

The Light Car

3D

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Friday Jan. 5, 1934

Registered at the GPO
as a Newspaper

Founded 1912

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



MODERN INDEPENDENCE.

HAILED by passing Samaritans the woman driver seen in our picture was able to answer: "Thanks, don't trouble!" for, amongst other things, the equipment of her car boasted permanent jacks, thus making a change of wheels a simple matter. A very convenient feature of the system illustrated is that the jack can be operated from either side: the handle, therefore, does not act as an obstruction whilst wheel changing is in progress.

Is this Bill coming to you?



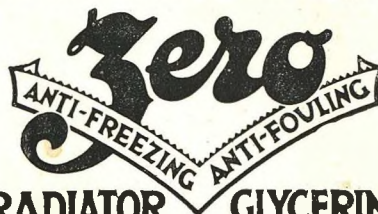
*To repairing
cylinder block*
£19·6·8

That is what it may cost you for one night's dozing by the fireside—when you ought to have been taking the car round to the garage for a charge of Zero. Remember! heavy frosts are predicted again this year, and 1° of frost is sufficient to crack the strongest cylinder block.

Get your Zero now! Cracked cylinders or water jackets cannot occur then, for Zero does not expand or go solid in the coldest weather. One fill gives complete care-free safety all the winter.

In two sizes —

8/6 for Small Cars 15/- for Larger Cars



RADIATOR GLYCERINE

You can obtain from your garage an interesting booklet on the care of the cooling system, or send a post card to Dept. 133

Sole Concessionaires: PRICE'S, BATTERSEA, LONDON

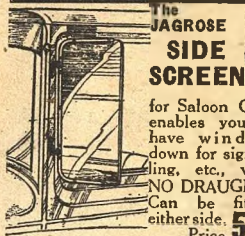
HYDRAULIC JACKS



Made by well-known makers, absolutely equal to those sold at double the price. Will lift any car up to 2 TONS without any effort. Min. height 8 1/2". Max. height 17". Complete with long jointed handle.

13/6

Postage 1/3.



THE GROSE SIDE SCREEN

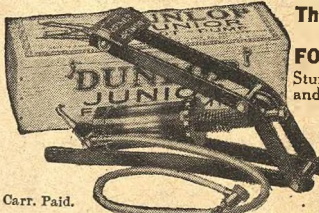
for Saloon Cars enables you to have window down for signalling, etc., with NO DRAUGHT. Can be fitted either side.

Price 5/6



REAL LEATHER Multi-coloured CAR CUSHIONS

Usual price 8/6

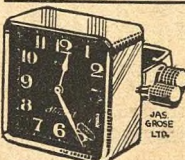


The DUNLOP MINOR FOOT PUMP

Sturdy, Powerful and Compact.

13/9

Dunlop Junior, larger size 18/6



STEWART 8-DAY CAR CLOCK

Chromium Plated

17/6

STUPENDOUS! VALUE BEST QUALITY RADIATOR MUFFS

Roll-up Front.

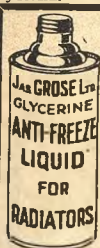
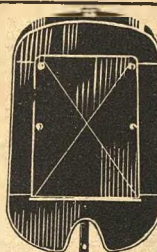
For Austin 7, Morris Minor and Cowley.

Worth 15/-

THOUSANDS of MUFFS IN STOCK.

Quotation for any other make of car by return.

4/6



TAKE NO RISKS

Your RADIATOR with J.A.S. 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.

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EST. 1876

JAMES GROSE LTD.

Cycles and Accessories

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LONDON N.W.1



PARSONS Emergency NON-SKID CHAINS

3.50 to 4.40 Each

4.50 to 5.50 .. Each 4/6

5.77 - 7.00 .. Each 5/-

Fit 3 or 4 to each wheel.

SPARE WHEEL COVERS



Super Quality black water-proof material, white piped seams, best finish. 3'50 x 19

4'00 x 19 .. 4/6

4'50 x 19 .. 5/-

4'50 x 17 .. 5/-

4'50 x 18 .. 5/-

5'00 x 19 .. 5/6

5'00 x 20 .. 6/-

ACTUALLY WORTH DOUBLE

CLEANING BRUSHES



24 in. handle .. 1/9

7 in. head, 30 in. overall .. 3/-

8 1/2 in. head, 21 in. overall .. 3/6

9 in. head, 16 in. long .. 2/-

19 in. overall .. 1/3

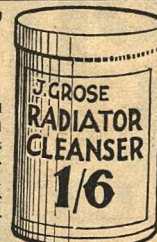
"LEAKSTOP"



for leaky radiators.

1/6

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A reliable medium for keeping your radiator clean and efficient. 1/6



THE J.G.L. LIGHT CAR GREASE GUN. 5/6

Fits standard nipples ..

EXTRAORDINARY OFFER!

ELECTRIC WINDSCREEN WIPERS

Super quality, beautifully finished, complete with arm, blade and flex

Usual price 21/-

12/6

Post free.

Special Silencer for Austin 7

fits without alteration, reduces back pressure and improves the note.

10/6

Carr. Paid.



Our Price

1/-

Genuine STADIUM HORN RINGS

for AUSTIN 7 USUAL PRICE 5/-

Fitted in a few seconds to the existing centre horn switch—only suitable for those fitted with it. NO WIRING NECESSARY. Saves that vital second in an emergency. Post 4d.



REAL WARMTH! PLAID CAR RUGS

Superior Quality, full size, all wool, exceptionally warm and cosy. Fringed borders. Actual Value 21/- Post free.

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No. 477. Black or Tan, with long leather gauntlet, fleece lined

7/6

No. 478. Superior tan cape glove with long gauntlet, double palms and fingers, strap at wrist ..

12/6

No. 1135. Soft pliable horsehide, with long gauntlet and wool lined, exceptionally well made and hard to wear out. ..

15/-

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21/-

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8/6

No. 476L. Ditto, lined wool. ..

10/6

No. 476c. Ditto, lined chamois, a wonderful glove ..

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Special Offer of Best Quality Radiator Lamps, as illustrated, with double burner and large container. Burns 60 hours

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Our Price

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Universal, burns for 7 days

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J.G.L. Super Radiator Lamp, burns 50 hours, outside wind. Usual

4/11

Price 10/6

Our Price

4/11

P. & H. ..

7/6

Sentinel ..

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Prima ..

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TYRE SIZE	RIM SIZE	SPECIAL HEAVY CORDS	GOODYEAR	FIRESTONE	DUNLOP	MICHELIN	AVON	TUBES
26 x 3'50 .. (3'50 x 19) ..		N. 20/- C. 13/6	N. 28/- C. 17/6	N. 25/- C. 17/6	N. 25/- C. 21/-	N. 24/- C. 16/6	N. 25/- C. 17/6	N.D. 7/- N.G. 3/6
27 x 4'00 .. (4'00 x 19) ..		22/- 16/6	31/6 18/6	29/- 18/6	29/- 25/-	31/3 23/6	29/- 19/-	7/- 4/-
27 x 4'40 .. (4'40 x 19) ..		25/- 19/9	37/6 23/-	50/- 23/-	37/6 30/-	37/3 31/-	37/6 23/6	7/6 4/6
28 x 4'50 .. (4'50 x 19) ..				63/- 27/-				
29 x 5'00 .. (5'00 x 19) ..		28/6 22/-	47/6 27/-	63/- 32/-	47/6 39/-	50/9 —	47/6 27/-	8/6 5/-
28 x 4'95 .. (5'00 x 19) ..								
30 x 5'00 .. (5'00 x 20) ..		32/- 25/-	47/6 32/-	70/- 41/-	52/6 —	53/3 —	47/6 31/6	9/- 5/6
28 x 5'25 .. (5'25 x 18) ..		35/- 25/-	52/6 41/-	50/- 26/-	37/6 —	—	42/6 31/-	8/6 5/6
30 x 4'50 .. (4'50 x 21) ..		28/- 22/-	37/6 26/-	60/- 26/6	45/- —	—	37/6 26/-	8/6 5/-
28 x 4'75 .. (4'75 x 19) ..		28/- 22/-	45/- 26/6				45/- 26/-	8/6 5/-

COVERS: N.—NEW. C.—CLEARANCE.

TUBES: N.D.—NEW DUNLOP. N.G.—NEW GROSE.

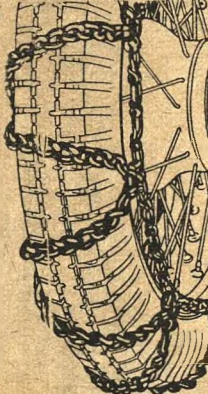
Special Postal and C.O.D. Dept. from Euston Road only.

Also at 4, Old Jewry, Cheapside.

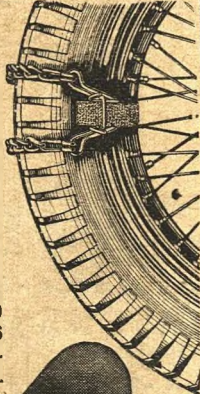
And 255, Holloway Road, N.7.

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

JANUARY 5, 1934.



Left.
**THE PARSONS
NON-SKID
CHAIN**
in sizes to suit every
type of tyre.
1st grade from 50/-
2nd grade from 33/6
Per pair.



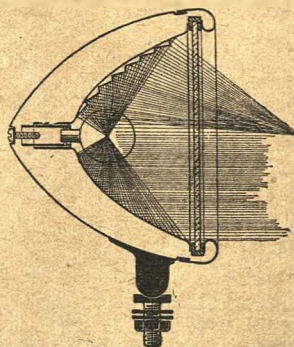
Right.
**THE PARSONS
EMERGENCY
TYRE GRIP**
3-50—4-40 each 3/9
4-50—5-50 .. 4/6
5-77—7-00 .. 5/-
Fit 3 or 4 to a wheel.

PASS ON
*safely, confidently over snow
and ice (mud-sand-grass-
all treacherous surfaces) with*
PARSONS
NON-SKID CHAINS

THE PARSONS CHAIN CO., LTD., 25, VICTORIA STREET, LONDON, S.W.1.
Phone: Victoria 3898-7. Grams: "Chainwork, Sowest, London." Works: Stourport, Worcs.

"SAFELIGHT" ANTI-FOG and ANTI-DAZZLE DEVICE

takes the strain away from night driving.



"SAFELIGHT" LAMP

Complete
Chromium Finish **70/-**
8" Front

Ensures long range
driving light with NO
dazzle to other road
users, no dimming or
dipping required.

**IN FOG no back glare—
you can drive in safety.**

The "Safelight" device can be fitted
to your existing headlamps.

- No. 1 for 6" to 6½" reflector dia. **7/6** each
- No. 2 " 7" to 7½" " " **8/6** "
- No. 3 " 8" to 9" " " **11/-** "

THE "SAFELIGHT" MOTOR LAMP CO. LTD.
Newington Buildings, Newington, LIVERPOOL, 1.

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.*

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

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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.

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

“O, the merry days when
we were young.”

In the days of old, long before the War, when we were a very small firm, we used to make Jowetts in batches of 10.

They were always sold before we made them, and the prospective owners used to visit us daily to see how their cars were progressing, and offer suggestions anent this, that, or the other.

Most embarrassing!

To-day, we are a fairly large firm, but every car is watched on your behalf from start to finish by cold-blooded Inspectors wielding soulless micro-meters, etc.

The result is that every vehicle is delivered to its owner in a state of “all-but perfection,” and that’s where our individually produced car scores over the one that’s mass-produced.

Make your next car a Jowett.

You’ll never regret it.

Prices from £150.

Tax £7.

JOWETT CARS LTD., IDLE, BRADFORD

WHY IT IS BETTER—

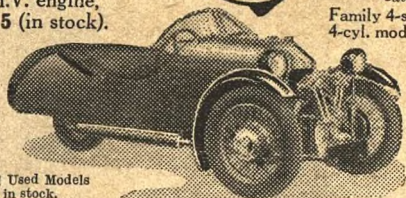
**OFFICIAL
LONDON
MORGAN
SERVICE
DEPOT**

Homac's is the Official London Morgan Service Depot, and, as such, can give almost immediate delivery. Have full stock of spares, and workshops specially equipped and staffed for Morgan Service. Call or write to **HOMAC'S for MORGANS.**

This is the Sports 2-seater with A.C. O.H.V. engine, £115 (in stock).

Models from £105
Write for 1934 Catalogue.

Family 4-seater, 4-cyl. model, £120



Several Used Models always in stock. Write for list.

MORGANS

The cheapest form of motoring

HOMAC'S, 243-7, Lower Clapton Road, E.5

Phone: Clissold 9616-7. Opposite Lea Bridge Rd., 2 minutes Clapton Stn.

