressed:—The Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1. The Editor's decision is final.

RESULT OF PHOTOFREAK No. 1.

The winner of the half-guinea prize offered in connection with Photofreak No. 1, is Mr. R. Adams of 44, Glen Park, Eastville, Bristol, who correctly indentified the object as a sparking plug; in taking the photograph the plug was viewed from on top.

The New York Show

The New York Automobile Show will be held at the Grand Central Palace from January 6 to 13. Chicago will follow with a motor show at the Coliseum from January 27 to February 3.

The Scottish Show.

From preliminary details it is clear that light cars will be very strongly represented at the Scottish Show, which opens in Kelvin Hall, Glasgow, next Friday.

British School of Motoring in Birmingham

Something like 80,000 people have been taught to drive by the British School of Motoring in London since that concern was founded in 1910. Hitherto, the B.S.M. has operated in the Metropolis only, but last week a new centre was opened in Birmingham as the first stage in the establishment of a number of provincial schools of motoring.

The Birmingham premises are situated in Sheepcote Street, just off Broad Street, one of the city's main thoroughfares. In addition to dual control cars for the instruction of actual driving, the equipment includes various chassis and units, some of which are sectioned so as to show how they work. The course in driving includes lessons in safety first principles as well as in mechanical matters. It terminates with an examination for the Royal Automobile Club's driving certificate.

B10

A QUESTION OF PERSPECTIVE

"Safety First" Association Plea for Sanity

COMMON-SENSE MEASURES URGED

THE general secretary of the National "Safety First" Association—Lieut.-Colonel J. A. A. Pickard—threw something of a bombshell in a lecture recently delivered at Oxford on "The Street Accident Problem."

"We hear all too often," he said, "and regard with rightful horror the fact that over 200,000 persons are injured annually in Great Britain in road accidents.

"Every able-bodied member of the community is exposed to the risks of the road—that is to say, over 40 million men, women and children.

"In the principal industries of this country seven million persons are employed—yet the casualty list of industry is twice as heavy as that of the road."

Continuing, Lieut.-Colonel Pickard said: "There are more people killed in accidents in the home and everyday pursuits than on the streets or in industry."

He then went on to quote some remarkable statistics:—

"Nine out of every ten persons killed are walking, cycling or motor-cycling."

"Half of all the victims are pedestrians. Most are under the age of ten or over the age of 45."

"In practically two out of every three accidents some thoughtless action on the part of the victim was one of the principal contributory factors in the accident."

"During the heat wave two children were drowned every day on an average."

Lieut.-Colonel Pickard pointed out that when Parliament reassembles there will doubtless be debates on the accident problem. He made a strong plea for sanity and urged that no single remedy existed. It was a question of combining Road Sense, Road Science and Road Discipline.

"The hansom-cab mentality," he said, "is useless in this motor age."

He deplored the tendency to regard the problem as a war between pedes-

trians, motorists, cyclists and other road users.

Points from his proposed campaign for promoting Road Sense were:—

Local safety organizations to carry on propaganda and direct local traffic.

A national publicity drive of an educational nature, based on the Highway Code.

Education of the children (5,000 lives have been thus saved in 10 years).

Deduction of a small portion of car taxation to cover publicity expenses.

Regulated braking efficiency.

An inquiry into the cross-roads problem, throwing the onus on the secondary road traffic.

Regulation of pedestrians at road crossings.

The creation of a new offence: Walking to the danger of the public.

"The present death penalty does not seem a sufficient deterrent; possibly a 5s. fine would be more effective."

A stiffening of traffic discipline by mobile police.

Improvement in road surfaces, banking of corners, division of up and down traffic where possible. Improvement in road lighting.

Lieut.-Colonel Pickard concluded with a plea for the widespread formation of local centres and for more active participation by the 400 important centres already in existence.

The Law To-day

No. 40

OBSTRUCTION

NO person in charge of a motor vehicle must allow it to stand on the road so as to cause an unnecessary obstruction. The penalty on conviction is a fine not exceeding £20.

An important point to note is that it is NOT necessary for the prosecution in cases of this nature to prove that other vehicles or persons have actually been obstructed. All that has to be proved is that there has been unreasonable use of the highway or that the car has been left in a position calculated to obstruct other users of the highway.

There is another offence somewhat linked up with obstruction and that is leaving a vehicle in such a position or in such circumstances as to be likely to cause danger to other users of the road. A typical example is parking a car on a blind corner.

The penalty for a first offence is a fine not exceeding £20, whilst for a second offence the penalty is a fine not exceeding £50 or imprisonment not exceeding three months.

(Next week: Design of Cars.)

1½-litre Records at Montlhéry

Driving a 1,500 c.c. Bugatti at Montlhéry on Saturday, October 28, Pierre Veyron, the well-known Bugatti racing driver, established the following International records in Class F (1,500 c.c.)—subject to the usual confirmation:—

500 kiloms. at 108.93 m.p.h.

500 miles at 107.48 m.p.h.

1,000 kiloms at 107.36 m.p.h.

Three hours at 108.92 m.p.h.

Six hours at 107.28 m.p.h.

Veyron drove the car without relief during the whole six hours.

These records mark the re-opening of the track after repairs had been carried out to the surface at various places on the bankings.

—East and West

NEWS

THE AIR TRANSPORT MANUAL

New Temple Press Publication
Now Ready

IN this latest Temple Press publication, our associated journal, *The Commercial Motor*, has produced a really informative handbook, which should fulfil a very definite need.

There is no doubt that, to quote Chapter I, "despite unalterable conditions of size and climate, Great Britain offers scope for air services on an economic basis." Every day civil aviation is taking a prominent share in commercial transport.

It is in answer to this excellent state of affairs that the "Air Transport Manual" has been produced. Its contents cover the whole field, from details of air lines to a glossary of aeronautical terms. There are chapters on aerodromes (with maps), descriptions of aircraft, performance tables, engine details, official regulations and formalities.

Costs of operation and maintenance are carefully examined, and there is a special section devoted to aero accessories. The whole is fully illustrated.

Published at these offices at 3s. 6d. net, the "Air Transport Manual" should find a place on every bookshelf.

MORE AUSTIN RECORDS

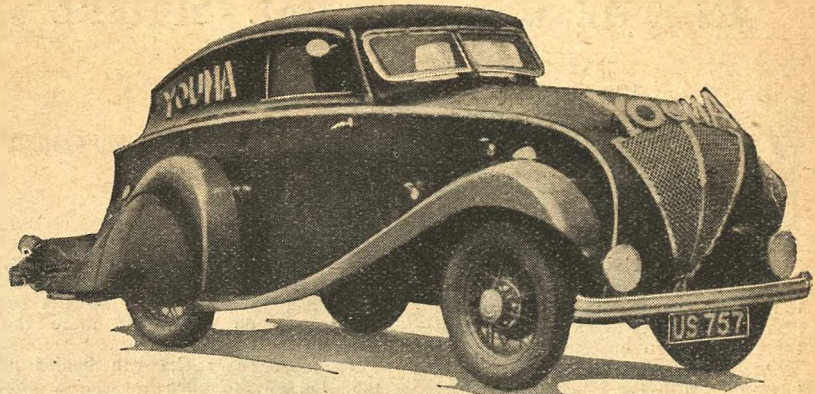
113 m.p.h. for 50 kiloms.
at Monthery

T MURRAY JAMIESON went out again last week at Monthery with the 120 m.p.h. single-seater streamlined Austin and raised G. E. T. Eyston's 50 kiloms. (Class H) record with the M.G. by a little over 7 m.p.h. The new figure (subject to confirmation) is:—

50 kiloms. at 113.47 m.p.h.

The old record was 105.76 m.p.h.

The new speed over such a distance is a truly remarkable performance.



WHAT IS IT?

Not an ultra-modern streamlined saloon, but a striking design for a baker's van on an 8 h.p. Ford chassis, built by Holland Coachcraft, of 75, Bath Street, Glasgow.

NOVAM

PLEASE GIVE GENEROUSLY



REMEMBRANCE DAY

Motorists and Trams.

The R.A.C. emphasizes that, save in certain Scottish towns, there is no law or by-law making it an offence to pass a stationary tramcar on the inside.

It is, however, essential that drivers give every consideration to passengers boarding or alighting from trams, even to the point of pulling up. Motorists should never indulge in the dangerous practice of nosing their way through practices of passengers.

ROAD INFORMATION

For This Week-end

BY special arrangement with the Automobile Association we are able to present our readers with useful and practical information concerning sections of road which have been under repair but which, it is anticipated, will be open by to-day, Friday, unless otherwise stated.

Home Counties.—Baldock-Stamford (Gt. North Road) (at Stilton and S. of Biggleswade), Huntingdon-Kettering (west of Spalwick), Stamford-le-Hope-Laindon (at Laindon), will be completed 11.11.33; Oxford-Witney (between Botley and Eynsham); Sutton-Reigate-Crawley (Brighton Road) (at foot of Reigate Hill and at Hookwood); Crawley-Poundhill (between Crawley and Poundhill); Reigate-Dorking (between Reigate and Reigate Heath); Croydon-Westerham (at Sanderstead Hill); Southampton-Salisbury (between Landford and Earldoms and approaching Salisbury), now completed; London-Worthing (at Horsham), will be completed approximately 15.11.33; Littlehampton-Worthing (in Poulter Lane, Worthing); Hastings-Newenden (at Ballards Hill); Haslemere-Midhurst (at Easebourne); Sandwich-Deal (in New Street, Sandwich), will be completed 11.11.33; Folkestone-Dover (at Maxton), completion date extended to 11.11.33; Canterbury-Dover (at Dover), will be completed approximately 18.11.33; (at Lydden Hill), will be completed 11.11.33; London-Canterbury (at Boughton Hill and Ospringe), will be completed approximately 11.11.33.

Midland Area.—Birmingham-Daventry (at Woolscot and Willerby); Leamington-Princes-Rugby (at Frankton); Coventry-Kenilworth-Warwick (at Crackley); Worcester-Pewkesbury (between Brockeridge and Shuthanger); Kidderminster-Bridgnorth (at Birchs Hill).

Western Area.—Williton-Pollock (at Alcombe).

Devon and Cornwall Area.—Plymouth-Tavistock (at Crownhill); Exeter-Tavistock (at Beator Cross); Okehampton-Tavistock (at Huts Hill); Camelford-Launceston (at Pipers Pool), now completed.

East Midland Area.—Sleaford-Boston (at East Heckington Village and at Swineshead Bridge), now completed; Grantham-Sleaford (at Syston Village), will be completed approximately 22.11.33.

North-Eastern Area.—Scarborough-Malton (at Scampston Bridge), now completed.

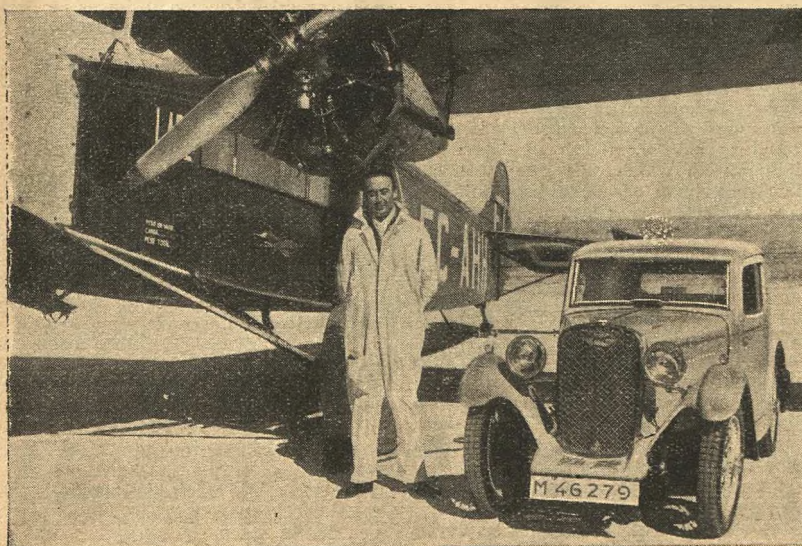
Northumberland and Durham Area.—Newcastle-Hexham (at Scotswood Suspension Bridge), now completed.

North-Western Area.—Broughton-Coniston (between Broughton and Torver), now completed; Grasmere-Keswick (between first and second milestones), now completed.

Scotland.—Jedburgh-Edinburgh (at intervals), now completed.

AN ACE'S CHOICE.

Senor Rein Loring, the famous Spanish airman, uses this Singer Nine sports coupe when not in the air breaking records.



IN THE COMMERCIAL SPHERE

Light Cars Gaining Ground

STANDARD CHASSIS WITH VAN BODIES

THE Commercial Motor Show—one of the finest of the series—closes to-morrow, Saturday. Like the Motor Show, it has attracted large crowds—the majority on business bent.

One's first impression on entering Olympia (with the image of the Motor Show still forming a vivid picture in one's memory) is that a god with a giant watering-can has been busy causing the exhibits to expand and grow taller; then another subtle difference is noted, for the stands are at right angles compared with the Motor Show. Here and there, however, a familiar landmark can be picked out, both Austin and Singer, for example, using the same decorative nameboard.

On the opening day the novel idea of broadcasting within Olympia the speeches made at the official lunch was employed. Lots of folk listened carefully; others found the procedure soothing and nodded in the comfortable armchairs on the Show stands!

The Show reveals that during the past two years light car manufacturers have steadily invaded the commercial sphere. The fact that vehicles weighing not more than 12 cwt. are taxed at only £10, and not more than 1 ton at £15, has acted as an incentive. Firms like Austin, Morris, Jowett, Singer, Trojan and Commer are displaying a fine range of vans. The

makers of three-wheeled vans are even better off, for sturdy little vehicles like the Fleet escape with a £4 tax provided they do not weigh more than 8 cwt.

In most cases the van bodies are mounted on standard chassis—a point which commends them to folk who keep abreast of light car design and have a close acquaintance with the touring chassis of the various marques. In this connection owners of commercial light cars should remember that *The Light Car and Cyclecar* can be of material assistance to them in more ways than one.

Prices vary, of course. The Austin Seven van, for example, costs £112 10s., the Twelve Six, £190; the Morris Minor is listed at £110, the Ten-Six (as a "traveller's saloon") at £200; Jowetts vary from £135 to £147; Singers from £120 to £205; Trojans from £140 to £180. The Fleet costs £87 10s. in its cheaper form. With a strong family resemblance to the Hillman Minx, the Commer costs £142. Trailers for commercial work are also represented, several examples of the Gibson being on view and ranging in price from £21 to £45.

The Show is, of course, fully reviewed by *The Commercial Motor*; below we append a few interesting comments on the subject by the editor of our associated journal.

are of the compression-ignition type utilizing oil as fuel, and whereas in the early days these engines were very heavy, they have now been brought to a weight as low as 10 lb. per brake-horsepower. There are many petrol engines which weigh more than this.

A new development is the employment of easy-change gearboxes, or infinitely variable gears. The Wilson epicyclic type and the synchromesh mechanism are beginning to be used freely, particularly on the lighter classes, whilst enormous interest is being attracted by the Leyland torque converter, which comprises a vaned pump passing a mixture of lubricating oil and paraffin through a three-stage turbine, the whole forming a compact unit taking up less space than would a gearbox for a vehicle of the size upon which such a device would be employed. The hydraulic gear is used only for the lower ratios, as a double clutch is utilized, and moving the clutch in the reverse direction gives a straight-through drive.

Better Braking Systems.

Braking is a matter which has received the most careful attention. The area of frictional fabric is greater proportionately than in the majority of private cars. Renewals of this material are sometimes not required until after 50,000 miles. Incidentally, it is interesting to note that out of 165 vehicles exhibited with any form of power brake, 138 employ the Dewandre vacuum servo system.

From what has already been said, the reader will appreciate that the life of a private car is not comparable with that of a commercial vehicle. Many of the latter run 50,000 miles annually for five or more years. Proud indeed would be the private owner who could say that his car had attained a quarter of a million miles and was still running satisfactorily.

Scottish Roads.

Work has commenced on the new £28,000 bridge over the River Leven at Balloch.

Inverness-shire has promised a five-year scheme of roads improvements to cost £250,000.

Glasgow Corporation wishes to replace several tramway routes with trolley-buses.

New Petrol Prices.

Last Friday, November 3, the price of petrol was raised by 1d. a gallon. No. 1 petrol therefore now costs 1s. 6d. per gallon from the pump, whilst in cans or barrels the price is 1s. 7d. in the London area and 1s. 8½d. throughout the rest of England, Wales and South Scotland.

National Benzole Mixture costs the same as No. 1 spirit. Pure National Benzole is priced at 1s. 11½d. per gallon from pumps, and 2s. 1½d. in cans in London. (Prices for Northern Scotland are 1d. more than those given above.)

Commercial spirit is generally 2d. a gallon cheaper than the No. 1 petrol, i.e., 1s. 4d. from the pump.

POINTERS FROM THE "HEAVIES"

By The Editor of "The Commercial Motor"

THE casual visitor to the Commercial Motor Exhibition at Olympia may, whilst admiring the remarkable examples of modern engineering and bodywork which are there displayed, be apt to receive an impression that the vehicles are heavy and, possibly, cumbersome.

In actuality, nothing is farther from the truth. Many commercial vehicles are almost as easy to drive as a car, and their braking powers are certainly much better, on the average, than those of the private machine.

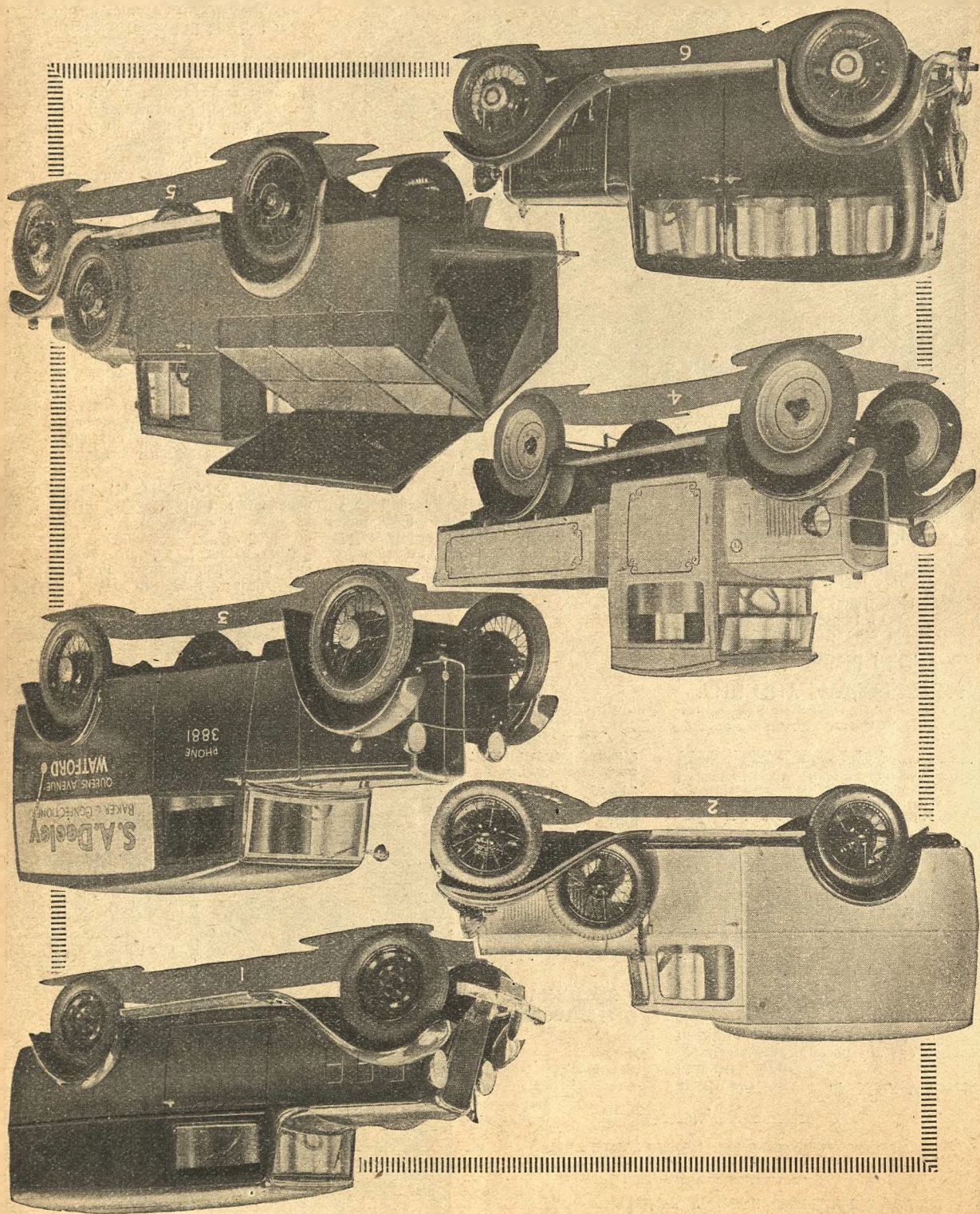
As to weight, a surprising tale can be told. There are vehicles displayed which will easily carry between two and three times their own weight. If this ratio could be retained in smaller types, just imagine what would be the result. The average private car weighing about 1 ton would be able to carry 2 tons of passengers, which represents approximately 30 adults. Even an Austin Seven would, at this rate, be

capable of carrying at least 10 grown-ups. Such calculations, of course, must not be carried to extremes, but they serve to show how efficient is the modern commercial motor.

Amongst the passenger models is to be found coachwork giving a degree of luxury with which only the most expensive private cars can hope to compete, whilst the ventilation, heating and internal lighting are vastly superior; these points combined with the employment of low-pressure pneumatic tyres and excellent suspension systems enable a traveller by coach to read in comfort. At this juncture it may be interesting to mention that some of the tyres exhibited weigh nearly a quarter of a ton each, and have a cross-sectional diameter of over 15 ins. Two of these tyres would weigh considerably more than many complete light cars.

There are other surprising features of this show of shows. For instance, more than half of the engines employed

SOME ATTRACTIVE LIGHT CAR VANS



(1) The Renault Monaquatre in commercial form. (2) The Austin Twelve-Six, to carry 7-10 cut., costs £190. (3) A smart Jowett delivery van, listed at £147 10s., carries a net load of 10 cut. (4) The new Rehrweighth Trojan 12-cut. model at £165. (5) Several special-purpose bodies are available on the Singer chassis. Here is a fruit truck at £130. (6) For the commercial traveller—the Morris Ten-Four brought in, £185.



APPROACHING
LIVERIDGE

Miss E. Fraser and Mrs. E. H. Pinder at the foot of the well-known Cotswold hill. The latter won the President's Trophy with a total of 595 marks. The same total was returned by Miss M. T. Dargue, who won the award for the best Riley Nine.

THE "COTSWOLD SIX"

Riley Motor Club's Women's Trial

INTERESTING, BUT EASY COURSE

touch the ascent of Mrs. Westerling and Mrs. Wilkins.

Second-gear sufficed for the conquest of Stanway, which was the last hill on the course, and the run in to the finish at Stratford-on-Avon was enlivened by a secret check.

The following are the provisional results:—

President's Trophy (best performance): Mrs. E. R. Pinder (595 marks).

"Sporting and Dramatic" Trophy (best Riley Nine): Miss M. T. Dargue (595 marks).

"Sphere" Cup (best "Six"): Mrs. K. R. Lysley (590 marks).

"Country Life" Challenge Cup (best aggregate in timed climbs): Miss L. Hobbs (239 marks).

The Club Salver (oldest car within 50 per cent. of President's Trophy winner): Miss B. Roe.

First-class Awards: Mrs. M. W. Stanton, Miss E. Fraser, Mrs. R. H. Carut, Miss D. Champney, Mrs. Marcus-Brown, Mrs. M. Godson, Miss L. H. Baddeley, Mrs. T. A. McKenzie.

THE GUY FAWKES TRIAL
Successful Enfield M.C. Event

THERE were 15 cars competing in the seventh Annual "Guy Fawkes" Trial of the Enfield and District Motor Cycle and Light Car Club held on the borders of Herts and Essex last Sunday, November 5.

The Enfield Championship was won by H. J. Cragford (Morris Minor), a notable performance for a four-wheeler in this event. The best performance in the car class was put up by C. J. Linzell (Morris Minor). The silver cup for

THIRTY competitors faced the starter at Kidderminster in the Riley Motor Club's "Ladies Only" trial—the "Cotswold Six," held on Saturday last, November 4.

The trial was limited to women members of the club or of members' families.

The weather was perfect, and the course not too difficult. The result was a thoroughly enjoyable six hours' motoring through beautiful Cotswold scenery, interspersed with the old, familiar hills—Liveridge, Flagstaff, Piccadilly, Stanway, and the rest.

"Noah's Ark" came first, a second-gear ascent, where Miss Champney (Monaco saloon), Miss Hobbs (open Nine) and Mrs. Goodwin were among the best.

Next came Liveridge (timed from the water-splash at the foot). Miss Hobbs was fast, and Mrs. McKenzie was only 5 secs. slower.

Flagstaff, near Abberley, followed within the next few miles, and was also timed. Here again, Miss Hobbs was outstandingly fast.

The lunch check at Tewkesbury came as a welcome interlude, after which the route led by main roads to Worcester, and on to Bishop's Cleeve, thence by winding country lanes to Bushcombe.

This famous trials hill has lost much of its old terrors, for it is well-surfaced and its gradient should not worry a well-tuned car.

Nor did anything out of the ordinary happen on Piccadilly, which was probably the worst hill of the day. This boulder-studded, rutted lane, very

long and very narrow, was definitely difficult. However, the only incident of note was the going up in smoke of Miss Hollingdrake's clutch.

Several drivers, in spite of male-passenger encouragement, were not as clever as they might have been, but nothing could be said against Mrs. Stanton's neat climb, nor criticism



DESCENDING
OAK HILL.

A string of competitors returning from the conquest of "Noah's Ark" hill headed by Miss D. Champney and Mrs. Marcus-Brown, who both put up first-class performances in the trial.

—East and West

NEWS

the best performance by a member of the promoting club was won by L. C. Gilbert (Morris Minor).

The worst section of the trial was a stretch of grass which rapidly became churned up into a sea of mud—facetiously named in the route card “the Speedway.”

On this section outstanding performances were put up by A. Debenham (Austin Seven), G. Osborne (Triumph) and H. Hitchin (Austin). J. D. Riley (Morris Minor) came to rest with wheelspin; W. H. Green (B.S.A. tourer) and F. C. Bradbury (Singer Sports saloon) also failed. G. Franklin (Frazer-Nash) took the section too slowly and stuck in the middle.

No difficulty was experienced in the 20-m.p.h. timed section or in the stop-and-restart.

The Enfield Club is to be congratulated on the successful organization of an exceptionally interesting sporting trial.

Costs Against Police.

The A.A. succeeded in an appeal heard at York Quarter Sessions recently on behalf of a member who was fined £2 for obstructing a police car by leaving his machine for an unreasonable time.

The motorist contended that the road was narrow and pedestrians prevented his drawing farther in.

The A.A. case was that the charge was unsupported by evidence, there was no obstruction and that in any case the charge should have been one of preventing the free passage of the highway.

The appeal was allowed with costs against the police.

SEE THE VETERANS ON SUNDAY

Over 70 Entries in R.A.C. Brighton Run

THE R.A.C. Commemoration Run from London to Brighton for Veteran Cars will take place on Sunday, November 12, starting from Moon's Garage in Buckingham Palace Road, London, S.W.1, at 9.30 a.m. The route the cars will follow is:—Westminster Bridge, Brixton, Streatham Hill, Croydon By-pass, Redhill, Reigate and Crawley. The finish will be at the Aquarium, Brighton, where the cars will begin to arrive about mid-day.

The following is the list of entries arranged in numerical and chronological order:—

- 1894.—C. H. Perrin (Cannstatt Daimler), L. Wilson (Panhard).
- 1896.—R. O. Shuttleworth (Daimler), Capt. E. de S. Colver (Arnold), F. S. Barnes (Leon-Bolleé), T. M. Freeman (M.M.C.), F. E. Howland (M.M.C. dogcart), E. L. Wood (Leon-Bolleé).
- 1897.—S. C. H. Davis (Leon-Bolleé), Mrs. M. Miles (Benz), R. Neville (Benz), H. J. F. Parsons (Hartul).
- 1898.—A. Powys-Lybbe (Fiat-Darracq), D. Copley (Renault), G. L. Benbough (De Dion Quad), St. J. Nixon (De Dion tricycle), G. J. Allday (Benz), F. S. Rowden (Star dogcart).
- 1899.—C. Baker (Benz), T. H. Price and H. Ford (James and Brown), J. M. Turner (Panhard), Mrs. E. L. Wood (Pieper).
- 1900.—P. C. Allen (Star dogcart), C. S. Burney (De Dion), R. G. J. Nash (Peugeot), K. Harlow (M.M.C.), S. G. Gliksten (De Dion), H. J. F. Parsons (De Dion), R. C. Porter (De Dion).
- 1901.—J. W. Thompson (Renault), R. O. Shuttleworth (Wolseley), C. S. Burney (Benz), V. Balls (Oldsmobile), R. O. Shuttleworth (Arrol-Johnston), W. B. A. J. Keppel (De Dion), Sir J. Prestige (Panhard), G. S. Taylor (Darracq).
- 1902.—P. R. B. Jacques (Oldsmobile), H. C. Butterfield and Miss E. E. Brown (Daimler), H. Harding (Beeston Humber), Surg. Lieut. Commander R. Erskine-Gray (Argyll), E. Manley-Bird (De Dion), G. H. Eyre (Norfolk), F. Jarrett (Darracq), E. K. H. Karslake (Regal De Dion), C. S. Byway (Star), J. A. Turner (Panhard).
- 1903.—Capt. J. H. Wylie (Wolseley), F. C. Brown (Wolseley), G. L. Benbough (Speedwell), F. S. Bennett (Cadillac), A. R. Utley (Clement), F. H. Booth (De Dion), S. G. Cummings (Peugeot), R. C. Blake (Napier), F. W. Hutton-Stott, Junr. (Lanchester), L. T. C. Rolt (Humberette), A. H. Lanchester (Lanchester), C. H. Perrin (Siddely), K. P. Tweedie (De Dion), G. Burtenshaw, Junr. (Cadillac), H. Solomon (Swift De Dion), H. R. T. Swiney (Sunbeam), J. R. H. Baker (Venot et Deguingaud), Hon. P. Mitchell-Thomson (Mercedes).
- 1904.—S. J. Upton (Clement-Talbot), A. J. Wroham (Mercedes), Hon. B. E. Lewis (Sunbeam), E. K. H. Karslake (Darracq), G. L. Benbough (De Dion), Elizabeth Lady Cheylesmore (Renault), E. A. Marshall (De Dion), S. Sutton (Darracq), E. N. Ward (Wolseley), V. Riley (Riley tri-car), J. C. Garland (Rover), R. Morgan (Humber), G. Willeby (Renault), F. J. Dykes (Panhard), T. Thornycroft (Thornycroft).

Turning the Tables.