Works: 46, London Road, E.5

STUARTSON

(INSURANCE) LIMITED.

**THE PIONEERS
OF
MOTOR INSURANCE
BY**

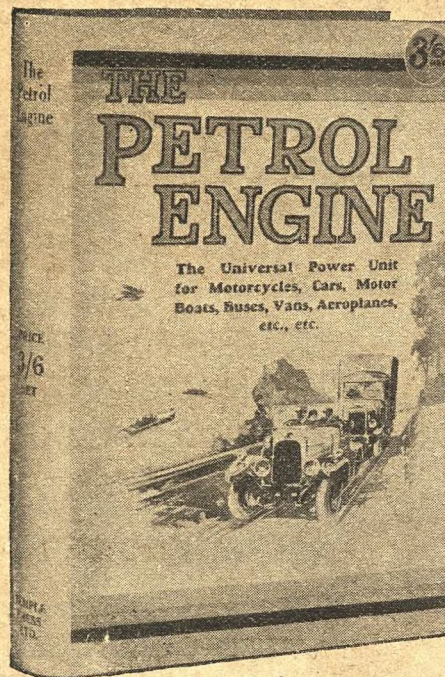
QUARTERLY

**PAYMENTS
WITHOUT EXTRA
COST**

INVITE YOUR INQUIRIES.
CALL, WRITE OR PHONE
34, LEADENHALL ST. E.C.3
Telephone: Monument 2351/6 (6 lines)

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AGENCY APPLICATIONS INVITED



All about the Petrol Engine

THIS interesting book deals exhaustively with the petrol engine in its manifold modern applications, the fullest details being given, together with numerous illustrations.

Whilst sufficiently technical to be informative, "The Petrol Engine" is written throughout in easily understandable language. It is compiled by the staffs of "The Motor" and its associated journals.

Price 3/6 Net.

Of all Bookstalls and Booksellers.

TEMPLE PRESS Ltd., 5-15, Rosebery Ave., London, E.C.1

'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 ½ PINT TIN WILL MAKE THE WINGS OF YOUR CAR LIKE NEW.
½ pint 1/-; ¼ pint 1/6; ½ pint 2/9; 1 pint 4/6

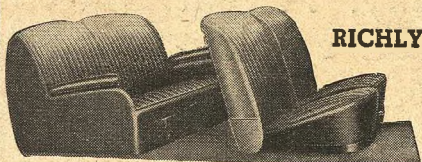
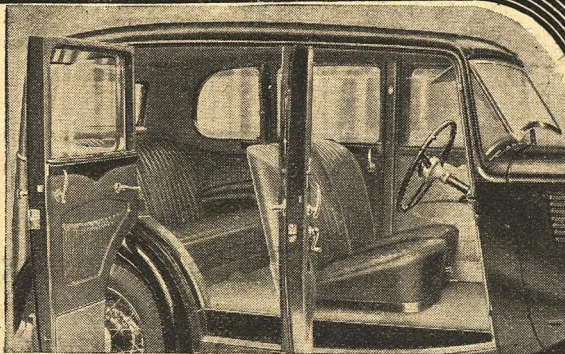
**DANIEL JUDSON & SON,
Macks Rd., Bermondsey,
S.E.16.**



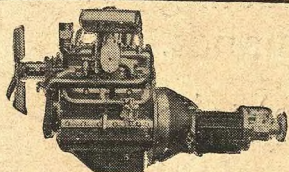
WHEN REPLYING to advertisements, mention "THE LIGHT CAR." It helps the advertiser and you, and assists the small car movement generally.

BIG, WIDE, DOORS—

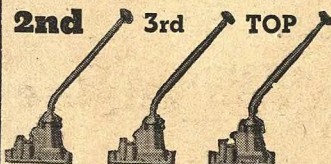
to welcome you in!



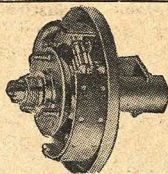
RICHLY UPHOLSTERED, ROOMY SEATS — to cushion you in the very lap of luxury. Made of the finest quality leather cloth (on de luxe models, furniture hide), seats are independently and instantly adjustable, with improved mechanism.



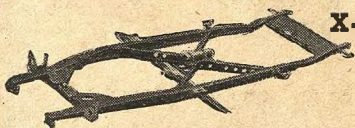
BUOYANT POWER FLEXIBLE ENGINE MOUNTING — to guard you from every trace of vibration. "Buoyant Power" reduces mechanical noise to the absolute minimum, and even at "peak" revolutions, there is a noticeable absence of engine tremors.



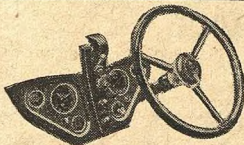
SYNCHRO - MESH GEARS. Synchro-mesh gears in second, as well as the more usual third and top, combined with controlled free-wheeling—to give you more silent and faster changes than any you have known before.



RE-DESIGNED BENDIX BRAKES — for your perfect safety. The new Standard braking system is even, well-regulated and powerful. The position of the hand brake lever on all models is central between front seats presenting a readily accessible "handy grip" with a pull-up action.



X-BRACED FRAME — to give you road stability that is a positive revelation! Besides the strength and rigidity of this cruciform type of chassis, great generous springs and Luvax hydraulic shock absorbers contribute still further to general riding comfort.



A NEW THRILLING ROAD PERFORMANCE — for your exhilaration! To Standard steadiness and reliability is added—higher speed, faster acceleration, greater hill climbing abilities. And for your financial comfort—prices and running costs remain as low as ever!

THAT'S THE 1934 STANDARD — luxurious, powerful, economical.

THE 1934 STANDARD "NINE" (4-cyl.)

Saloon - - - £135
(sliding roof £4 extra)

Saloon de Luxe - - - £152

THE 1934 STANDARD "TEN" (4-cyl.)

Saloon £168 Special Saloon £179 Saloon de Luxe £192

THE 1934 STANDARD "TWELVE" (6-cyl.)

Saloon - - £225 Saloon de Luxe - £245

All prices ex works

"BUILT TO PUBLIC DEMAND"

Write for 1934 literature to: — THE STANDARD MOTOR CO. LTD., CANLEY, COVENTRY. West End Showrooms: "STANDARD CARS," 37 DAVIES ST., GROSVENOR SQ., W.1. TEL. MAYFAIR 5011. Read "The Standard Car Review" published monthly, subscription 3/6 a year, post free.



WITH REGRETS

So 1933 has passed!

Perhaps with regrets to many. A year of improved trade, increased employment and sunshine.

And the present? A time of footing the Christmas bills and other demands.

But the passing of years need not take toll on the efficiency of your car. You should have no motoring regrets. So cheer up, Jowett owners! Your engine can be protected from undue wear—by protecting it with the most suitable lubricant.

The new oil now officially recommended by the Jowett people has come to banish the possibility of regrets.

So away with regrets.

To him who does not take this advice, we cannot forecast a future free of regrets—So owners of old and new Jowett cars, make a wise and profitable New Year's resolution to use only

Duckham's
Udcol
N.P.3

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

The Light Car

In This Issue

THE principal feature this week is a graphic description of the Motor Cycling Club's "London-Exeter" Trial which was held last Saturday. With a year of sport behind us there is justification for the inclusion of a breezy article on Records and Record Breakers by "The Blower," the machines that have figured in these attempts being illustrated in the article itself and in our centre pages. For a smile or two turn to "Cutting In."

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On Top of the (Racing) World. The novel testing ground—a Brooklands in miniature—on the roof of the Fiat factory, Turin, Italy.

AFFAIRS OF THE MOMENT

GENERAL, POLITICAL AND PERSONAL POINTS OF
VIEW DISCUSSED BY

The Editor

FOR several weeks rumours of a Budget that will balance have been current: it amounts now to a certainty and is one of the brightest spots in the financial firmament. Personally, I doubt very much whether it will mean anything off the horse-power tax, but you never know. There have been fairly strong representations in certain quarters, and of these the Chancellor will have to take notice.

—ooo—

THE adoption of a petrol tax in France has not worked out so happily as French light car owners anticipated—a fact which we must not overlook when the case for a similar move in this country is being stressed. The point to watch is the amount of the tax per gallon which might be imposed. One cannot believe that the Treasury would be willing to relinquish anything but a

small portion of the money that the present system of taxation brings in, and one can readily see that, as in France, they would prefer to err on the safe side. Any proposal to adopt a petrol tax would want watching very closely.

—ooo—

IN sporting circles people are asking whether the example set by the M.C.C. in barring competition tyres will be followed by other clubs. Certain it is that the subject will be the cause of prolonged committee meetings and much earnest debate. The general opinion seems to be that the M.C.C. have acted wisely. I may add that it looks very much as

though the "scrutineering" of tyres will form part of the M.C.C. trials of the future.

—ooo—

INCIDENTS in the life of one of the greatest of all comedians—Dan Leno—have been featured in a Sunday newspaper. If Dan had lived today, what a fund of humour he would have extracted from developments some of which he knew not at all, others of which—the motorcar, for example—were only in their infancy when he reigned supreme. Imagine him (those of you who knew him) as an airman, in racing driver's kit, or as a radio fan! I was introduced to the Great Little Man as a boy by my father in the Greenroom at Drury Lane during a dress rehearsal of one of the last pantos in which Dan Leno took part.

A good many years later I interviewed another great comedian—

George Robey—at the London Hippodrome. He was doing "funny stuff" with a Wolseley, and the quaint poses he struck for the benefit of the photographer gave the latter gentleman the giggles and nearly spoiled several negatives! Harry Tate was, I suppose, the first to realize the possibilities of the motorcar from a fun-provoking point of view.

—ooo—

TALKING of humour, there was, I noticed, quite a lot of the honest-to-goodness sort in the Christmas greetings sent out this year by folk mixed up with the motoring game. Earl Howe's card was one of the best. It was a photograph of his Bugatti awaiting its turn to start at the Brighton Speed Trials, the driver being entirely hidden behind and beneath a Certain Umbrella. The caption read: "Motor racing in England during one of the finest summers on record."

—ooo—

STANDARDS, I hear, are "getting a move on," with the result that the works are beginning to catch up with the big demand for 1934 models. The club, too, I learn, is making big strides, thanks, doubtless, to the enthusiasm of Mr. Maudslay and Capt. Black and the energy of one B. Alan Hill. I knew Hill when he used to drive Morgans in the world of trials, and I well remember chasing him during a "Land's End" from the top of Porlock all the way to Lynmouth in the hope of having a word with him before he ascended Lynmouth Hill, where my own journey had to end. Hill scented a friendly dust up and I lost!

—ooo—

HILLMANS are also experiencing a brisk demand for the 1934 stuff. Dudley Noble told me that a good deal of careful thought has been expended on the new Minx models, and that full advantage has been taken of the lessons learned during the past 12 months to improve the cars in detail. I travelled down in one of the, then, latest models to Rootes' Maidstone show last March, and very comfortable I found it; but the 1934 edition is much better. I also tried out one of the very early models, and so cold was the day that Noble insisted on treating the crew to rum and milk!

—ooo—

SEVERAL people have congratulated *The Light Car* on the "Furtive-graphs" which have figured in recent issues. Their beauty lies, of course, in the fact that absolutely

AFFAIRS OF THE MOMENT (Continued)

natural photos—as distinct from those of the self-conscious or posed variety—are obtained. Credit for this innovation goes to E. P. Willoughby, Midland editorial representative of this journal. The J.C.C. dinner was his first big effort with his "furtive" camera, and the way he stalked his prey so that he or she would have no inkling of what he was up to was reminiscent of the methods employed by the best detectives in fiction!

—ooo—

THE names of Sir William Morris and Mr. Percy John Pybus figure in the New Year's Honours List. Sir William will become a Baron and Mr. Pybus a Baronet. The charitable work which has been undertaken by the founder of the famous



"... for political and public services."

motor works at Cowley, near Oxford, needs no emphasis here and receives further and well-deserved recognition from the King. The honour conferred on the retired Minister of Transport is for political and public services.

—ooo—

CAPT. E. C. GORDON ENGLAND recently returned to this country, having gone through what must be a

unique experience and one which is not likely to come his way again. He was

present at the sensational death of Prohibition in America, and witnessed many instances of the national excitement which was caused. Presumably, he also took part in the rejoicings!

Actually, Capt. England, who is, of course, an old flying enthusiast, collected quite a lot of useful information about night flying; he had with him the joint managing directors of the Vacuum Oil Co., Ltd., Mr. A. L. McColl and Mr. H. Holliday, and I gather that the trio are now in possession of data which will be invaluable to folk who fly.

—ooo—

JAMES T. SKINNER, who wrote a breezy touring article on Scotland quite recently for *The Light Car* and told us all about the Mistletoe Bough in our Christmas issue, is quite one of the most versatile journalists that I know. One of his jobs is to serve up a fresh motoring hint every day of his life; he has been doing it for several years now! After the Riley rally at Llandudno last June I gave him a lift back to London in an Alvis Firefly and I found in him a kind of travelling encyclopædia of the Welsh country. He believes in getting well off the beaten track and loves a sign which reads "No road for motors." The right breed for a motoring scribe!

—ooo—

BY way of experiment the "make up" of the journal has been altered slightly this week, the main idea being to include the "At a Glance" feature in the section to which it logically belongs, that is News. In "Affairs of the Moment"—now placed at the front of the editorial matter—the reader will, it is hoped, find a ready guide to happenings, political and general, that will form an interesting introduction to the main body of the journal.

General Fixtures WHAT'S ON AND WHERE

January 5.

Circuses: Olympia, London (until January 25); Crystal Palace, London (until January 13); Agricultural Hall, London (until January 27); King's Hall, Belle Vue, Manchester (until January 20).

Schoolboys' Own Exhibition, White City, London (until January 15). Dairy and Ice-Cream Exhibition, Olympia, London (last two days).

Women's Hockey: Northern Tournament, Scarborough (last two days); Eastern Tournament, Clacton (until January 11); Western Tournament, Weston-super-Mare (until January 11); Southern Tournament, Folkestone (until Jan. 10). Racing: Gatwick (two days).

January 6.

Twelfth Night.

Old Custom: "Haxey Hood," Doncaster. Football (Rugby Union): England v. The Rest, Twickenham. Welsh Trial Match, Cardiff.

Racing: Naas, County Kildare, Ireland.

January 8.

Old Custom: Cake Ball, Lincoln. Racing: Leicester (two days).

January 9.

Flower Show, Horticultural Hall, London.

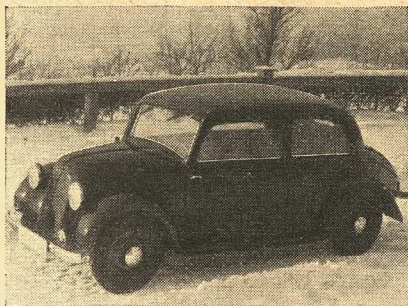
January 10.

Golf: 27 Holes Competition, Hadley Wood, near London. Racing: Lingfield Park (two days).

Until April 11.

Floodlit Rugby, every Wednesday at 8 p.m., White City Stadium, London.

NEWS IN PICTURES

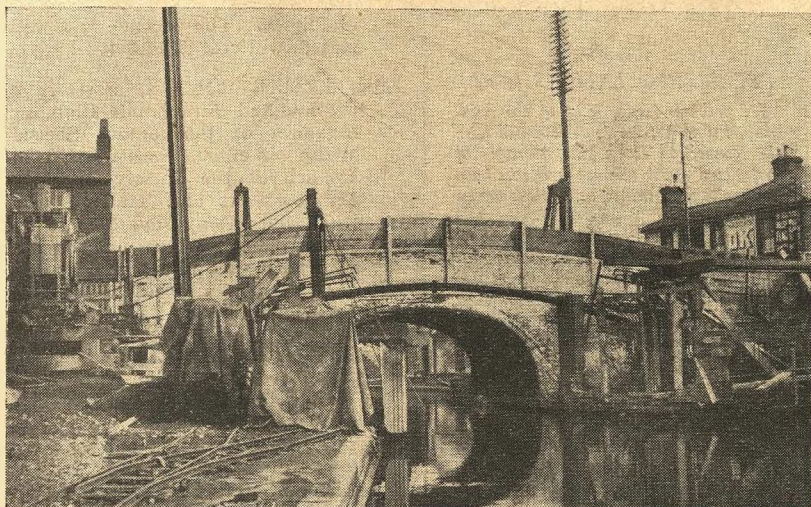


This attractive and unusual little car is the new 1,300 c.c. rear-engine Mercedes (see page 191).



IN WINTER'S GRIP.

The comfort of modern motoring on the bleakest of winter days is emphasized by this picture of a Morris Ten Four saloon beside the Thames near Oxford.



A WELCOME MOVE.

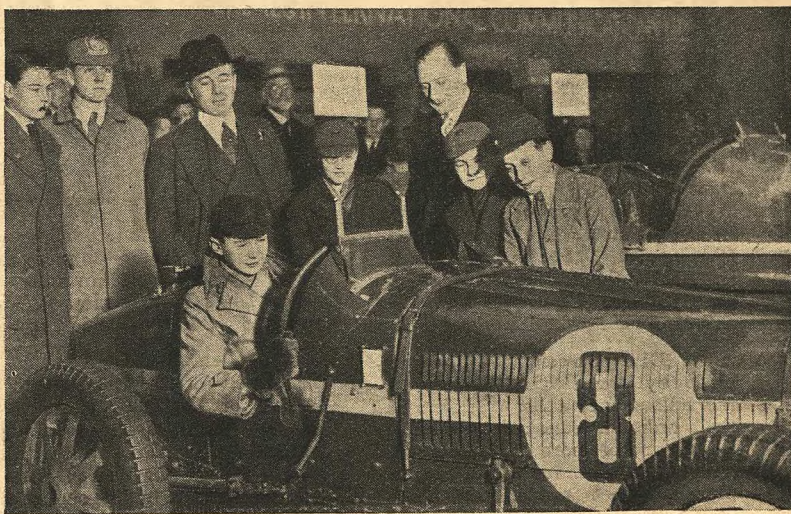
The work of reconstruction has begun on this well-known hump-back bridge at Rickmansworth, Herts. It is to be rebuilt and considerably widened.



A Wolseley Nine with a strange background—a belt of palmyra trees on the Madras-Calicut road, India.



More British cars for Australia—A batch of 10 h.p. "fluid-flywheel" B.S.A. chassis leaving the works for shipment.



SCHOOLBOYS' PARADISE.

Racing cars are included in the Schoolboys' Exhibition now open at the White City, London. Here is one youngster at the wheel of Earl Howe's Bugatti; the Earl is seen, also Kaye Don.

NEWS

From North, South—

AT A GLANCE

... Items from All Quarters

IF A CAR is to be used during the first quarter, licences must be renewed by January 14.

WHY NOT week-end licences? We return to this subject in "Topics of the Day" this week.

LIGHTING-UP time in London tomorrow (Saturday), January 6, is 4.37 p.m. Last Saturday it was 4.30 p.m.

THE jacking system employed on the Triumph Gloria seen in our front cover picture this week is the D.W.S.

WHO broke that? Not a question as between mistress and maid, but a summing up of record-breaking attempts which figures in this issue.

HOW did I break this? A more significant question, perhaps, which more than one competitor in the London-Exeter asked himself last Saturday.

A BRITISH firm has obtained from Portugal an order for traffic light apparatus. The first installation will be at Lisbon.

THE PROS and cons of colloidal graphite continue to engage the attention of enthusiastic correspondents. A selection of letters appears in this issue.

A HINT that road accidents are engaging the attention of the Cabinet and may be the subject of legislation was made in the House of Lords recently by the Earl of Plymouth.

FORTHCOMING social functions include the annual dinner and dance of the Southern Jowett L.C.C. on Thursday, January 25, and the dinner and dance of the rapidly growing Lagonda Car Club on Friday, January 26.

A FILM entitled "Pa Puts His Foot Down" is being shown all this week at the showrooms of Reeve and Stedefora, Ltd., 54, Broad Street, Birmingham. Featuring George Crossmith, the film explains in an entertaining manner just how the B.S.A. fluid flywheel works.

AS A RESULT of recent investigations made by the British Association the following is a list of noises in their order of annoyance:—Motorcycles, motor horns, aircraft, car exhausts, lorries, radio and gramophones, street music, car gears, omnibuses, road drills, dogs and milk carts. A useful list for the Anti-Noise League.

B8

IT IS rumoured that the Minister of Transport is considering the adoption of marked crossing places for pedestrians in London.

THE LUTON works of Vauxhall Motors, Ltd., have recently been reconstructed at a total cost of £500,000. The result is an increase of fifty per cent. in productivity.

MOTORISTS must remember that there is a speed limit of 20 m.p.h. in the Royal Parks, and that the police are on the lookout for offenders.

The Law To-day

No. 48.

PETROL REGULATIONS (contd.)

IN previous issues, some of the regulations that have to be complied with in connection with the storage of petroleum spirit without a licence have been given. Further restrictions are as follow:—

The total quantity of petroleum spirit kept in any one storage place must not exceed 60 gallons and, except for that in the tank of the vehicle, must be in containers of not more than two gallons in capacity. (This regulation does not apply if (a) the storage place is more than 20 feet from any building, highway or public footpath, (b) provision has been made by the erection of a retaining wall or by excavation to prevent the spirit flowing out in case of fire, and (c) proper notice has been given to the local authority.

Two or more storehouses in the same occupation are regarded as one if they are within 20 feet of one another.

The storage place must be effectively ventilated and must have one entrance leading direct to the open air, whilst an efficient fire-extinguishing apparatus or a supply of sand or other effective means of extinguishing petroleum fires must be kept in the storehouse or in close proximity.

(Next week: Use of petroleum spirit.)

IT IS interesting to note that, according to police estimates, more than six thousand vehicles an hour pass across Hyde Park Corner. Vehicle-actuated traffic signals are in operation.

A BILL read for the first time in the House of Representatives (New Zealand) provides for the fixing of minimum prices for petrol with due regard to the fair market value of the commodity in the countries of origin and to the costs involved in the importation, insurance, storage, sale and distribution.

AT A RECENT works function at Morris Engines, Ltd., Coventry, it was stated that the factory had turned out over 500,000 engines, and £500,000 had been paid out in wages to produce engines of 1,600,000 h.p. in all.

ONE of the worst fogs for many years was experienced last Monday. In certain parts of London traffic came to a complete stop, and in other parts even trams were able to proceed only with the conductor walking in front. Thousands of people had to walk home.

WORK will be put in hand shortly on a Thames "by-pass" from a point near Weybridge to the bend just below the West Surrey Waterworks, with the object of preventing the flooding of some 1,300 acres of land and about 5½ miles of roads in Middlesex. The scheme, it is estimated, will cost £300,000.

MR. LESLIE WILSON, secretary of the Midland Automobile Club and organizer of the famous Shelsley Walsh hill-climbs, tells us that the Council of the Society of Motor Manufacturers and Traders, Ltd., has decided to approve both of this year's climbs, which will be held respectively on June 9 and September 29. This means that the entry list will be open to the Trade.

TRUST HOUSES, LTD., has just taken over the "Five Arrows" at Waddesdon, Bucks, on the main road between Aylesbury and Bicester. This attractive-looking inn is a useful stopping place between London and Birmingham, being practically half way between the two. The management is in the hands of Mr. William Willcocks, formerly of the "Rose and Crown," Brill.

THE KELLETT-HILLMAN expedition to Cape Town has arrived safely at Khartoum, 1,200 miles south of Cairo—which was the last point mentioned in our communiqué of three weeks ago. Some 7,000 miles have yet to be covered, but the two Hillman Minx cars are standing up well to the gruelling test, and Captain Kellett is confident that the trip will be brought to a successful conclusion.

THE OLDEST of the Swedish motor-car companies—Aktiebolaget Scania-Vabia, at Soedertaelje, has bought the shares of Tidaholms Bruks Aktiebolag—with great advantage to the development of the motor lorry and motorbus business in Sweden. This news, we hasten to add, is from Reuter and not from Count Blata Blanta (Pozzo)—one of "The Blower's" special (and very imaginary) correspondents in Central Europe.

—East and West

NEWS

A 1,300 c.c. MERCEDES

Famous German Factory's Surprise

REAR ENGINE AND UNORTHODOX SUSPENSION

THE Daimler-Benz Co., of Stuttgart-Unterturkheim, in Germany, has a reputation for plunging in successfully where others fear to tread. The helical spring suspension and independent wheel springing system this company introduced very late in 1931 caused a sensation on the Continent, so that now only a very few models are built by this concern with rigid axles designed along conventional lines.

The Mercedes factory has once more embarked on what many will doubtless regard as a very daring experiment with public taste, although technically the design is no longer an experiment.

The new model, illustrated on this page, has a central-tube chassis with the 1,300 c.c. four-cylinder engine at the rear, independent wheel suspension (by the Mercedes method), and many refinements. It has a wheelbase of 8 ft. 2½ ins. and a track of 4 ft. 2 ins. Owing to the engine being located at the rear the four seats—which are so large that in an emergency five persons can be carried—are all within the wheelbase.