According to the report on United Kingdom Trade in India, recently published by H.M. Stationery Office, 3,958 British cars were imported into India during the year 1932-33, as against 1,201 American.

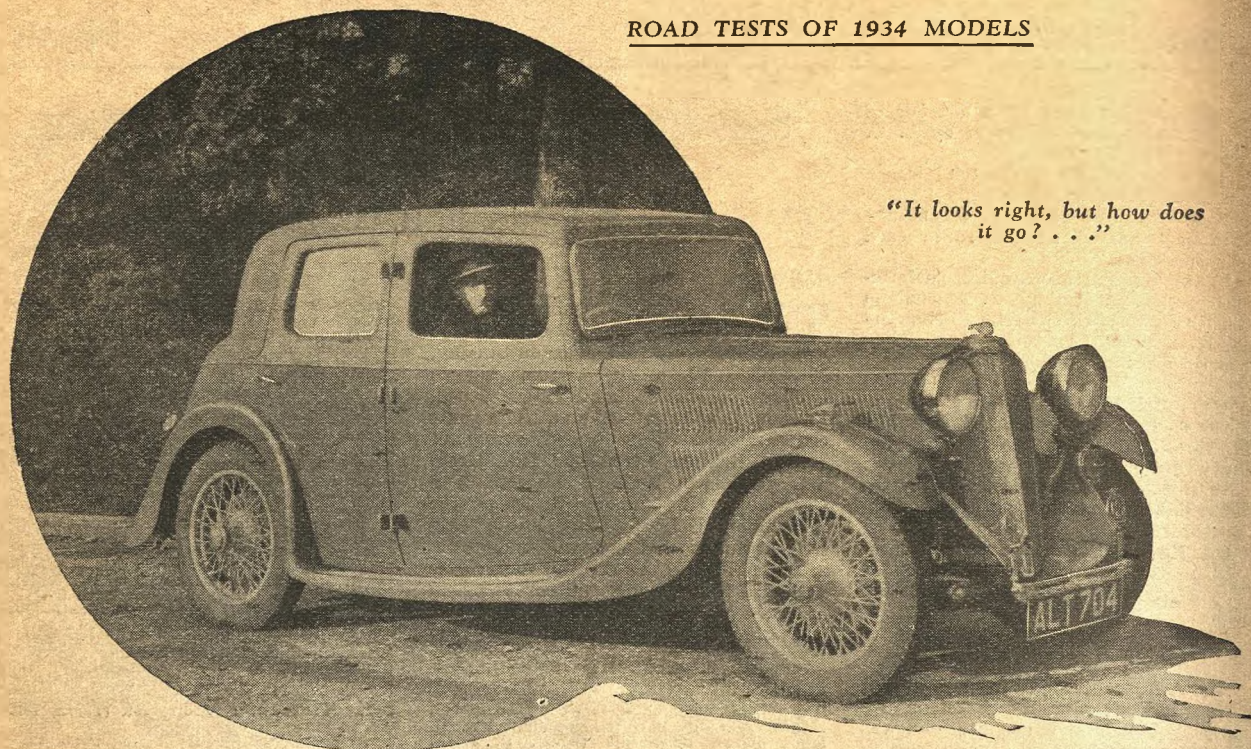
These figures compare very favourably with those for 1931-32 when, out of a total of 7,220 imported cars, 2,178 were British and 3,368 American.



THE LIGHT CAR CLUB DINNER.

The large gathering at the Park Lane Hotel, London, last Friday, when the Earl of March presided over some 200 members and friends. Relay Race teams sat at tables bearing their competition numbers. (See “Club Items.”)

ROAD TESTS OF 1934 MODELS



"It looks right, but how does it go? . . ."

THE TRIUMPH GLORIA

*A Beautifully Appointed and Very Comfortable Car
With an Unusually Good Performance*

"It looks right, but how does it go?" This question was fired at the writer a dozen times or more during a longish week-end with the Triumph Co.'s latest addition to the range—the Gloria; on two occasions the speakers were entire strangers. One heard much the same kind of thing at Olympia; in fact, the Gloria series caused so much interest that no time was lost in establishing contact with Mr. Maurice Newnham, of Newnham's, Hammersmith, with a view to "bagging" a model at the earliest moment for test purposes. Newnham's, of course, are the distributors for London and the Home Counties.

The reply to the question in our opening paragraph is that this attractive two hundred and eighty-five pounds'-worth of motorcar goes as well as it looks, and is even more comfortable and cosy than it appears to be at first sight. Before dealing with its actual performance, let us get one or two facts planted firmly in our minds.

The car is a *really* roomy full four-seater. For example, the width across the back seat inside the arm rests is 38½ ins., above the armrests it is 47 ins. From the rear-seat squab to the back of the front seat the dimension varies from 29 ins. to 38 ins., whilst with the front seat in the farthest rear position there is 7 ins. clear legroom. The weight of the vehicle with four gallons of petrol aboard is getting on for 23½ cwt. The engine is the ordinary series, single-carburettor four-cylinder, of 1,087 c.c.

A few years ago knowledgeable folk might have shrugged their shoulders over a vehicle of this kind, but times have changed—and this is how!

From a standing start the quarter-mile can be covered in 26 secs. dead, without crashing gears. The average of runs each way over the measured "quarter" (stop-watch timing) was 59.2 m.p.h. The faster run was accomplished at well above the 60-m.p.h. mark, a maximum reading of 68 being given on the speedometer; the equivalent engine revs. hovered round the peak mark, i.e., 4,500. Maximum speeds on the lower gears (and how delightfully the car runs up to them!) proved to be 50 m.p.h. on third, 35 m.p.h. on second, and 20 m.p.h. on first.

We are informed that at Brooklands a higher maximum than 62 m.p.h. or 63 m.p.h. has been reached. We entertain no suspicion, but can give only the "findings" of the open road and the best results obtained during our tests. In absolute fairness, however, we must add that the car had but 700-odd miles to its credit when we took it over. Frankly—and despite the earnest desires of those who would like to hear that the Gloria goes faster—we consider the performance obtained

very good indeed remembering its size and comfort. In what manner does the Gloria do all this? Is it rough? Does it appear to be approaching bursting point? The reader is probably asking. No, *mesdames et messieurs*, it works like velvet. Two acknowledged

IN BRIEF.

ENGINE: Four cylinder, 62 mm. x 90 mm.=1,087 c.c.; tax, £10; overhead inlet valves, side exhausts; power output at 4,500 r.p.m.=40 b.h.p.

TRANSMISSION: Plate clutch to 4-speed gearbox (5.22, 8, 12.3 and 20.2 to 1); free wheel; final drive by open propeller shaft and spiral bevel.

GENERAL: Lockheed hydraulic brakes; permanent jacks front and back; 10 gallon rear tank; remote gear control.

DIMENSIONS: Wheelbase, 9 ft.; track, 4 ft.; overall length, 13 ft. 9 ins.; overall width, 5 ft.; weight (with 4 gallons of petrol), 1 ton 3 cwt. 1 qr. 21 lb.; turning circle, 39 ft.

PERFORMANCE: Flying ¼-mile (average of run in each direction), 59.2 m.p.h.; standing start ¼-mile, 26 secs. dead; petrol consumption, about 25 m.p.g.

TRIUMPH CO., LTD., COVENTRY.

experts who actually handled the car whilst it was in our keeping opined that it was one of the best small *sixes* that they had driven. What more can the heart of the man who designed the Gloria desire?

It is smooth, beautifully smooth, and it has an exhaust note that is distinctly uplifting and a "kick" about it when the accelerator is firmly depressed that acts like a tonic.

Taking the controls individually, the clutch is light and smooth, the accelerator so suitably "sprung" that it takes just the weight of the foot and no more to keep the speedometer on the 55 mark (a good point, that). The foot can, moreover, be pivoted on the heel from the "gas" to the brake pedal—another good point that reveals forethought. The steering is light, the rim of the "ivory" wheel having finger prints which give one a good, firm grip. A little more caster action on the car we tried might have been advantageous. From full lock to full lock, by the way, requires one-and-seven-eighths turns of the steering wheel.

The remote-control gearbox is a delight—one of the few we have handled which prompted us to forget the free-wheel control and run with the knob on the fascia-board in the "locked" position, so that really snappy work could be performed on the open road. In use, the free wheel functions perfectly and is ideal for pottering and for traffic. Lockheeds look after the braking—which is, therefore, all it should be—whilst the springing is good, but calls for fairly tight shock absorbers if rapid cornering is to be the order of the journey.

The front seats fit shoulders and legs as though they had been made to measure, the arm rests (on each door) being really useful as well as ornamental. The rear seats are equally comfortable and probably more luxurious with their separate cushions.

The fascia-board—which is similar to that which will be fixed on the "special" series—is well fitted, but quietly finished. A large-diameter speedometer is matched by a rev. counter, the latter incorporating a clock face on the main dial. A rev. counter is not found on the standard saloon. Between these two main instruments is the free-wheel knob, to the left are the petrol gauge and combined oil-pressure gauge and water-temperature gauge, and suitably grouped on other parts of the board are the easy starting knob of the Zenith carburetter (it does, too—even on the coldest morning), the slow-running knob, the lamp switches, Startix, and the rest.

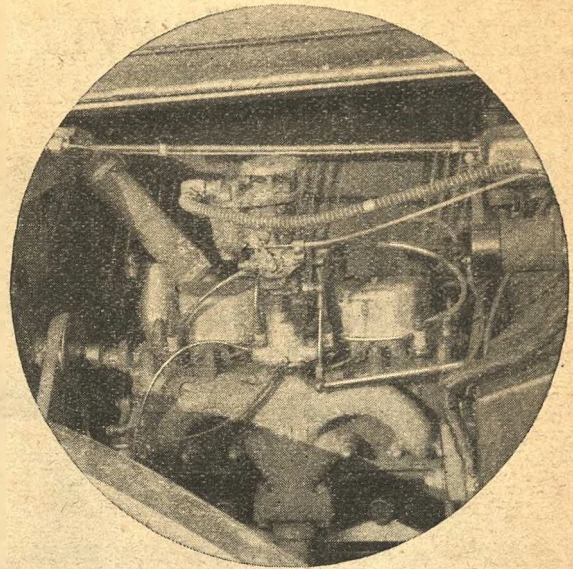
The general equipment is very generous. Amongst other things, it includes D.W.S. permanent jacks, real leather upholstery, flush-fitting sliding roof, Protecto-glass all round, spare-wheel cover (metal type), and hydraulic shock absorbers.

The lines of the car can be seen by glancing at the accompanying photographs. They are pleasing in the extreme. The colour scheme of the car we tried—light blue throughout—matched up very well against the chromium-plated lamps and other fittings. The doors shut with a convincing slam and the bodywork as a whole appeared to be substantial and well finished.

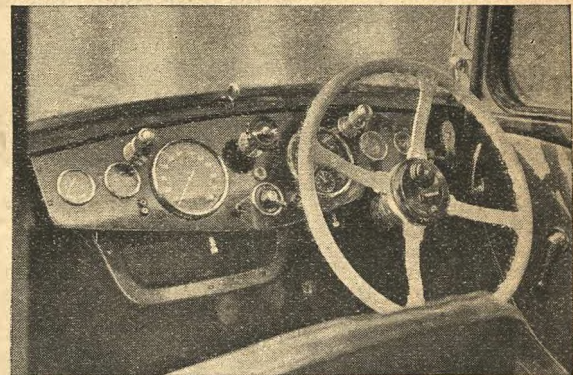
For long journeys the Gloria should be ideal. One absolutely relaxes when driving—without in any way becoming slack or unobservant, but just because it is the easiest way to handle the car. In some vehicles an upright, stiff-backed pose seems to be essential; in the Gloria the most comfortable position is the right position.

The engine has an enormous reserve of power. An average main-road hill, for example, is approached at 50 m.p.h. The merest extra whiff of gas is all that is required to maintain this speed up and over the hill-top. Herein, very largely, lies the fascination of this 10 h.p. Triumph: it cruises so steadily and so easily. On straight fuel liberal use of the ignition control must be made for snap acceleration, but with 50 per cent. neat Benzole the car is transformed and pinking is entirely absent.

On the whole, then, a really fine light car and one that should still further help to popularize the name of its manufacturers.



The inlet and exhaust side of the extraordinarily efficient four-cylinder engine, a feature of which is the o.h. inlet valves and side exhausts.



The fascia-board equipment of the model tested included easily read speedometer and rev. counter. The free-wheel lock can be seen between these two instruments.

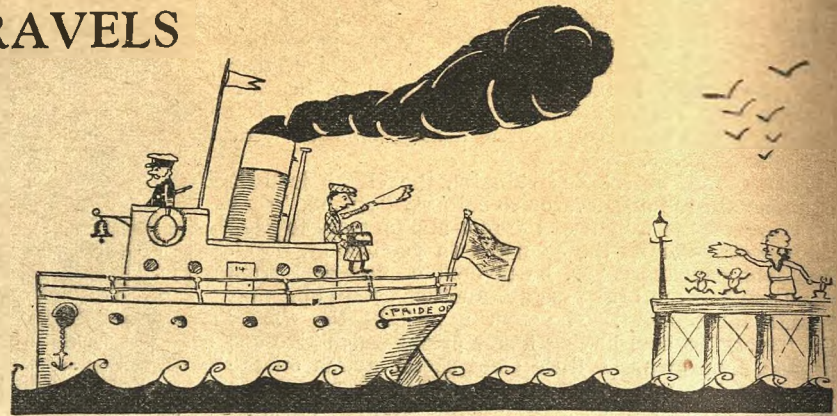


Viewed from the front—a photograph which gives an excellent impression of the business-like lines of the Gloria.

GULLIBLE'S TRAVELS IN MOTOPIA

Wherein the Author
Discovers a Land of
Many Marvels in
Motoring

("Illustrations" by
Mr. Snodgrass.)



"I set sail in the good
ship 'Pride of Tooting'
(Charles Winkle-Smith,
Master.)"

Chapter I.

In which the Author sets out on a new voyage.—He is shipwrecked and castaway.—Some account of Motopia.—The Motopians make him welcome.

BEING by nature of a somewhat restless disposition, I determined once more to set out on my travels, and having bid farewell to my dear wife and family I set sail on April 1, 1933, in the good ship "Pride of Tooting" (Charles Winkle-Smith, master).

The wind stood fair for two months until, when our barque had left the Dutch Indies 300 leagues to leeward and bid fair to pick up the coast of Van Diemen's Land before many days, we were met by contrary winds.

With a great suddenness a severe storm arose and dashed our frail barque hither and thither with great violence, so that, despite the efforts of our mariners, the vessel was cast upon a rock and split in twain.

Such was the vehemence of the hurricane that I found myself cast into the sea, where I seized a broken spar and made shift to support my weight upon the waves as best I might.

With the dawn the storm abated, so that when the sun rose the sea was calm and I beheld not a league off a large country with a town and a harbour. None of my unfortunate companions could I see, nor any trace of the craft which had been my home for many weeks: I concluded they had all perished.

Chapter II.

The Author marvels at the backward state of the Motopians.—Skidding an unknown accomplishment.—Oppressive legislation which afflicts the country.

By a great commotion on shore I perceived that my presence had been observed, and presently a boat put out from the shore and I was taken on board.

As our party arrived at the harbour a multitude of persons set up a prodigious shouting, which I took to be of welcome. One of their number, of more noble mien than the rest, stepped forward and addressed me in gentle tones, at the same time making signs that I was welcome to Motopia.

I thanked him as best I might, drew my hangar and gave three or four huzzas for the King and my country.

This action evidently pleased the *Bludrug* (for such I afterwards discovered this personage to be), and I was conducted to a large motorcar which stood near at hand.

During my sojourn in this strange country, which has a language, a literature, a culture and a civilization inferior only to our own, I discovered many things which clearly revealed to me the joys and delights of life in England, where our liberties pass unnoticed and our happiness is so carelessly enjoyed that it needs the rigours of a shipwreck to throw them into relief.

Motoring through the wide streets of the city, the *Bludrug* explained to me by signs that the Motopians never crossed the road except by the many subways or bridges, or at the electric signals which guard the main

crossings. Thus no Motopians are ever run over, traffic is not impeded, and drivers are not thrown into a great fright by sudden crises. Even in the country, my kind benefactor informed me by signs, Motopians on foot invariably wait until all traffic has passed before essaying the crossing of a road.

When we arrived at the residence of my new-found friend he pointed out by signs that the streets of the city were entirely lit by flood lighting, which plainly illuminated the roads and the buildings on each side. No Motopian drivers used anything but the smallest lights on the sides of their vehicles in the city streets and on the main roads of the country.

I had hardly enjoyed the hospitality of my preserver a week than I noticed many other matters in which this bedeviled race lagged behind my own beloved country.

All the horns on their vehicles were tuned to certain musical notes by law. In the cities, however, these were rarely used, for all crossings were guarded by electric signals.



"... Horns tuned to musical notes by law. . ."

On country roads, when two cars arrived from different directions at a cross-roads, they employed a system of horn signals. One long blast signified "I am going straight on." Two indicated "I desire to turn right" and three "It is my wish to go to the left."

By these means each Motopian was informed of the other's intentions and collisions had become so rare as to call for Government inquiry whenever such occurred.

The roads used by the Motopians were for the most part very straight and very wide. I observed that they involved no hazards in driving, for even under the worst conditions their surfaces never grew slippery, few side roads came directly into them, blind corners had been eliminated, and all bends had been banked.

When a Motopian desired to drive from a side road into a main road he was forced by law to stop his machine and wait for any passing traffic. For the most part cross-roads had been eliminated by moving the mouths of the intersecting roads 400 mildigs (about 100 yds.) apart.

Chapter III.

The Author received at Court.—The monarch astonished at the Author's account of England.—The Motopians subject to the tyranny of golgols or special police.

On the eighteenth day of my sojourn, through the good offices of Wurzel-flummery, my *Bludrug* friend, I was bidden to Court, there to give an account of myself and my country to the King of Motopia.

This prince was a gracious monarch and, receiving me in his private chamber, spoke with me by signs for the space of several hours. In return for my narrative he told me much about his country and appeared astonished at many things about mine.

He wondered exceedingly that a private motorist should be compelled to possess so many documents. He wondered also that some great riot had not been occasioned by the burden of taxation so cheerfully borne. The gracious prince then told me how in Motopia only expert drivers acted as judges in the special courts for all motoring offences—except in the rare cases where a Motopian had driven his car after imbibing too much stimulant in the form of alcohol.

If this offence were proved the felon's car was confiscated by the golgols (or police) and the felon forbidden ever to drive again. Next a search was made for the tavern-keeper who permitted the sale to this unhappy man of so much alcohol and he was greatly punished also.

Special golgols (or police) were mounted with very rapid machines to patrol the roads of Motopia. So fast were these and so skilled their drivers that cut purses, break-windows, draw-latches and murderers had become unknown, for no escape was possible.

The duties of the golgols, whom I found to be men of noble bearing and courteous mien, were to apprehend evildoers, to advise motorists as to their methods of driving, and, in certain cases, even to censure drivers who might imperil others.

His Majesty gravely informed me of many other regulations binding on his subjects which no Motopian ever dreamed of resisting. A golgol, I learned, was empowered by law to cause any of his subjects to stop their cars and submit to an examination during which these persons would make tests of the brakes, look to the smoothness of the tyres and take note of the amount of side play in the steering machinery.

Motopians were also forbidden to leave their machines standing round corners or to leave them at night with their main lamps illuminated. His Majesty hastened to inform me that, of course, no Motopian ever thought of doing these things which were so condemned.

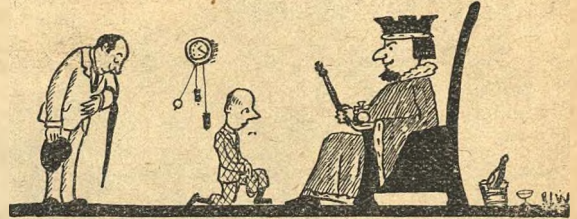
Motopians used reflecting mirrors, direction indicators and such gew-gaws at will. They might be deaf and dumb, halt or maimed, so long as their driving did not imperil others.

The chief crimes which were decided in the motor courts were cutting-in, swerving across the line of traffic, giving little or no warning before a manœuvre, overtaking a stream of traffic and then squeezing into it when met from the other direction, leaving cars stationary round corners or just below the brows of hills, leaving them at night with their headlights lit, failing to stop before entering a more important road from one of lesser degree, and—on the part of a non-motorist—running from the side path into a road or otherwise endangering a motorist and his passengers, and allowing a domestic animal to go loose upon the highways.

With much hearty laughter the King greeted my proud boast that the noble friend of man, the horse, was still in much employ in our chief city even in its narrowest and busiest quarters.

My account of slippery roads on a wet and drizzly night filled His Majesty with horror, and my description of the electric trams to be found in so many places so moved him that I descried a tear in each eye. Such things had been abolished in Motopia, he assured me, in the reign of his illustrious great-grandfather, Bazunka.

The Motopian people, His Majesty earnestly informed me, had long since found that motor accidents arose not by chance, but from definite causes. They had



"This prince was a gracious monarch . . ."

realized, he said, that in every accident one or both of the drivers had made a mistake either of judgment or of control.

Sometimes part of the mechanism might have broken, but this was very rare.

Where no one was foolish, he pointed out, no one was confronted with danger—and accidents occurred throughout the kingdom at the rate of only a dozen or so per year.

Chapter IV.

After four weeks in Motopia the Author effects his escape.—A raft is built.—He embarks upon the sea.—He is rescued and returns to the bosom of his family.

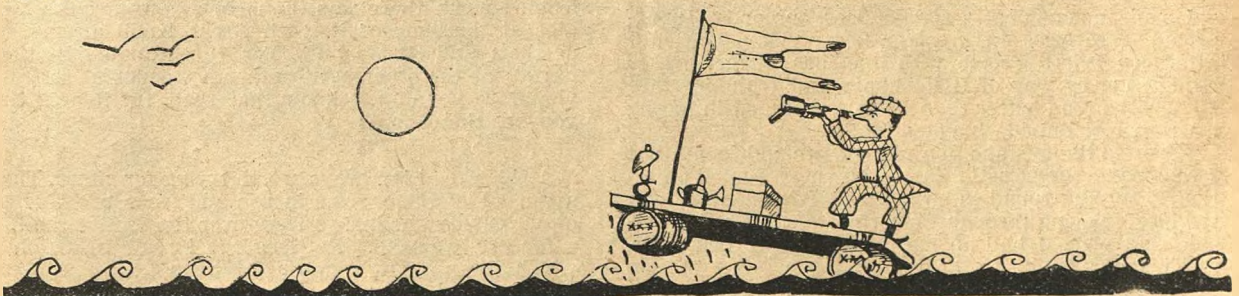
Having spent some four weeks in the realm of Motopia, my thoughts began to turn to my dear ones in far-away England, and at length I entreated the *Bludrug* to aid me in the construction of a raft of sufficient dimensions and strength proportionable and to provide me with a stock of food and water to bear me on the high seas until such time as Providence should send a ship to my succour.

With many tears and protestations of affection, therefore, on the 14th day of June I set sail from Motopia and, the wind in my favour, I made shift to hoist my sail.

After a week, during which my stores had fallen to a small pannikin of water and three ship's biscuits, rendered somewhat nauseous by weevils, I descried a sail, and within 12 hours I was taken aboard the good ship "*Margate Belle*"—an Indiaman bound for London with a cargo of sandalwood and spices (Henry Bootle-Bootle, master), and after a fast voyage of four months I set foot once more on my native soil at Wapping.

Here I was able to hire a car to drive myself to my home at Redriff, and my happiness was immeasurably increased by an example of the liberality, generosity and large-mindedness of our dear laws within the first 20 minutes of my journey. When I was arrested for having my driving mirror upside-down.

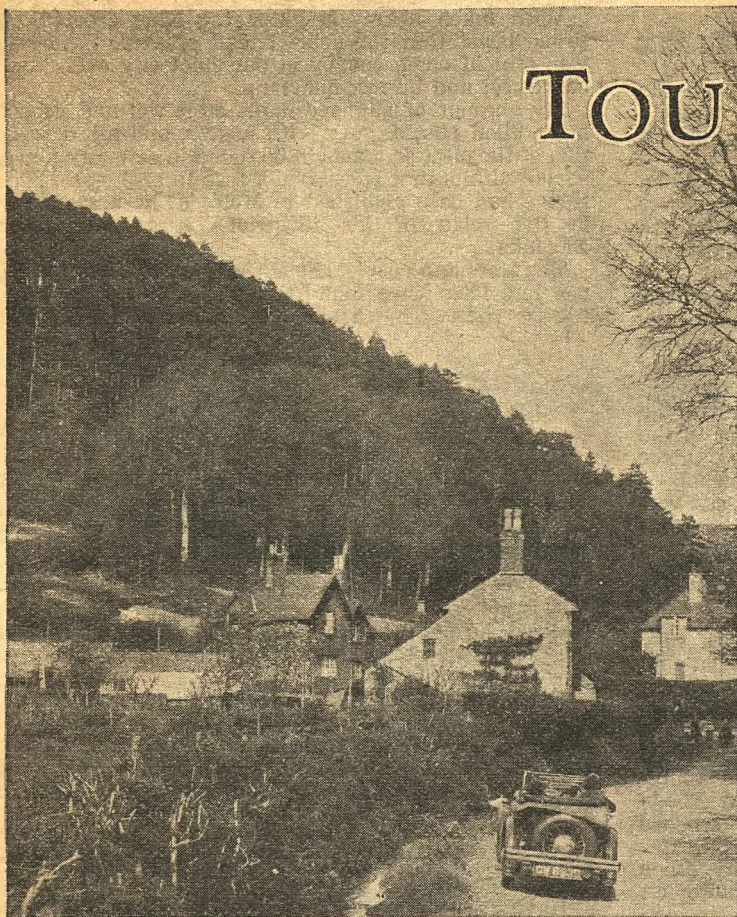
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TOURING TRIFLES

Unexpected Discoveries
—The Road Over the
Poldens—The Views in
England—Humorous
Place Names

by Francis Jones



A typical view in the Quantock country, on the borders of Somerset and Gloucester. In the background is seen Weacombe Hill.

HAVING spent a whole week on the road, with a different stopping-place every night, I ought to feel very "touringish" and just in the mood to write of wayside things. But I do not. On the contrary, I feel distinctly short of ideas—or rather all my impressions are jumbled.

I cannot distinguish in my mind between the Worcestershire orchards and the New Forest glades. I have a mental picture in which the Wye Valley has somehow got into the Isle of Purbeck, and where the grey stonework of a Mendip manor has become blended with the rounded Norman archways of a Hampshire abbey. Which means, of course, that I have been doing rather too much of it—about 200 miles a day, to be exact.

This opens up the interesting question as to what is the right sort of mileage for a day's tour, as opposed to mere travel. I think, myself, that about 150 is enough, if you want to have a reasonable amount of time for looking at things and do not aim at putting up astounding averages in between whiles. For some districts, too, I should be content with a lower figure than 150 miles; there are plenty of occasions when you have gone quite far enough for the day at 100 miles.

I made, as one nearly always does, one or two unexpected discoveries on my trip last week. The first afternoon I left Frome with the idea of getting to Bridgwater by way of Glastonbury and (thinking that I knew the road better than I did) succeeded in taking a wrong fork outside Shepton Mallet.

I spotted the mistake in a mile or two and found that I was making for Castle Cary. Having a rooted objection to turning round in such cases, I carried on with the idea of going through Somerton. A few miles outside that place I had an inspiration and turned right, at King Weston, on to the road that runs over the top of the Polden Hills and brings you after passing along

a "hog's back," in the end, to the town of Bridgwater.

Part of that road I already knew well—as, I suppose, everybody does. Going west from Glastonbury you pick it up at the "Pipers," but the section that you then cover amounts only to about half the length of this hill-top way. The rest of it—the bit that I found last week—is really the better of the two. It is mostly unenclosed and a magnificent place for picnics; altogether a wild and apparently little-used stretch that should appeal to many readers.

The great point of the road over the Poldens—as is the case with all ridge-roads—is the scene that it commands. The views are simply magnificent in all directions, and you have them for something like a dozen miles. Luckily it was exceptionally clear the day that I was last there. To the south I looked over the vast green plain of the King's Great Sedgemoor; over towards Weston Zoyland I could make out the sheds of the R.A.F. practice camp, which must be on just about the spot where Monmouth's followers were so badly cut up in the battle of 1685. Behind were a few oddly shaped small hills, in the neighbourhood of Langport, and behind again the bigger stuff that takes you just into Devon.

Ahead and to the left still were the Quantocks, while looking north there was the moor again, and the Mendips at the back of it, with Brent Knoll at one end of them and Glastonbury Tor (unescapable in those parts), at the other. Altogether a wonderful series of views. If you do not know that road, try it next time you are thereabouts.

A ridge road is always worth trying for views. There are a lot of them, some in use and some not, as most of our earliest highways were over the tops of the hills—for safety's sake. Not long ago I read an article in which the author—very daringly, as he himself confessed—tried to pick the finest viewpoint in all

England. He plumped for the Worcestershire Beacon. I am not quarrelling with that at all.

At the end of the article, however, a list of famous views was appended, arranged under counties. I glanced through it for some of my own favourites—and could not find them, or, at any rate, many of them. Which goes to show that this land of ours is so full of lovely sights that it is a hopeless task to try to catalogue them.

As these pet views of mine were omitted from that list, it means, I take it, that they are not so generally known. Here, then, are a few of them, scattered about the country. In Yorkshire, I would mention the summit of Garrowby, from which you look out over the whole Vale of York to the Pennines. In Somerset: the top of Countisbury. In Buckinghamshire: Brill, from which you may see both Cotswolds and Chilterns from the same point. In Surrey: Oxted chalkpits, which I think I prefer even to Box Hill. And one more, for Londoners especially: Horsenden Hill, which is in Middlesex, just south of Harrow.

Horsenden Hill is really rather a find when you get there, but very few people seem to bother to go to the top. If you make the climb, you find some rather wild-looking shacks and the remains of a wartime anti-aircraft gun station, whilst all about you the prospect is amazing, given reasonably good visibility.

It is one of those curious hills that stands by itself—and such, if they are big enough and striking enough, dominate not only the landscape, but, to a curious degree, the minds of the folk who live thereabouts. The supreme example is the Wrekin; you never met a man who lived "under" that hill who did not rave about it. I never quite understood this thing until a day of storm, years ago, when I passed the Wrekin at a distance of, perhaps, five miles.

It was snowing hard and (as it seemed to me) the

flakes whirled and fumed over the head of the great hill as a wave breaks on a rock. One moment its dark mass stood out gaunt against the white; the next, the storm blotted it out. It was a great sight, and I have understood ever since the hold that such hills have, through life and even unto death.

* *

I had occasion the other day to pass through the town of Stow-on-the-Wold, and as I did so I wondered why the name (let alone the place) should be considered funny. Gillie Potter—I think, or do I libel him?—makes mild game of it on the wireless; people laugh if you mention Stow, in much the same way that they do if you mention Wigan.