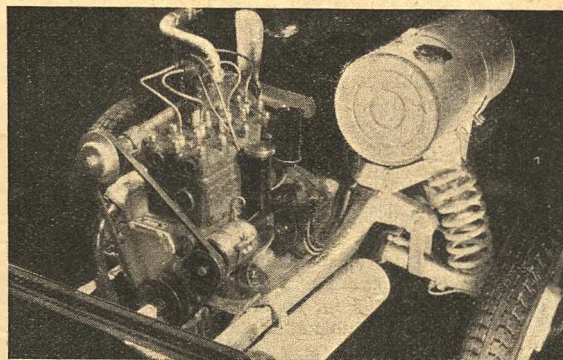
26 b.h.p. at 3,400 r.p.m.

The side-valve engine delivers 26 b.h.p. at 3,400 r.p.m., and, despite the roominess of the body, the car has good acceleration and a very satisfactory maximum speed. Timed by stop-watch, the car attained slightly more than 57 m.p.h. Fuel consumption is in the region of 30 m.p.g.

As has already been indicated, a central "backbone" of large dimension replaces the conventional chassis frame. This principle of construction is coming more and more into favour on the Continent on account of the rigidity obtained and the cheapness of manufacture. At the rear end the tube merges into a fork, which supports the complete power unit. This consists of the engine, clutch, gearbox and differential casing (as well as the half-axes with the wheels), all bolted together to form one rigid block, supported on rubber at four points.

The radiator is mounted athwart the prongs of the fork forward of the engine over the differential; the latter is arranged between the clutch casing and the gearbox. The engine overhangs the rear axle, and the transmission is taken to the gearbox by a shaft through the differential casing and by a second shaft from the gearbox back to the differential gear, which is driven by a worm and wheel.

The rear engine and gearbox unit. Note the helical spring suspension.



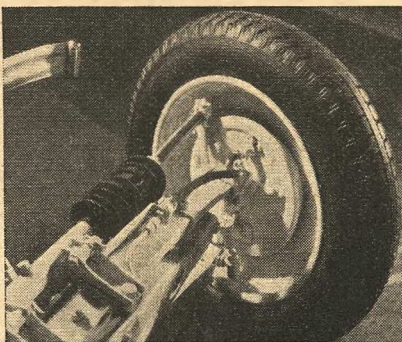
The casings of the articulated rear axle are pivoted on the differential case in the same manner as on the other Mercedes cars with divided rear axles, and springing is, likewise, by means of helical springs, one being employed for each half-axle. As the normal front of the engine is at the rear the fan had to be mounted on the end of a shaft running in a casing alongside the cylinder head. The radiator is correspondingly moved

slightly to the left and leaves room on the right for a cylindrical fuel tank.

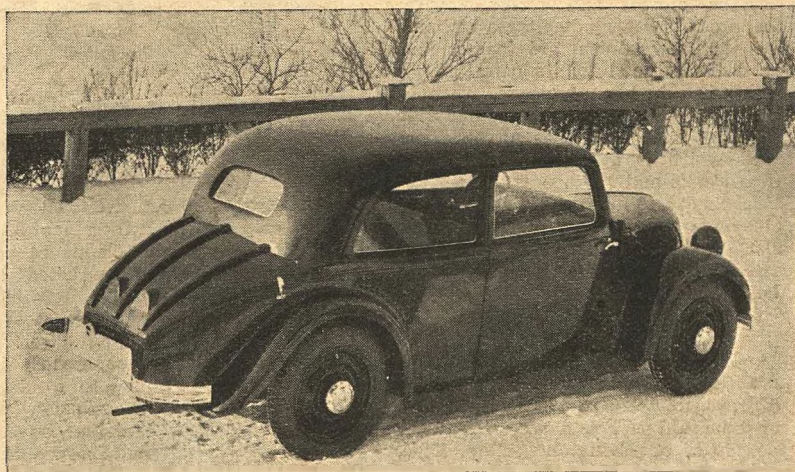
The forward end of the chassis is similar to that of the 1.7-litre Mercedes, excepting, of course, for the slight modifications due to the central chassis tube. The wheels are suspended between the ends of two transverse springs, arranged vertically above one another, and hydraulic shock absorbers are fitted on the stump ends of a short transverse member across the end of the central tube.

The gearbox has three normal ratios and a geared-up or indirect top. The actual gearbox ratios are: 3.7 to 1, 1.75 to 1, 1 to 1, and. (the indirect top) 1 to 0.645; the reverse ratio is 3.1 to 1. The gears are operated by a shaft running over the top of the central tube into a casing on the latter; on the forward end of this casing a normal gear lever and hand brake are fitted.

As the floor of the body lies below the level of the central tube, the latter protrudes upwards in the interior without, however, being in any way inconvenient. The top of the gear-control casing between the front seats carries the starter button, the light switch and the fusebox, which are all therefore



The steering layout of the front off-side wheel. All wheels are independently sprung.



FROM A
FAMOUS FACTORY.

A rear three-quarter view of the new 1,300 c.c. Mercedes in saloon form, showing the neat rear housing of the engine. The bonnet in front provides room for luggage, spare wheel and tools.

NEWS

A 1,300 c.c. MERCEDES (Contd.)

easily accessible. A foot switch is fitted for dimming.

The engine has a bonnet extending rearwards from the down-swept roof of the body, some distance into which the front of the engine compartment actually projects. The rear wings are welded on the sides of the body, which sweep inward at the rear, and louvres, which extend forward of the rear-seat squab, are provided for cooling.

The "skin" is double at these points in order to form a passage through which air is drawn towards the radiator. The air leaves the engine compartment through long louvres in the top of the bonnet. There are no

holes or joints through which fumes could penetrate into the interior of the car, and air drawn in through the radiator has the effect of insulating the body.

Owing to the absence of the usual radiator at the front it was naturally difficult for the designer to achieve a conventional appearance. It would, of course, have been possible to use a dummy radiator, but many object to such makeshifts on artistic grounds. The solution is to be seen in an accompanying illustration.

The front bonnet is hinged and discloses a space for luggage and the spare wheel and toolbox.

From North, South—

The disc wheels carry 4.75-in. by 17-in. low-pressure tyres. Hydraulic four-wheel brakes are fitted. The few points of the chassis requiring periodical lubrication are connected up in a central "one-push" system.

The car is well equipped. The column of the steering wheel can be locked by means of a built-in Yale-type lock, which simultaneously disconnects the electrical system. The instrument board carries the speedometer, oil-pressure gauge, ignition switch (6-volt coil ignition is used), indirect instrument lighting and so on.

For winter driving a hot-air system is provided; the equipment includes, of course, a screen-wiper and the Mercedes horn ring on the steering wheel.

A NEW SYNTHETIC FINISH

—And Other Interesting Accessories

A Robbialac Development.

JENSON AND NICHOLSON, LTD., of Coswell Works, Stratford, London, E.15, have recently introduced a new form of enamel known as Robbialac Synthetic Finish, for which many excellent features are claimed.

It is intended specially for amateur use and is equally suitable for either touching up or repainting. It has been evolved from the use of new chemical resins and the result is a finish which sets quickly enough to prevent dust marring the surface but not so quickly that there is any difficulty in its application. Actually, it dries to touch in about four hours and sets hard overnight. The makers state that there is no fear of brush marks showing and the surface can, in fact, be crossed and recrossed with the brush. Other advantages claimed for the new finish are that it has particularly good obliterating power which is valuable, of course, when it is applied over a different colour and that the final finish has an excellent gloss which is at one and the same time elastic and hard.

Robbialac Synthetic Finish is available in a wide variety of colours and also in black and white, tins being available at prices ranging from 1s. 9d. to 10s. 9d.

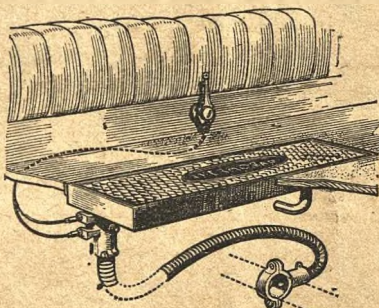
Shopping Reminder.

A HANDY little reminder for jotting down details of shopping calls, routes and so forth has just been introduced by The Leicester Rubber Co., Ltd., of Evington Valley Mills, Leicester, who are, of course, the makers of John Bull tyres. The "reminder" costs 1s., and takes the form of a metal-framed celluloid tablet on which pencil marks can readily be erased. On the back is a neat chart

B10

on which the speedometer readings can be entered when various maintenance jobs are carried out.

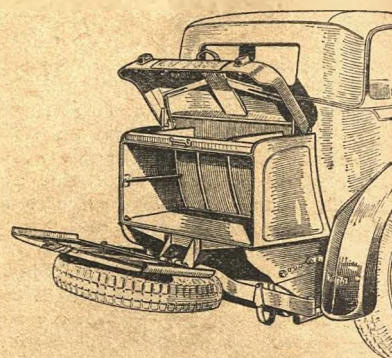
The tablet is provided with a rubber sucker which can be attached to the lower portion of the windscreen so that the tablet itself overhangs the fascia board. Provision is made for removing the tablet without disturbing the sucker.



The Thermorad car heater which costs from £3 10s.

An Exhaust Heater.

READERS who are troubled with the cold during winter motoring should investigate the claims of the Thermorad car heater marketed by A. W. Chapman, Ltd., of Ranelagh Gardens, Hurlingham, London, S.W.6. It is designed for letting into the floorboards and is connected by means of flexible piping to a clamp which fits round the exhaust, the latter being drilled, of course, so that the exhaust gas can find its way into the heater; there is a separate exit pipe at the other end. A Bowden-type control is provided so that the amount of gas passing—and therefore the degree of heat provided—can be regulated from zero to maximum.



An example of the excellent trunks marketed by Galloway, Ltd.

All-steel Luggage Trunks.

COACHBUILDERS and motorists who have bodies built specially for them will be interested in the Chausson Coquille patent steel trunk which is now being manufactured to suit British requirements. It is handled by Galloway, Ltd., 103-109, Scrubs Lane, Willesden, London, N.W.10, and can be obtained to suit any type of coachwork.

Its special features are its all-steel construction, its interior illuminated number-plate and illuminated tool container in the top; in addition the rear panel is hinged and can be balanced to take the spare wheel, whilst inside there is room for two or more large suitcases.

For Cleaning Chromium.

ALTHOUGH in itself untarnishable, Chromium plating will not keep its brilliance indefinitely, as a deposit of dirt collects on the surface which is often rather difficult to remove. The Holmes Plating Co., Ltd., of 8, Myron Place, Lewisham, London, S.E.13, however, are marketing a special preparation for the purpose known as Cromolene. It sells in tins at 6d. and is used in just the same way as ordinary metal polish. A recent test shows that it rapidly restores dirty chromium to its original brilliance.

—East and West

NEWS

“EXETER” PHOTOGRAPHS.

Large Number Available at
Attractive Rates.

COMPETITORS in the London-Exeter Trial should note that copies of all Temple Press photographs (marked with a triangle) of this event are available for private use at the rates given below; the prices for mounted prints are given in brackets—6 ins. by 4 ins., 1s. 6d. (2s.); 8 ins. by 6 ins., 2s. (3s.); 10 ins. by 8 ins., 2s. 6d. (4s.); 12 ins. by 10 ins., 4s. (6s. 6d.); 15 ins. by 12 ins., 6s. 6d. (9s. 6d.); 20 ins. by 16 ins., 10s. 6d. (14s.).

In addition to the photographs actually published, a number of additional pictures were taken, copies of which are also available at the same rates. They show Nos. 100, 111, 126, 136, 143, 169 on Fingle Bridge, Nos. 78, 84, 88, 102, 125, 126, 133, 145, 154 on Simms Hill, and Nos. 60, 61, 76, 78, 79, 85, 97, 100, 108, 112 and 119 on Harcombe.

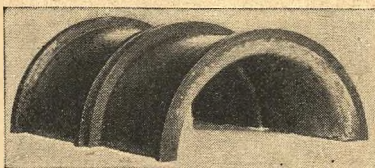
Oil Chiefs Retire.

Entertaining eight of his retiring colleagues at a farewell dinner at the Dorchester Hotel, London, last Friday night, Mr. Frederick J. Wolfe, chairman of the Anglo-American Oil Co., remarked:—“Not quite long enough to carry us back to the time when Henry VIII was living his private life, but long before the great Fire of London, which would have been a greater one still had it been stimulated by the billions of gallons of petrol, lubricating oil, lamp oil and fuel oil which have passed through your hands,” for, collec-

tively, these eight gentlemen had served their company for nearly 300 years. Most of them joined up in the days when motorbuses and taxicabs and other modernities were unknown.