I cannot see the joke. I understand about Wigan—particularly about its well-known pier—but Stow-on-the-Wold beats me. The place itself is picturesque, has some dignity, and is indeed delightful, nor does the name seem to me risible. So many place-names are. Mr. Potter could, with the aid of a map, have done much better for himself. It would be funnier if Lady Marshmallow lived at Puddington, which is a place in Devonshire, near Black Dog, or at the utterly ridiculous Vobster, which is in Somerset, or at Toot Baldon, Oxon, or at Hornblotton, or at Melbury Bubb.

In that connection—more or less—my daily paper tells me that trade unionists are going to have a celebration in honour of the centenary of the Tolpuddle Martyrs. It does not say when, but I believe that the idea is in memory of certain farm labourers who suffered transportation for "illegal combination."

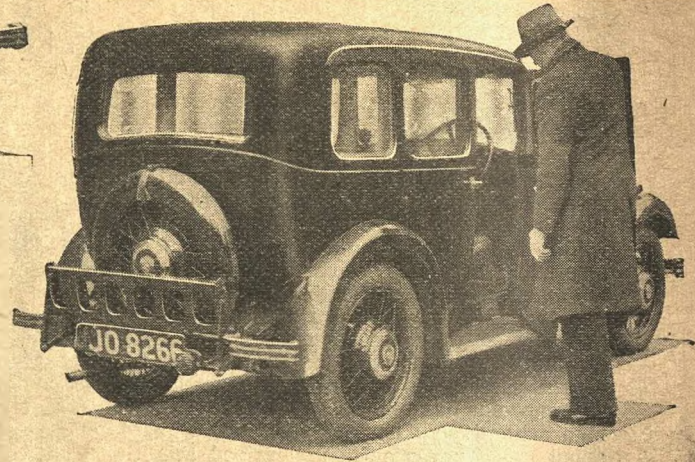
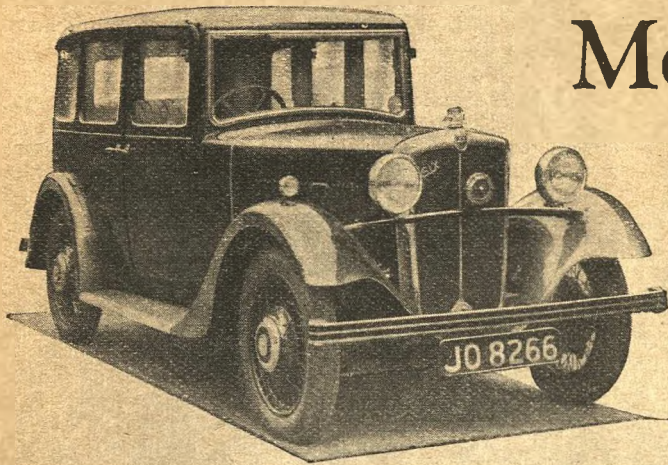
I have no doubt that these men were worthy of honour, nor that honour will be done to them—but it seems a pity that they lived at Tolpuddle. That indeed is one of the better names for the humorists, and it is one of many in the same neighbourhood where one also finds the villages of Turner's Puddle, Bryant's Puddle, Affpuddle and Puddletown. Somebody ought to have told Mr. Gillie Potter about this.

The tiny village and harbour of Lynmouth, seen from the slopes of Countisbury.



ROAD TESTS OF 1934 MODELS

The MORRIS TEN-SIX SALOON



IN BRIEF.

ENGINE: Six cylinders, side valves, 57 mm. by 90 mm. = 1,378 c.c.; tax, £12; four-bearing crankshaft; power output, 26 b.h.p. at 3,000 r.p.m.

TRANSMISSION: Single dry-plate clutch with cork inserts; four-speed gearbox with synchromesh for top and third; ratios, 5.55, 8.49, 13.09 and 22.2 to 1; reverse, 28.54 to 1, final drive by open propeller shaft and spiral bevel.

GENERAL: Lockheed hydraulic brakes; semi-elliptic springs; 6½-gallon rear tank.

DIMENSIONS: Wheelbase, 8 ft. 6 ins.; track, 4 ft.; overall length, 12 ft. 5 ins.; overall width, 5 ft. 0¼ in.; weight, 1 ton 1 cwt. 3 qrs.; turning circle, 38 ft. (left lock), 45 ft. (right lock).

PERFORMANCE: Flying ¼-mile (mean speed), 56.25 m.p.h.; standing ¼-mile, 30 secs.; petrol consumption, 24 m.p.g.

PRICE: £189 10s. (or £184 without sliding head).

MORRIS MOTORS LTD., COWLEY, OXFORD.

Two views of the car which show the imposing lines and good proportions; note the front stabilizer bumper.

An Excellent "All-rounder" with a Very Sweet Engine. Park Rash Climbed Four Up

(Below) A glimpse of the interior which gives a good idea of the ample leg-room in the rear.

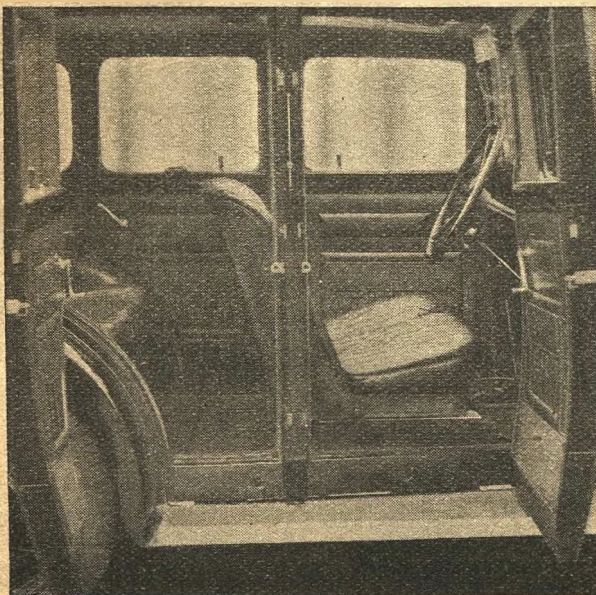
WHEN the new Morris Ten-Six was announced, shortly before the Motor Show, we were able to take one of the first examples for a short run, and it will be recalled that our impressions were very favourable. A recent week-end test in one of the production models, during the course of which over six hundred miles were covered, has merely served to confirm these impressions and to drive home the fact that the car is a very likeable one from every point of view. It is not so much any one virtue that appeals as the fact that the car is a really good "all-rounder."

Perhaps the outstanding impression is the remarkable sweetness of the six-cylinder engine, which never seems to tire, and which is one of the most smooth-running power units we have tried; but this is only one pleasing feature of the car—others are its comfortable suspension, excellent cornering, particularly good brakes, light but accurate steering, and lively performance.

Before dealing with the actual performance, a few details of the car will not be out of place. It is, of course, virtually a six-cylinder edition of the Ten-Four and, except for the additional length of chassis necessary to accommodate the extra cylinders, the two are practically identical.

The body is of very generous proportions and provides plenty of leg-room in both the front and back seats, whilst, so far as width is concerned, the following figures speak for themselves. In the front, the width is 42 ins., whilst at the rear the over-all measurement is 47 ins.; between the wheel-arches, which, incidentally, form excellent armrests, the distance is 37¼ ins.

The seats are wide enough to give plenty of support for the thighs, whilst between the back of the front seat and the front of the back cushion the measure-



ment is 17 ins., this being taken with the front seat in the maximum forward position of adjustment. With the front seats set for passengers of average stature the figure is about 14 ins.

Both front seats, incidentally, are of the sliding type and have a range of positions to suit occupants of any height. Another little refinement is an adjustment for the rake of the steering column.

The general finish is good, and it is notable that the seats themselves are upholstered in real leather. So far as equipment goes, all the usual fittings are provided, together with a tinted anti-glare visor, rubber covers for the pedals, neat rubber draught excluders, which effectively prevent draught entering through the slots in the floorboards, a rear luggage grid, a metal spare wheel cover, bumpers fore and aft—the former are of the harmonic stabilizing type which serve to damp out any chassis “flutter”—Triplex glass throughout, traffic indicators concealed in the door pillars, a battery master-switch, and so on.

On taking the car over from the works at Cowley, an official of the Morris concern remarked: “Drive it as hard as you like—you won’t burst it,” and, as it was necessary to get back to London quickly, this advice was acted upon and the car soon revealed its excellent turn of speed. In one place, a mile was covered in precisely 61 seconds, which works out at 59 m.p.h. This for a car turning the scale at well over a ton and having no pretensions to a sports model performance is particularly good.

Later tests over a quarter of a mile in both directions gave a mean speed of 56.25 m.p.h., but it should

following wind—a truly surprising effort for 10 h.p.

This, and the remarks that have already been made with regard to maximum speed, give a fairly good indication of the performance, and it only remains to state that in third gear the car is capable of approximately 45 m.p.h., whilst in second it will reach round about 25 m.p.h. So far as acceleration is concerned, it is quite lively, and, thanks to a quick and easy gear change, gets away from a standstill very well.

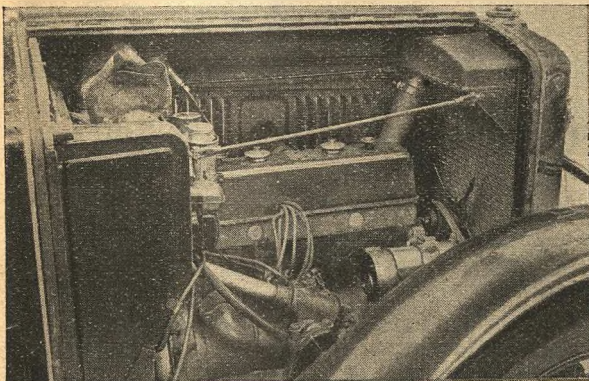
During the return run from the north a considerable mileage was covered after dark, with unpleasant patches of fog when nearing London. When the night was clear, the excellence of the lighting system showed up to good effect, whilst, during the later stages, the handiness of the dip and switch mechanism was demonstrated. The patches of fog also revealed the remarkable flexibility of the engine, as considerable stretches were covered at little more than a walking pace in top gear.

Good on Corners.

Suspension is very good, and in this respect the Ten-Six definitely gives the driver a “large car” feeling, normal road irregularities being ironed out almost to vanishing point. For fast cruising, however, the need for more powerful action on the part of the shock absorbers seemed indicated, although, in general, the road-holding was good, and cornering particularly so when one considers the large body fitted.

So far as the transmission is concerned, the gearbox proved to be very quiet on third, and reasonably so on first and second gears. On the particular car we tried, however, there was a rather pronounced hum from the rear axle, but it is only fair to say that this was not present in the original model tested.

Apart from this, there was really nothing to criticize, and at £189 10s. the car forms a very worthy addition to the Morris range, as it is a very good all-rounder, entirely suitable for the family man who wishes to have plenty of room but at the same time does not want a stodgy performance.



(Left) The six-cylinder engine, showing the fume-extractor head. (Below) A glimpse of the driving compartment; the robust hand brake and neat draught excluders on the pedals will be observed.

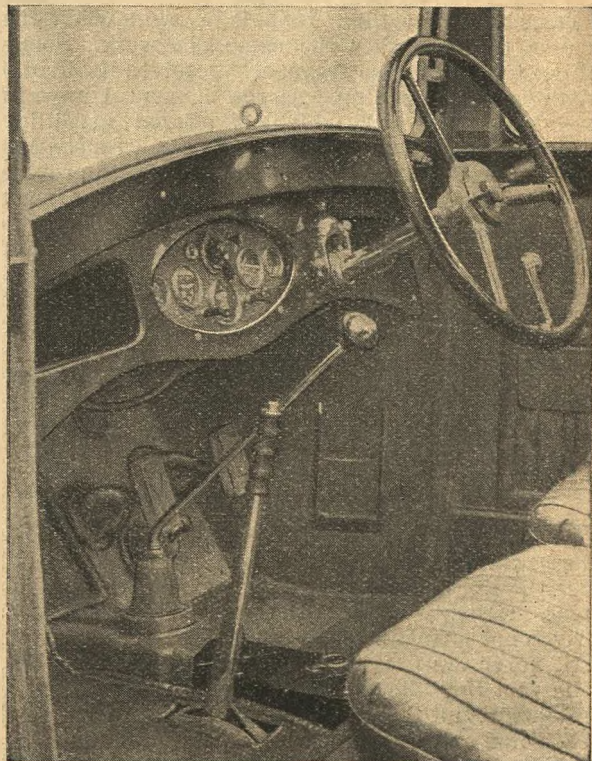
be appreciated that conditions have to be only very slightly in favour of the car for the mile-a-minute mark to be reached—as it was on numerous occasions during the week-end.

A delightful feature of the performance is that these speeds are achieved with an entire absence of fuss or noise. Mechanically, the engine is almost inaudible at all speeds, and only a gentle burble from the exhaust can be heard by the occupants. At speeds up to 50 m.p.h., in fact, the driver is rather apt to forget that there is an engine under the bonnet at all!

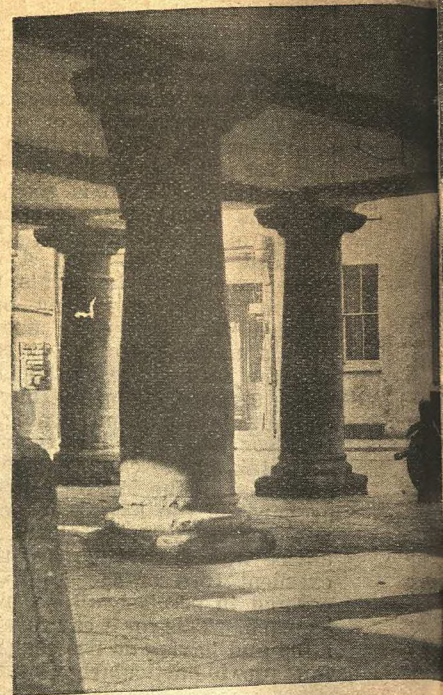
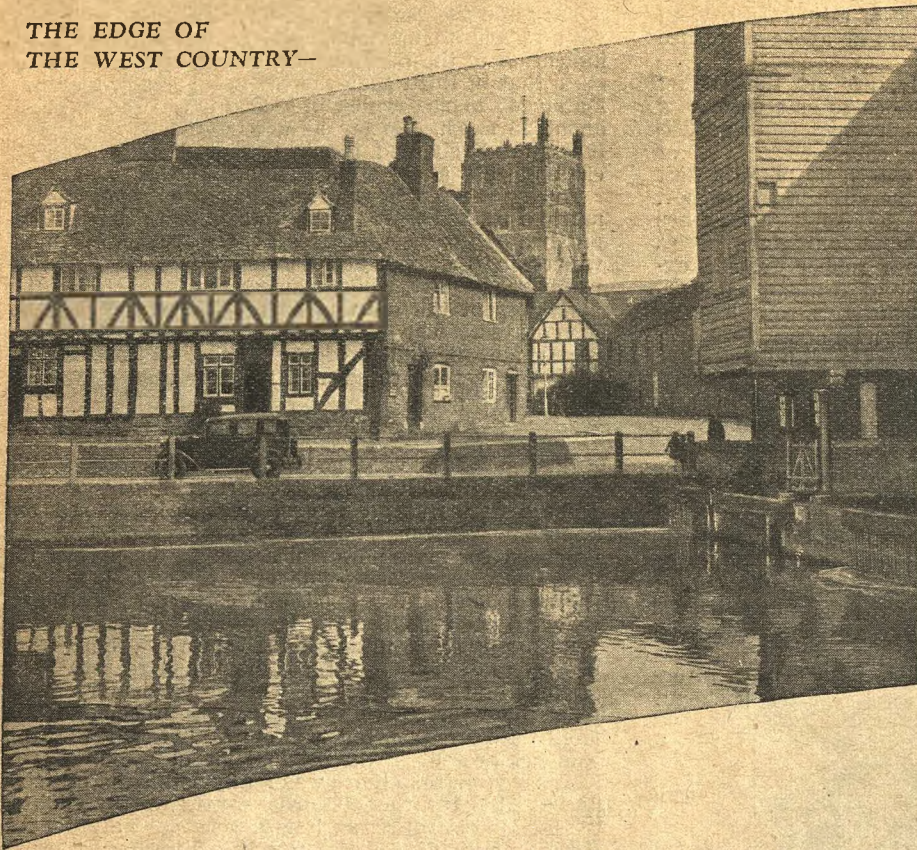
Even when kept flat out for several miles the car shows no signs of distress. This we had ample opportunity of confirming during a run up the North Road en route for Kettlewell and Park Rash, up which we had decided to test hill-climbing capabilities.

This hill, of course, is the *pièce de résistance* of the London-Edinburgh trial, and although we did not anticipate any difficulty in making a clean climb—the Morris Ten-Six is a vehicle which soon inspires confidence—we frankly felt we were unduly optimistic in setting off from the foot with all the seats occupied. Park Rash fails many a car every year in the “Edinburgh” with only a driver and passenger aboard, and to attempt the climb in a perfectly normal saloon with four up seemed asking a little too much.

Far from failing, however, the Morris made an easy climb with a little power in hand, and arrived at the top of the Upper Rash without a sign of overheating or preignition, despite the ascent being made with a



THE EDGE OF
 THE WEST COUNTRY—



RICH

Light Car Comment and Advice

Nothing for Something.

THE cigarette people, one learns, have begun to find that it does not pay to go in for gift schemes. Personally, I shall be glad when the motor trader makes the same discovery. Something for nothing so frequently resolves itself into nothing for something. At the moment I have in mind the free air which is offered at filling stations. As I have mentioned before, I rarely find that filling-station attendants are ready to provide a free blow-up with good grace, and it is a most exceptional thing for them to take any trouble to adjust the pressures with the necessary degree of accuracy.

Last week I had my tyre pressures attended to at a filling station, and on the way home the car steered abominably. When I checked the tyre pressures, I found that they varied from 7 lb. below to 8 lb. above the correct pressure; none of the valve caps was screwed down firmly and one of them was missing.

A Charge for Tyre Inflation.

IF filling-station proprietors would decide to make a nominal charge for tyre inflation one would feel at liberty to "roar them up" when the job was carelessly done and one would not be put in the unpleasant position of asking for a favour whenever the pressures need adjusting. Further, the fact that the air plant earned a little money might prompt them to keep the connectors in good condition and the gauges accurate.

Tens of thousands of tyres must be ruined every

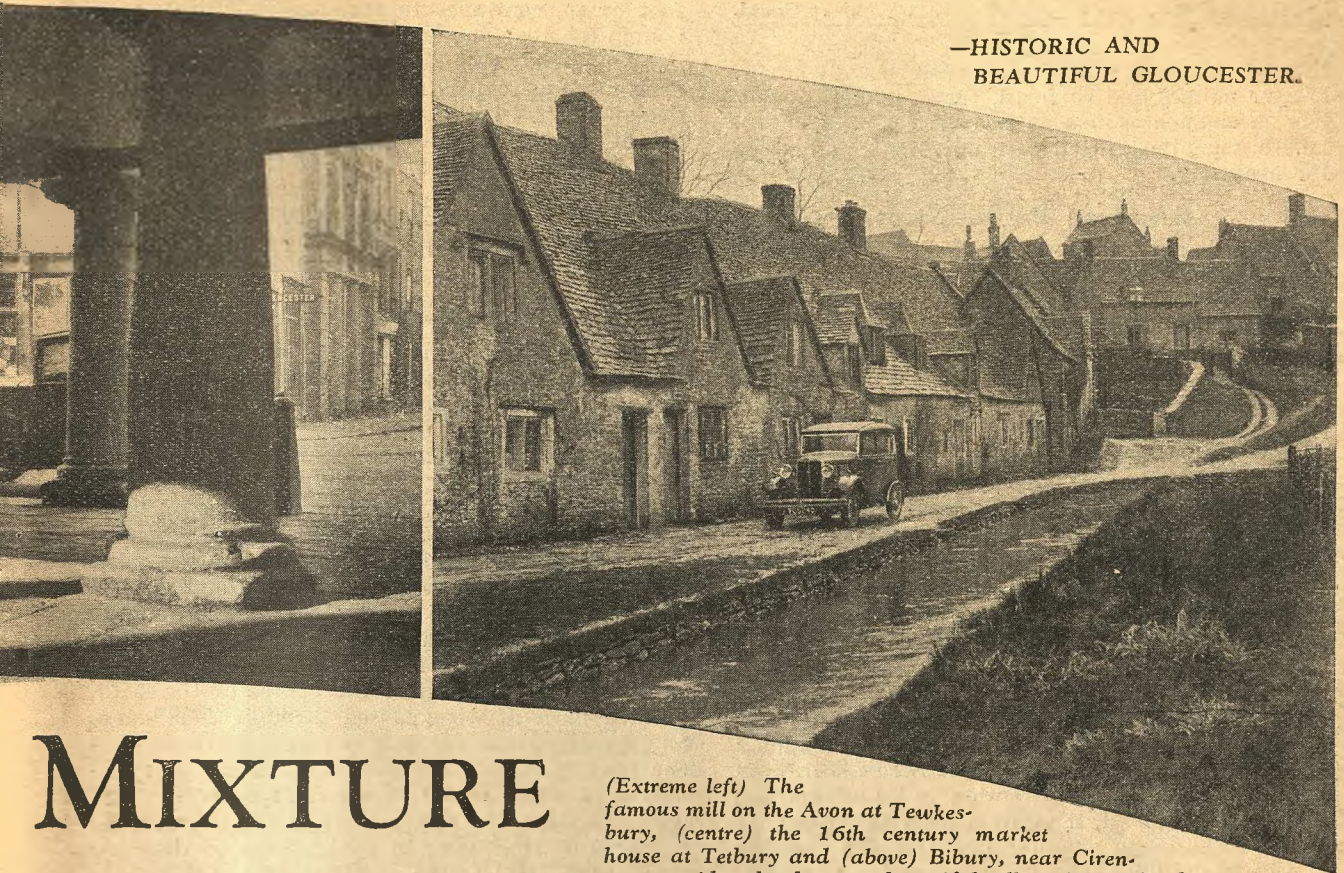
year by slip-^{by focus} methods. It shod inflation must be remembered that probably six out of every ten present-day motorists possess no gauge of their own and have neither the experience nor the perception to detect inaccurate inflation pressures from the feel of the steering wheel.

To Fix an Outside Mirror.

AN outside driving mirror is a boon and a blessing. Of that I am thoroughly convinced, and I am surprised that one does not see more of them. In the summer I fitted one to my car so that I could see astern with a caravan in tow. At first I found that I very rarely used it, having become so accustomed to the interior variety, but after a time I began to get really fond of it. Now I feel quite lost in a car which is not equipped with one.

An outside mirror is a great convenience when one is about to open the off-side door to get out of the car in a busy street; it is handy at night when the rear-window blind is down [and conforms with the requirements of the law.—Ed.], and it is always more reassuring than even the best of interior mirrors. If you have any difficulty in fitting one to the screen pillar of a pressed-steel body I can suggest a good tip. Cut keyhole-shaped slots in the screen pillars and use bolts with heads which just fit through the round portion and shanks which fit the elongated slots. By this means a mirror or spot lamp can be securely attached to a screen pillar consisting of nothing more robust than sheet metal.

—HISTORIC AND
BEAUTIFUL GLOUCESTER.



MIXTURE

(Extreme left) The famous mill on the Avon at Tewkesbury, (centre) the 16th century market house at Tetbury and (above) Bibury, near Cirencester, said to be the most beautiful village in England.

When Adjusting Headlights.

IN issuing advice concerning the correct adjustment of headlights, the A.A. suggests that the best plan is to place the car about 12 ft. from a wall and then to adjust the direction of the beams by measurement. I have tried this plan and it is the one which is followed, of course, in all the car factories which are sufficiently painstaking to send out cars with their lamps in proper adjustment.

A better scheme, however, in my opinion, is to take the car out at night on to a quiet, straight and level road and there to spend ten minutes focusing the bulbs and altering the adjustment of the lamps until the ideal driving light is obtained. It is best to have a rug or a mackintosh which can be thrown over one headlamp whilst the other is being tested. Opinions differ concerning the ideal headlamp adjustment. Personally I like to have the off-side beam directed straight ahead and the near-side beam turned very slightly to the left so that it illuminates the side of the road.

Dipstick's Double Warning.

ALTHOUGH, as I mentioned recently, I have a fondness for a gauge on the fascia board for telling one the level of oil in the sump I have no fondness for an engine which has no dipstick. Of late I have been driving a car with a float indicator on the side of the crankcase to tell one the oil level and, apart from its readings often being inaccurate, it gives one no clue at all as to the condition of the oil.

With a dipstick one can determine not only the precise level of the oil, but whether it is due for renewal. Once, in frosty weather, a dipstick saved

me the cost of a new set of bearings. I pulled it out to test the oil level and found it covered with a glutinous black mass which was obviously a water and oil emulsion. The cooling water had frozen overnight and had made a tiny crack in the cylinder block in a position which allowed water to drip through into the sump! Incidentally, although the emulsifying of the oil had been proceeding for two days the reading of the oil-pressure gauge had remained unchanged. [Focus's opinion is not shared by our Technical Editor, who prefers a float indicator. Readers' own opinions and experiences on this question would prove of distinct interest.—ED.]

Wastage in Car Production.

WHAT proportion of wastage would you say that there was in the production of a car? I am told that it is of the order of 75 per cent. This figure was arrived at by weighing all the materials, stores and fuel which were bought in a given time by one of the big factories and comparing their weight with that of the total output of cars, spare parts and other profitable outgoings for the same period.

I have not the figures in front of me, but my informant assured me that he was quoting a representative case and that there was probably no manufacturer in the country whose wastage was less than 70 per cent. He was discussing, of course, only concerns which manufacture as distinct from assembling, but the ratio of incoming goods to outgoing goods (other than scrap) seems to me to be remarkably high and particularly so in view of the fact that only Ford make their own

RICH MIXTURE Contd.

heavy components, such as batteries, dynamos, starter motors and so forth. Most makers to-day buy even such things as propeller shafts cut to length, machined, fitted with universals and ready for assembly.

Where an Engine Stops.

WHY does an engine almost always stop with the flywheel in the same position? I am assured by the foreman in a big repair shop dealing with cars of many different makes that this is the case, but it is hard to find an explanation. Lack of balance cannot be the cause, for all modern engines are balanced with infinite care. One finds it equally hard to blame "stiff places," for they would surely wear off in time. Varying compressions in the cylinders also surely would not last longer than the first or second decarbonizing.

The fact remains, however, that when the starter ring on the flywheel of an engine is examined it is almost invariably worn considerably for one short sector and is almost free from wear for the rest of its circumference.

A Tourer-saloon.

AT the Show I made the acquaintance for the first time of the tourer-saloon which is made by Weathershields, Ltd., of 48, Moor Street, Birmingham. They called my attention to its advantages some weeks ago, but it was not until Olympia that I had a chance to examine it. The idea consists of a double sliding head the rear portion of which, instead of stopping when it has been slid back a

foot or so, continues to slide until it disappears behind the rear squab.

I found that this head is outstandingly easy to operate and provides many advantages which one does not get with any other arrangement of an equally simple and inexpensive kind.

I could not find at Olympia, however, a car which was a hundred per cent. tourer in one form and a tolerable saloon in another. That, I believe, is the kind of body which is most in need of development.

Old Friends—Compression Taps.

SOMETIMES I rather mourn the passing of our old friend the compression tap, which, I should explain for the benefit of the younger generation of motorists, was a brass tap which used to be fitted in the cylinder heads of every engine.

The prime purpose of compression taps was always obscure to me, but they performed a number of useful functions. When an engine was hard to start you could inject petrol or ether through them. If one was opened it hissed loudly when the engine was turned slowly by hand, so that the compression stroke was always easy to find when the engine was being timed. Sometimes compression taps were fitted near the centre of the head, when a piece of wire passed through them made an excellent gauge for finding t.d.c. In those days one usually timed the ignition in terms of millimetres of piston travel rather than degrees of flywheel rotation. A common trick was to graduate a length of steel wire in millimetres so that one could read from it the position of the piston in relation to t.d.c.



MODERN TRANSPORT — Mr. G. G. Hayden (centre), sales manager of Triumphs, introduces the Triumph Gloria Six to Mr. A. V. T. Wiltshire—a Bristol distributor—on his arrival at Coventry by air. A test report of the Gloria four-cylinder appears elsewhere in this issue.

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Road Safety.

SELF - PRESERVATION is the first law of nature and it appears to assert itself everywhere but on the highways and byways. It is paradoxical, for example, that the instinct which prompts a pedestrian to walk round, and not under, a ladder, fails him entirely when the need for taking safeguards against much more obvious dangers is very real and imperative. Let us instance another case. An artisan engaged in his everyday task of erecting a steel building walks steadily and confidently along a girder knowing full well that a false step spells disaster; yet the same man, as likely as not, will walk off a kerb with his back to oncoming traffic, giving never a thought to the consequences. The explanation is simple. Superstition has been part and parcel of the human make-up since time immemorial, and the attention of the artisan is drawn too fully to the conditions under which he is taking his mid-air stroll for him to make a mistake. If folk would only realize that it may be far unluckier to cross a busy thoroughfare with their thoughts elsewhere than it is to pass beneath a ladder, a lot of accidents would be prevented. Equally, if the artisan could be persuaded that walking across a road may be far more dangerous than traversing a lofty girder, the same desirable end would be attained. In short, if John Citizen would appreciate the factors which are essential to his safety the world would be a far happier place to live in. How can he be converted to this point of view?

Education is the Solution.

FROM the foregoing it will be obvious (as it must be to anyone who indulges in a little clear thinking) that we attribute a very large proportion of road mishaps to the sheer thoughtlessness—frequently amounting to recklessness—of walkers. We have expressed this view on many previous occasions and we shall continue to express it until the authorities freely admit the truth of it and decide to do something about it. What can they do? The answer is readily at hand. They can—and they must—take steps to ensure that walkers are *educated* in the art of walking safely. It is useless to rail against the motorcar—as unreasonable, in fact, as complaining about an April shower that drenches us. The motorcar, as the Minister

"THE LIGHT CAR & CYCLECAR" WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND CYCLECARS, AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR NEARLY TWENTY ONE YEARS.

NO CAR WITH AN ENGINE CAPACITY EXCEEDING 1,500 C.C. (1½ LITRES) COMES WITHIN THE SCOPE OF THIS JOURNAL, THAT CAPACITY BEING GENERALLY RECOGNIZED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

Topics of the Day

of Transport said recently, has come to stop. Education can be given in several practical ways. It should begin more or less in the nursery, it should be continued (even more vigorously than it is at present) in the schools, and the grown-up—biggest culprit of all—should have the fundamental principles of safety first drummed into him by his daily paper, by his cinema, by his wireless and by being punished if it can be proved beyond question that his carelessness has caused some mishap. You've heard this before, too? Agreed, but it is only by emphasizing such points again and again that they can be made to carry the weight they deserve. Constant dripping wears away a stone.

The Motorist's Part.

SPEED, carelessness, callousness and a hundred other sins are laid at the door of the "motorist," and the masses complain that his sins do not find him out, but have to be paid for by innocents abroad. Yet—and here is another paradox—a person who drives is invariably a safe walker. It may be argued that it is because he appreciates the menace of his class as a whole; it is far more logical to claim that he knows just how far a driver is capable of controlling his vehicle in any emergency and is familiar with all the factors with which he has to deal under ordinary driving conditions. No motorist makes a habit of taking risks. If, as is commonly supposed, he thinks only of himself, then automatically he safeguards those afoot; he is only too well aware of the fact that, in the event of a mishap, he will be regarded as guilty unless he can prove his innocence. That is why some drivers run away, for fear makes cowards of us all: we hold no brief for them; such men deserve no sympathy. There are cads, too: we admit it freely; but they are the exception, not the rule.

We conclude by commending the motorist's point of view to the pedestrian. If only he could be made to see it and to appreciate it he would act in a far greater spirit of sweet reasonableness, to the immediate benefit of himself and the class of road users he is so ready to condemn and to blame for the "toll of the roads." The authorities must be made to see it, too; the tendency is to concentrate too closely on people who drive.

Technical Aspects**EASIER WINTER STARTING****How Float-chamber Petrol Evaporation
Can be the Cause of Battery Overload**

By

L. MANTELL

THE winter, with its train of troubles, is almost upon us, and a few timely warnings and reminders will, therefore, be in season. Probably the first indication that "Christmas is coming" will be troublesome cold-starting. I have written much at various times on this subject, but the mean temperature of the past summer was quite sufficient to "fractionate off" from the memory most matters on which cold weather had any bearing, so a review will be helpful.

It goes without saying, of course, that for easy starting in low temperatures lighter spirits are preferable, so I will not waste space by labouring the obvious, but, instead, will offer a few remarks on the less generally recognized causes of troublesome starting.

One of the most universal last year—and I regret to note that very little effort to cure it seems to have been made this year—is stale float-chamber petrol in pump-fed systems. What happens is this; We come in from an average or, perhaps, a fast drive, switch off, go home, and forget about cars for the night. But operations in the car are by no means pulled up short by merely switching-off; they go on for quite a little while after the owner has departed, and here is their procedure.

WHILE being driven, the general draught and continually renewed supply of petrol to the float chamber kept that member fairly cool. But so soon as the engine is stopped in a still atmosphere this particular heat balance no longer "stays put." The cooling spray has ceased, together with the constant cold petrol replenishment, but the contained heat in the heavy mass of the engine, manifolding, and so on, remains for some time, and as there is nothing now to prevent it, it proceeds to invade the no longer cooled carburetter.

Petrol is a mixture of "all sorts," only a certain proportion of it being composed of the low boiling-point fractions so necessary for easy starting, and so soon as the carburetter and float chamber are heated up—which they generally are in most engines in a few minutes after stopping—these light parts commence to evaporate.

Just how thoroughly the petrol is made stale in this way depends, of course, upon the brand of "juice," the

size and, therefore, heat-retaining capacity of the manifolding, the position of the carburetter, and such-like obvious factors. But to a greater or lesser degree that petrol is bound to be made stale during the night.

By "stale" I do not mean that its efficiency from a power-producing point of view is necessarily impaired in the least; only its cold starting qualities due to the abstraction of the low boiling-point fractions.

THERE are certain fuels on the market which are entirely excellent in so far as ordinary running is concerned, once the engine is warm, but are lacking in the ability to give easy winter starting, and must therefore be "adjusted," as they call it, by the addition of a proportion of very low-gravity spirit to provide this capacity. Such petrols are very quickly made stale if exposed to heat for a short time, and this is the trick that our hot manifolding proceeds to play upon us directly we have said good-night, and more especially with pump-fed carburetters.

We duly return to a cold and sticky engine in the morning, but probably never suspect for a moment that instead of a float chamber full of live petrol we have about half that quantity of something that may be several grades below the worst No. 3.

The first dozen revs. or so of our engine are therefore employed in making good this deficit with new petrol from the tank; but we may not yet be out of the wood, for the float chamber content is now about 50-50 fresh and thoroughly stale petrol; more revving is needed, therefore, gradually to replenish and withdraw respectively up to the "firing" quality, when all will be well—perhaps! for remember, our battery has by now had considerable demands upon it, and although the r.p.m. may not have seriously dropped, it is quite likely that the spark—if the engine is coil-fired—is rapidly approaching the "go-not-go" condition.

Electricity, like all other mobile fluids, has a trick of choosing the path of least resistance. The starter motor

has practically none, but that of the coil is considerable; it is quite possible, therefore, for the engine to be still turning over at sufficient speed to provide a start, in so far as spraying and charge conveyance are concerned, but the spark strength is down to a shadow of its normal lusty crackle.

So much for the warning and the indictment, but what is the cure? I hesitate to say, because these troubles are not sufficiently widespread to require drastic reformations.

A REAL "he-man" battery and a starter thoroughly up to its work is almost a sovereign remedy. I have not yet had much opportunity of testing the latest models, but in my opinion those of the past were frequently lacking both in battery capacity and starter size. It is a mistake to imagine that there is any electric economy forthcoming from an under-powered starter.

As regards the carburation side of the question, I don't quite know what to think about mechanical pumps as at present made. Gravity feed is moribund, for a rear tank is safer and more convenient; a lift of some kind is necessary, therefore.

Vacuum devices are liable sometimes to upset carburation and to impose limitations on prolonged climbing; but I wish all pumps were fitted with some kind of float-chamber primer to take the starting strain off the battery, and, coupled with this, I would like to see, in the case of mechanical pumps, some attachment by which it would be possible to run the float chamber dry before switching off, so that fresh petrol could be obtained for the next cold start.

This, by the way, is a tip which I would recommend in all cases where there is the slightest starting trouble in cold weather.

It is a certainty that petrol left overnight in a float chamber is never so rich in light and volatile products as a fresh supply from the tank; therefore, if you cannot get rid of it any other way, and if an undue amount of current is required to start the engine, remove the float chamber and empty it away, or loosen the union at the bottom, if your carburetter is of that kind, but *get rid of it* if you want to save your batteries.

I will continue the subject next week.

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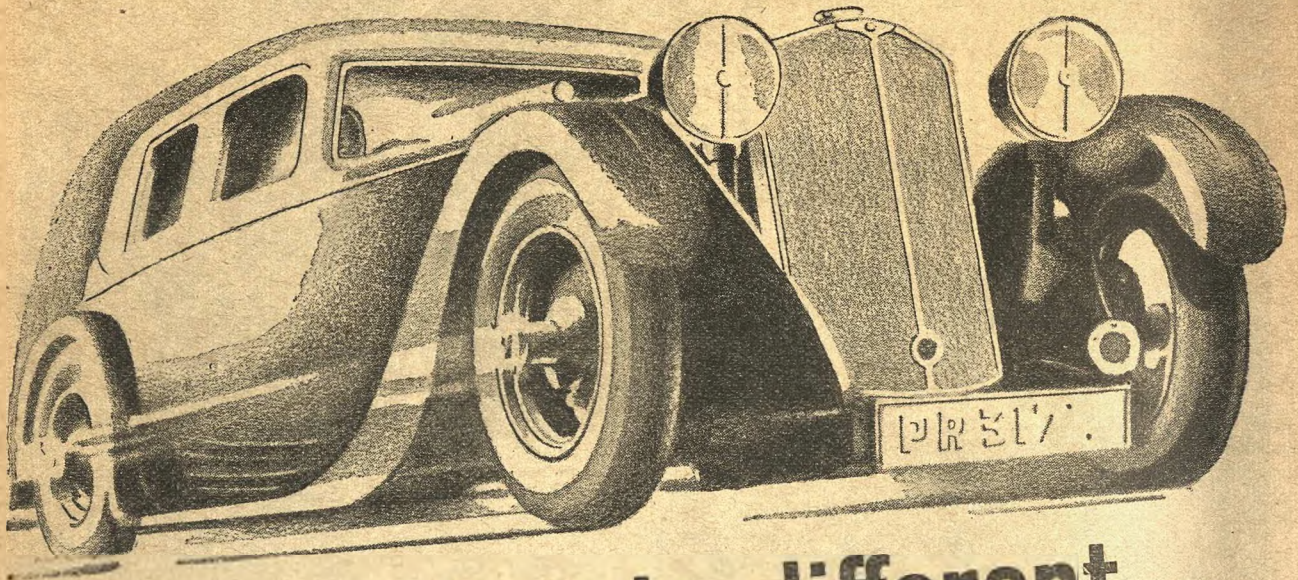
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Practical Aspects

ADJUSTING WIPER BLADES

Setting the Squeegee in a Manner Which Will Ensure a "Clean Sweep"—Surface Plates

WINDSCREEN wipers have now reached a definite state of perfection, so far as design is concerned, but there are still hundreds of drivers who put up with very bad wiping. Let us see what can be done about it.

We will assume that the blade-actuating mechanism—whether it be electric, vacuum or mechanical—is in good order; faulty wiping, therefore, must be due to the blade.

During the past wonderful summer screen wipers were practically never needed, and the blade, being left in the "parked" position, gave a permanent set to the squeegee rubber; thus, when set to work, the blade will no longer "flop" sideways at each change of direction.

The result of this is that, as a rule, there is a clean wipe on one sweep and a blurred or juddery one on the other. It is no use trying to reset the rubber; one must buy a new blade.

Similarly, the pressure of the blade is important. Modern Lucas wipers have spring-loaded blade arms; in addition, there are three positions for the blade on the spindle, whilst, if very great accuracy of setting is desired, an intermediate position can be arranged by filing another groove in the spindle, to take the clamping screw.

Spindle Setting.

In spite of the spring loading, it is useless to expect efficient wiping if the motor spindle be bent or if, owing to faulty mounting of the motor, it is not perpendicular to the plane of the screen. It is not difficult to pack the mounting—using hard wood or fibre, shaped as necessary.

As a rule, metal-cased rubber washers are used behind the nuts which clamp the motor to the screen; they prevent water finding its way through the stud holes to trickle down the inside of the screen. If suitable washers are not available, it is a very good plan to pack the holes with plastic wood.

My own method in these circumstances is, having removed the motor, to spread plastic wood thinly over the inner surface of the screen frame, where the mounting fits, and to push some into the stud holes. When the motor is refitted tightening the nuts draw the mounting face on to the plastic wood, thus moulding it to the exact shape of the opposing surfaces.

In this way one secures a perfect fit, and water is definitely excluded. No attempt, however, must be made closely to bush the spindle hole, as the resulting stiffness may overload the motor.

As a rule, when the screen frame is drilled the rubber channelling around the glass is also pierced, but a drill always cuts small in rubber; therefore, the resulting hole will usually contract to a close fit around the spindle, thus

By "Shacklepin"

forming an effective packing medium.

I am a great believer in obtaining the largest possible wiping sector and in using tandem blades. It is not so much that one wants to provide the passenger with a clear view—although this is always appreciated—but rather to ensure that driving vision to the left is unobstructed.

Surfacing Cylinder Heads.

Often in repair or maintenance work it is necessary to have an absolutely flat surface for checking or marking out. The proper tool, apparatus or device—call it what you will—is a sur-

face, the larger sizes naturally being very expensive.

One of the main uses of a surface plate in maintenance work is in checking the "flatness" of cylinder head and block faces, cover joints, half-bearing faces and so on. If the plate is to be large enough to take a cylinder head of normal size—say, a four-cylinder "ten"—it will cost the best part of £5, and this expense is scarcely justified as the plate will be used so seldom.

Is there no alternative? Yes; for all ordinary purposes a sheet of thick plate glass will serve admirably. A piece not less than $\frac{1}{2}$ in. thick should be chosen, and, if possible, it should be backed with a sheet of baize or felt mounted on a thick and truly planed board.

Plate glass has a very high surface accuracy, and, being moderately cheap, it can be used for rubbing down cylinder head and block faces which have warped slightly.

The scheme, of course, is to spread abrasive powder and oil on the glass and to rub the head over it with a more or less circular motion. If the block face is to be trued the studs must be removed and the glass plate rubbed over the face.

Excessive warping cannot be cured in this way—except by immense labour—but minor inaccuracies do not take long to eradicate. From time to time during the rubbing progress should be checked. The best way to do this is to have another sheet of glass covered with "marking," which is lamp-black or prussian blue mixed with oil and very thinly spread on the glass.

Checking Head Accuracy.

The head or block surface is carefully cleaned with petrol to remove all abrasive, and then rubbed on the marking-covered glass. Only a slight rub is necessary to enable the surface to pick up the marking, and an examination will then show if the face is true all over or only in patches. Grinding must be continued until, with the thinnest possible film of marking on the glass, no unmarked patches show on the metal.

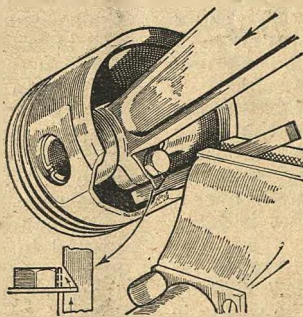
I am not very much in favour of lapping the head and block faces together as a kind of finishing touch. The areas of the two faces are equal and of the same shape; therefore, during the rubbing movements there is a good deal of overlapping.

This gives rise to the risk of rocking or tilting the head, with consequent further risk of producing inaccurate surfaces. In skilful hands the job can be done very successfully; in fact, it is possible to make the surfaces so true that no gasket is needed. Amateur mechanics, however, should be content with the glass grinding. A good copper-astbestos or a "Klingerit 1,000" gasket will look after the gas tightness.

The Week's Best Hint.

Bending Tab Washers.

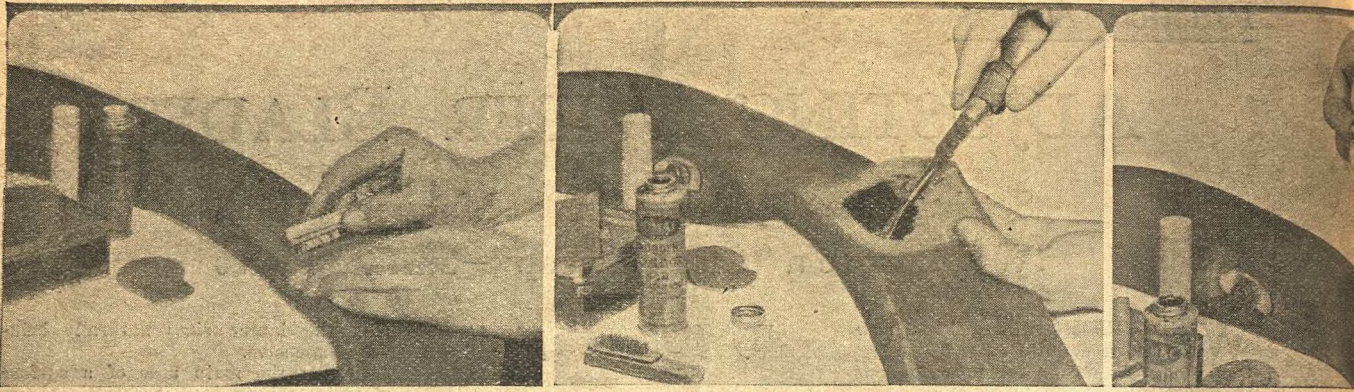
ON engines in which the gudgeon pins are clamped in the small end of the connecting rods it is difficult sometimes to bend over the tabs of the locking washers. A way out of the difficulty is to file a nick in the side of an old



screwdriver blade and, gripping this in a vice, to engage the nick with the end of the tab, as shown in the sketch. Holding the piston and con. rod assembly securely, gently tap the big-end of the rod with a wooden or lead mallet. This will have the effect of bending the tab upwards into its locking position against the side of the nut. Any final bending necessary can be done with a strong pair of pliers.

face plate made of cast iron. The underside is specially ribbed for strength and to prevent warping whilst the face is machined and hand scraped to a surpassing accuracy—the limit usually being one five-thousandth of an inch.

The plates are usually square or rectangular, and they vary in size from a few square inches to several square



The novice often finds it difficult to make a patch adhere properly, but if the operation is carried out as shown in the photographs above no trouble will be experienced. The correct sequence is shown from left to right, as follows:—(1) Clean and roughen the tube well with a wire brush. (2) Smear with solution, using a screwdriver or blunt knife for spreading. (3) Remove the backing from the patch, taking care not to touch the prepared surface. (4) Apply as shown. (5) Press it firmly into position and (below, on right) finally dust with a little french chalk.

“Focus” Gives Some Useful Hints on

The ART of MENDING

Tyre Troubles May be Rare
of How to Deal With Them

THERE must be thousands of motorists of the present day who have yet to mend their first puncture, but I doubt whether many of them are readers of *The Light Car and Cyclecar*. Nobody who is really fond of his car entrusts the maintenance work to others—not even the grubby and often very irritating job of mending punctures.

While I may presume, however, that every reader has mended at least one puncture in a car tyre, I believe that probably 90 per cent. can glean some useful knowledge from a little discussion of the subject.

Let us begin with the valve. When a tyre goes down, the first thing to look at is the washer in the valve cap. Sometimes these washers get deformed and hold down the plunger, thus effectively letting the wind out. If the washer shows signs that its useful life is over a new valve cap must be fitted—a loose washer is not a success.

After the washer in the cap, the next thing to investigate is the air seal of the valve “inside.” This is a soft red washer which is revealed when the spring is compressed a trifle with a finger-nail. If it is not a bright red colour some oil or grease has probably reached it from the pump barrel and it will be of little further use. A spare “inside” will be indicated. Perhaps I need hardly add that the spring of the valve “inside” must work smoothly, that dirt must be kept out of the valve and that it is always a good plan to blow into the inside of a pump connection or to give the pump a few strokes (to get rid of any grit) before the connection is fixed to the tyre valve.

Wise men keep on the garage shelf a special tin for storing the tyre repair outfit and a few spare valve parts. This tin should also contain one of the little combination tools which are made for truing the threads of tyre valves. They cost only a few pence and embody a die for the outside thread and a tap for the inside thread.

When a tyre goes down in the garage and the valve is not to blame I rarely bother to take off the wheel unless the mudguard clearance is extremely small. Many years of motorecycling taught me that a puncture is just as easy to mend with the wheel in situ as it is

with the wheel lying horizontally on the ground.

The first move in the game is to locate the puncture. If it can be found, note its position in relation to the valve and with a wetted finger make a mark on the wall of the cover. Then, carefully following the tyre makers’ directions, slip the cover off the rim, having previously removed the nut from the base of the valve body. If the puncture is not near the valve there will be no need to take the tube right out of the cover. When the condition of the cover is poor, however, it will be best to take it off as the inside should be carefully examined.

I always make a practice of testing the tightness of the base nut of the valve immediately I take out a tube—it is so easy to forget to do so later.

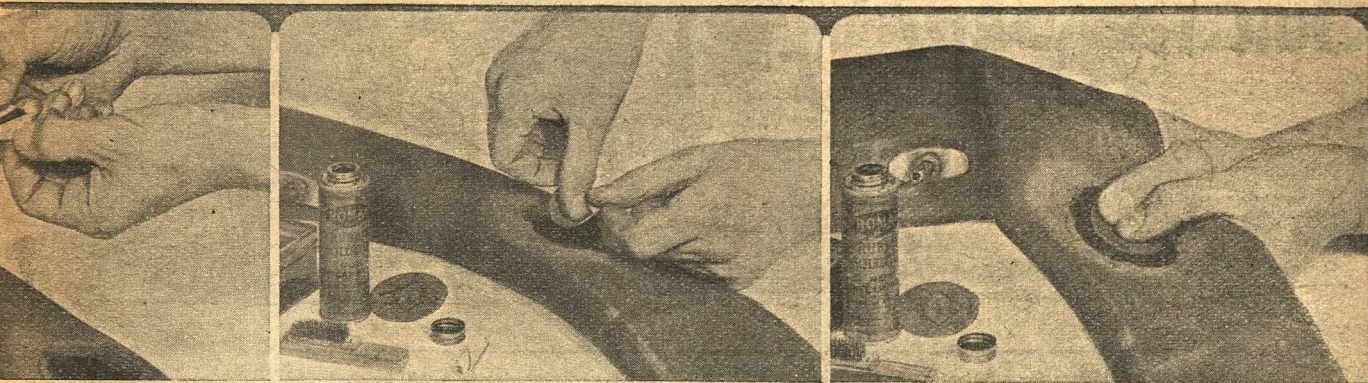
When the hole in the tube has been located there is nothing so good for getting the surface ready for solution as a stiff wire brush. Glass paper will serve, however, and so will the abrasive material on the side of a box of non-safety matches. Merely wiping the tube with a petrol rag is not satisfactory, and in any case rubber and petrol are not good friends.

Never touch solution with your fingers. It should be spread in a thin, even layer with a knife-blade or a screwdriver, and within reason it is impossible to allow it too long to dry. I have often solutioned a tube, gone indoors for a leisurely meal and applied the patch an hour or even two hours later. At least five minutes should be allowed for the solution to dry, however great the hurry may be.

About Patches.

Everyone nowadays uses backed patches, and excellent things they are. When taking off the backing material which covers the prepared surface the patch should be held by the finger-nails over a clean bench. It is best applied to the tube by curling it round into a semi-circle so that its centre part will touch the tube first. This enables one to locate it accurately and prevents air bubbles getting trapped beneath it. With the latter consideration in mind, a big patch should always be worked down with the thumbs from the centre outwards.

The best patch is always the smallest which will do the job, and I do not believe in patching when a cut is more than half an inch in length. The tube should be vulcanized or scrapped according to its general condition.



ENDING PUNCTURES

*These Days, but a Knowledge
is Valuable Nevertheless*

Do not forget to remove the puncturing agent from the tyre before the tube is put back! Sometimes it will take quite a lot of finding, but it pays to persevere. Once, by the way, I took out a tube and found a puncture centred in the impression of a magneto spanner which had been accidentally dropped in the tyre when it was put on. The tyre had run hundreds of miles with the magneto spanner between the cover and the tube and no harm had resulted until gradually it had chafed a hole in the tube.

To examine the inside of a cover it is best to stand it upright on the ground and to press with some weight on the top of it. This makes the lower part bulge open, and with some help from the hands it can be opened out nearly flat. Personally, I lean on top of the tyre with my chest and thus have both hands free to manipulate the walls.

Cover Defects.

If there are damp patches inside a cover its life will be nearly at an end. Similarly, any disturbance of the regularity of the layers of cord will indicate that a burst will soon occur. Dark circumferential lines round the inside of the cover indicate under inflation, and little black spots show that there are deep cuts through the tread which should be filled with a suitable stopping (inserted from the outside, of course).

Present-day covers cannot be successfully repaired with internal patches. When there is a bad gash the cover must be scrapped if it has done a good mileage, or it must go away to an expert if its tread is still sound.

Before replacing the cover on the rim make sure that the rim tape is sound. Any protruding spokes can be filed down and rust marks need a rub with sand-paper and a touch of quick-drying cellulose. I always replace one bead of the cover before thinking about the tube. The next job is to inflate the tube until it is just distended, but still quite flabby, and to get the valve back in its hole. Some valves are not in the same plane as the tyre, and in such cases there is of course a right way round and a wrong way round for the tube.

With the whole length of the tube tucked comfortably inside the cover, the outer bead is ready to be replaced. Begin at a point opposite the valve and follow the tyre-makers' directions. Sometimes the last section will defy all efforts to lift it back on to the rim,



which points clearly to a part of the tube being trapped between the bead and the well of the rim at a point diametrically opposite. An undersize tube will make a thorough nuisance of itself in this way, but can be coaxed out of the well with the little spatula-like lever which you find in the tool kit of a new car. Another good tool for the purpose is the handle of a kitchen tablespoon.

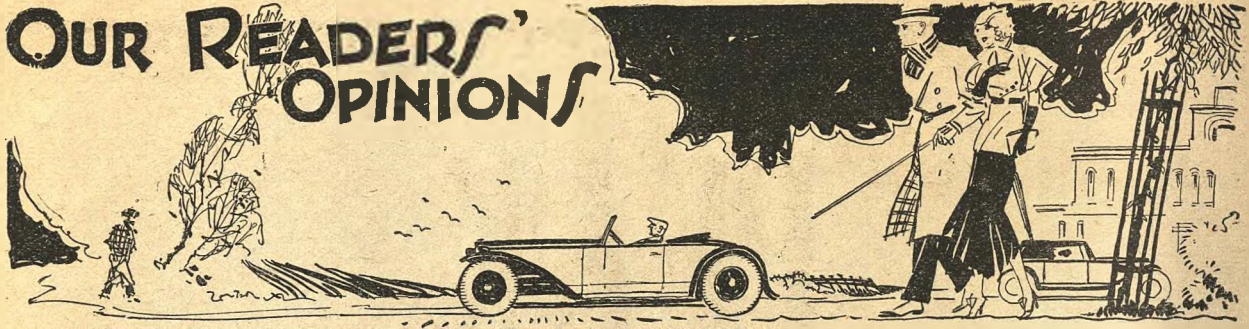
The use of large levers and great force when replacing a cover entails a serious risk of breaking the wires which are moulded into the beads of the tyres. As most of us know, it is also difficult to apply much brute force without accidentally nipping the tube with the business end of the lever.

I am told that it pays to examine a tyre after the first few pounds of pressure have been raised with the pump. The circumferential lines moulded on the walls should be concentric with the rim, and if they are not the tyre should be bounced on the ground or prodded with a blunt instrument until it makes itself more comfortable on the rim. I have found on many occasions, however, that neglect of this precaution leads to nothing more serious than a loud and rather alarming "pong" when the internal pressure becomes sufficient to force the cover up on to the shoulder of the rim.

Sometimes tyres play queer tricks, particularly those which have been bought cheaply as "clearance" or "bargain" stock. I have known them suffer from a repeated series of tube nippings (due to the diameter of the bead being incorrect, and I have encountered instances of the filling coming out of defective places in the casing and allowing the tube to be worn through by the gaping and contracting of the crevice.

I have heard it said that when a tyre has been taken off a rim it should always be put back the other way about to equalize the wear. Similarly, I have heard that the reversal of stressing which this sets up will certainly lead to disintegration. Personally, I do not bother one way or the other, and in any case a tyre meets with reversals of loading whenever one changes a wheel from the near side to the off side, or for that matter when one stops accelerating and begins to brake.

OUR READERS' OPINIONS



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

MAKING A CAR THIEFPROOF

The suggestion of "Merlin" to make the gear lever (already detachable for thiefproofing purposes) in the form of a chubby umbrella is distinctly brilliant, but I have an alternative that I think will find favour. My suggestion is to increase the diameter of the

Ideal for Carrying—Fluid! "stick" to 2 ins. or 2½ ins., line it internally with porcelain and fit a screw stopper, so that it could be used to contain some fluid useful to the motorist, such as distilled water for the batteries, which might be needed at any moment.

SIGHTLINE.

Lockable Petrol Taps.

May I be allowed to make a few remarks concerning the thiefproofing of motorcars? In the first place, what does "Merlin" propose doing with his umbrella-cum-gear-lever on a summer day, or how does he propose applying it to cars using a Wilson gear-

A Suggested Method.

box? It would seem to be a clumsy refinement, and not quite as effective as "Merlin" would have us believe, for one of his "Magic Wands" would be an open sesame to scores of cars. Secondly, I wonder if anyone has explored the possibility of building a lock into the petrol tap. Such a device would be considerably more difficult to short-circuit than the usual ignition lock, and by utilizing the well-known Yale principle every lock could be built so as to require a different key.

If only carburettor makers would take it upon themselves to build such a device into the base of the float chamber, the thief would earn every car he got away with. At present, the

only disadvantage of such a scheme seems to be that it would be necessary to make an excursion under the bonnet every time the car was to be locked or unlocked, but this would be completely offset by the knowledge that the car was really secure.

Lastly, the arrangement of a locked petrol tap would introduce none of the difficulties that are met with in locked brakes or steering, in connection with public parking.

MAURICE HANCOCK.

An Umbrella-gear-lever.

I was much interested in "Merlin's" scheme of making the gear lever removable and, when removed, become a stubby umbrella. I fear, however, that one of the snags in this scheme is that, as most people know, an umbrella is a very easy thing to lose. It therefore conjures up some rather disturbing visions of arriving

Some Possible Snags.

back at one's car after dinner in a nearby restaurant and discovering (a) that one has no gear lever, or (b) that one has somebody else's umbrella which will on no account serve as that necessary component.

If "Merlin" can produce some method by which it would be impossible to lose his umbrella-gear-lever, then by all means let us have this alteration.

Another point that occurs to me is that it might be possible for the umbrella to open while one is changing gear, which would produce some extraordinary and possibly even dangerous results!

MACDUFF.

Car v. Motorcycle on Corners

The remarks of "The Blower" in your issue of October 20 certainly need strongly contesting. He conveniently forgets that all that the 120 m.p.h. to 130 m.p.h. supercharged racing cars have had to contend with has been

A Challenge.

500 c.c. unblown motorcycles, with a maximum of 100 m.p.h. to 105 m.p.h. at the outside. Equal maximum is the only practical comparison, and, given this, the bike will beat the car on the type of course mentioned.

I am willing to send an unblown 500 c.c. motorcycle (and rider) to Shelsley, and, given fine weather, if it does not in three trouble-free runs, with a like number of practice runs, equal the best unblown car time to date, or get within 10 per cent. of the blown record, I will give £5 to any charity which the Editor of this journal cares to name, provided that "The Blower" agrees to do the same, if the machine does as I claim.

L. W. E. HARTLEY.

* * The point at issue is hardly the subject for a wager.

* In any case we feel sure the Midland Automobile Club, who are the lessees of Shelsley Walsh, would never permit either demonstration runs or competition by motorcycles.—Ed.

B34

Which is the Faster?

With reference to the subject raised by the "Blower" concerning the relative speeds of cars and motorcycles round corners, I wonder if the following point has been considered?

Effect of Relative Width.

This is the effect of the width of the two vehicles relative to the width of the road and the angle of the corner. The point which leaps to the mind as an example is a comparison of Dundonald hairpin, with the squiggly part of the Ulster course between Comber and Dundonald Bridge. Not necessarily the whole of it, but my memory gives me the impression that there are bends on that section which require steering round on a car but which would allow a bike to travel in nearly a straight line. No doubt there are other and perhaps better examples.

In my opinion, therefore, there can be no cast-iron statement that either class of vehicle is faster on all corners. It must depend on the corner in question and the maximum possible speed of approach, I think, enters into the matter and has a distinct bearing on it.

J. D. WOODHOUSE,
General Secretary, "Sunbac."

Is PLAIN PERFORMANCE *enough* for you, or

do you want

PEAK *performance?*

A car upon which you can rely a little more—either in passing a tramcar down hill on a foggy day or in crossing a continent.

A car of which the critics violently discuss its colour schemes and the shape of its ashtrays because they can find nothing to criticise in the engine, transmission, or coachwork.

A car that, in a changing world, gives you nothing that is not ultra-reliable, ultra-

simple; that makes a novice feel an expert and gives the expert the complete satisfaction he demands.

Among motorists, when you own a Riley, you have "arrived."

The 9 h.p. Riley from £298. 6 cyl., 12 h.p.. from £348.

Dunlop Tyres and Triplex Glass.
New model details from Riley (Coventry) Limited, Coventry; and 42 North Audley Street, London, W.1.

most successful
Riley
car in the world!