Amongst those retiring were two

PHOTOFREAK No. 10



What is it? As a motorist you ought to know if you bear in mind the fact that the photograph may be 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. 10,” addressed:—The Editor, “The Light Car,” 5-15, Rosebery Avenue, London E.C.1. The Editor’s decision is final.

(Note: All postcards require a penny stamp.)

directors—Mr. J. Wilkie Frye and Mr. A. Maclean. The former had been associated with so many of the major developments in lubricating oils that the whole country was indebted to him, said Mr. Wolfe, while Mr. Maclean had been responsible for the creation of the company’s great fleet of ocean-going oil-tankers, built in British yards.

OPTIMISTS.

Cheerful Prophecies for 1934.

THE views of leading manufacturers on the prospects for 1934 indicate that an era of even greater prosperity is anticipated. Amongst messages received are the following:—

“The satisfactory results attained in 1933 will, I feel sure, be equalled in 1934.”—Mr. Victor Riley.

“The fact that the motor trade is booming indicates that there are bright times ahead for the country as a whole.”—Lord Leigh, chairman of the Triumph Co., Ltd.

“There is already every indication that 1934 will be a record year for the motor industry.”—Mr. E. G. Morley, sales manager of Wolseley Motors (1927), Ltd.

“During the past year the production of British cars has increased by about 50,000. . . . This is a very satisfactory position, and I am certain that it will be maintained.”—Mr. Reginald Delpech, sales director of the Triplex Safety Glass Co.

Photofreak No. 9.

The winner of Photofreak No. 9 was Mrs. Harrop, Castle Hotel, Tamworth, Staffs, who correctly identified the object in the photograph as a car starting handle.

Taking Cars Abroad.

As from January 1, 1934, the Southern Railway is running a special daily boat between Folkestone and Boulogne for the conveyance of cars and their passengers.

The boat leaves Folkestone Harbour at 10.15 a.m. and arrives at Boulogne Maritime at 12.15 p.m.

Special cheap rates are in operation, ranging from £2 3s. 6d., according to wheelbase, and the fare for passengers travelling by this boat is 12s. 6d. (children 7s. 6d.).

The return service leaves Boulogne (Bassin Loubet) at noon, arriving at Folkestone at 2.15 p.m.

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.—Romford-Colchester (on Chelmsford By-pass); Shenfield-Wickford (at Shenfield Station and Billericay); Wansford-Peterborough (at Melton); Hitchin-Roydon (between Slip End and Royston); Ware-Bishop’s Stortford (between Widford and Much Hadham); Hockliffe-Newport Pagnell (between Hockliffe and Woburn); Bath Road (at Chalvey and Cippinham Lane); Coulsdon-Horley (at Merstham Redhill and Horley); London-Worthing (at Mickleham); Winchester-Whitchurch (between Three Maids Hill and South Wonston).

Midland Area.—Evesham-Moreton-in-the-Marsh (at intervals); Leamington-Southam-Rugby (at Birdingbury Wharf); Birmingham-Tenbury (at Hasbury); Birmingham-Wolverhampton (at Warley); Lichfield-Stone (at Longdon).

Eastern Area.—Diss (Denmark Bridge).

Western Area.—Bridgwater-Minehead (at Williton).

Devon and Cornwall Area.—Exeter-Bampton (at Bolham).

South Wales Area.—Abergavenny-Brecon (two miles east of Brecon), completed 29.12.33; Carmarthen-Cross Hands (at Llangunnor), completed 30.12.33.

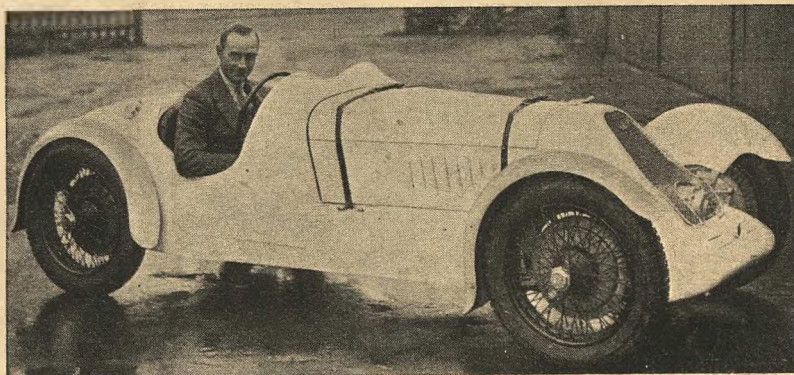
North-Eastern Area.—Leeds-Otley (entering Otley); Doncaster-Wakefield (4½ miles S.E. of Wakefield); Leeds-Halifax (six miles from Leeds); Pickering-Helmsley (west of Pickering).

East Midland Area.—Nottingham-Long Eaton (at Old Sawley Village), extended for a further seven days; Sleaford-Boston (at East Heckington Village), now completed; Sleaford-Market Deeping (between Thurlby and Kates Bridge), now completed.

North-Western Area.—Tarvin-Nantwich (leaving Tarvin), completed 4.1.34; Tarporley-Whitchurch (at Cholmondeley), will be completed approximately 6.1.34; Cheadle-Congleton (at Marton), now completed; Macclesfield-Stockport (five miles from Macclesfield), now completed; Carlisle-Gretna (between fourth and sixth milestones), now completed.

Liverpool and North Wales Area.—Southport-Crosby (at Formby Lodge), now completed.

Scotland.—Aberdeen-Alford (at Linton Bridge), now completed; Aberdeen-Forfar (near Stonehaven), now completed; Ayr-Douglas-Lanark (between Douglas and Rigside), now completed.

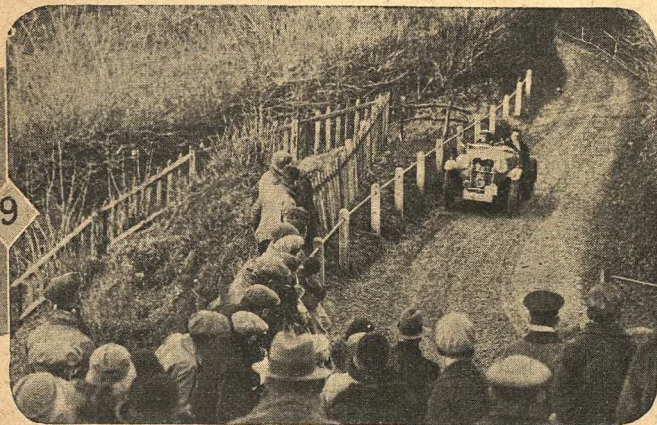
FOR
BROOKLANDS.

A supercharged 1,100 c.c. Alta which is to make its debut in British racing this season. It is said to be capable of over 110 m.p.h.—a welcome addition to the light car sporting world.



The "Exeter" Trial





The Most Difficult M.C.C. Winter Classic on Record—Simms Hill Proves Almost Unclimbable

THE most difficult hill that has ever been included in an M.C.C. event . . . the most amazing combination of weather that has ever been experienced during an "Exeter" . . . the smallest proportion of clean performances that has ever enriched the coffers of the club—these are but a few of the superlative phrases that a dramatically minded reporter might well use about the nineteenth annual "Exeter" Trial last week-end; and if he used them, it is very doubtful whether the most minute search of the M.C.C. records would prove him wrong.

The trial was altogether out of the ordinary. Simms Hill lived up to the most gloomy prophecies that had been made about it and had it not been for the tractor stationed at the top to draw failures up to the summit at the end of a steel hawser, the hill would undoubtedly have had to be cut out of the trial. You cannot man-handle over 200 cars up a hill of Simms' calibre without spending considerably over a day in doing it.

As it was, the failures were dealt with

in the most expeditious manner, and at no time were there more than a few cars waiting at the bottom. Altogether only 17 four-wheelers and 4 three-wheelers made clean climbs.

As if Simms Hill were not enough, Fingle Bridge proved every bit as difficult as last year, so that even the proportion of silver medals is not likely to be excessive when the results are announced.

If, from all this, the reader has gained the impression that the trial was a fiasco, or in any way unfair, let him disabuse his mind of the idea right away. The event was difficult—very difficult indeed—but it was absolutely fair in every way, and if first-class awards were exceptionally hard to get, then they were all the more worth winning. Especially is this so because on

both Fingle Bridge and Simms, a good car was not enough in itself; a competitor had to have the right car, it is true, but he had to handle it exceptionally well if he were to reach the top.

As for the organization, the M.C.C. could scarcely have done better. On Fingle Bridge, the length of the hill and the number of failures made delays inevitable, but a telephone system ensured that the next car was sent up the moment the hill was clear. The expeditious way things were handled on Simms has already been mentioned.

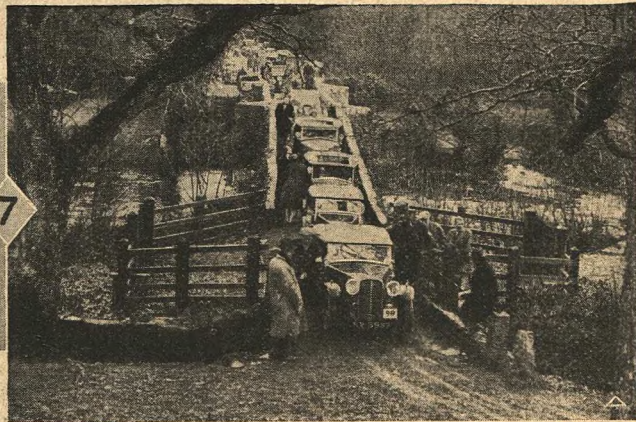
In the matter of route marking, the club had been so thorough that it would not have been difficult to find the way without a route card. The only point not entirely above criticism was the finish, where most competitors would have preferred to pay a little more for a rather better meal and a dry towel.

So much for the trial as a whole. Everyone agreed it was difficult, but everyone enjoyed it.

The start from Virginia Water was much the same as the start of any London-Exeter, the usual reunions, the

The large central photograph shows a typical scene on the tit-bit of the route—Simms Hill, which was climbed by only 17 cars and four three-wheelers. The competitor being assisted is R. G. M. Paul (Hillman Minx).

The other photographs show (1) M. D. England (Singer Nine) topping Simms non-stop. (2) G. H. Goodall (Morgan) doing the same. (3) W. A. Ponting (Frazer-Nash) being towed up Fingle Bridge. (4) E. N. Adlington (Morgan) receiving assistance on Simms. (5) A. T. K. Debenham (Singer Nine) in the Harcombe re-starting test. (6) J. A. Elliott (M.G. Midget J1) making a clean climb of Simms. (7) Competitors headed by B. P. W. Twist (Triumph Gloria) waiting at the foot of Fingle Bridge. (8) A. G. R. Alexander (Riley Nine) being assisted on Fingle Bridge and (9) J. A. M. Patrick (1½-litre Singer) approaching the Ibberton hairpins.



little groups of competitors discussing the prospects of the hills and the stories of fog en route, the occasional agitated driver trying to find out exactly *what* was causing that misfiring, the inevitable men who sweep the throng with a glaring beam in a last-minute endeavour to get their headlamps right—all were there just as they always are.

Only one difference was noticed in the shape of an official who scrutinized tyres with a flash lamp just as competitors were leaving, and made notes that will doubtless emerge in the form of statistics when the M.C.C. ban on competition tyres in future events comes up for discussion again.

Competitors did not proceed far from Virginia Water before they found that the stories of fog were not without foundation. It was not exceptionally thick, but, lasting to beyond Salisbury, it caused a good many competitors some misgivings regarding late arrival at the Shaftesbury check.

A few miles west of Salisbury, the fog gave place to a sparkingly clear night and everything seemed perfect until competitors discovered—mostly by exciting personal experience—that road surfaces are not always what they seem when there is frost about.

D. S. C. Macaskie discovered this

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excluded from the awards list had hardly been necessary.

After breakfast, conditions were much better. True, things always seem better after breakfast on an Exeter, but they really were in this case for, to complete the weather cycle, the sun came out during the morning and most competitors reached Fingle Bridge, only 15 miles on, in its welcome rays.

By the time the motorcycling fraternity had done their worst to Fingle Bridge the "surface" had become something resembling the bed of a mountain stream plus a liberal coating of small stones, loose mould and plenty of slimy leaves. Soft after the rain, the ground was rapidly torn up by the passage of cars with violently spinning rear-wheels, until, by the time the first 100 competitors had passed, Fingle Bridge was about as nasty a proposition as even the M.C.C. could desire.

Eight Morgans and three B.S.A.s led the car class, and for once the three-wheelers were not sensational. Each man chose to tackle the long winding climb with its twelve or so steep bends

at a steady speed, compromising between the Scylla of too high a speed with its attendant difficulties of steering on such a surface, and the Charybdis of too slow a progress with consequent wheelspin. Some succeeded in the compromise—others failed.