WORLD'S FASTEST ACCELERATION!

BY MOTOR CAR

**102 M.P.H. AVERAGE
FOR 1 MILE FROM REST**



At Brooklands on Oct. 31st, Mr. John Cobb, driving the Napier-Railton, broke the Standing Start World's Record for one mile, averaging 102.52 m.p.h. (subject to official confirmation) using

WAKEFIELD
Castrol
The World's Fastest Oil

**"If there were a better oil
I should use it"**

John Cobb.

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

OUR READERS' OPINIONS Contd.

Under-water Exhausts on Motor Boats.

The opinions and theories advanced by your correspondents on the question as to whether water in exhaust systems causes back pressure of sufficient intensity to stop an engine has been most enlightening. I have not observed, however, any explanation or comparison put forward as to how this problem is solved in motor boats, where the exhaust comes out of the boat under water level.

How Are They Arranged?

It would be interesting to have the views of your distinguished contributor, Dr. A. H. Stuart, on this point.

G. GREENHILL.

Consideration for Horses.

At the beginning of and during the hunting season one frequently meets horsemen and led horses on the road. Although practically all horses are now broken to motors, a car or motorcycle passing quickly may easily frighten a horse, especially in the morning when it is on its way to a meet. As a sporting gesture, may I ask, therefore, that all motorists will either stop or slow down when meeting horsemen, and also be sure to give them the maximum amount of room?

F. P. ARMSTRONG, Secretary, R.A.C.

Ventilation in Saloon Cars.

I noted with interest, in your issue of October 27, that "Focus" is asking for "some patient soul to conduct experiments in connection with saloon ventilators." I also have experienced just the trouble from which "Focus" is suffering, and have found a solution in a neat and cheap little gadget known as the "Enots Ventacar," which is marketed by Benton and Stone, of Birmingham. This entirely overcomes all trouble from draught, tobacco smoke, misty windscreen and general internal fumes. It is quite a cheap job to buy, and I have found it, on two different cars, absolutely efficient. I believe I have seen this device advertised in *The Light Car and Cyclecar* at different times.

The "Enots Ventacar."

known as the "Enots Ventacar," which is marketed by Benton and Stone, of Birmingham. This entirely overcomes all trouble from draught, tobacco smoke, misty windscreen and general internal fumes. It is quite a cheap job to buy, and I have found it, on two different cars, absolutely efficient. I believe I have seen this device advertised in *The Light Car and Cyclecar* at different times.

D.M.C.

The Purpose of "Technical Aspects."

In reply to "Veritas's" letter in your issue of October 27, I quite agree that the last word was not said on the subject of "six" versus "four" comparisons in my article in your issue of October 20, I would like to have said much more, but I ask "Veritas" to remember that I am limited both by space and by the fact that in these discourses my object is to convey interesting technicalities in a *comprehensible* form to readers who are, for the most part, non-technical.

Mr. Mantell Explains His Position.

Perhaps I should have included the "time element," but I did not consider this very necessary in an article devoted to production touring engines, especially as I have belaboured the point thoroughly in earlier articles devoted to high-output engines. My efforts in "Technical Aspects," in short, are not for evident technicians like "Veritas."

If he cares to consult his second paragraph he will have a good example of what I mean. In it he refers to "half-period vibration," "octave component," and finally ends by saying that, "As the human body cannot distinguish between

dynamic balance and power-smoothing, a four can easily be mistaken for a six." I trust he will not consider it offensive if I ask what proportion of readers does he think will have the slightest idea of what he is talking about!

If "Veritas" reads my contributions he will notice many flagrant but necessary technical "bloomers." I often describe "inertia," for instance, as "momentum," simply because the former word conveys to the average reader a state of rest *only*, but the—often thoroughly incorrect—alternative conveys the idea exactly. I trust that this will serve to explain the position and that he will believe that I do know better.

And now in answer to "Multum in Parvo." He also has omitted to notice that my remarks had reference to touring engines only. What he says about the Delage, Bugatti and Alfa-Romeo racing cars is quite correct, but, like the "Flowers that bloom in the spring, tra la"—it has "nothing to do with the case."

May I refer him to the last paragraph of "Veritas's" letter, and, more particularly, to his last sentence, in which he mentions that in 1926 there was actually a 12-cylinder 1,100 c.c. engine made, and may I try to impress on him that the object of increasing the number of cylinders for racing purposes is solely to enable the employment of small and, therefore, high-speed reciprocating assemblies (con. rods, pistons, etc.). What is lost on a score of frictional or calorific disadvantages when compared with a simpler engine is more than made up by power gained in virtue of revs.—the intrusion of the "time element," in fact. But this has nothing whatever to do with the comparison of four-cylinder and six-cylinder production engines.

L. MANTELL.

Speed Limitation in Racing.

I was interested to read the proposals put forward to limit the speed and danger of Continental road racing, and I should like to make a few suggestions. I should like to explain that I have never had the opportunity of driving at 170 m.p.h. on a good modern racing car, so I would ask the pundits to deal gently with me when they tear my suggestions to pieces. Of course, I have driven a Blank special at 65 m.p.h., and I should think the floating sensation and general feeling of insecurity is about the same as an "Alfa" at 179 m.p.h.

Two Suggested Regulations.

I think that what is wanted is a combination of the remedies suggested in your issue of October 27. It seems to be a retrograde step to ban superchargers entirely, so I would suggest either (a) that supercharged cars must not exceed (say) two litres and all cars, supercharged or not, of any capacity over 1,100 c.c. should have a minimum weight limit, or (b) that a supercharged car should be considered as having 30 per cent. greater capacity than a similar unsupercharged car, and that there should be a minimum weight for each class.

Either of these schemes would have the merit that manufacturers would have two possibilities—either to make a blown small car, or else an unblown large car, whichever suited their taste; furthermore, the supercharger manufacturers would still be able to turn an honest penny, which will be increasingly difficult for them if superchargers are banned, as I imagine that the chief sales of blowers are to racing manufacturers and tuners.

A. G. SINCLAIR.

Ed. Note.—We have received several further letters on the subject of oil gauges, and wish to point out that the correspondence on this subject is closed.

POP, PIP AND PANSY

Pansy Suspects—



—a case of mistaken identity.

OUR READERS' OPINIONS Contd.

Why Not Autostrada for England ?

Why not provide work for the unemployed, help motorists and make a sound national investment by constructing motor highways in this country, as is being done throughout Italy?

An example of the use made of these roads reserved entirely for motor traffic, the Italian State Tourist Department reports that a daily average of 900 cars used the Turin-Milan motor road, opened 12 months or so ago, during its first year. The distance from Turin to Milan is roughly 100 miles, and the charge for a medium-powered car for the whole distance is 15 lire, about 5s., for a single journey and 22.50 lire, about 7s. 6d., for a return ticket. Would not a similar road between, say, Birmingham and London, with their considerably bigger stream of traffic, be a sound investment? ABSALOM KING.

CONDENSED CORRESPONDENCE

J. Vick (Sutton, Surrey).—The Editor has endeavoured to get into touch with this correspondent at "Beldorney," Brighton Road, Sutton, Surrey, but the letter has been returned. Will Mr. Vick please verify the address so that a reply can be given to his letter of October 27?

Questions Asked and Answered

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

Which Wheels Lift.—S.T. (Bristol).—The argument which you have had with your friend is almost as old as motoring; the correct answer is that it is the *inside* wheels which lift when a corner is taken too fast.

Fluid Flywheels.—P.A.T. (Northampton).—At the present time only two light cars are available with the Daimler fluid flywheel, these being the 10 h.p. Lanchester and the 10 h.p. B.S.A. Both have self-changing gearboxes.

Engine Knock.—S.B.G. (Wembley).—If your engine produces a very pronounced knock when accelerating or on the over-run, it is quite probable that the big-ends are badly worn and require either taking up or remetalting. We would point out, however, that it is very difficult to diagnose troubles of this kind merely from a description.

Blanking Off the Radiator.—S.M.F. (Walsall).—Unless your engine is somewhat under-cooled you will almost certainly find it wise to blank off a portion of the radiator on cold days. It does not matter in the least whether the top or bottom of the film is covered. With an average engine, about a quarter of the radiator should be covered when the temperature is within a few degrees of freezing point. Needless to say, a thermometer reading in degrees is desirable to obtain the best results, and you should arrange the blanking so that the engine runs normally at a temperature of 85-90 degrees C.

Hydraulic Brakes.—A.A.T. (Glasgow, N.).—You are quite correct in supposing that, if part of the pipe-line of an hydraulic braking system fractures at any point, all four brakes may be put out of action. We do not think you need fear this contingency, however, as it is an extremely rare one, whilst there is always the hand brake (which must, by law, be independent of the hydraulic system) to fall back upon. The confidence of both manufacturers and the buying public in this type of braking system is shown by the fact that it is now to be found on eight different makes of light car, including such prominent marques as Wolseley, Morris, Singer and Triumph.

READERS' WANTS

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

JOWETT.—An instruction book for the 1925 model.—B. Hobson, 20, Elmwood Road, West Croydon.

ROVER.—An instruction book for the 1925 9-20 h.p. model.—J. B. Tulk-Hart, "Tainters," Piltown, near Uckfield, Sussex.

STANDARD.—An instruction book for the 1930 Avon Nine Special.—P. E. Hayward, 23, Higham Road, Tottenham, London, N.17.

MORRIS MINOR.—An instruction book for the 1930 model.—F. C. Rawson, "Lynmouth," Wilford Lane, West Bridgford, Nottingham.

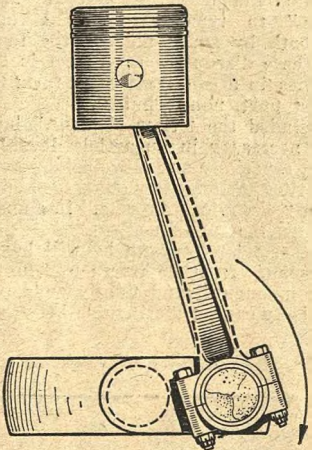
BAYLISS-THOMAS.—An instruction book for the 1926 9.8 h.p. model.—L. T. Barratt, care of 32, Barton Croft, Hall Green, Birmingham.

SINGER.—An instruction book for the 1927 7.8 h.p. model.—S. H. Bilverstoke, Glengarriff, 63, Chamber Lane, Willesden, London, N.W.10.

CARDEN.—Readers' experiences of the 9 h.p. two-cylinder model.—N. G. N. Etherington, Hesledon House, Welbeck Road, Walker, Newcastle-on-Tyne.

Cars with Three Speeds.—S.B.C. (Stowmarket).—If you prefer a car with a three-speed box your choice amongst 1934 models will be limited to three, these being the Citroen Ten (standard saloon), the Fiat Ten, and the Trojan. All other 1934 light cars have four speeds.

Car Clubs.—E.B. (Hove).—We suggest that you write to the Junior Car Club or the Motor Cycling Club. The secretary of the first-named is Mr. L. F. Dyer, and his address is Empire House, Thurloe Place, Brompton Road, London, W.7, whilst Mr. J. A. Masters, of 22, Norland Square, London, W.11, is the secretary of the M.C.C.

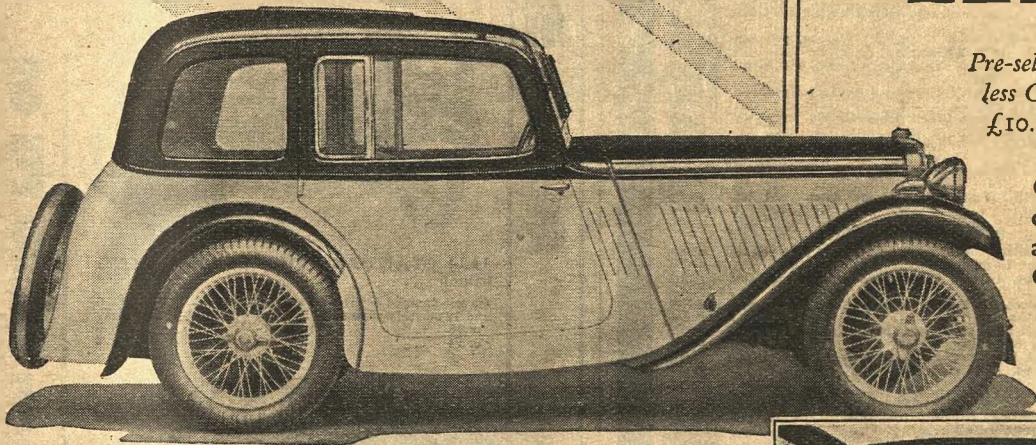


How a con-rod is apt to whip under load. (See reply to "J.J.")

Drilling Con-rods.—J. J. (Bath).—We do not recommend you to drill the connecting rods of your engine in your efforts to improve performance. When under load, a connecting rod has a tendency to whip—as shown diagrammatically in the accompanying sketch—and manufacturers design their rods to withstand this, but if you carry out extensive drilling, you may reduce the safety factor below the desirable limit. You must remember, too, that the other modifications you are carrying out will, in any case, increase the strains on the con-rods so that reducing their strength is doubly undesirable.

Red Illuminated Number Plates.—J. (Dunster).—You are incorrect in thinking that it is illegal to fit a rear number-plate which, when illuminated from the interior at night, shows red letters. This system was made legal under The Road Vehicles (Registration and Licensing) Amendment Regulations, 1930, dated April 7, 1930, which regulations also state that, where this is the case, no additional lamp showing a red light to the rear is required. Needless to say, the letters and figures must appear white on a black background during the day.

The looks and
 "feel" of a
Super-sports
and full saloon
comfort for four!



**COACHBUILT
 BODY WITH**

sliding roof, hinged ventilators, roof lamp, furniture hide upholstery, safety glass throughout, adjustable seats with folding backs, ash trays, pile carpets, electric windscreen wiper, spare wheel cover, traffic direction indicators. Special high efficiency radiator with stoneguard, long steering column and Brooklands patent steering wheel, "Knock-on" racing road wheels with self-locking hubs, Hartford friction shock absorbers, sports silencing system, Special Brooklands instruments, revolution counter, twin carburetters with hot-spot manifold, remote control gearbox.

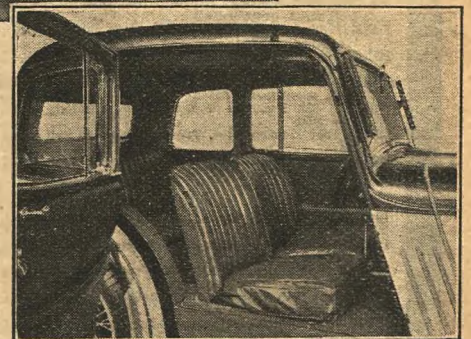
£215

*Pre-selected Clutchless Gear Change
 £10.10s. extra*

On the same chassis, there is also the Sports Open 4-Seater at £185.

All prices ex-works.

Here it is — the 4-seater brother of the now famous "9" Sports Coupe — with a low, rakish line, a wide range of colour schemes, and a brilliant performance to delight the most eager "scorcher." In spite of its neat, compact appearance, there is real "stretch-yourself" comfort for four inside! The large rear windows avoid the "shut-in" feeling that so many sports saloons give you; and the wide doors make getting in and out a simple matter. If you like company and comfort with your speed — ask your Singer dealer to let you try this model on the road.



**"NINE" 4-SEATER
 SPORTS SALOON**

SINGER

**SINGER & COMPANY LTD
 COVENTRY**

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

SMITH & HUNTER LTD.

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Phone: Ambassador 1011-2-3.

407, EDGWARE ROAD, W.2.

NEW CARS IN STOCK.

HILLMAN MINX, Sunshine, Black/Brown	£163
AUSTIN SEVEN, Sunshine, Dark Blue	£128
MORRIS 10, Sunshine, Black/Brown	£175
WOLSELEY 9, de Luxe, Green/Black	£184
AUSTIN 10, Sunshine, Dark Blue	£172-10-0
FORD 8, Tudor Sunshine, Black/Cream	£124
MORRIS MINOR, Sunshine, Green/Green	£130
AUSTIN 7, 2-seater, Green/Black	£105
WOLSELEY HOBNET, Sunshine de Luxe, Green, free wheel	£215

AUSTIN 7

1933 Sunshine de luxe, blue, negligible mileage, any trial, most attractive	£93
1932 Sun Saloon, long chassis, blue, new tyres, insurance inc., private owner	£75
1931 Saloon, Black/Red, leather upholstery, new tyres, mileage 15,000. Superb lot	£55
1933 Saloon, fixed roof, Blue, leather, quite faultless, guaranteed	£85
1930 (Nov.) Saloon, Brown, Triplex throughout, very sound. Taxed	£47

VARIOUS.

HORNET, 1933, Sun Saloon, de Luxe, Triplex throughout, 7,000 miles, Black, absolutely unblemished. Taxed year	£140
FORD 8, 1933 (Sept.), 4-door Sunshine, leather, shop-soiled order only, grid. Taxed	£128
MORRIS Family 8, 1933 (May), 4-door Sunshine, mileage 6,000, unscratched order. Taxed.	£112
M.G. MIDGET, 1932, 2-seater, Coachbuilt, maroon, privately owned throughout. Full guarantee	£110
HORNET, 1932, Sun Saloon, Blue, mileage 12,000, one private owner, A1 lot	£105
JOWETT, 1932, "Blackbird," Sunshine de Luxe, long chassis. One owner. Perfect.	£100
FORD 8, 1933, Tudor Saloon, Brown, mileage 9,000, full equipment. One owner	£82
TRIUMPH, 1931 (March), Super Seven Saloon, Black/Red, leather, overhauled	£60
TRIUMPH, 1933, Pillarless Sunshine de Luxe, Black/Green, 100% order. Taxed.	£115
M.G. MIDGET, 1930, Black/Cream, large sump. A1 lot. Privately owned	£72

MORRIS MINOR.

1933 Sun Saloon, Black/Green, moderate mileage, one private owner, as new. Usual guarantee.	£90
1933 2-seater, Blue, 4-speed, mileage 7,000, indistinguishable from new	£80
1932 Sunshine Saloon, Dark Blue, mileage 11,000. One owner. Really first-class	£75
1932 4-seater, Dark Blue, good tyres, unblemished coachwork, small mileage (original tyres)	£65
1932 2-seater, dark blue, new May, one private owner, 18,000 miles, new tyres. Carefully kept	£65

9-10 h.p. SALOONS

MORRIS 1933 Sunshine Saloon, Green, carefully used, full equipment, quite perfect	£125
MINX 1933 de luxe Sunshine, 4-speed, mileage 4,000, unblemished. Taxed	£145
MINX 1933 Sunshine, Blue/Black, mileage 7,800 only, absolutely unscathed and as new. Taxed	£125
MINX 1932 Sun Saloon, Blue, bumpers, mileage 7,000, little used, one owner. Taxed	£110
AUSTIN 1933 Sunshine de Luxe, Blue, carefully used, full guarantee	£123
BILEY 1930 Monaco, Blue, Triplex, clean and well kept, very fast	£95
ROVER 1932 (August) Sun Saloon, 4-speed, rear tank. A1 throughout	£115

STANDARD

1932 Big 9, de Luxe, Black/Cream, full equipment, faultless mechanically	£110
1932 Little 9, Sunshine, Maroon, showroom condition throughout. Full guarantee. Taxed	£95
1931 Big 9, Sunshine, Black/Red, one private owner throughout, leather upholstery	£78
1930 Teignmouth Sunshine, Black/Red, one private owner. Exceptional order. Taxed	£58
1928 Sunshine Saloon, leather upholstery, good tyres. Thoroughly reliable. Taxed	£38

SEND FOR FULL LIST OF 150 CARS.

DEFERRED New Cars: $\frac{1}{3}$ down, balance over 12 months.
 TERMS Used Cars: $\frac{1}{3}$ down, balance 12, 15 or 18 months.
 Your present car taken against any vehicle purchased
 —new or second-hand. Send particulars and ask for
 quotation, to be confirmed on examination.

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 Phone: Ambassador 1011-2-3
 Open until 8 Sat. 6. Sun. 10-1



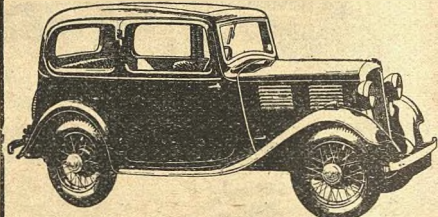
1934 AUSTIN "7" de Luxe £128
 Saloon
 On self-financed deferred terms, deposit £25 18 0
 and 12 monthly payments of £8 19 3
 or 18 " " " " " " " " £6 2 4
 or 24 " " " " " " " " £4 14 0
 or as otherwise arranged between ourselves.



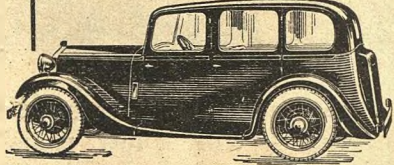
1934 HILLMAN MINX £179
 de Luxe Saloon
 On self-financed deferred terms, deposit £35 16 0
 and 12 monthly payments of £12 10 8
 or 18 " " " " " " " " £8 11 6
 or 24 " " " " " " " " £5 11 4
 or otherwise as arranged between ourselves.

TERMS &

IMMEDIATE DELIVERY OF LATEST MODELS ON THE LOWEST TERMS



1934 STANDARD "9" de Luxe £152
 Saloon
 On self-financed deferred terms, deposit £30 8 0
 and 12 monthly payments of £10 12 10
 or 18 " " " " " " " " £7 5 3
 or 24 " " " " " " " " £5 11 6



1934 WOLSELEY Hornet £179
 On self-financed deferred terms, deposit .. £35 8 0
 and 12 monthly payments of £12 13 1
 or 18 " " " " " " " " £8 11 8
 or 24 " " " " " " " " £6 12 7

SERVICE

The Service Company Ltd. LONDON

DEALERS & DISTRIBUTORS
 ALL MODELS ON VIEW IN OUR SHOWROOMS:
273-274, HIGH HOLBORN, W.C.1.
 Phone: Holborn 0664 (3 lines).
 Hours: Mon.-Fri. 9 a.m. to 6.30 p.m.
 Sats. 9 a.m. to 1 p.m.
 DEALERS SINCE 1889.

NO fewer than 77 cars have been entered for the R.A.C. Veteran Car run to Brighton on November 12—a record.

A Cannstatt Daimler is the oldest car, built in 1894. Other interesting entries include Capt. Colver's Arnold Motor Carriage, R. G. J. Nash's 1900 Peugeot, Vernon Balls's 1901 Oldsmobile, Sir John Prestige's Panhard of the same year. G. H. Lanchester's 1903 Lanchester, the Hon. P. Mitchell-Thompson's 60 h.p. Mercedes, and Brian Lewis's 1904 Sunbeam. A goodly company.



No, not Earl Howe and his famous umbrella, but an even earlier exponent: Capt. Archie Nash in the Double-Twelve, 1930.

COUNCILLOR MISS MARGARET CHARDY, the Mayoress of Brighton, has very kindly agreed to be present at the informal tea which will be attended by survivors. She will present certificates to those heroes who reach their destination within the allotted time.

The start is from Moon's Garage, near Victoria Station, in Buckingham Palace Road, at 9.30 a.m. The route is Victoria Street, Westminster Bridge, Kennington, Brixton, Streatham, Croydon By-pass, Redhill, Reigate and Crawley.

It is perhaps unnecessary to ask spectators and others to give way to the antiques whenever necessary. The difficulty of handling some of them is inconceivable to the uninitiated.

SPORTS JOTTINGS

By
"THE BLOWER"

THE M.G. Car Co. is to be congratulated on the production of a handsome booklet, written by H. E. Symons, giving the history of the M.G. Magnette exploits in winning the 1,100 c.c. class of the Mille Miglia this year.

The booklet is printed on art paper and fully illustrated. The story is graphic and Symons fully captures the true atmosphere of what may be regarded as the world's greatest race.

Copies can be obtained on application to the publicity department of the M.G. concern, Abingdon-on-Thames.

ANECDOTE. A party of young persons was motoring along at a high rate of speed when suddenly there was a strong smell of burning rubber.

Even as the car screeched to a standstill the occupants leapt out, flung up the bonnet and commenced to seek the fire. There was none. They crawled under the car and over it and walked all round it—still a smell of burning but no sign of fire. They re-embarked.

Nothing further happened until they were on the return journey, when suddenly the rubber smell began again. Out they leapt, all making eager sniffing noises. No sign of fire.

Then one of them walked sniffing up the road. The others saw him leap suddenly into the air and heard him give a great shout. They rushed up to him.

"This is where it happened before," he said.

"Yes?" they cried eagerly. He pointed an arm.

"Over there is a large bonfire." And there was.

NOVEMBER 25-26: Bugatti Owners Club Night Trial. This event is open also to members of the M.G., Hornet, Frazer-Nash and Lagonda Clubs—so there should be a slight atmosphere of inter-marque rivalry.

The start will be from the Chorley Wood Hotel (between Rickmansworth and Amersham) at 11 p.m. The course will be about 160 miles in length and will come to an end at the Lygon Arms Hotel, Broadway, at about 7 a.m.

Additional interest will be aroused by a timed climb from a standing start up the steepest section of Kop Hill (of glorious memory).

The menu also includes an acceleration and brake test, time checks (none secret), a schedule speed of 26 m.p.h. on the easy stretches and 24 m.p.h. elsewhere, and an entry fee of 10s. for Bugatti owners and 15s. for others.

Entries close on November 18, and should be sent to Mr. W. K. Faulkner, Corner Cottage, Portsmouth Road, Thames Ditton, Surrey.

HAVE just had an interesting letter from the Secretary of the New South Wales Light Car Club, from which I learn that a contest was held recently at Castlereagh, including standing and flying quarter-mile speed trials. Also in the programme was a reliability trial, in which the scheduled speed varied from 20-45 m.p.h., according to the condition of the road.

J. Wall (supercharged Austin Seven) covered the flying quarter-mile in 12 secs. and D. F. Shepherd (Alfa-Romeo) broke the existing record for the standing quarter-mile with a time

of 17½ secs. At the conclusion of the day only two competitors secured maximum marks on formula—A. Muston (Alvis) and K. Dalziel (Austin Seven).

B.A.R.C. members are reminded that their annual frolic will take place at the Savoy Hotel on Friday, November 17. Tickets are priced at one guinea apiece, including free buffet during the evening. Tickets applied for after November 14, however, will be charged at 25s. each. The reception will commence at 7 p.m. Dancing will continue until 1 a.m. Equipages of six can be accommodated in the same pit.

EPICURE'S diary: To-night, November 10, C.S.M.A. dinner at the Café Royal, London. November 15, W.A.S.A. dinner at the May Fair Hotel, London. November 22, Berkhamsted and D. M.C. dinner at King's Arms Hotel, Berkhamsted. December 2, Brighton and Hove M.C. dinner and Monte Carlo Rally British Competitors Club dinner.

SOBER thought for Solemn Moments: Hegarchus the Charioteer always wore a white helmet in the Circus Maximus.

CONTINENTAL News (and Rumours). It is said that four single-seater straight-eight Alfa-Romeos will be raced in this country next year by four of our foremost drivers.

Teffé, driving an Alfa-Romeo, won the Grand Prix of Rio de Janeiro on October 8. There were 30 entries; the course was 25 laps of a 7¼-mile circuit.

A lottery, under new rules, will again be run in connection with the Tripoli Grand Prix.

Here are some interesting figures about some very fast cars:—

The 2.3-litre Alfa-Romeo will rev. safely to 5,400 r.p.m., developing 160 b.h.p. It weighs 860 kilos.

The 2.5-litre Alfa revs. to 5,600, develops 180 b.h.p., and weighs 860 kilos.

The P3 Alfa (2.6-litres) revs. to 5,600 r.p.m., develops 200 b.h.p. and weighs 750 kilos.

The 51 Bugatti (2.3 litres) revs. to 5,800 r.p.m., develops 175 b.h.p. and weighs 900 kilos.

The Bugatti 54 (4.9-litre Kaye Don model) revs. to 4,400 r.p.m., develops 260 b.h.p. and weighs 1,200 kilos.

The straight-eight Maserati (2½-litre Whitney Straight model) revs. to 5,600 r.p.m., develops 210 b.h.p. and weighs 800 kilos.

So far as I can make out 800 kilo's. is 15½ cwt., so you can imagine the performances of these motorcars.

RUMOUR hath it that there is a possibility of the Italians making an attempt on Sir Malcolm Campbell's land speed record. Italy is out to get the records in the air, on the water and on land.

Recently, it will be recalled, Capt.

SPORTS JOTTINGS . . . Contd.

Pietro Scapinelli won the Bleriot Cup, which is the successor to the Schneider Trophy, in a 2,400 h.p. Macchi-Costaldi seaplane at 372 m.p.h.

BARNEY OLDFIELD, the veteran American racing driver, has now set up a record for farm tractors. Driving a standard Allis-Chalmers tractor over a measured mile at Dallas he averaged 64.28 m.p.h. The machine had low-pressure pneumatic tyres.

Odol Paraffini's four-speed self-changing gearbox reaper and binder will not be supercharged after all. He will go out for records shortly.

LAURENCE POMEROY, Junr., is to be congratulated on his latest "Note" on High Density Induction. In the "current issue" he turns from his usual precise examination of his particular subject to regard some aspects of modern design as a whole.

I HEAR that: Manfred von Braunschitsch, Henne, Berné and Rudolf Caracciola (if fit again) will handle the latest Mercedes in 1934 racing, and that the cars will be straight-eights of between three and four litres.

Dr. Porsche, who designed Mercedes for years, has built a team of 16-cylinder 3.2-litre racing cars for the Auto Union, the German combine which includes Horch, Audi, Wanderer and D.K.W.

The names of Von Stück, Von Leiningen, Hombdrgger and Sebastian have been mentioned as the drivers. It is hoped that Von Stück will bring one of these cars to Shelsley next year.

René Dreyfus and J. P. Wimille have joined the 1934 Bugatti team.

The 1934 Mille Miglia will be run on April 7-8. New classes will be created and 200,000 lire will be given in prizes.

The first prize in the Indianapolis 500-Miles Race next year is said to total \$20,000.

Raymond Sommer, who has hitherto driven Alfas, has ordered the last word in Maseratis for next season. So has Whitney Straight.

PIETRO TARUFFI was taken on a tour of inspection recently round the Douglas circuit with a view to his possible entry for next year's races.

THIS week's hint: When about to distemper a ceiling, close all windows and doors and do not have a fire burning in the room, otherwise the wash will not retain its fluid state. (When not about to distemper a ceiling these precautions are unnecessary.)

CLUB ITEMS AND SPORTING EVENTS

FORTHCOMING EVENTS.	
November 10.	C.S.M.A. Annual Dinner and Dance.
November 11.	"Sunbac." Shell Cup Car Trial.
November 12.	R.A.C. Veterans' Run to Brighton. Banking and Insurance M.A., London. Eagle M.C. Run to watch Veterans. Caterpillar M.C. Social Run. C.S.M.A. North London Social Run. West Middlesex Amateurs M.C. Social Run.
November 13.	Wood Green and D. M.C. Social Run. C.S.M.A. (South Wales Centre). Annual General Meeting. (Midland Centre) Lecture.
November 14.	London Eagle M.C. Committee Meeting.
November 15.	W.A.S.A. Annual Dinner and Dance.
November 16.	M.G. C.C. (Midland Centre). Annual Dinner and Dance.
November 17.	Wood Green and D. M.C. Dance.
November 18.	Inter-Varsity Trial. Marlow.

C.S.M.A.
The November issue of "The Gazette" contains an announcement of the following fixtures:—

November 10, 11th annual dinner, Café Royal, Regent Street, London, W.1; Manchester Centre, lecture. November 12, North London afternoon run. November 13, South Wales Centre, annual general meeting; Midland Centre, lecture. November 19, South London run to Holmbury Hill. November 23, Manchester Centre, film show. November 26, Midland Centre, Winter Trial. November 28, "trials evening" at Chiswick Pavilion. November 29, third lecture.

TRIUMPH M.C.
The annual dinner and dance will be held at the Piccadilly Hotel, London, on Wednesday, December 6. There will be a first-class band and cabaret, and many well-known motorists have promised to attend. Tickets are priced at 15s. each, and applications should be made as soon as possible. Some 50 members and friends attended the rally at Hildenborough last Sunday. A bonfire was duly burnt in celebration of the day, and after a firework display the party broke up. D. G. N. Peplow was the winner of the competition for the best "guy."

THE M.C.C. DINE TOGETHER.
The only speech at the M.C.C.'s big gathering at the "Park Lane" last Saturday was that in which Mr. J. Van Hooydonk—the president—made it clear that there would not be any! At the same time, however, various awards were handed over with a suitable word of congratulation from the speaker and a good deal of cheering on the part of the audience. Mr. "Jackie" Masters, the secretary, received the Team Trial Trophy on behalf of the Ilkley and District M.C., and amongst other championship awards was one carried off in person by Mr. George Denton. In record time the banquet was disposed of: so much so that by 9.45 p.m. dancing—to the stirring accompaniment of Herman Darewski's Ambassadors Band—was in full swing and continued until 2 a.m. Congratulations to all concerned on a very jolly evening. The M.C.C. have a reputation for doing this kind of thing well and last Saturday enhanced it.

ILKLEY M.C.
The new address of Mr. H. Sagar, hon. secretary, is 90, Street Lane, Roundhay, Leeds. He will be pleased to forward all particulars of the club to anyone interested.

JOWETT CAR CLUB.
It is proposed to form a Glasgow club for owners of Jowett cars. Those interested are asked to communicate with Mr. Alexander Sibbald, 28, Ardsiel Street, Glasgow, S.W.

M.G. CAR CLUB: MIDLAND CENTRE.
On Thursday, November 16, the dinner and dance of the Midland Centre of the M.G. Car Club will take place at the New Billesley Arms Hotel, Moseley, Birmingham. Zero hour is fixed for 7.30 p.m. Tickets (single, 7s. 6d.; double, 14s.), may be obtained from the hon. secretary, Mr. J. F. Kemp, 385, Harborne Road, Edgbaston, Birmingham.

LONDON EAGLE M.C.
A main-road trial will be run on Sunday, November 19, over main and secondary roads. The premier award will be the Eburne Cup.

The start will be from Denham and the trial will finish at Wendover. All classes of vehicles may compete. The entry fee is 2s. Full particulars from Mr. J. W. Rickards, 12 Spring Street, London, W.2.

WOOD GREEN AND D. M.C.
The following events have been arranged for the present month:—
November 12, social run; November 17, dance; November 19, President's Trophy Trial; November 26, Treasure Hunt.

The annual dinner and dance will be held at the Florence Restaurant, Rupert Street, London, W., on December 9. Hon. secretary: Mr. S. J. Barnes, 44, Park Road, Harringay, London, N.4.

The Light Car Club's Annual Dinner

A RECORD gathering of over 200 members and friends of The Light Car Club assembled at the Park Lane Hotel, London, on Friday last, on the occasion of the club's annual dinner and dance.

The toast of "The Club" was proposed by Sir Malcolm Campbell, who, in dealing with the past season, complimented the club on the fact that its membership is still increasing, and paid ungrudging tribute to the continued success of the Relay Race, which, he said, had definitely established itself as the classic amateur event of the season. This led Sir Malcolm to the subject of the good work the club is doing, as he considered the Relay Race very valuable in providing amateur drivers with the opportunity for gaining experience and so formed a useful step in their training for international events. He also complimented the club on sticking to its guns and confining its events to 1,500 c.c. cars. Turning to the trials' side, he referred to the Buxton-Buxton event, and made a very popular reference to the hard work put in by Mr. C. F. Widmann in connection with this fixture.

Sir Malcolm then turned to motoring matters in general, and, referring to the recent outcry against the regrettable increase in the number of accidents, said he thought that many motorists did not realize their serious position. They lived in a world of confidence and did not appreciate what was going on around them, and how great was the pressure brought to bear by the general public to introduce repressive legislation. Neither did they realize their own power; with something like five million holders of driving licences, motorists were really a force to be reckoned with, and could exercise considerable pressure to secure justice. No one could deny that the present state of affairs in regard to accidents was a very serious one, but motorists could not accept all the responsibility. There would be no great improvement until every road user—pedes-

trian, cyclist, motorist and so on—was regarded as "traffic." Sir Malcolm concluded by appealing to his audience to watch their steps particularly carefully, and called for more cohesion between motoring bodies, suggesting that all motor clubs should get together and pull for the good of the community at large.

The president, the Earl of March, replied on behalf of the club, and, after expressing his entire agreement with Sir Malcolm's remarks, went on to deal with the prospects for next season, which, he anticipated, would be even more successful than the one just concluded. He also laid stress on the hard work which had been put in by members of the committee.

The toast of "The Visitors and the Press" was proposed by Professor A. M. Low, who, in his well-known amusing style, chaffed the occupants of the top table, and, incidentally, displayed a surprising "inside" knowledge of their doings. Mr. H. C. Lafone, of *The Autocar*, Mr. A. Percy Bradley, of Brooklands, Sir Malcolm Campbell, Capt. Arthur Waite, of Austins, Mr. Cecil Kimber, of M.G.s, Capt. A. W. Phillips, of the R.A.C., Mr. F. J. Findon, of *The Light Car and Cycles*—all came in for his good-humoured leg-pulling. Mr. H. C. Lafone responded.

The Countess of March then presented the prizes won in the Relay Race, after which Mr. F. J. Findon proposed an additional toast, "The Earl and Countess of March," which evoked the spontaneous and enthusiastic singing of "For they are jolly good fellows!"

With the floor cleared for dancing, festivities then went on until the early hours of the morning. The only regret was that Mr. John Yule, "the father of the club," as he has been described, and Mr. H. F. S. Morgan, a vice-president, who did much for the club in the early days, were unable to be present to join the gathering.

Reliability and Consistency

AMAZING RESULTS AT BROOKLANDS B.A.R.C. MEETING, Oct. 21st

1st Race—Woking Junior Long Handicap.

H. J. ALDINGTON FRAZER-NASH 96.47 M.P.H.

3rd Race—Mountain Championship.

WHITNEY STRAIGHT MASERATI 73.64 M.P.H.

4th Race—Woking Junior Mountain Handicap.

R. F. TURNER AUSTIN 63.63 M.P.H.

5th Race—Oxford and Cambridge Mountain Handicap.

RAYMOND MAYS RILEY 71.39 M.P.H.

(Lap Record 1,500 c.c. Class—Raymond Mays RILEY—56 $\frac{2}{5}$ secs.=74.68 M.P.H.)

(Lap Record 1,100 c.c. Class—Whitney Straight M.G.—60 $\frac{2}{5}$ secs.=69.74 M.P.H.)

6th Race—The Woking Senior Mountain Handicap.

FRED W. DIXON RILEY 66.02 M.P.H.

7th Race—The Women's Mountain Handicap.

MISS RITA DON driving F. W. Dixon's RILEY 60.25 M.P.H.

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AROUND THE TRADE

The telephone number of the new showrooms of **Spikins (Twickenham), Ltd.**, at 72, Great Portland Street, London, W.1, is Museum 7341.

Mr. W. E. Rootes, deputy chairman of the Hillman-Humber-Commer companies and chairman of Rootes, Ltd., has been appointed a member of the Overseas Trade Council.

David Brown and Sons (Huddersfield), Ltd., have produced a new book concerning their "D.B.S." helical gear units and geared motors. Complete specifications are given of all types of gears and geared motors manufactured by this concern.

A new booklet has been issued by **The Laystall Motor Engineering Works, Ltd.**, of Ewer Street, Southwark, London, S.E.1, dealing with their specialized motor repairs. Representative prices of the various jobs are given. Copies will be forwarded post free on request to the above address.

A memorial fund opened in Coventry to perpetuate the memory of the late **Mr. Leo W. Adams**, sales director of the Alvis Car and Engineering Co., Ltd., produced a sum of £661 2s. 10d.—a remarkable tribute to the memory of Mr. Adams. The money has been given to the Coventry and District Crippled Children's Guild.

An order recently received by **Singer and Co., Ltd.**, was for 80 9 h.p. chassis for a concern in Java. On arrival at their destination they are to be fitted with seven-seater coach bodies, and will be used for taking native workers to the rubber plantations. The reason for the large number of passengers carried is that the Javanese only average about 4 ft. 6 ins. in height.

John Cobb's Napier Railton, in which he broke the world's standing mile record on October 31, was running on **National Benzole Mixture** and lubricated with **Castrol**.

The **Hillman** service station at Lodge Place, St. John's Wood, London, will be closed from November 11 and will reopen on November 20 at new premises at Humber Road, Edgware Road, London, N.W.2.

The annual general meeting of the **B.S.A.-Daimler-Lanchester** group companies will be held at the Daimler works on November 16. Shareholders will make a tour of the works and be shown a film display before the meeting takes place.



A standard Austin Seven tourer, driven by **Mr. T. Roberts**, a Canadian aviator, has just crossed Canada from Halifax to Vancouver in the remarkable time of five days, five hours, forty minutes, the whole journey costing under twenty-five dollars. The run was organized by **James Ogilby's Ltd.**, the Austin distributors in Montreal.

Post extra 6d.

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Brake Cables.—Front .. 2/6. Rear .. 2/- Postage 6d.

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Cylinderhead .. each 1/6
Cylinderbase .. each 2d.
Sump plate (cork) each 6d.
Manifold .. each 4d.
Complete set for dearing .. 17/-
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6-volt. 45 amp. .. 14/-
6-volt. 60 amp .. 21/-
Carriage 2/-. Fully guaranteed

WHEELS.

14/6 each.
Carriage 1/9.

TYRES.

Goodyear All-weather Heavy-duty Clearance—
26 x 3'50 15/6
27 x 4'00 19/6

Pathfinder—
26 x 3'50 14/6
27 x 4'00 17/-
Tubes 4/- Carriage 1/-

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

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Including diecast Air Board Specification alloy pistons complete with rings and gudgeon pins.

Austin Seven .. 42/- Triumph Seven .. 60/-
Morris Minor .. 50/- Singer Junior .. 65/-
M.G. Midget .. 50/- Ford Eight .. 65/-
Other makes, quotation on request.

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Our 1934 Spares Catalogue "Active Service for Austin Seven" containing hints and tips, free for asking.

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Radiator hose top	11d.
Radiator hose bottom	8d.
Radiator caps	1/6
Fan belts	9d.

Starter rings, 17/6
Starting handle, 4/6
Clutch rings, 2/6
Clutch springs 2d.

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Dial oil gauge .. Each 12/6
3/6 allowed for button gauge, fitted three minutes.

Ash Trays, "Bakelite," nickel or chromium interior 1/11
Lifting jacks with handles .. 3/11

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

REAR AXLE

Crown wheel and bevel pinion shafts .. Pair 49/6
Each .. 11/6
Axle shafts 10/3
Axle shaft ball bearing assemblies .. 3d.
Axle felt washers 3d.
Flexible couplings, chrome leather .. 3/6

Postage extra.

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

Post 1/- extra

Alloy die-cast pistons complete with rings and gudgeon pins. .. 21/-
Per set of four 8d.
Piston rings .. Each 8d.
Scraper rings 8d.
Gudgeon pins 8d.

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1930 M.G. Midget, sports 2-seater, red, clean car ..	£69	1932 AUSTIN 7, 2-seater, absolutely as new, blue ..	£65
1929 M.G. Midget, sports 2-seater, good tyres. Taxed ..	£59	1931 AUSTIN 7, coachbuilt saloon, sun roof, one owner ..	£65
1932 JOWETT, coachbuilt long sal., sun roof, new cond. ..	£99	1931 AUSTIN 7, coachbuilt saloon, very smart. Taxed ..	£62
1931 JOWETT, Black Prince saloon, wire wheels. Taxed ..	£79	1930 AUSTIN 7, Avons sports 2-seater, extras. Taxed ..	£49
1930 JOWETT, long saloon, good tyres, very smart ..	£55	1930 AUSTIN 7, Arrow sports 2-seater, very smart ..	£49
1929 JOWETT, long saloon, 3 new tyres, one owner ..	£49	1930 AUSTIN 7, coachbuilt saloon, good tyres, clean ..	£49
1928 JOWETT, long chassis tourer, good tyres. Taxed ..	£25	1930 AUSTIN 7, tourer, sidescreens, very nice condition ..	£39
1927 JOWETT, long 4-seater, leather, good cond. Txd. ..	£18	1929 AUSTIN 7, saloon, good tyres, recommended. Taxed ..	£29
1933 MORRIS Minor, saloon de luxe, sun roof, 4-speed ..	£89	1928 AUSTIN 7, saloon, fabric, nice condition. Taxed ..	£25
1932 MORRIS Minor, coachbuilt saloon, sun roof, as new ..	£75	1927 AUSTIN 7, tourer, sidescreens, good condition. ..	£17
1932 MORRIS Minor, c'built saloon, one owner. Taxed ..	£72	1933 STANDARD Little 9, sal., one owner, as new. Taxed ..	£129
1931 MORRIS Minor, c'built saloon, sun roof. Choice 2 ..	£62	1932 STANDARD Little 9, sal., sun roof, new condition ..	£95
1931 MORRIS Minor, sports 2-seater, black & red ..	£59	1932 STANDARD Little 9, Avon Swan sports 2-seater ..	£115
1931 MORRIS Minor, Arrow sports 2-seater, fast car ..	£58	1930 STANDARD Big 9, Avon sports, 2-seater, fast ..	£85
1932 MORRIS Minor, s.v. 2-seater, black & green ..	£65	1930 STANDARD 9, sportsman's coupe, sun roof, etc. ..	£62
1930 MORRIS Minor, c'built saloon, good tyres. Taxed ..	£49	1930 STANDARD 9, Teignmouth saloon, sun roof, smart ..	£59
1929 MORRIS Minor, saloon, good condition. Taxed ..	£35	1932 TRIUMPH 7, de luxe saloon, sun roof. Choice 2 ..	£89
1932 MORRIS Minor, tourer, well equipped, as new ..	£69	1931 TRIUMPH 7, saloon, sun roof, good tyres. Taxed ..	£69
1933 FORD 8, Tudor saloon, small mileage, as new ..	£85	1931 TRIUMPH 7, tourer, duo tone, almost new cond. ..	£62
1929 SWIFT 10, four-door saloon, good tyres. Taxed ..	£39	1930 TRIUMPH 7, Tickford saloon, folding head, smart ..	£55
1930 SWIFT 10, Fleetwing saloon, cycle wings, etc. ..	£62	1930 TRIUMPH 7, tourer, sidescreens, nice cond. Taxed ..	£45
1929 SWIFT 10, sports 2-seater, extras, very fast ..	£39	1932 SINGER 9/60, Daytona sports 2-seater, as new ..	£95
1932 ROVER 10, sports 2-seater, very attractive ..	£98	1932 SINGER 8, c'built saloon, sun roof, 4-speed, etc. ..	£85
1929 ROVER 10, Sportsman's coupe, sun roof, etc. ..	£49	1931 SINGER 8, sports 2-seater, extras, very fast ..	£69
1928 SALMSON, sports 2-seater, tuned, very smart ..	£25	1931 SINGER 8, c'built saloon, sun roof, duo tone ..	£55

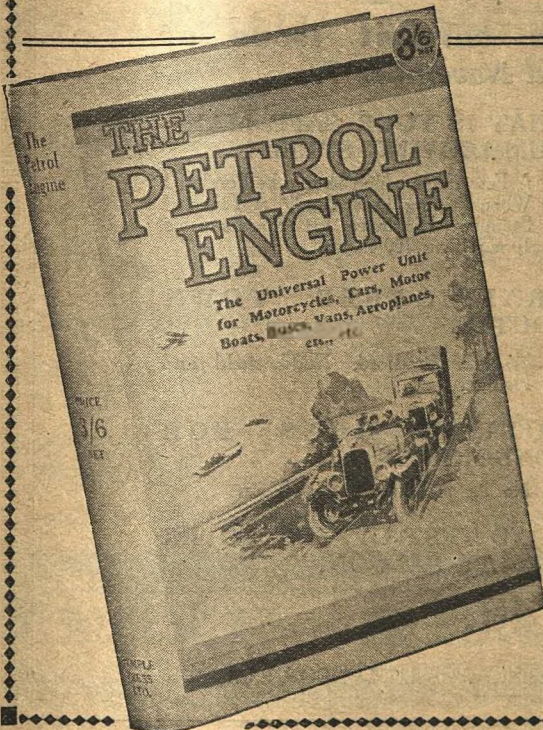
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Illustrated Description of the Annual Emancipation Day Run on Nov. 12.

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If you cannot call, fill in below, we will forward our illustrated lists post free, and at the same time quote you a **definite** exchange allowance for your present car or motorcycle. Confidential credit terms as desired—then let **Benmotors** deliver to your door **anywhere** in England, Scotland or Wales for only **50/- extra.**



TOURERS and SALOONS.

- 89 Pounds. AUSTIN 7, 1931, Swallow sports 2-seater, dual finish, very attractive, all extras, practically unmarked. Choice 3 others.
- 89 Pounds. AUSTIN 7, 1933, Saloon, very small mileage, all extras, fullest equipment. Choice 2 others.
- 69 Pounds. AUSTIN 7, 1932, Tourer, very attractive, all extras, excellent tyres, one owner, small mileage. Choice 3 others.
- 59 Pounds. AUSTIN 7, 1931, sun Saloon, fullest equipment, well kept, excellent tyres, many extras. Choice 6 others.
- 79 Pounds. ALVIS 12/50, 1928, Brooklands sports Tourer, wire wheels, bodywork and equipment practically unmarked, excellent tyres.
- 79 Pounds. HUMBER 9/28, 1929, 4-door Saloon, bodywork and interior well kept, fullest equipment, very small mileage, very economical.
- 79 Pounds. JOWETT 7, 1930-31, Black Prince special Saloon, wire wheels, fullest equipment, long chassis, very economical.
- 49 Pounds. JOWETT 7, 1930, long Tourer, late type radiator, chromium fittings, tip top mechanically, particularly well kept.
- 89 Pounds. LEA-FRANCIS 1929, hyper sports supercharged Saloon, cost over £600, amazing performance. Choice 2 others.
- 79 Pounds. LEA-FRANCIS 1929, special 12/50 twin carburettor sports Saloon, low built, very attractive, all extras. Choice 3 others.
- 89 Pounds. MORRIS Minor, 1933, coachbuilt Saloon, S.V., Magna wire wheels, full standard equipment, small mileage. Choice 4 others.
- 39 Pounds. MORRIS Minor, 1929, coachbuilt Tourer, very well kept, all extras, excellent tyres, well equipped.
- 79 Pounds. ROVER 10/25, 1931, 4-door Saloon, excellent tyres, well kept throughout, many extras. Choice 4 others.
- 59 Pounds. RILEY 9, 1928, Monaco Saloon, excellent throughout, 4-speed, silent third, wire wheels, trunk, fully equipped. Choice 3.
- 79 Pounds. RILEY 9, 1929, Monaco Saloon, bodywork and equipment excellent, 3 tyres as new, safety glass, many extras. Choice 3 others.
- 89 Pounds. SINGER 8, 1932, 4-door de luxe Saloon, sun roof, 4-speed, rear tank, practically unmarked. Choice 4 others.
- 99 Pounds. STANDARD Little 9, 1932, 4-door coachbuilt Saloon, practically unmarked, one owner, all extras, spare unused. Choice 3.
- 79 Pounds. TRIUMPH Super 7, 1931-2, sun Saloon, superb condition, many extras, late type ribbon radiator, wire wheels. Choice 5 others.
- 98 Pounds. WOLSELEY Hornet, 1932, sun Saloon, superb condition, practically unmarked, all extras, very attractive. Choice 3 others.

TWO-SEATERS.

- 89 Pounds. AUSTIN 7, 1933, de Luxe 2-seater, all extras, mileage only 6,000, spare unused, practically unmarked. Choice 4 others.
- 79 Pounds. AUSTIN 7, 1931-2, Mulliner Sports 2-seater, cycle type guards, very attractive finish, fullest equipment. Choice 3 others.
- 99 Pounds. AUSTIN 7, 1932, Swallow sports Coupe, dual finish, practically unmarked throughout, fullest equipment, spare unused.
- 58 Pounds. ALVIS 12/50, 1927-8, de Luxe 2-seater, sunk dickey, bodywork and equipment very well kept, all extras, 4-speed, close ratio gears.
- 99 Pounds. ALVIS 12/50, 1929, F.W.D., sports 2-seater, ultra low build, amazing performance, all extras, close ratio gears.
- 69 Pounds. AUSTIN 7, 1932, de Luxe long chassis 2-seater, dual finish, excellent tyres, fully equipped, all extras. Choice 3 others.
- 89 Pounds. LEA-FRANCIS 12/40, 1930, 2/3 seater, sunk dickey, bodywork tip top, wire wheels, excellent tyres, fullest equipment. Choice 3.
- 95 Pounds. LEA-FRANCIS 12/60, 1929, hyper sports 2-seater, stabilising fin, very low built, host of extras and equipment. Choice 2 others.
- 99 Pounds. M.G. Midget, 1931, sports 2-seater, beautifully kept, many extras cycle guards, faired dumb irons. Choice 4 others.
- 89 Pounds. M.G. Midget, 1930, sports Coupe, sunshine roof, wire wheels, special finish bodywork, very attractive. Choice 2 others.
- 79 Pounds. M.G. Midget, 1930-31, sports 2-seater, all extras and equipment, small mileage, tip top throughout. Choice 2 others.
- 79 Pounds. MORRIS Minor, 1932, S.V. de Luxe 2-seater, practically unmarked, fullest equipment. Choice 2 others.
- 69 Pounds. MORRIS Minor, 1931, sports 2-seater, very attractive bodywork, dual finish, excellent tyres, small mileage. Choice 5 others.
- 99 Pounds. ROVER 10/25, 1932, special sports 2-seater, streamline body, dual finish, late type high radiator, very attractive. Choice 3 others.
- 59 Pounds. RILEY 9, 1928, sports 2-seater, 4-speed, silent third, well kept, throughout, excellent performance. Choice 4 others.
- 89 Pounds. RILEY 9, 1928, Brooklands sports 2-seater, ultra low build, £40 worth of extras, astounding performance, special opportunity.
- 95 Pounds. STANDARD Little 9, 1932, de Luxe 2-seater, sunk dickey, Magna wire wheels, excellent tyres, very small mileage. Choice 3 others.
- 79 Pounds. SINGER 8, 1932, 2-seater, fullest equipment and extras, very attractive, spare unused, fullest equipment. Choice 3 others.
- 59 Pounds. TRIUMPH Super 7, 1930, 2-seater, dual finish, excellent bodywork, tip top mechanically, good tyres. Choice 3 others.
- 79 Pounds. WOLSELEY Hornet, 1931, sports 2-seater, streamline body, V-screen, Magna wire wheels, very attractive. Choice 2 others. Etc., etc., etc.

Lists of 200 others post free. All cars open to A.A. or R.A.C. inspection willingly.

● Come and walk round our enormous show-rooms—all cars are clearly priced and dated so that you may walk round without being worried to buy—here you have the choice of some 200 odd modern small cars

ALL
**UNDER
£100**

AT
Benmotors
THE CLEARING HOUSE FOR SMALL CARS

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

FILL IN THIS FORM NOW!

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

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

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

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

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

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

RATES.

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

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

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

REGULATIONS.

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

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1/2 per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

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

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

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

Head Offices:—5-15, Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

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

A.C.R. £30!!! All-aluminium streamlined three-seater, 1928 registration, rev. counter, very fast. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8155-6-7. 92-1144

ALVISES. All under £100. See page 22. 92-797

ALVIS, 1928, 12-50 super-sports four-seater, exceptionally fine condition, small total mileage, 70 m.p.h., 25 m.p.g., 900 m.p.g. on oil, £85.

ALVIS, 1929 12-75 f.w.d. ultra low 80 m.p.h. sports saloon, £59; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 92-944

ALVIS. Gatehouse Motors for 12-50 h.p. o.h.v. Alvis cars. Ten saloons, sports, two and four-seaters, etc., in stock, £25 to £125. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 92-949

ALVIS, £19!!! 12 h.p. two-seater and dickey, taxed year, red cellulose finish, four speeds, new hood and screens, maintained regardless of cost. Below.

£12!!! Alvis 12 h.p. tourer, taxed December, tonneau cover, new tyres, four speeds, etc. Terms. D. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 92-1117

ALVIS. £7 deposit or 75 guineas cash. Late 1928 front-wheel-drive super-sports two-seater, carefully used, excellent condition, taxed, exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-1111

ALVIS, 70 m.p.h. 1927 12-50 sports two-seater, recently overhauled, in absolutely 100% condition throughout, £30; exchanges, etc. C and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 92-91

AMILCARS. All under £100. See page 22. 92-798

AMILCAR, 1926, long-tail super sports two-seater, f.w.b., smart, £18; another, taxed, £12 10s. 245 Maida Vale, Kilburn, W.9. 92-1052

AMILCAR, 1926 1/2, grand sports, streamline long-tail body, staggered seats, Aero screen, sprung wheel ribbed f.w.b., 25 guineas. 352 High Road, Willesden Green, N.W.10. Willesden 2469. 92-892

AMILCAR, 1926 Grand sports two-seater, pressure-fed engine, specially tuned, f.w.b., £20. 14a Buck Street, Camden Town. 92-897

AMILCAR, 70 m.p.h. 1926 Grand Sports streamlined three-seater, pressure oiling, overhauled, recently repainted, guaranteed, £27 10s.; exchanges, etc. C and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 92-89

AMILCAR, 75 m.p.h. Grand Sports Surbaisse, streamlined two-seater, overhauled and guaranteed, £30; exchanges, etc. C and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 92-87

ARMSTRONG SIDDELEY. Cokes Motors offer: 1932 12.6 de luxe saloon, sliding roof, self-changing gearbox, etc., cost over £300 clearance price £179 10s. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 92-1074

AUSTIN. The Depot for new and used Austins. All models in stock. Deal with the specialists. Immediate hire-purchase facilities. Beechings, Ltd., The Austin Depot, Farnborough, Hants. Phone 279. zzz-869

AUSTIN Seven, 1933 saloon, coachbuilt, exceptional condition and opportunity to obtain cheap car, £75. Normand Garage, Ltd., 92 Gloucester Road, S.W.7. Frobisher 3037-8. Hours 8-8, Saturday included; Sunday 9-1. zzz-666

AUSTIN Seven, 1931 Mulliner sunshine coupe de luxe, beautiful condition, cost £150 new, price £60; exchange, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. zzz-678

AUSTIN 10-4, 933, saloon de luxe, sun roof and Triplex, taxed year, one driver, black, with red upholstery, in perfect condition throughout, serviced by Austin Motor Co., Ltd., nominal mileage, owned by a member of "The Light Car and Cyclecar" staff, £125. Edwards, care of "The Light Car and Cyclecar," 5-15 Rosebery Avenue, E.C.1. Phone evening or week-end, Sutton 4195. zzz-710

AUSTINS. All under £100. See page 22. 92-799

AUSTIN Seven. Naylor and Root.

30 models in stock.

See page 19 for list.

Satisfaction assured.

Naylor and Root, Austin Specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 92-875

AUSTIN. "Andrew of Mortlake" offers:—

The cleanest coachbuilt sun saloon, 1932, advertised this week at £85. Saloons and open models, 1928-32, from £20; taxed, insured, guaranteed; self-financed terms from £8. No references!! No securities!! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3532. 92-825

AUSTIN Seven, 1928 (Sept.) Cup model two-seater, excellent condition, taxed, £18. 5 Georgia Road, Thornton Heath. Phone, Pollards 2470. 92-p574

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

6 p.m. Monday
for the following Friday's issue.

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

(continued).

AUSTIN Ten drop-head coupe, finished dark blue, brand new and un-registered, £165; list price £195. Paul and Co., 114 Gt. Portland Street. Museum 8464-5. 92-1034

AUSTIN, £17; 1927 G.E. saloon, f.w.b., starter, spare wheel, runs well. 19 Holmdene Avenue, Herne Hill. Brixton 0584. 92-851

AUSTIN. F.O.C.H., Ltd. 1926 (September), 7.8 h.p. chummy, blue, very good condition throughout, taxed, 17 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 92-850

AUSTIN Seven, 1933 model, de luxe saloon, fawn-black, as new, taxed and guaranteed. £82 10s. Platers, 376 High Road, S.W.16. Phone. Streatham 8480-1,2. 92-844

AUSTIN Seven, 1931 Mulliner special coachbuilt saloon, one owner, taxed, £55. Craven Autos, Surbiton Road, Kingston. Phone 6177. 92-841

AUSTIN Seven, 1928 G.E. Cup model sports two-seater, £25; exchanges, 199b Upper Richmond Road. Putney 7673. 92-p550

AUSTIN Seven, £33; Sept., 1929, two-seater, black and red, in fine condition throughout, taxed, trial after seven. 62 Wetherden Street, Markhouse Road, Leyton, E.10. 94-p547

AUSTIN 7 h.p., 1932 (May) coachbuilt saloon, blue, one owner, very good condition, £69. Armitage Motor Co., Wilton Mews, Grosvenor Place, S.W.1. Sloane 5112. 92-839

AUSTIN Seven, 1929 saloon, exceptional condition throughout, £30. 1928 Austin Seven, Cup model, fast, in good order, £18 10s.; exchanges and deferred terms. Haskins, 155 Ladbroke Grove, Park 5541. 92-832

AUSTIN 7, 1933, chummy, also saloon, practically new. Below.