Of the eight Morgans, four came to rest, and none of the B.S.A.s fared better. A. E. Perrigo, in one of the latter, was going well through the nastiest S-bend of the hill when he nearly rammed the stern of a stalled Morgan.

G. H. Goodall (900 c.c. Morgan) came up first, quite fast and very neat, and E. P. Huxham (990 c.c. Morgan) was no less impressive.

No Thrills on Fingle.

On the whole the car performances were undistinguished. There was not a single really sensational climb and few were outstanding in any way. The hill was too bad to tempt drivers to take any liberties. It is safe to say that the marque performances which took the fancy of the crowd were the VS Fords—lusty, quiet and powerful—and the Singers. Three types of the latter were represented and all did well—last year's sports four-seater, the new 1½-litre sports and the popular "Le Mans."

Where many J2 M.G. Midgets succeeded, climbing neatly and with power, several came to rest with apparent lack of horses and wheelspin. As a whole the Magnas toured up.

Five nice, clean climbs opened the ball for the four-wheelers—B. W. Clarke (Austin 12), T. C. Taylor (J2 M.G. Midget), A. A. Attwood (1,120 c.c. A.A. Special), C. A. H. Cann (M.G. Magna) and J. A. M. Patrick (1½-litre Singer Sports).

Then G. H. Strong scored a bad mark by coming to a sedate stop in his Lanchester Ten saloon. F. Allott (Patrick Wolseley Hornet Special) toured up easily, and thereafter failures and successes came about fifty-fifty.

(Below) A general view of the Harcombe re-start. The car is A. W. F. Smith's M.G. Midget.



(Above) A thrill on Simms—G. A. Norchi overturns in his B.S.A. three-wheeler, fortunately without injury.

with startling suddenness when his 12 h.p. Riley unexpectedly swung completely round on a patch of ice, hit the bank and overturned, fortunately without injury to the occupants.

Further on, rain began, but, unlike normal, self-respecting rain, it froze on windcreens as it fell and refused to be removed by a wiper. Open car drivers put their screen flat—ugh!—whilst those with roofs or hoods over their heads had perpetually to be reaching round to thaw a clear peephole with their fingers—ugh again!

And so, through fog, rain and ice competitors at last reached Exeter and breakfast. The M.C.C. warning that competitors spotted more than 15 minutes early at any point might be



Amongst the best of the better efforts mention must be made of W. J. Watson's battered-looking Austin Seven. This little car had a solid rear axle and diminutive rear wheels. Its progress up the hill, pitching, bucketing and hopping from bump to rut was hailed with delight by the two or three hundred spectators, and as it bounced gaily out of sight a great cheer greeted a gallant effort.

Others of note were: W. J. Cope (746 c.c. M.G. Midget), A. C. Cookson (J2 M.G. Midget), Major C. Montague-Johnson (Triumph Gloria Sports tourer), N. Roundhill (Singer Nine), G. F. Horan (M.G. Magna), T. Wagner (Triumph Southern Cross), C. A. F. Ross (Riley), several Frazer-Nashes, of which one of the best was L. A. Parnell's, S. E. H. Bowyer (Wolseley Hornet Special), and G. V. Firmin (Morris Minor s.v. two-seater).

R. T. Horton (1,087 c.c. Triumph), as befits a speedman, came up fast—so fast indeed that, in sliding a bend, he imperilled his climb by momentarily starving his carburetter. C. S. M. Morphew's standard Wolseley Hornet saloon simply motored straight up, Taylor's Alta stopped low down, and D. R. Miller's Austin sports, too high geared, just failed to keep going on the slimiest rock section.

From Fingle Bridge, narrow winding lanes abounding with greasy corners, led through Moretonhampstead and Bovey Tracey to Ilington, whence a very narrow muddy lane took competitors to the foot of the dreaded Simms Hill.

Simms Hill.

Although this was the first time the M.C.C. has used Simms, it has been employed in the past by other clubs but at a time of the year when the surface is not in such a bad condition as it was last Saturday. On these occasions a fair percentage have made good climbs, when sheer power and stiff suspension have given the

(Below) G. S. Stewart-Ross (Ross Special) passing the tractor which had just hauled him up Simms.



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requisite road speed and wheel grip.

But how different last Saturday, and how nobly the traction engine worked from 8 o'clock in the morning until nearly 6 o'clock at night towing up the failures, this arrangement having been made by the enterprising clerk of the course, Mr. Jack Masters.

Not many competitors had seen the hill before and probably received a greater shock even than they expected. It winds out of the valley, bearing first to the left, then sharply to the right, there being a deep gully on the inside of the bend, after which it rises sheer skywards with a gradient of about 1 in 2½ to 1 in 3. Fortunately this is not very long, but quite enough to produce catastrophic results. The surface was loose, slippery and comprised a mixture of mud and shale.

The only way, it appeared, to make a clean climb was to rush the bend as fast as possible in order to keep up road speed; such were the tactics adopted by all the 17 car and four three-wheeler drivers who were successful, the majority of whom, incidentally, were experienced trials drivers.



(Above) N. A. Prince (Austin Seven) taking one of the bends in the non-stop portion of Harcombe.

son fairly tore up the hill with his J2 Midget and W. J. Cope in a similar car all but reached the summit.

But this was not so, for out of the next 45 attempts only one was successful, namely, M. D. England (Singer Nine sports), who went straight over the top without the slightest trouble. Things livened up a bit about half an hour later when there were three more M.G. Midget climbs, the successful drivers being R. A. Macdermid, who cornered fiercely but skilfully, J. M. Toulmin, who side-slipped a bit and went right over to the off side, and J. A. Elliott, who made a lovely straight ascent.

In the meantime, H. Porter-Hargreaves made a very good shot with his Frazer-Nash.

By now the surface was getting in a really bad state; at about 2 o'clock a heavy shower of rain made matters even worse and it became difficult to pick out any particular course as being better than any other part of the hill. A ridge of rough stuff developed about mid-way up and practically everybody bounced about on this, causing the wheels to spin immediately with catastrophic results.

This went on for ages and it began to look as if nobody else would get up when H. C. Harter (M.G. Magna) and a few minutes later Alan Hess (M.G. Midget) roared away to the top, showing that it could be done. Hess's climb was really good, but an even more skilful ascent goes to the credit of J. Stoate, who breasted the hill with his Frazer-Nash after every high-gear car had failed. H. F. Wilmot put yet another M.G. ascent on record, driving a Magna, and half an hour later A. E. Hann did likewise, the final M.G. ascent being made by J. A. Bastock just before dusk.

Bastock's ascent was the third in team No. 24, which included also Taylor and Toulmin and which was the only successful trio of the day; team No. 27 claimed two clean climbs (Hess and Cann).

A stretch of 31 miles separated Simms from Harcombe, the next obstacle, and although winding side roads figured prominently in places, many competitors managed to make up a good deal of the time they had lost waiting on Fingle Bridge and Simms.

Harcombe.

Although the special stop and restart test was staged on the steepest part of Harcombe, the climb could not be called difficult and the percentage of failures was consequently very low indeed. The hill is fairly long, with a number of sharp bends, but the surface was quite good, although, after some heavy showers in the afternoon, it was not so easy for the later numbers.

The test was held immediately after an acute right-hand bend, near the top. Competitors had to stop with their front wheels between two tapes 6 ft. apart and then, at a given signal, accelerate away to another tape,

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15 yds. from the second, in 7 secs. or less and continue non-stop to the top of the hill. Hardly anyone experienced any difficulty in accomplishing this, although a few unfortunates mistook the very misleading signals of a marshal with a flag on the corner and stopped before reaching the first tape. One or two overshot the second tape before stopping, whilst a small number exceeded the 7 secs.

The three-wheelers played with the hill, the best of the Morgan drivers being E. N. Adlington, who came round the corner at speed and had to brake hard to stop within the tapes, and J. F. Kelleher. G. H. Goodall, on the other hand, did not appear to have his gear engaged when the flag fell, with the result that he exceeded the time limit. The B.S.A. team, A. E. Perrigo, G. F. Povey and G. A. Norchi, with their four-cylinder models, were impressive.

Quick Off the Mark.

The cars performed consistently, well, the first batch to earn "Very Goods" including T. C. Taylor (M.G. Midget), A. A. Attwood (1,120 c.c. A.A. Special), C. A. H. Cann (M.G. Magna) and Geo. H. Strong (Lanchester Ten).

G. A. Wooding (Riley Nine Special) overshot the second tape but was good otherwise, and A. T. K. Debenham (Singer Nine), making his debut as a car driver in an M.C.C. event, covered the 15 yds. in $4\frac{1}{2}$ secs. J. W. Stark (M.G. Midget), on the other hand, approached very slowly, was even slower off the mark and stopped farther up.

An extremely good performance was put up by A. C. Cookson (M.G. Midget), who clocked the splendid time of $3\frac{1}{4}$ secs., a feat which few equalled. Those who did manage to beat 4 secs. included R. A. Macdermid (M.G. Midget), A. B. Langley (Singer Nine Le

Mans) and N. H. Lawson (Singer Nine).

Several clocked 4 secs. dead, including F. A. Thatcher (Singer Nine), M. May (1,496 c.c. Alvis), A. H. Langley (1½-litre Singer), W. J. B. Richardson (Singer Nine Le Mans), J. A. Elliott (M.G. Midget), N. E. Bracey (Wolsley Hornet) and C. V. Wells (Singer Nine).

After Harcombe, competitors still had two more observed hills before them, but few of those who had competed in previous "Exeters" worried much on this account, as both were known quantities, and not very difficult at that.

Meerhay.

The first of them was Meerhay, which came after an interval of 30 miles of interesting country through Axminster and Beaminster, just beyond which the hill lies. The surface was rather cut up on the bends near the foot, and very bumpy higher up, so that the few who were running on ordinary tyres had to be careful to avoid wheelspin. Even so, there were only a score or so of failures.

More very attractive country followed through places with delightful names, such as Minterne Magna, Cerne Abbas, Chesilbourne and Ansty Cross, but most competitors were too busy making up time to reflect on matters of this kind, although most of them did notice the very bleak wind near Woolland Hill Top. Just after this came Ibberton.

Ibberton Hill is not really difficult, but its succession of hairpins one after another is a little alarming to one who encounters it for the first time; especially is this so when the hill is encountered in the dark, as it was by a large proportion of the car entry. A few cars charged the bank and stopped, but otherwise failures were few.

From the top of the hill it is but 23 miles to the finish, where the last car checked in at about 11 p.m., so bringing the most memorable "Exeter" on record to an end. There were no fewer than 54 non-finishers, and only 17 four-wheeler drivers and three three-wheeler competitors claimed premier awards.

(For non-starters and non-finishers, see Club Items.)

The two photographs below show (left) Geo. H. Strong (Lanchester Ten) in the Harcombe re-starting test and (right) a non-competitor baulking A. W. F. Smith (M.G. Midget) on Fingle Bridge.



WHO BROKE THAT?

A Résumé of Record-breaking Activities during 1933 at Home and Abroad

By

"The Blower"

SINCE the beginning of this year something like 600 different world's and international records have been established. As I write these words I seem to hear the old inevitable cry: "Records! . . . What's the use of breaking records?"

This article is not intended to be an apology for the record breaker; it is meant as a swift review of his activities during 1933. Let me, however, put these thoughts before you.

When, with pardonable pride, you survey your completed handiwork and believe it to be better than your rival's, you would naturally like everybody else to recognize its merit.

If your handiwork happens to be a super-efficient engine, the best way to gain recognition is to beat the efficiency of everybody else.

The test of efficiency is—records.

Efficiency can be demonstrated on the test bench, but in order to demonstrate it to all the world it is necessary to come out into the open and break records or win races.

In racing there are many hazards entirely unconnected with the car. In record attempts steps can be taken so far as is humanly possible to remove all difficulties and give the car its fair chance.

Record breaking is the engineer's paradise. Everything is prepared, the car does its runs, the engine gives off its predetermined power for a predetermined period—and, if all goes well, it beats the best performance yet put up in its class.