1932 Austin 7 de luxe sunshine saloon, new condition, £69. Below.

1934 Austin 10 de luxe saloon, synchromesh, just taxed, otherwise new. Below.

1933 Austin 10 de luxe saloon, practically new, small mileage, £123. Lionel H. Pugh, 56 South Molton St., W.1. 92-875

AUSTIN Ten-Four. Premier Motor Co., Aston Road, Birmingham, offer 1933 fawn de luxe sunshine saloon, hide interior, bumpers, one owner, perfect condition, £135; 1932 similar model, finished green, splendid condition, £110. One-fifth deposit, balance monthly. Three months' guarantee. Trial anywhere. Phone, Aston Cross 5822. 92-818

AUSTIN Seven. Premier Motor Co., Aston Road, Birmingham, offer 1933 black de luxe sunshine saloon, green hide, one owner, perfect condition, £95. 1932 long wheelbase de luxe sunshine saloon, fawn and black, hide interior, splendid tyres, numerous extras £80. Small deposit, balance monthly; trial anywhere; three months' guarantee. Phone, Aston Cross 5822. 92-817

AUSTIN Ten. 1933 de luxe saloon, condition as new, £135. Paul, Sawyer and Co., 114 Gt. Portland St. Museum 8464-5. 92-857

AUSTIN Sevens. List free. Terms, exchanges. Rowland Smith. Below.

£7 deposit or 75 guineas cash. 1933 two-seater, blue, four-speed, one owner, very carefully used, practically brand new, taxed.

£7 deposit or 72 guineas cash. 1933 model coachbuilt saloon, four speeds, one owner, small mileage, practically new condition.

£6 deposit or 62 guineas cash. 1929-30 Boyd-Carpenter super-sports two-seater, pointed tail, Alta head, cycle wings, carefully used, excellent condition.

£6 deposit or 59 guineas cash. 1931 model sports two-seater, blue, practically unworn tyres, exceptional condition.

£5 deposit or 52 guineas cash. 1931 model sunshine saloon, exceptional condition.

£5 deposit or 52 guineas cash. 1930 model Swallow sports two-seater, cream and red, excellent condition.

£5 deposit or 49 guineas cash. 1931 chummy, one owner, very exceptional condition.

£5 deposit or 45 guineas cash. Late 1930 Arrow sports two-seater, black and cream, exceptional condition.

£4 deposit or 39 guineas cash. 1929 Gordon England saloon, blue and silver, carefully used, very exceptional condition.

£4 deposit or 39 guineas cash. 1929 chummy, maroon, carefully used, very exceptional condition.

£3 deposit or 35 guineas cash. Late 1929 sports two-seater, exceptional condition.

£3 deposit or 35 guineas cash. Late 1929 saloon, exceptional condition.

£3 deposit or 25 guineas cash. Late 1926 Cup model, black and red, very good condition.

£3 deposit or 23 guineas cash. Registered, 1928, chummy, very good condition.

10 guineas. 1925 chummy, good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube). Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 92-53

AUSTIN Seven, 1931 Mulliner de luxe coupe, sliding head, real hide upholstery, exceptional condition, cost £155 new, £60. Below.

1931 Austin Seven coachbuilt sun saloon de luxe, taxed, new tyres, faultless condition, £63.

1931 Series Austin Seven coachbuilt sun saloon, nice order, £55; exchanges, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. 92-899

AUSTIN Seven, 1933 saloon de luxe, in perfect condition, £89; any car or motorcycle taken part payment; immediate delivery of 1934 models. Whitbys, Austin Agents, 7 The Vale, Acton, W.3. She. 1513. 92-899

AUSTIN Ten, £125. 1933 series sunshine saloon de luxe, finished in dark green-black negligible mileage, a perfect car in brand-new condition, taxed. M.B. Motors, 336 New Cross Road, London, S.E.14. 92-867

AUSTIN, £67 10s. 1931 Swallow saloon, finished in dual red, many extras, taxed, superb condition, delightful appearance. M.B. Motors, 336 New Cross Road, London, S.E.14. 92-868

AUSTIN. 57 guineas! 1930 Swallow saloon, recellinlosed, good tyres, excellent condition throughout; exchange, terms. Parwood, East Hill, Wandsworth. 92-1062

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

(continued).

AUSTIN Seven. 30 stocked, including following:—

£49. 1931 coachbuilt saloon, taxed, like new. Below.

£38. 1929 (July) Swallow two-seater, taxed, very attractive. Below.

£37. 1930 tourer, taxed, little used, maroon, one owner. Below.

£38. 1930 Wydor sunshine saloon, nice condition. Several other saloons, £20-£32. Below.

£32. 1929 Stadium sports two-seater, polished ports, IIC head, taxed, exceptionally fast. Below.

£25. 1928 tourer, taxed, in 1933 condition; five other tourers. £12-£22. Below.

£24. 1928 Cup model sports two-seater, Alta head, really fast, three other Cups, £19-£25. Many others at The Austin Seven Specialists, rear of 243 Maida Vale, Kilburn, W.9. 92-1049

AUSTIN Seven 1931 Swallow sports saloon, duo-tone, most attractive condition, licensed, 65 guineas. Below.

AUSTIN Seven 1931 Mulliner sun coupe, one owner, exceptional condition, licensed, 52 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 92-1043

AUSTIN Seven, £42 10s., 1930 coachbuilt saloon, maroon, black finish, chromium plating, one owner, mileage 10,000, beautiful condition, taxed. M.B. Motors, 336 New Cross Road, London, S.E.14. 92-870

AUSTIN Seven, 1932-3, originally registered 1,333, coachbuilt de luxe two-seater, blue, hardly used, indistinguishable new, three months' guarantee, £67 10s. Harry Nash. Below.

1929 Austin Seven saloon, brown, taxed, excellent throughout, £32 10s. Below.

1932 long-wheelbase coachbuilt saloon, blue, small mileage, carefully used, perfect throughout, £69 10s. Harry Nash. Below.

1931 Show model coachbuilt saloon, maroon, one owner, 1933 condition throughout, £59 10s. Motorcycles, cars exchanged. Harry Nash, 348 King Street, Hammersmith. 92-922

AUSTIN Ten, 1933 (August) almost new de luxe saloon, with latest extra-wide bodies, colour blue, mileage under 3,000, makers' guarantee, £130. Harry Nash, 348 King Street, Hammersmith. 92-928

AUSTIN Ten, £124 10s. 1933 saloon de luxe, sun roof, one owner, small mileage, exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 92-916

AUSTIN 12-6, £65; 1931, four-door coachbuilt saloon, low mileage, splendid condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 92-853

AUSTIN. Ward and Co. offer:—

£26 10s. 1928 Austin Seven Cup two-seater, special engine, fully equipped; another £29 10s.

£39 10s. 1929 Austin Seven coachbuilt saloon, carefully used, one owner.

£42 10s. 1930 Austin Seven Wydor saloon, spotless condition, choice of three, from £42 10s. Self-financed hire-purchase payments; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 92-917

AUSTIN Seven, 1930 fabric sunshine saloon, taxed, insured, £30. 24 Addison Way, Golders Green, N.W.11. 92-p598

AUSTIN, Cup model, late 1928, overhauled Austin agent, beautiful condition throughout, exceptional bargain, 25 guineas. Appointment. 38 Sarre Road, N.W.2. Perivale 5693. 92-p600

AUSTIN 1928 7 h.p. Cup model two-seater, £25. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 92-946

AUSTIN Ten 1934 saloon de luxe, blue, mileage 200, £145. Speechleys, 395 Edgware Road, W.2. Ambassador 1300. 92-937

AUSTIN. Speechleys, specialized Austin dealers. Below.

We buy and sell Austin cars only in faultless condition. Below.

1934 Seven saloon de luxe, as new, few miles only, £108. Below.

1934 Seven two-seater, blue, practically new, bargain, £95. Below.

1933 Seven saloon de luxe, opal blue, leather, faultless, £79. Below.

1932 Seven saloon de luxe, long chassis, small mileage, £69. Below.

1932 Seven Swallow saloon de luxe, superlative order, £79. Below.

1931 Seven Swallow saloon, carefully used, unmarked, £69. Below.

1931 Seven coachbuilt sun saloon, taxed, one owner, £49. Below.

1931 Seven sun saloon de luxe, leather, beautiful condition, £52. Below.

1931 Seven Swallow sports two-seater, exceptionally good, £59. Below.

1931 Seven chummy, maroon, sparingly used, perfect, £46. Below.

1931 Seven two-seater, blue, very fast and smart, taxed, £42. Below.

1930 Seven coachbuilt sun saloon, leather, genuine bargain, £39. Below.

1930 Seven saloon, very good tyres, perfect condition, £34. Below.

1930 Seven Swallow sports two-seater, extremely fine condition, £49. Below.

1930 Seven chummy, one owner, all-weather equipment, 100%, £36. Below.

1929 Seven saloon, blue, many extras, two owners, taxed, £29. Below.

1929 Seven Cup two-seater, special exhaust, fast and smart, £29. Below.

1929 Seven chummy, fine condition, taxed, insured, £24. Below.

1928 Seven saloon, marvellous condition, carefully used, £19. Below.

1928 Seven chummy, unscratched, recently overhauled, £19. Below.

Our stock consists of beautifully clean motorcars purchased direct from private owners only; we bar, definitely, big mileage commercial travellers' vehicles. Each car is priced clearly, and its previous history and mileage, in almost every instance, can be supplied. Below.

Speechleys, 395 Edgware Road, Paddington, W.2. Open all the week 9-8, Sundays 10-1. Ambassador 1300. 92-934

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

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

AUSTIN Seven. H. and C. reconditioned cars.
1933 de luxe sun saloon, leather upholstery, Triplex glass, four-speed gearbox, excellent condition. Hodgkinson and Crossley, Ltd., 53 South Side, Clapham Common. Maccanlay 4351. 92-929

AUSTIN Seven 1927 sports two-seater, excellent runner, £22 10s. Below.

1928 Austin Seven chummy, taxed, £25. Below.

1929 Austin Seven Mulliner saloon, £32 10s. Below.

1931 Austin Seven tourer, in very good condition, £47 10s. Terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Riv.) (Hampstead 0523), and 62 High Road, Chiswick (Chiswick 4716). Open Sundays 11.30-2. 92-1104

AUSTIN, 1925 chummy, £12; 1926, £15; 1928 chummy, £25; 1929 chummy, £30; 1928 two-seater Cup model, £25; 1931 saloon de luxe, £65; exchanges and deferred. Palmers, 55 York Street, Twickenham. Popesgrove 1454. 92-1096

AUSTIN Seven, £27 10s.; 1929 saloon, beautiful condition. 645 Garratt Lane, Earlsfield, S.W.17. 92-1089

AUSTIN Seven, £49; genuine Brooklands Austin Seven, new tyres, Triplex screen, Klaxon h.f. horn, outside exhaust, super-tuned engine, taxed year, bargain. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 92-950

AUSTIN Seven. Earls for good, cheap Austins.

AUSTIN Seven, 1931, coachbuilt saloon, in first-class condition throughout, £46.

AUSTIN Seven, 1930 Wydor fabric saloon, any trial, £35.

AUSTIN Seven 1929 special sports Stadium, taxed and fast, £51.

AUSTIN Seven, 1927 tourer, new tyres and battery and recellulosed, £16.
Earls, Ltd., 75 Heath Street, Hampstead, N.W.3. Ham. 3287. 92-864

AUSTIN Seven, 1933 tourer, blue, perfect condition throughout genuine mileage, 2,900, taxed December insured January, £75. Jackson's Garage, Westgate-on-Sea, Kent. Phone 31. 92-862

AUSTIN Seven, £17 10s.! 1927 chummy, rebored, two new tyres, good battery, wonderful puller. Below.
£14 10s. 1924 chummy, wonderful order. Tamplin Motors, 50 Malden Road, Cheam. 92-859

AUSTIN, £39!!! 1930 tourer, good condition; any examination.
£47 10s!!! 1930 saloon, excellent mechanical condition; any trial; taxed.
Morgan Hastings, Ltd., 212 New Kings Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5325). zzz-729

AUSTIN Seven Ulster supercharged two-seater, two-tone blue, terrifically fast, excellent condition. £125; motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 92-901

AUSTIN Seven, 1928 tourer, excellent condition, taxed and insured. Blanchard, Causeway, Petersfield. 92-p604

AUSTIN, £45!!! 1930 coachbuilt sports coupe, taxed £45. Denmans, 132 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1151

AUSTIN Seven, 1932 de luxe sunshine saloon, £75; exchanges. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2625. 92-1120

AUSTIN Seven Cup 1927 model, tax paid, recently overhauled, exceptionally good condition throughout. £17 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 92-92

AUSTIN Seven, 1931, coachbuilt sunshine saloon, bumpers, etc., exceptional condition, £59.

1933 Model Austin Ten-four sunshine saloon, taxed, one owner, beautiful condition, £125. Easy terms. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 92-95

AUSTIN Seven, 1929 Swallow two-seater, lovely condition, £47.

1930 Austin Seven Wydor saloon, sound throughout, bargain, £48. Rhind's Motors, Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 92-1116

AUSTIN Seven, 1930 coachbuilt saloon, as brand new, taxed, £45; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Riv.). (Hampstead 0523). Open Sunday 11.30-2. 92-1103

AUSTINS. McCarthy's Motors (1925), Ltd., offer the following Austin bargains with written three months' free service guarantee:—
1932 7 h.p. coachbuilt saloon de luxe, overhauled and fitted with five brand new tyres; choice of four, £80.
1932 7 h.p. Tickford folding-head saloon, beautiful condition, bargain, £85.
1933 7 h.p. coachbuilt saloon de luxe, spotless condition, taxed to December, £95.
1933 10 h.p. de luxe saloon, new tyres, condition as new, £130.
Several earlier models at reasonable prices with the same guarantee.
All the above have been through our workshop and overhauled by Austin mechanics, and can be inspected at our Austin showroom, 28 Queen's Road, Bayswater, W.2. Phone, Bayswater 0044-5. 92-18

AUSTIN Seven, 1927 tourer, tyres as new, mechanical condition perfect, bodywork excellent, £21 10s. Auriol Engineering Works, Ltd., 336 Goldhawk Road, W.6. Riverside 1306. 92-57

AUSTIN Seven 1932 coachbuilt saloon, blue, long chassis, perfect condition, taxed, £67 10s. Owner, 7 Kyverdale Road, N.16. Clissold 8392. 92-p610

AUSTIN Ten, £12 deposit or 125 guineas cash. 1933 model de luxe saloon, maroon, sunshine roof, Triplex, practically unworn tyres, one owner, very carefully used, almost new; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-35

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

AUSTIN Seven, 1931 de luxe saloon, excellent tyres, carefully used, new condition throughout, £53; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 92-83

AUSTIN Ten, 1933 model de luxe, sun saloon, £119. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone,ulse 6464-5. 92-72

AUSTIN Seven, 1931 four-seater, finished blue, small mileage, carefully used, taxed, magnificent condition, £57 10s.; motorcycles taken in part exchange; terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 92-14

AUSTIN. Newnhams for good Austins at right prices; few examples below but full list on request. Self-financed terms and generous exchange allowances.
1934 series 7 h.p. de luxe coachbuilt sun saloon, almost as new, £110.
1932 7 h.p. coachbuilt sun saloon, beautiful little car, £72.
1930 7 h.p. de luxe coachbuilt saloon, moderate mileage only, £46.
1929 7 h.p. Wydor saloon, exceptional appearance, etc., £28.
1932 Ten de luxe sun saloon, most attractive throughout, £110.
Newnhams House, 237 Hammersmith Road, London, W.6. Riverside 4646. 92-973

AUSTIN Seven, late 1930 Wydor coachbuilt saloon, mechanically perfect and of excellent appearance, good tyres, etc., taxed, £51, three months' written guarantee; own simple hire-purchase system; references, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffells Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 92-3

AUSTIN Ten, 1933 sunshine saloon de luxe, dark blue, bumpers, grid, unsoiled order, mileage 5,000, taxed, £128. Below.
1933 sunshine saloon de luxe, dark blue, moderate mileage, 100% mechanically, coachwork unblemished, £123. Below.
1932 (July) sunshine de luxe, maroon-black, small mileage, one owner throughout, as new, including tyres, taxed, £115. Below.
Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-980

AUSTIN 1931 coachbuilt de luxe, sliding-roof saloon, taxed, excellent throughout, £59; written guarantee. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 92-95

AUSTIN, 1928 Cup, with box at rear, mechanical condition O.K., bodywork rough, £14 10s. Millers, 365 London Road, Mitcham, Surrey. Phone 0829. 92-98

AUSTIN Seven, 1933 sunshine saloon de luxe, dark blue, one private owner, new January, quite unblemished throughout, £95. Below.
1933 coachbuilt saloon, dark blue, leather upholstery, mileage 11,000, faultlessly kept, £85. Below.
1932 (May) four-seater, dark maroon, negligible mileage, unblemished throughout, chauffeur kept, taxed, £70. Below.
1932 (January) sunshine saloon, long chassis, blue, leather upholstery, four brand new Dunlops, insured December, owner returning India, £75. Below.
1931 (April) four-seater, maroon, one private owner, guaranteed 6,000 miles only, spare unused, grid, shop-soiled more than second-hand, taxed, £65. Below.
1931 (April) coachbuilt sunshine saloon, dark blue, leather upholstery, very clean and sound, taxed one change, £60. Below
1931 saloon, black-red, leather upholstery, good tyres, unblemished condition, £55. Below.
1930 saloon, brown, hide upholstery, ball change, unblemished appearance, very attractive order, £45. Below.
1930 four-seater, fawn-black, one private owner since new, good battery, brakes, etc., £40. Below.
1929 Stadium sports two-seater, bronze-black, late delivery, most attractive, £45. Below.
1928 super-sports two-seater, hotted-up engine, Alta head, new tyres, marvellous speed, real enthusiast's car, taxed, £32. Below.
1927 saloon, maroon, safety glass, good tyres, taxed December, to clear, £20. Below.
Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-995

AUSTIN Seven, July 1929 coachbuilt saloon, interior lighting, leather upholstery, smart. Write. Woodward, 28 Hamilton Street, N.W.1. 92-p608

AUSTIN Swallow, 1929 saloon, almost new tyres, taxed, showroom condition, £47 10s.; motorcycles exchanged, terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 92-82

AUSTIN 1932 7 h.p. de luxe sunshine saloon, excellent condition, guaranteed, £65, deferred payment. 9a Stratford Road, Earl's Court, Western 5931. 92-86

AUSTIN Seven, 1931 coachbuilt sunshine saloon, very fine condition, cellulose unmarked, £52 10s. Below.

AUSTIN Seven, 1930 coachbuilt saloon, very sound car, recently overhauled, £42 10s. Below.

AUSTIN chummy, 1929, very smart, fully equipped, good hood and side screens, unrepeatable, £23; several others. Camden Motors, 136-138 Cricklewood Broadway. Gladstone 1652. 92-67

B.S.A. Hackford Motors, the B.S.A. three and four-wheeler specialists, Call or write for catalogue. Below.
G. A. Norchi will be pleased to give you a demonstration. No obligation. Below.
Hackford Luggage Carriers, smart, attractive and useful, chromium plated, 30s.; exchange, terms. 182 Acre Lane, Brixton. Phone 3062
Call Hackfords have several second-hand three-wheelers from 50 guineas. Call zzz-649 or write.
B.S.A., 1933 three-wheeler coachbuilt Special Sports, red-black, one owner, small mileage, guaranteed definitely as new, £81 10s. Harry Nash, 348 King Street, Hammersmith. 92-925

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

B.S.A. Absolutely unrepeatable!! Very smart 1933 brand-new shop-soiled B.S.A. open four-seater, 1-w.d., 9 h.p. sports, red, makers' full guarantee, listed £160, clearing £130; exchanges, terms. Harry Nash, 548 King Street, Hammersmith. 92-923

B.S.A., £65; 1932 Blue Star-engined sports three-wheeler, small mileage, very carefully used; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 92-77

B.S.A., 10 h.p., 1933 four-seater, mileage 3,000, owner bought saloon, taxed, guaranteed condition, £95. Rose and Young, Ltd., 97 Streatam Hill (facing "Locarno"). Phone, Tulsa 6464-5. 92-69

B.S.A., 1933 sports four-seater, finished red and black, mileage 6,000, taxed, brand new condition throughout, £93; motorcycles taken in part exchange; terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 92-12

B.S.A., £65; exchanges; terms!!! 1932 Family three-wheeler, almost as new throughout, taxed. Chidley, 579b High Road, Tottenham. Phone 2920. 92-8

B.S.A., 1932 (April) coachbuilt super-sports two-seater, Blue Star engine, black-red, Triplex, V-screen, mileage 9,000, one private owner since new, unblemished, £75. Smith and Hunter, 407 Edgware Road. 92-979

B.S.A., £140!!! 1933 sportsman's Peerless coupe foursome, 65 m.p.h., perfect, cost £215. Denmans, 132-3 Long Acre, W.C. Open Sunday morning Temple Bar 8135-6-7. 92-140

B.S.A.s. List free. Terms, exchanges. Rowland Smith, below.
£11 deposit or 115 guineas cash. 1933, 9 h.p. four-cylinder four-wheeler four-seater, green and black, one owner, small mileage, practically brand new.

£9 deposit or 95 guineas cash. 1933, 9 h.p. four-cylinder coachbuilt special sports three-wheeler, black and green, one owner, very small mileage, spare unused, brand new condition, taxed.

£7 deposit or 69 guineas cash. Late 1932 coachbuilt Special sports three-wheeler, black and green, V-screen, one owner, excellent condition, taxed.

£7 deposit or 69 guineas cash. 1932 sports three-wheeler, black and red, one owner, very small mileage, practically new condition, taxed.

£6 deposit or 62 guineas cash. 1932 three-wheeler Family model, black and red, small mileage, very exceptional condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 92-37

B.S.A. Naylor and Root, Ltd.,
Largest B.S.A. stockists in England.
Free demonstrations within 200 miles.
Deferred terms over 12 or 18 months.
Best exchange allowances.

1933 Special Sports, four-cylinder; choice four, from 95 guineas.

1933 Special Sports, twin, black and green, taxed, 87 guineas.

1932 Special Sports, coachbuilt, duo-tone, as new, 76 guineas.

1932 Special Sports, fabric, Blue Star, choice four, 68 guineas.

1931 Special Sports, Blue Star, black and red, 62 guineas.

1932 Sports, Vee screen, black and red, choice two, 65 guineas.

1931 Sports, Vee screen, extras, small mileage, 59 guineas.

1930 Sports, blue and cream, one owner, as new, 49 guineas.

1933 De Luxe, flat screen, black and red, as new, 78 guineas.

1932 De Luxe, black and red, 5,000 miles, taxed, 65 guineas.

1931 De Luxe, flat screen, new spare, smart, 58 guineas.

1933 Family, coachbuilt, blue, 4,000 miles, as new, 85 guineas.

1932 Family, fabric, black and red, new condition, taxed, 67 guineas.

1931 Family, 10,000 miles, black and red, as new, 59 guineas.

Economy is a feature of the B.S.A. three-wheeler. Remember, only £4 tax. 50-65 m.p.g.; also definite car comfort and weather protection at motor cycle cost.

Naylor and Root, Ltd., B.S.A. Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). - Open: 9 a.m. to 8 p.m. (Wednesday 1 p.m.); Sundays: 10 a.m. to 1 p.m. 92-884

BUGATTI, £11 deposit or 115 guineas cash. 1930 model, 1½-litre type 40 sports four-seater blue, cycle-type wings, pointed tail, one owner, carefully used, very exceptional condition; exchanges; list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-58

CLYNO Nine, 10 guineas; 1928-29 four-seater, practically unworn tyres, very good condition; terms, exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-39

CLYNO, 1928, 10-8 de luxe model, four-seater, beautiful condition, £17 10s. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 92-94

CLYNO two-seater, 1928, new tyres, mechanically perfect, £25. Autos Holmes, Fulham Cross, S.W.6. Fulham 4927. 92-1098

CROSSLEY, £13 deposit or 135 guineas cash. Late 1932, 10 h.p. super-sports four-seater, blue and beige, very fast, carefully used, very exceptional condition; exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-40

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

FIATS. All under £100. See page 22. 92-800

FIAT, £12, 1925, 10-15 h.p., coachbuilt saloon, four speeds, excellent tyres, perfect condition, exchanges. 86 Acre Lane, Brixton. Phone 3401. 92-856

FIAT Nine, 1928 drop-head coupe, in exceptionally good condition throughout, licensed, 24 guineas; exchanges. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 92-1040

FIAT, 8 h.p. two-seater, splendid little car, paintwork as new, excellent runner, fine order, £22 10s. Camden Motors, 136-138 Cricklewood Broadway. Gladstone 1652. 92-64

FIAT, 1927, 9-15 coachbuilt saloon; special clearance offer, £18. Newnams, 237 Hammersmith Road, London. Riverside 4646. 92-972

FIAT, 1927 (February) 12 h.p. four-seater tourer, blue, exceptionally good runner, nearly new battery, £15. Smith and Hunter, 407 Edgware Road. 92-992

FORD Eight Tudor saloon, choice of three from £85. See page 19 for details. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-882

FORD, £90. 1933 8 h.p. de luxe saloon, beautiful condition; exchange and deferred terms. Cummings, 101 Fulham Road, S.W.3. 92-1025

FORD Eight, 1933 model Tudor saloon, finished dark brown, excellent condition, £87 10s.; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 92-1032

FORD, £78. 1933 8 h.p. Tudor saloon, whole car in practically new condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 92-855

FORD (1933) 8 h.p. saloon, 3,200 miles, new condition, licensed, insured, £90. Johnson, "Ashberry," Daws Avenue, Wallisdown, Bournemouth. 92-p572

FORD. See "Andrew of Mortlake" first.

All cars taxed, insured and guaranteed; self-financed terms from £8. No references! No security!! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 92-830

FORD Eight £25 down, including licence and insurance, balance £4 8s. monthly. Always several in stock to choose from, in guaranteed condition. W. Harold Perry, Ltd., Ford main dealers, Invicta Works, North Finchley, N.12. Phone, Finchley 1111. 92-195

FORD, 1933 (March), 8 h.p. saloon (improved model), specially cellulosed black and green, mileage 4,000, absolutely perfect throughout, taxed December, £90. 35 The Gallop, Sutton. Phone 4964. 92-p548

FORD, 1933 8 h.p. saloon, small mileage, excellent condition, £85. Bruton Garages, Ltd., 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 92-837

FORD. Speechley's specialized Ford dealers. Below.

1933 8 h.p. Tudor saloon, 5,000 only, scratchless, £79. Below.

Speechley's, 395 Edgware Road, W.2. Ambassador 1300. 92-941

FORD, £87 10s. 1933 series 8 h.p. saloon, small mileage, latest type back axle, any inspection; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., East Putney (Wandsworth). Putney 2818. 92-915

FORD Eight, 1933 (three months old) coachbuilt saloon, definitely like new, licensed, 89 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 92-1044

FORD, £9 deposit or 89 guineas cash. 1933, 8 h.p. Tudor saloon black and cream, leather upholstery, one owner, small mileage, practically brand new; exchanges. Rowland Smith, below.

£8 deposit or 85 guineas cash. Ford, 1933, 8 h.p. Tudor saloon, green, one owner, very carefully used, practically brand new; exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-41

FORD. Cookes Motors offer practically new 1933 8 h.p. Tudor saloon, £89. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 92-1071

FORD Eight £85!!! Saloon, like brand new. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1142

FORD, 1933, 8 h.p. Tudor coachbuilt saloon, small mileage only, £85. Newnams, 237 Hammersmith Road, London. Riverside 4646. 92-971

FORD, 1933 (September) 8 h.p. four-door sunshine saloon de luxe, black-green, leather upholstery, grid, direction indicators, shopsoiled rather than secondhand, taxed, cost £156 complete, £128. Below.

1933, 8 h.p. Tudor saloon, black, grey upholstery, one private owner, mileage 8,000, beautifully kept, £90. Below.

1933, 8 h.p. Tudor saloon, brown, new end 1932, one owner, carefully used, very reliable, £82. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-987

FORD Eight, 1933 saloon; blue and black, mileage 7,000, as new throughout, £88; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 92-79

FORD, 1933, 8 h.p. saloon, blue, 5,000 miles, like new, taxed, £80. Owner, 7 Kyverdale Road, N.16. Clissold 8392. 92-p609

FRAZER-NASH, 1925-26 1½-litre Anzani super-sports two-four-seater, recently overhauled by well-known Brooklands engineer, low-pressure tyres, etc., £75; exchanges, deferred, Bartlett, 27a Pembridge Villas, Notting Hill Gate. 92-943

FRAZER-NASH Cars have for disposal several used cars, which have been reconditioned and mechanical fitness guaranteed; full particulars on application to Falcon Works, London Road, Isleworth. Hounslow 0011-2. zzz-524

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

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

(continued).

FRAZER-NASH, £3 deposit or 25 guineas cash. 1925, 12 h.p. sports occasional four-seater, black and red, specially tuned, very fast; exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-42

G.N., four very reliable good tyres and brakes, taxed, £10. Duffell, 33 Becmead Avenue, S.W.16. Royal 2452. 92-x620 zzz-524

HILLMAN, 1933 Minx de luxe saloon, sun roof, exceptional condition throughout, £127 10s. Paul and Co., 114 Great Portland Street. Museum 8464-5. 92-1035

HILLMAN Minx, new four-speed de luxe, mileage 2,500, price £150. Borde, 48 Southfields, Hendon, N.W.4. 92-p581

HILLMAN Minx sliding-roof saloon, one owner, beautiful condition, £118; self-financed hire-purchase. Newnams, 164 Fulham Palace Road, W.6. 92-796

HILLMAN Minx, 1933 saloon, in splendid condition, £109. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 92-814

HILLMAN. H. and C. reconditioned cars.

1933 model Hillman Minx sports tourer, black, green leather upholstery, exceptional condition, £105. Hodgkinson and Crossley, Ltd., 53 South Side, Clapham Common. Macaulay 4351. 92-950

HILLMAN Minx. Newnams offer 1933 de luxe saloon, mileage 5,000, practically as new, £130; self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 92-894

HILLMAN. Cookes Motors offer 1933 series Minx coachbuilt saloon, practically new, £112. 10 Lower Grosvenor Place, S.W.1. Victoria 9750. 92-1079

HILLMAN Minx, 1932 saloon de luxe, sun roof, one owner, taxed, £107 10s. Paul and Co., 61-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 92-998

HILLMAN, £115!!! Minx de luxe saloon, bumpers, Triplex, like new. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1139

HILLMAN Minx, 1932 de luxe coachbuilt saloon, beautiful little car, £105. Newnams, 237 Hammersmith Road, London. Riverside 4646. 92-970

HILLMAN, 1933 Minx sunshine saloon, four-speed, new May, 4,000 miles only, as new throughout, taxed, £145. Below.

1933 Minx sunshine saloon, blue-black, mileage 7,800 only, quite unblemished, any trial and guarantee, taxed December, £125. Below.

1932 (July) de luxe sunshine saloon, black-gold wheels, chauffeur-driven, kept in unblemished order, tyres as new, grid, cigar lighter, cost £187 complete, taxed, £120. Below.

1932 (June) Minx sunshine saloon, blue, bumpers, very small mileage, one owner, taxed, £110. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-994

HILLMAN, 1933 Minx saloon, beautiful condition, one owner, £110; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 92-94

HILLMAN Minx, £10 deposit or 105 guineas cash. Late 1932 coachbuilt saloon, very carefully used, practically new condition; exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-43

HUMBERS. All under £100. See page 22. 92-801

HUMBER, 1930. 9-28 coachbuilt saloon, wire wheels, real leather upholstery, one owner since new, many extras, really beautiful condition, taxed, £98. See also page 19. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-881

HUMBER 9. 1928 two-seater, repainted, £25. Craven Autos, Surbiton Road, Kingston. Phone 6177. 92-842

INVICTA, 1927 three-litre two-carburettor sports four-seater, f.w.b., four speeds, excellent condition throughout, £55. 73 Atkins Road, Clapham Park, S.W.12. 92-p363

JOWETT. Manchester. 1929, 1930, 1931, 1932 saloons and tonners always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon, Jeffers, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETT, Kestrel saloon, new last March, insured to April, taxed, maroon and fawn, owner-driven, as new, £150. Pady, 191 Teignmouth Road, Torquay. 92-p274

JOWETT, 1932 coachbuilt long chassis saloon, nice condition, engine thoroughly overhauled, £95.

JOWETT, 1926, long two-seater, overhauled, £16 10s. Lovatt, 191 Streatham Road, Mitcham. zzz-708

JOWETT. 1930 long chassis saloon, very clean car, good tyres, taxed, £52. See page 19 for other models. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-886

JOWETT, 1927 long four-seater, taxed, £15; also 1928 short two-seater, taxed, insured, new tyres, whole car good as new, £25. Rear 243 Maida Vale, Kilburn, W.9. 92-1053

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

(continued).

JOWETT. Mill Hill Car Supply offer:—

1929 Jowett long-wheelbase four-door saloon, brown and black, one owner, licensed, far above average, £55. The Broadway, Mill Hill, N.W.7. 92-900

JOWETTS. All under £100. See page 22. 92-802

JOWETT, 1932 Blackbird sunshine saloon, excellent condition, one owner, £105; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 92-1051

JOWETT. F.O.C.H., Ltd., Jowett specialists. 1934 models and comprehensive selection of guaranteed used Jowetts always in stock. Send for free list. Below.

F.O.C.H. 1924 7 h.p. long-chassis four-seater, new hood, very good condition, taxed, 11 guineas.

F.O.C.H. 1933 model 7 h.p. Kestrel four-door sunshine saloon de luxe, black and green rexine, one owner, very carefully used, magnificent condition, taxed, 135 guineas.

F.O.C.H. 1932 (June) 7 h.p. long-chassis Blackbird de luxe sunshine saloon, black and green, moquette, one owner, exceptional condition, taxed, 92 guineas.

F.O.C.H. 1932 7 h.p. 7-ovt. commercial van, 70 cubic feet capacity, f.w.b., very good condition, 69 guineas.

F.O.C.H. 1929 (May) 7 h.p. short-chassis four-seater, maroon, very good condition, 29 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all weekdays 9-9; Sundays 9-1. 92-848

JOWETT, 1929 short-chassis tourer, excellent throughout, taxed, £27; exchanges. 199b Upper Richmond Road. Putney 7673. 92-p554

JOWETTS for sale and wanted. Old type engines decarbonized 25s., new 12s. 6d. King's Head Garage, King's Head Hill, Chingford. Silverthorn 1496. 100-072

JOWETT, 1927 long saloon, overhauled, balloon tyres, £25 10s. Tamplin Motors, 50 Malden Road, Cheam. 92-860

JOWETT. "Andrew of Mortlake" offers:—

Saloons, 1928-31, from £25. Taxed, insured, guaranteed. Self-financed terms from £8. No references! No security!! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 92-826

JOWETT, May, 1933, Kestrel saloon, maroon and fawn, moquette upholstery, sliding roof, bumpers, etc., total mileage 2,100, condition as new in all respects, taxed to December, any trial, £140. Ruffels, Clarendon Road. Harrow 0646. 92-1037

JOWETTS, 1932 long chassis de luxe fabric saloon, £85, bargain; 1932 van, 6,000 mileage, £70; 1929 Black Prince saloon, £50. Write us re your new cars or vans. Pater, Jowett Specialist, Bedford. Phone 3519. 92-861

JOWETT, 1931 long chassis coachbuilt saloon de luxe, sunshine roof, wire wheels, almost as new, one owner, £79. Below.

Jowett, 1929 long chassis saloon, nice condition, taxed, £42 10s.; also 1929 long tourer, £35; exchanges, terms. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 92-956

JOWETT, 1930 Black Prince four-door saloon, long chassis, wire wheels, taxed, very nice condition, £55; easy terms. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4635. 92-97

JOWETT, 1932 long coachbuilt saloon, in blue, one owner, beautifully kept, looks and runs like new, £110; another, black and green, £100; open to exchange and extended payments. Buntings, Jowett Agency, Harrow. 92-74

JOWETT, 1932 "Blackbird" long sunshine saloon de luxe, blue, leather upholstery, one private owner since new, first-class condition, £100. Below.

Smith and Hunter 407 Edgware Road. Ambassador 1011. 92-988

JOWETT, 1928 long two-seater, maroon, perfect condition, taxed and insured, tyres good, 18 guineas; no offers. Gladding, 91 Ferme Park Road, Crouch End. N.8. 92-p605

JOWETT, £29!!! Saloon, February, 1929, registration, taxed. Frazier Garage, Oakley Street, Waterloo, S.E. Hop 5411. 92-1145

JOWETT, 1930 long chassis Grey Knight saloon, upholstery grey moquette, carefully used, £68.

1930 Jowett Black Prince saloon, very clean, rebored, £65. Rbind's Motors, Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 92-1113

JOWETT Seven. 1927, long four-seater, full equipment, good condition, £15. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 92-1085

LEA-FRANCISES. All under £100. See page 22. 92-803

LEA-FRANCIS. £55. 1929 12-40 h.p. four-door low-built sports saloon, Rudge wire wheels, leather upholstery, four speeds, magnificent condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 92-834

LEA-FRANCIS, £17 10s. 1927 semi-sports tourer, good tyres, sound throughout; another, £27 10s. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 92-914

LEA-FRANCIS, 1930 12-40 sports four-door saloon, furniture, hide upholstery, sunshine roof, two spare wheels, sun visor, etc., really economical and fast, cost £450, price £85; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 92-945

LEA-FRANCIS, 1927, 12-22 h.p. two-seater, exceptional condition, £28; another, 1926 two-seater, £24. Paul and Co., 61-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 92-997

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

MORRIS, 10 h.p. sunshine saloon, black and green, one owner. £119. Armitage Motor Co., Wilton Mews, Grosvenor Place, S.W.1. Sloane 5112.

MORRIS Minor, 1933 two-seater, four-speed, taxed and insured, £83. Cambell, Cliffe Mount, near Clitheroe. 992-p582

MORRIS. £65!!! 1932 8 h.p. s.v. two-seater, in genuinely un-scratched condition throughout, four new tyres, taxed, numerous extras, including spring steering wheel, clock and fire extinguisher, insured until June. Morgan Hastings, Ltd., 212 New King's Rd., S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayair 5323). zzz-723

MORRIS Minor, 1930 fabric saloon, taxed, perfect condition, £30. 75 Heath Street, Hampstead, N.W.3. Ham. 3287. 92-863

MORRIS Minor, £81 10s. 1933 saloon, sun roof, four-speed, low mileage; another, as new, taxed, £86 10s. Ward and Co., 5 Upper Richmond Rd., Putney (Wandsworth). Putney 2818. 92-918

MORRIS Minor, 1932 8 h.p. Arrow open four-seater sports, black-red, small mileage, fully equipped, one owner, smart, attractive, excellent performance, £79 10s. Harry Nash, 348 King Street, Hammersmith. 92-924

MORRIS Family Eight sun saloon, taxed, fine condition, £90. 1933 Morris Minor two-seater, four-speed gearbox, taxed, £77 10s. Motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 92-903

MORRIS. Speechleys, specialized Morris dealers. Below.

1933 Family Eight sunshine saloon de luxe, blue, practically new, taxed year, £109; choice of three. Below.

1932 Family Eight sunshine saloon de luxe, one owner, faultlessly kept, as new, £79; choice of two. Below.

Speechleys, 395 Edgware Road, W.2. Open 9-8 all the week; Sunday, 10-1. Ambassador 1300. 92-935

MORRIS Minor. Speechleys, specialized Morris dealers. Below.

We buy and sell Morris cars only in faultless condition. Below.

1933 Sunshine saloon de luxe, black and green, negligible mileage, brand-new condition, £89. Below.

1933 Two-seater, black and green, tyres unworn, spare unused, several extras, perfect condition, £78. Below.

1931 Sunshine saloon de luxe, coachbuilt, black, bumpers, safety glass, faultless order, £59. Below.

1931 Two-seater, s.v., grey, very carefully used and maintained in beautiful condition £49. Below.

Full list upon request. Below.

Three months' "same as maker" written guarantee issued with every car, irrespective of price. Below.

A comprehensive selection of Morris Minors always on show; exchanges at full value. Hire-purchase. Below.

Speechleys, 395 Edgware Road, Paddington, W.2. Open 9-8 all the week; Sundays, 10-1. Ambassador 1300. 92-936

MORRIS. Speechleys, specialized Morris dealers. Below.

1933 Ten sunshine saloon de luxe, extremely small mileage, superlative condition, £119. Below.

Speechleys, 395 Edgware Road, W.2. Ambassador 1300. 92-940

MORRIS Minor, £59; 1931 de luxe coachbuilt sunshine saloon, all black, safety glass, taxed year, bargain. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 92-951

MORRIS Minor, 1930 four-seater, taxed, insured, bargain, £35. Fred Gny, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 92-1068

MORRIS Ten, £12 deposit or 125 guineas cash. 1933 model, coachbuilt sunshine saloon, very carefully used, practically new; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-51

MORRIS Minor £44!!! 1931 side-valve two-seater, really excellent, taxed. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 92-x625

MORRIS Minor, 1932 sunshine saloon, excellent condition throughout, £70; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 92-96

MORRIS Minors. List free. Terms, exchanges. Rowland Smith, below.

£8 deposit or 85 guineas cash. Family Eight, 1932 four-door coachbuilt saloon, sunshine roof, small mileage, carefully used, practically new condition.

£7 deposit or 69 guineas cash. 1932 model, coachbuilt sunshine saloon, blue one owner, carefully used, practically new condition.

£6 deposit or 59 guineas cash. 1932 model two-seater, carefully used, exceptional condition.

£5 deposit or 52 guineas cash. 1931 saloon, exceptional condition.

£5 deposit or 55 guineas cash. 1931 model four-seater, carefully used, very exceptional condition.

£5 deposit or 52 guineas cash. Late 1930 o.h.v. sports two-seater, black and red, very exceptional condition.

£4 deposit or 45 guineas cash. 1930 saloon, blue, bumpers, very good condition.

£4 deposit or 45 guineas cash. Late 1931 two-seater, one owner, very good condition.

£3 deposit or 35 guineas cash. 1929 model saloon, excellent condition. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 92-47

MORRIS Minor, £85; 1933 coachbuilt sun saloon, four-speed gearbox, exceptionally clean, one owner; part exchange or deferred terms. Auriol Engineering Works, Ltd., 336 Goldhawk Road, W.6. Riverside 1306. 92-59

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

MORRIS Minor, 40 guineas. Terms, exchanges!!! 1931 side-valve four-seater, in new condition throughout. 368 Hornsey Road, N.19. Archway 3294.

MORRIS, 1932 Family Eight sunshine saloon de luxe, four doors, long chassis, blue, like new, £86; guaranteed; exchanges, deferred. Trustcott for Saloons, 175a Westbourne Grove, W.11. 92-947

MORRIS Minor, late 1930 saloon, finished in blue and black, in exceptionally smart and sound condition, fully equipped, open to any examination, £42 10s.; exchanges, deferred terms. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 92-932

MORRIS Minor, £62 10s. 1932 two-seater, finished in red-black, tuned engine, spring wheel, big sump, etc., terrifically fast, ultra-smart. M.B. Motors, 336 New Cross Road, S.E.14. 92-869

MORRIS Minor sun saloon, 1932 model, excellent condition, £70. Brightwell, 65 Lyndhurst Road, Chichester, Sussex. 92-p576

MORRIS Minor, 1931 saloon, choice of four, from £52 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 92-1029

MORRIS Family Eight, 1932 coachbuilt sun saloon, new condition throughout, £98; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 92-1030

MORRIS Minor. £77 10s. 1932 de luxe coachbuilt saloon, new condition throughout; exchanges and deferred terms. Cummings, 101 Fulham Road, S.W.3. 92-1024

MORRIS Minor, 1932 coachbuilt saloon, sliding head, colour black, green upholstery, in perfect condition throughout, any trial, cash or terms, £70. Maudes, of Norwich, Ltd., 106-8 Prince of Wales Road, Norwich. Phone 2223-4. 92-843

MORRIS Minor, 1932 coachbuilt two-seater, as new, £65; exchanges, deferred. 199b Upper Richmond Road. Putney 7673. 92-p351

MORRIS Ten, 1933 sunshine saloon de luxe, taxed year, condition as new, small mileage, £125. Sandford's Service Station, Kingston Road, Leatherhead. Phone 78. 93-719

RENAULTS. The following cars carry our usual guarantee. Deferred terms. Exchanges. Welham, Renault Sales and Service, Surbiton Hill Road, Surbiton. Elmbridge 1873.

1931 13 h.p. Speed Four saloons, 30 m.p.g., 70 m.p.h., new tyres and batteries, £65 to £75.

1931 12 h.p. six-cylinder Monasix coachbuilt saloon, leather upholstery, £65.

1929 12 h.p. Monasix Weyman saloons, tax paid, bumpers, carrier, etc., £35 and £40 each. 92-1048

RENAULT, 9 h.p. four-seater, f.w.b., new tyres, excellent example, £13 10s. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 92-95

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes.

RILEY Nine. 1932 Monaco saloon, sunshine roof, unmarked, finished black and green, taxed, absolutely as new, £180; terms, exchanges. G. Wilkin, 26 London Road, Kingston. Phone 0722. 92-611

RILEYS. All under £100. See page 22. 92-806

RILEY Nine, 1930 Monaco, blue and cream, one owner, exceptional condition, taxed, £89. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 92-701

RILEY, £140!!! 1931 Monaco saloon, black and cream, sunshine roof, taxed, excellent mechanical condition. Morgan Hastings, Ltd., 212 New King's Road, Fulham, S.W.6 (Putney 7611); and 95 New Bond Street, W.1 (Mayair 5323). zzz-705

RILEY Nine, Mark IV Monaco saloon, 1929, wire wheels, leather, Triplex, etc., particularly smart car, £72. See page 19 for other models. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-878

RILEY Nine special Mark III sports saloon, excellent condition throughout, only 53 guineas. Exchanges, deferred. Norringtons, 243 Goldhawk Road, Shepherd's Bush. Riverside 2365. 92-1046

RILEY Nine, Monaco, twin-carburettor, four-speed, taxed, £49. 10 Station Road, Camberwell, S.E.5. Brixton 1356. 92-p603

RILEY, 1932 (May) Monaco sunshine saloon, brown-ivory, hide upholstery, mileage 10,000, faultless mechanically, any trial, £175. Below. 1930 Monaco saloon, blue, leather upholstery to match, good tyres, Triplex throughout, clean and well kept, £95. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-985

RILEY, 1929-30 Monaco saloon, exceptional condition throughout, small mileage, carefully maintained fully equipped and taxed year, any inspection or trial, £75. Hillary, Newtown, Newbury. 92-p607

RILEY Nine, 1929, Mark IV, open four-seater, very exceptional condition and appearance, £75. Paul and Co., 114 Gt. Portland Street, Museum 8464-5. 92-1033

RILEY Nine, 1929 sports tourer, four-speed, maroon, four doors, leather upholstery, really exceptional condition and appearance, taxed, £57 10s. Hine, Plough Garage, Bromley Common. 92-p578

RILEY, 1928 Monaco saloon, chromium plated part, foglight, spotlight, side indicators, exceptionally smart, reliable car, £53. 54 Bramber Rd., North Finchley. Hillside 1825. 92-p577

RILEY Nine 1931 Monaco four-door sunshine saloon, magnificently equipped, Triplex, spotless condition throughout, super performance, tax paid, 118 guineas, written guarantee. See this and others to appreciate the wonderful value at Kirk and Co., 22, 49 Praed Street, W.2. Paddington 6049. Close 8 p.m., Sunday 10 a.m. to 1 p.m. 92-1091

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

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

RILEY, 1930 Monaco saloon, perfect condition, low mileage, taxed, £295; exchanges. 199b Upper Richmond Road, Putney 7673. 92-p354

RILEY Nine 1931 saloon, plus model, small mileage, new condition, £125; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.) (Hampstead 0523). And 62 High Road, Chiswick. (Chiswick 4716.) Open Sundays 11.30-2. 92-1106

RILEY, 1932 9 h.p. Monaco sun saloon, small mileage only, £175. Newnams, 237 Hammersmith Road, London, Riverside 4646. 92-969

RILEY, £85; 1930 brown saloon, Monaco, perfect order. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1146

RILEY, £25!!! 10.8 h.p. Redwing super sports two-seater, polished aluminium body, four speeds, wire wheels, balloon tyres, etc., 70 m.p.h., 100% condition. Terms. J. K. Greenwood and Co., Ltd., 50a Highgate Road, N.W.5. Gulliver 2251-2. 92-1116

RILEY. Ward and Co. offer!!!
 £126 10s. 1931 Riley Nine Monaco four-door saloon, carefully used, in 1933 condition, small mileage, genuine bargain.
 £167 10s. 1932 Riley Nine Monaco coachbuilt saloon, small mileage, positively as new; another, special series, twin carburettors, £177 10s. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 92-910

RILEY, 1930, two-carburettor Monaco saloon, taxed, black and red, £95. Motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 92-904

RILEY Nine, £16 deposit or 165 guineas cash. 1932 Gamecock two-seater, cream and red, very carefully used, practically new condition.
 £3 deposit or 35 guineas cash. Riley, 1926, 12 h.p., red wings, sports four-seater, black and red, f.w.b., wire wheels, carefully used, excellent condition, taxed; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6401-6. 92-34

RILEY Nine, Mark IV saloon, very late 1929, £69 10s.!!! condition throughout above reproach, cheapest of its type ever advertised. Camden Motors, 136-138 Cricklewood Broadway. Gladstone 1632. 92-63

ROVER brand-new Ten special sun saloon, maroon, free wheel, clutchless gear change, floating power, a revelation in sweet running and power, 11-1-338, accept £198. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 92-635

ROVERS. All under £100. See page 22. 92-807

ROVER, 1929, 10-25 sportsman's coupe, sunshine roof, wire wheels, leather, etc., black and red, £49. Other models on page 19. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-879

ROVER, £25!!! Late 1928 10-25 sports two-seater and dickey taxed December, one-owner car with low total mileage, good tyres and equipment, fitted with sports wire wheels and spring steering wheel, etc., a real genuine little car that is definitely 100% mechanically with exceptional performance (a trial will convince), any inspection or trial welcome. Exchanges. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 92-x621

ROVER Ten, 25 guineas! 1928 Weymann saloon, new tyres, splendid economical car, taxed. Parwood, East Hill, Wandsworth. 92-1061

ROVER Ten, 1928 semi-sports taxed, rebored, perfect condition, good tyres and battery, £22; evenings. 99 Oakington Avenue, Wembley Park. 92-p606

ROVER 10 h.p. 1931 sportsman's foursome coupe, taxed, £65. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 92-1

ROVER, 1933 coachbuilt sunshine saloon, 10 h.p., four-speed, unused and unregistered, shop-soiled, £200 list price, to clear, £165. Below. 1932 (August) 10-25 coachbuilt sunshine saloon, four-speed, rear tank, leather upholstery, very complete, new tyres, £115. Below.

1931 10-25 sunshine saloon, maroon, leather upholstery, good tyres, clean and well kept, taxed, £73. Below.

1929 10-25 4-door saloon, blue, leather upholstery, very good tyres, repurchased from private owner sailing abroad, taxed, £52. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-993

ROVER, 1932, Pilot, 12 h.p., six-cylinder coachbuilt sunshine saloon, one owner, beautiful condition, £95. 73 Atkins Road, Clapham Park, S.W.12. 92-p362

ROVER, 1930 10-25 Weymann de luxe saloon, leather upholstery, taxed, exceptional condition throughout, one owner, £55; another, £47 10s.; exchanges and deferred terms. Haskins, 155 Ladbrooke Grove, Park 5541. 92-834

ROVER 10, £42 10s., 1929 (July) sportsman's coupe, four seats, wire wheels, sun roof, nice condition. 73 Atkins Road, Balham, S.W.12. 92-p573

ROVER, £80; 1931 coachbuilt sun-roof saloon, overhauled, rebored, new pistons fitted this week. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1143

ROVER, 10 h.p., £50; 1930 series, sun roof, rebored, special pistons by makers. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1132

ROVER Ten, £135; 1932 sports four-seater, speed model, cutaway driver's side, 70 m.p.h. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 92-1134

ROVER Ten, 1932 coachbuilt saloon, Magna wheels, leather upholstery, Triplex, bargain, £89. Rhind's Motors, Ltd., 258 Deansgate, Manchester. Phone Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 92-1110

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

ROVER Ten, 1928 tonner, perfect condition, new hood, etc., £25; exchanges. 199b Upper Richmond Road, Putney 7673. 92-p353

ROVER Ten, 1928 four-door saloon, very good condition, £32 10s.; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.) (Hampstead 0523.) Open Sundays 11.30-2. 92-1101

ROVER 1932 10-25 coachbuilt sun saloon, good appearance, etc., £89. Newnams, 237 Hammersmith, Road, London, Riverside 4646. 92-968

ROVER Ten, 1929 sportsman's coupe, sun roof, good runner, £42 10s.; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.) (Hampstead 0523.) And 62 High Road, Chiswick. (Chiswick 4716.) Open Sundays 11.30-2. 92-1107

ROVER. Cooke's Motors offer:—1933 Pilot sports four-seater coupe, free wheel etc., like new, cost £300, bargain, £200. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 92-1077

ROVER.—Ward and Co. offer!!!
 Unused!!!
 £152 10s. 1933 Rover Ten four-door family saloon, four-speed, coachbuilt, sun roof, fully guaranteed, fully equipped to makers' specification, various colours; self-financed deferred payments.
 £90 10s. 1932 Rover Ten coachbuilt sun saloon, new condition throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 92-909

ROVER Ten, £6 deposit or 59 guineas cash. Late 1931 saloon, black and red, carefully used, exceptional condition; exchanges. Rowland Smith. Below
 12 guineas. Rover Nine, 1925 four-seater, carefully used, good condition; terms; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-50

ROVER 10-25, quite exceptional, very late 1929, sunshine sportsman's coupe, finished brown, cream wire wheels, many extras, new tyres, engine Laysall overhauled, taxed, £49. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 94-98

ROVER, 1932 Ten special, one owner, been well cared for, would almost pass for new, real bargain, £115. Buntings, Wealdstone, Harrow. 92-76

SALMSON 1928 sports two-seater, several extras, wire wheels, very sporty car, genuine bargain, £28; exchanges and terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-887

SALMSON Grand Sport long-tail o.h.c., two-seater, f.w.b., good tyres, hood, etc., bargain, £19 10s. Below.
 Special coachbuilt two-seater four-speed box, o.h.c. engine, f.w.b., balloon tyres, perfect throughout, £22 10s. Camden Motors, Buck Street, Camden Town. 92-898

SALMSON, £15!!! 1927 two-seater, two-colour blue, chromium plating, taxed year. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 92-x627

SALMSON. Vadum Co. specialists since 1925 in 9.5 h.p. twin-camshaft Salmsons, which, tuned by us, cruise 50-55 m.p.h., 35-40 m.p.g. A.A. or R.A.C. examination welcomed; deferred; overhauls; tuning; used spares.
 69 Guineas. 1930, ultra-low underslung Grand Prix, wide track, large f.w.b., long tail streamline body chromium stoneguards, special all-weather equipment; really exceptional car.
 59 Guineas. 1930 (May) registrator, Grand Prix, beautifully proportioned four-door saloon, rear trunk, chromium cowed radiator, excellent tyres, outstanding performance.
 39 Guineas. 1928 (July) Grand Prix saloon, cowed radiator, smart, large steering wheel.
 34 Guineas. 1927, Grand Prix long-tail streamline two-seater, completely reabricked and repainted, V screens, concealed hood, licensed December; another, staggered seat, San Sebastian racing body, 35 guineas.
 37 Guineas. 1927 series Grand Prix Special, four speeds (close ratio), ball-bearing engine (4,500 r.p.m.), large carburettor, Rudge wheels, cowed radiator, folding screens, spring wheel, beautifully streamlined coachbuilt two-seater, recently recellulosed deep red.
 22 Guineas. 1928 series eight-rocker saloon, really smart, quiet, flexible.
SALMSONS urgently wanted. 352 High Road, Willesden Green, N.W.10. Willesden 2469. 92-811

SALMSON, 12 guineas. Late 1926, 10 h.p. o.h.v. two-seater, red and cream, wire wheels, very good condition; terms, exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 92-49

SALMSON 80 m.p.h., 1929 model, twin overhead camshaft, Grand Prix, 9.5 h.p., underslung chassis, overhauled and specially tuned, new tyres, guaranteed, £32 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 92-90

SALMSON, 70 m.p.h., 1929 Grand Prix sportsman's saloon, tax paid, overhauled, perfect condition, guaranteed, £52 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 92-88

SENECHAL, long-tail sports two-seater, new low-pressure tyres, f.w.b., chromium plating, dynamo, starter, etc., bargain, £19 10s. Camden Motors, Buck Street, Camden Town. 92-896

SINGERS. All under £100. See page 22. 92-808

SINGER, 1933 (August) sports coupe, almost as new, taxed December, £160. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603-4. 92-715

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

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

SINGER Eight saloons and sports models; 12 models actually in stock. See page 19 for details. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 92-880

SINGER, 1928, 8 h.p. four-seater tourer, f.w.b., very good tyres, good battery, smart appearance, £27. Beechings, Ltd., Farnborough, Hants. Phone 279. 92-1023

SINGER, 1930 8 h.p. coachbuilt four-door saloon, wire wheels, mechanical condition and appearance exceptionally good, fully equipped, open to any examination, £247 10s.; exchanges, deferred terms. 539a Goldhawk Road, Hammersmith, W.6. Riverside 5115. 92-931

SINGER, £28 10s., 1929 Junior two-seater, double dickey, all-weather equipment, new hood, recently overhauled; exchanges, terms.

£145 10s. 1933 Singer Nine sports coupe, one owner, positively as new, low mileage; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 92-911

SINGER, 8 h.p., 1932 Junior sunshine saloon, actual mileage 9,500, in every way equal to new, with written guarantee, £89. Harold Simons, Ltd., 311 Euston Road, N.W.1. Museum 4128-29. 92-907

SINGER Nine, £125; 1933 sunshine saloon de luxe, finished in maroon-black, magnificent condition right throughout, negligible mileage, taxed. M.B. Motors, 356 New Cross Road, London, S.E.14. 92-865

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Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 92-92

SINGER Eight, 1931 Junior coachbuilt sun saloon, showroom condition 58 guineas. Exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 92-1045

SINGER, 9 h.p., 1933 de luxe coachbuilt sunshine saloon, very small mileage, absolutely new and faultless condition throughout, £125; deferred. Exchanges. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 92-1054

SINGER, 1932 (July) 10 h.p. sunshine saloon, dark blue, leather upholstery, mileage 8,000, attractive, £100. Below.

1931 (April) 8 h.p. four-door sunshine saloon, one private owner throughout, upholstery covers, repainted blue, very attractive, £60. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 92-991

SINGER, 1933 Nine sports coupe, special works engine, in new condition throughout, cost £215, sell £150, or exchange cheaper car. Balance on hire-purchase can be arranged. "The Homestead," Hessele Grove, Ewell. 92-68

SINGER 8 h.p. tourer, 1930, very sound, reliable car, splendid appearance, good tyres, £34. Camden Motors, 136-138 Cricklewood Broadway, Gladstone 1652. 92-62

SINGER Junior, 1931 sunshine saloon, lovely little car, £67 10s. Bantings, Wealdstone, Harrow. 92-75

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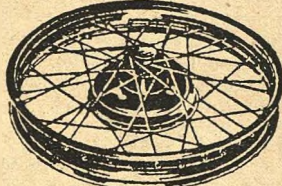
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Inland Telegrams: "Pressimus, Hobb., London."
Cables: "Pressimus, London."
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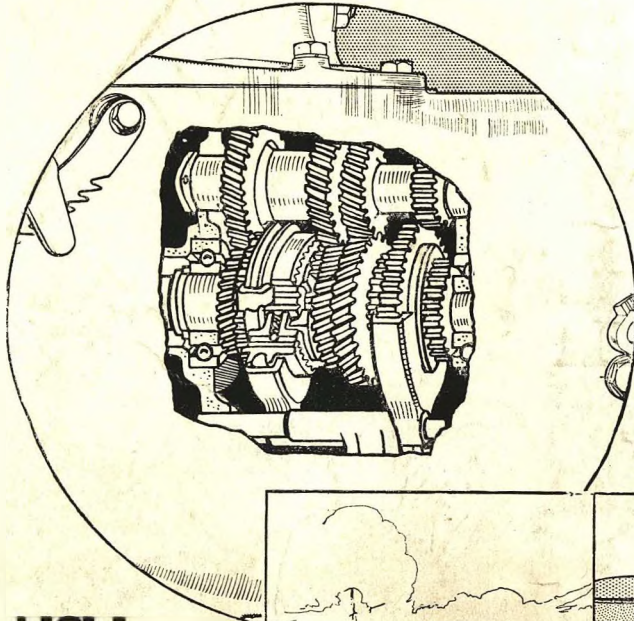
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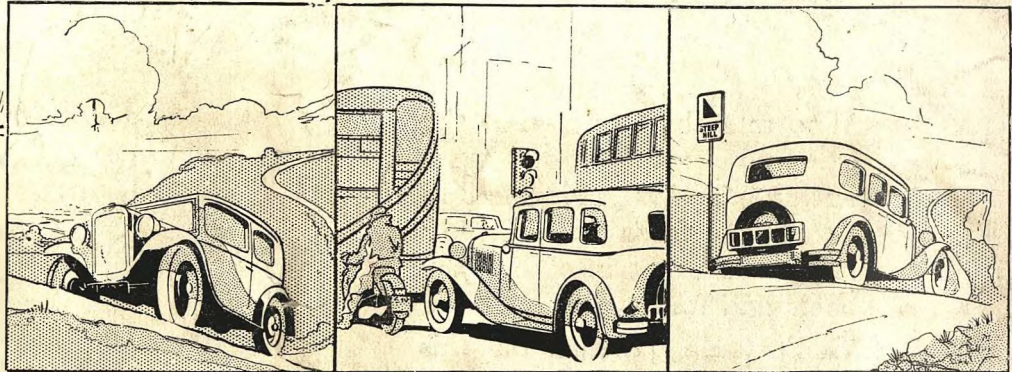
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