In the 1½-litre world embraced by the three International Classes F (1,500 c.c.), G (1,100 c.c.) and H (750 c.c.) activity opened as early as March, at Montlhéry, where MM. Marchand Frères, Fortin, Combettes, Présalé and Bodecot took turns in careering round in a 1,500 c.c. Citroën for seven days. They broke ten class records:—

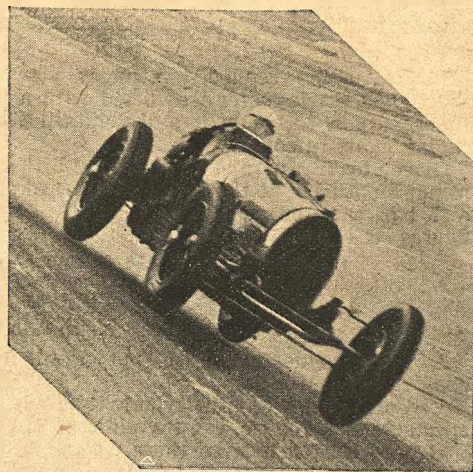
INTERNATIONAL CLASS F (1,500 c.c.). (Citroën: March 1-7, at Montlhéry.)

3,000 miles	...	61.72 m.p.h.
4,000 kilom.	...	61.87 m.p.h.
4,000 miles	...	61.74 m.p.h.
5,000 kilom.	...	61.68 m.p.h.
5,000 miles	...	61.85 m.p.h.
10,000 kilom.	...	61.87 m.p.h.
2 days	...	61.71 m.p.h.
3 days	...	61.81 m.p.h.
4 days	...	61.85 m.p.h.
5 days	...	61.88 m.p.h.

Montlhéry of the fine surface was the scene of the next record run—one of the most meritorious of the whole season. On April 22 Henken Widengren came to the line in his beautifully streamlined little Amilcar and proceeded to annex six records in the 1,100 c.c. class at between 113 and 115 m.p.h. in about an hour's motoring:—

INTERNATIONAL CLASS G (1,100 c.c.). (Amilcar: April 22, at Montlhéry.)

50 kilom.	...	113.07 m.p.h.
50 miles	...	113.67 m.p.h.
100 kilom.	...	113.91 m.p.h.
100 miles	...	114.89 m.p.h.
200 kilom.	...	115.56 m.p.h.
1 hour	...	115.32 m.p.h.



Class I (500 c.c.), in which there is usually little activity, was rudely awakened some months later—on July 8 to be precise—by two Germans, von Fuchsenfeld and Meyer, who arrived at Montlhéry with a 495 c.c. Standard, an interesting little German machine with a 90 m.p.h. maximum. Their bag was five records:—

INTERNATIONAL CLASS I (500 c.c.). (Standard: July 8, at Montlhéry.)

50 kilom.	...	79.88 m.p.h.
50 miles	...	80.27 m.p.h.
100 kilom.	...	78.82 m.p.h.
500 kilom.	...	68.30 m.p.h.
6 hours	...	67.70 m.p.h.

Then the scene shifted to Brooklands and the famous little single-seater Austin, after a long silence, woke the echoes once more and secured four excellent records over 50 miles and 50 kilometres. The first run was made on August 8, and resulted in a 50-kilometre record at 100.24 m.p.h. To better this, the car went out again on August 14, and again driven by L. P. Driscoll did this (thus breaking the 50-kilom. record again):—

INTERNATIONAL CLASS H (750 c.c.). (Austin: August 14, at Brooklands.)

50 kilom.	...	101.52 m.p.h.
50 miles	...	102.23 m.p.h.
100 kilom.	...	102.26 m.p.h.

About a month later these fine records fell before George Eyston and his famous M.G. Midget. At Brooklands, on September 14, he broke all three at about 4 m.p.h. more, thus:—

INTERNATIONAL CLASS H (750 c.c.). (M.G. Midget: September 14, at Brooklands.)

50 kilom.	...	105.76 m.p.h.
50 miles	...	106.67 m.p.h.
100 kilom.	...	106.72 m.p.h.

On September 27 another record fell. H. T. H. Clayton took his Amilcar over the standing mile at an average speed of 74.57 m.p.h.—which, like Widengren's Amilcar records, still stands.

The 1,100 c.c. class was next attacked on October 7-8 at Montlhéry. This time the car was as unlike the traditional record-breaker as can be imagined. It was a standard L-type M.G. Magna, with wings and lamps in place, and it was not even supercharged. It was identical with the type which won The Light Car Club's Relay Race.

The drivers were Eyston, Denly, Yallop and Wisdom—for the car was to run for 24 hours, gathering records en route.

When the Magna was flagged off on the next day six long-distance records had been reaped:—

INTERNATIONAL CLASS G (1,100 c.c.). (M.G. Magna: October 7-8, at Montlhéry.)

1,000 kilom.	...	81.25 m.p.h.
2,000 kilom.	...	80.75 m.p.h.
2,000 miles	...	80.49 m.p.h.
3,000 kilom.	...	80.57 m.p.h.
12 hours	...	81.23 m.p.h.
24 hours	...	80.56 m.p.h.

1933 RECORDS Contd.

Then Austins replied. A newly streamlined and redesigned single-seater was fitted with a new type of supercharger, although it still retained the side-valve engine made famous by the Seven.

Driven by T. Murray Jamieson, the little car sprinted round Monthl  ry at the hitherto unheard-of speed (for a 7 h.p. car) of nearly 120 m.p.h.! Here are the figures set up:—

INTERNATIONAL CLASS H (750 c.c.).		
(Austin: October 14, at Monthl��ry.)		
5 miles	...	119.38 m.p.h.
10 kiloms.	...	119.39 m.p.h.
10 miles	...	119.19 m.p.h.

A very wonderful effort—but destined to be but short-lived.

Five days later Monthl  ry saw the truly phenomenal spectacle of a 750 c.c. car travelling at 130 m.p.h.!

George Eyston arrived there with the M.G. "Magic Midget," somewhat remodelled and considerably re-streamlined (although one might have thought the car sufficiently like a streak before!). So streamlined was it, in fact, that Eyston found the cockpit altogether too snug a fit under the arms and A. Denly, a somewhat smaller man, was inserted therein instead.

The result was six records over short distances at between 125 m.p.h. and 128 m.p.h.! Here they are:—

INTERNATIONAL CLASS H (750 c.c.).		
(M.G. Midget: October 19, at Monthl��ry.)		
1 kilom. (flying start)...	128.62	m.p.h.
1 mile (flying start) ...	128.62	m.p.h.
5 kiloms. ...	128.50	m.p.h.
5 miles ...	128.08	m.p.h.
10 kiloms. ...	127.45	m.p.h.
10 miles ...	125.56	m.p.h.

A week later the irrepressible Austin was out at Monthl  ry again, again after the 750 c.c. 50-kilom. record—and again driven by Murray Jamieson. The old record, held by Eyston and the M.G., stood at 105.76 m.p.h. The Austin raised it to 113.47 m.p.h., where it stands at the time of writing these words.

As usual, things have been quiet in the 1½-litre class. Those 1,500 c.c. cars capable of taking records are few, far between and more or less unmodern—at least in origin.

However, one of the most outstanding performances, not only of the whole season but, in my opinion, of all time, was made in this class.

On March 15 a 10 h.p. Citro  n, with a two-seater streamlined body and every other chassis details identical with the standard production, started lapping Monthl  ry track. Day and night the car ran for over four months. It came in on July 27 after 133 days' running—and some 300 long-distance world's and international records had been broken. The car—known to an admiring world as "Petite Rosalie"—covered 300,000 kiloms. at an average speed of 58 m.p.h. In accordance with regulations, of course, no vital parts could be changed.

Apart from the Citro  n's perpetual motion and its preliminary canter earlier in March, there was no 1½-litre activity until the end of the season, again at Monthl  ry. Here, on October 28, Pierre Veyron went out with a 1,500 c.c. Bugatti for a six-hour spell and returned with five records:—

INTERNATIONAL CLASS F (1,500 c.c.).		
(Bugatti: October 28, at Monthl��ry.)		
500 kiloms.	...	109.18 m.p.h.
500 miles	...	107.71 m.p.h.
1,000 kiloms.	...	107.60 m.p.h.
3 hours	...	109.16 m.p.h.
6 hours	...	107.52 m.p.h.

Turning to world's records, the outstanding effort was, of course, Sir Malcolm Campbell's marvellous Daytona exploits with the 36-litre 12-cylinder "Blue Bird." For the sake of your diaries I recapitulate the figures hereunder:—

WORLD'S RECORDS (Unlimited c.c.).		
("Blue Bird": February 22, at Daytona, Florida.)		
1 kilom. (flying start) ...	272.46	m.p.h.
1 mile (flying start) ...	272.11	m.p.h.
5 kiloms.	...	257.30 m.p.h.

As might have been expected, in view of Mrs. B18

Stewart's existing Morgan records—which are very, very fast indeed—there has been little activity in the three-wheeler sphere.

However, Mr. (or should I say Monsieur?) Sandford, the British designer-manufacturer-driver of the highly successful French cyclecar bearing his name, produced during the year a very special supercharged design.

Early in June he took the beautifully streamlined 1,074 c.c. four-cylinder car to Monthl  ry and in one day's run (which Sandford regarded as more or less experimental) took 17 records from 2 hours to 12 hours and concluded with the 1,000 miles at 82.43 m.p.h. His maximum speed was in excess of 115 m.p.h.

Sandford's next appearance was in September, and this time, relieved by Gaudichet, he motored for the full 24 hours and collected that record at 69.457 m.p.h.—using a 750 c.c. engine. In addition he got the 1,500 kiloms., 1,000 miles, 1,500 miles and 2,500 kiloms.

The first world's records to fall last year were the 50 miles and 50 kiloms., taken by Fred Frame, the Indianapolis driver, with a four-litre four-cylinder Union 76 Special at the famous Dry Lake, Muroc, California.

WORLD'S RECORDS.

(Union 76 Special: March 12, Muroc Dry Lake, California.)

50 kiloms.	...	136.52 m.p.h.
50 miles	...	139.61 m.p.h.

The next batch fell on May 5 at the somewhat unsuitable Avus track, Berlin, which is not so much a racing track as a pair of parallel toll roads united by slightly banked sweeping loops at each end.

The car was the comparatively new 4.9-litre Bugatti, which had never really fulfilled the promise its design held out, but which, on this occasion, at least, certainly got going properly.

The driver was the ill-fated Count Stanislas Czaykowski, who was so tragically killed at Monza in the Monza Grand Prix. His speeds were:—

WORLD'S RECORDS.

(Bugatti: May 5, at the Avus, Berlin.)

100 kiloms.	...	131.88 m.p.h.
100 miles	...	132.90 m.p.h.
200 kiloms.	...	132.85 m.p.h.
1 hour	...	132.87 m.p.h.

After an awe-inspiring debut at a B.A.R.C. Brooklands meeting (in which he lowered the existing standing lap record) John Cobb went over to Monthl  ry with his new 24-litre aero-engined Napier-Railton to attack medium-distance world's and Class A (unlimited c.c.) records.

Here the weight of the car was discovered to have a very disrupting effect on the tyres, and it became a moot point whether repeated stops to change wheels would rob the huge car of all chance of success.

However, on October 2, John Cobb, the Hon. Brian Lewis, T. E. Rose-Richards and Cyril Paul set about the task and, with one of the staff watching the tyres constantly through a pair of binoculars, the Napier took its records.

WORLD'S AND INTERNATIONAL CLASS A RECORDS.

(Napier-Railton: October 2, at Monthl  ry.)

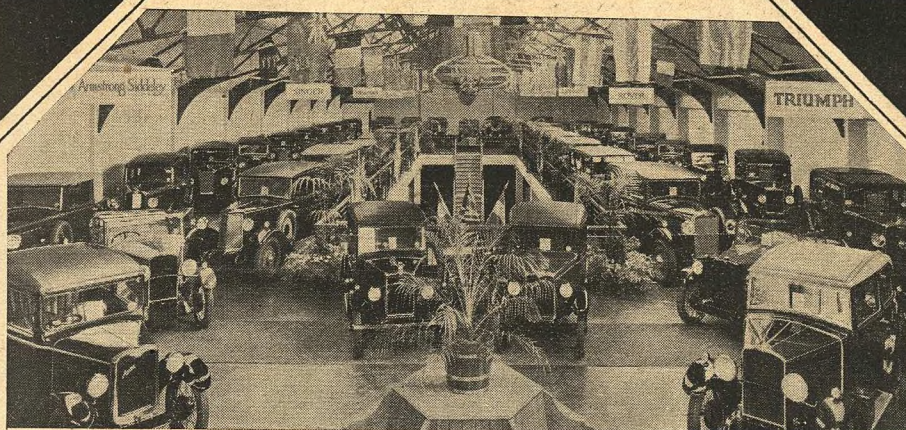
200 miles	...	126.44 m.p.h.
500 kiloms.	...	123.63 m.p.h.
500 miles	...	123.27 m.p.h.
1,000 kiloms.	...	122.05 m.p.h.
3 hours	...	124.33 m.p.h.
6 hours	...	122.62 m.p.h.

Returning to Brooklands, Cobb decided to take the world's standing mile and kilometre before the track closed for its annual repairs.

The mile was held by Kaye Don's four-litre 12-cylinder Sunbeam at 100.77 m.p.h. The kilom. stood to the credit of that great sportsman, J. G. Parry Thomas (Thomas-Special) at 86.90 m.p.h.

Just as Cobb was completing his preparations the kilometre was broken by a Swiss driver, Ruesch, with a 2.9-litre Maserati, at 88.33 m.p.h.

Ignorant of this, Cobb contented himself with 84.12 m.p.h. over the kilometre and broke the standing mile at 102.52 m.p.h. Hearing afterwards of Ruesch's performance, Cobb went out again and took the kilometre by 1-20th of a second at 88.52 m.p.h.



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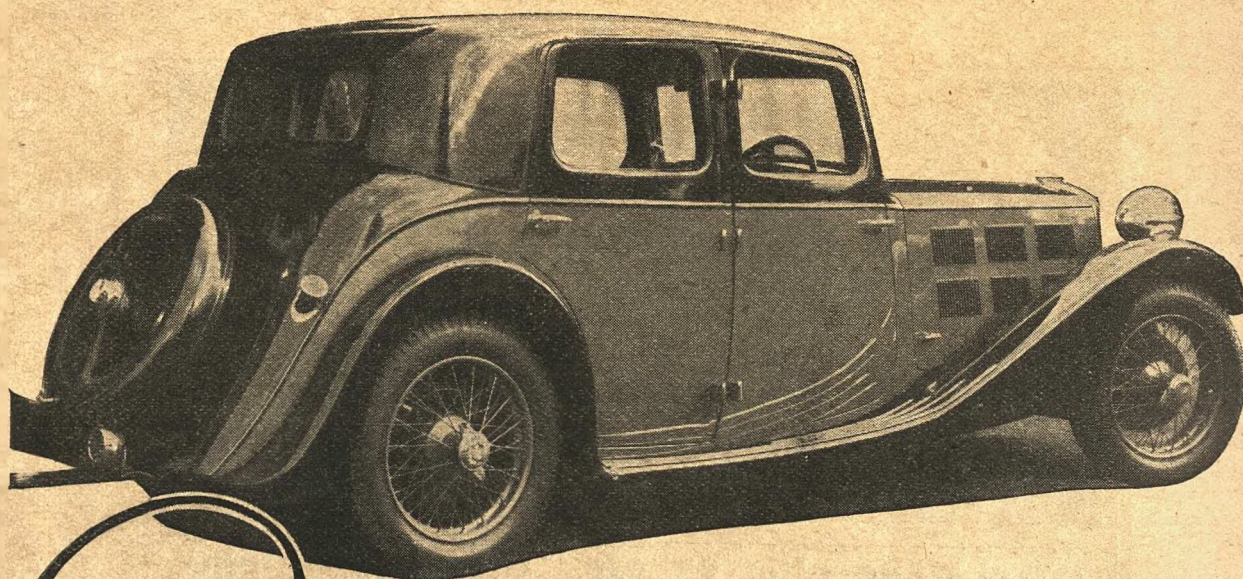
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All was now quiet until November, when Pierre Veyron went out again at Montlhéry with the 1½-litre Bugatti and returned with three Class F records:—

INTERNATIONAL CLASS F (1,500 c.c.). (Bugatti: November 11, at Montlhéry.)		
100 miles	...	119.01 m.p.h.
200 kiloms.	...	118.88 m.p.h.
1 hour	...	119.01 m.p.h.

This followed a preliminary canter on November 4, when he took the 200 miles at 116.49 m.p.h.

The indefatigable George Eyston was next in the limelight. His "Magic Midget," again with Denly at the wheel, went out on November 20, and on the same day Eyston himself climbed into his great Panhard. Between them these two annexed nine records—and one of Eyston's was a "World's."

Here is the bag:—

INTERNATIONAL CLASS H (750 c.c.). (M.G. Midget: November 20, at Montlhéry.)		
50 kiloms	...	115.00 m.p.h.
50 miles	...	114.47 m.p.h.
100 kiloms.	...	113.50 m.p.h.
100 miles	...	111.17 m.p.h.
1 hour	...	110.85 m.p.h.

WORLD'S RECORD. (Panhard: November 20, at Montlhéry.)		
100 kiloms.	...	134.73 m.p.h.

INTERNATIONAL CLASS B (8 litres). (Panhard: November 20, at Montlhéry.)		
50 kiloms.	...	133.64 m.p.h.
50 miles	...	134.62 m.p.h.
100 kiloms.	...	134.73 m.p.h.

Three days later "Freddie" Zehender captured a batch of four Class D records with the eight-cylinder 2.9-litre Maserati, also at the same track:—

INTERNATIONAL CLASS D (3 litres). (Maserati: November 23, at Montlhéry.)		
50 kiloms.	...	130.50 m.p.h.
50 miles	...	131.47 m.p.h.
100 kiloms.	...	131.78 m.p.h.
100 miles	...	132.43 m.p.h.

On November 25 George Eyston and Maclure set up some of the most remarkable records of the whole year. They drove an unsupercharged 1½ litre Riley six-cylinder model, of the type used in the T.T., and they stole three of Pierre Veyron's Bugatti records. Their figures were:—

INTERNATIONAL CLASS F (1,500 c.c.). (Riley: November 25, at Montlhéry.)		
500 kiloms.	...	112.37 m.p.h.
500 miles	...	110.53 m.p.h.
3 hours	...	112.42 m.p.h.

The success caused something of a sensation, and at the moment of writing the Frenchman is waiting impatiently for the frost to break at Montlhéry so that he can see what can be done about it all.

The M.G. Magna records were the next objects of attack. On December 9 Arthur Duray and the brothers Gavardie (well known on the Bol d'Or circuit) took out a very special Amilcar for 24 hours and gathered in six records:—

INTERNATIONAL CLASS G (1,100 c.c.). (Amilcar: December 9, at Montlhéry)		
1,000 miles	...	85.32 m.p.h.
12 hours	...	85.43 m.p.h.
2,000 kiloms.	...	85.41 m.p.h.
2,000 miles	...	85.01 m.p.h.
3,000 kiloms.	...	84.90 m.p.h.
24 hours	...	85.10 m.p.h.

In point of fact these records still await official confirmation, but there is no reason to expect that this will be withheld.

This completes the tale of record breaking in 1933 which has received official confirmation (plus the Amilcar records above). Who will lead the way in 1934? The campaign, we have every reason to believe, will, very shortly, be reopened at Montlhéry.

WHAT DO THEY GO TO SEE?

YOU will find them on any observed section in any important trial, sometimes in little groups clustered at the most difficult spots, sometimes in dense hordes lining the whole hillside. There they stand, stamping their feet if it is cold, fanning themselves with programmes if it is hot. No matter what the weather, they are there just the same in direct proportion to the severity of the particular gradient and the length of the entry list.

For the most part they seem quite unemotional, almost bored. Someone's misfortune, if it has its amusing side, will move them to laughter; someone's clever driving, if it is really outstanding, may provoke them to cheers. Otherwise, little moves them to anything more than a muttered remark to their companions.

Why do they come, a hundred or two miles some of them? A few, of course, are locals, to whom a trial is something out of the ordinary and therefore not to be missed, a few are there to follow the fortunes of friends amongst the competitors, but these account for only a

small proportion; there remains the great majority, why do they forsake their homes?

In the hope of seeing thrills? Perhaps, but good brakes and low bottom gears have made these more scarce of late. To see "how the experts do it"? Possibly, but if this is so why are they not more ready with applause? To discover how various marques perform? Possibly this, too, has something to do with it, quite a lot, maybe, for, despite their stolid exterior, there is little escapes them.

If you are a competitor, you feel this presence as you go up the hill and, intent as you are in getting to the top, you are conscious that any little clumsiness on your part, or any fault in your car, will not pass unnoticed.

Yes, they are critical, these spectators, sometimes uncomfortably and even heartlessly so where the luckless ones are concerned. Yet whatever their mood, whatever it is they come to see, no big trial would be the same without them and no competitor would miss their stolid faces or derisive laughter for worlds. H.





HERE'S an amazingly happy New Year to everybody who reads these pages, to those who may skip them, and to all who motor because they like it.

THE baronial hall of the ancient castle of the Dummkopf, in the mountain village of Polizzi (and within only 2½-stones' throw of the circuit of Pozzo), was a brilliant scene on the recent occasion of the annual dinner and dance of the Allgemeine Automobil-fahrerclub von Europa.

Everybody who was anybody (and some who were not) was there. The guests included Count Blata Blanta, Ternthe Petroloff, the Archduke Boris Gnotgoudenov, Odel Paraffini and Madame Ammonia Pergola. Among the prettiest girls present was the American, Al Fresco. (That is *where* he was, not *what* he was.)

Prince Index Dummkopf was himself in the chair and blazed with decorations, among which an M.C.C. gold medal was prominent.

After the speeches, which were eloquent, lengthy and incomprehensible, Blenkinsop, the Anglo-Croatian enigma, entertained the company with Butyl's Inferno in B Minor, played on a series of brake drums, and the Marchesa della Lubrificazione sang "O Sole Meunier."

The proceedings terminated with the arrival of the police.

THERE are some highly interesting exhibits in the motoring section of the Schoolboys' Exhibition which is being held at the White City until January 13. The B.R.D.C. have arranged the motor car display and have succeeded in producing several famous machines.

There are, for instance, Whitney Straight's beautiful Maserati, Kaye Don's sombre 4.9-litre Bugatti, Earl Howe's lustrous 2.3-litre Bugatti, Raymond Mays's cream Riley, the Wisdoms's huge 8½-litre Leyland-Thomas,

Sports Jottings

By

"THE BLOWER"

Widengren's sleek little Amilcar, and Dixon's famous Riley Nine. (Adjectives by arrangement with the Oxford Dictionary.)

A collection calculated to thrill any schoolboy—and any old boy, too, for that matter—as a glance round the visitors on any day very clearly show.

THE 1933 report of the M.C.C. once again indicates nothing but continued success, and everyone concerned has excellent reason to congratulate himself.

The past season was one of the best the club has had for some years, and except for the Team Trial—a motorcycle event—had more entries than in 1932 for every sporting fixture.

I append herewith a slice of statistical data which is interesting:—

M.C.C. STATISTICS.

	1929	1930	1931	1932	1933	Teams
London-Land's End	437	400	384	364	405	44
London-Edinburgh	230	202	220	199	245	25
Sporting Trial	120	105	80	113	128	11
London-Exeter	316	299	247	305	346	33
Brooklands	197	221	242	248	337	16
Scarborough	—	—	—	136	150	6
Team Trial	120	144	170	156	90	—
Total	1,420	1,371	1,323	1,521	1,701	135

From which it will be evident that the "Land's End" is still the most popular event.

The report remarks that the 1933 Brooklands meeting was the best for many years. There was an entry of 337 in 18 events and the whole thing was run according to schedule.

The Scarborough Trial-cum-Rally was again a success, and it is being considered for repetition in 1934. One suggestion is that the start should be on the Friday evening instead of on Thursday and that the finish should therefore be on the Saturday evening, before dark.

The report recalls with regret the deaths of Mr. F. T. Bidlake and Mr. D. Duncan Smith, both of whom rendered invaluable services to the M.C.C.

The annual general meeting, at which the report and the accounts will be presented, will take place at Pagani's Restaurant, Great Portland Street, London, W.1, on Wednesday, January 24, at 6.30 p.m.

THE following event (in which competition tyres or other ultra-knobbly covers may not be used) are announced by the M.C.C. for 1934:—

The "Land's-End" on March 30 and 31; the "Edinburgh" on May 18 and 19; a reliability trial of which details are not available (aha!) on July 6 and 7; the Inter-club team trial (motorcycle classes only) on

In the Exeter, on Simms, M. Collier (M.G. Midget), comes to a stop.

June 23; the Brooklands meeting on September 8; the sporting trial on October 13 and the "London-Exeter" on December 28 and 29.

MORE matter for your brand-new diaries:—Kent and Sussex Light Car Club, speed trials at Lewes, May 12, June 16 and August 25.

THE season of festivity is not yet over, by no means, not at all. I see, for instance, that The Light Car Club will celebrate the New Year by casting a party at the Park Lane Hotel, Piccadilly, London, W.1, on January 19. Fuller particulars will be found in "Club Items."

Here be two more festive occasions to note: January 25, the annual dinner and dance of the Southern Jowett Light Car Club, and January 26, the similar feast of the Lagonda Car Club.

EVERYTHING seems to indicate that this year's "Le Mans" is going to be a fine affair, and one of the most exciting features is the number of British participants in this greatest of all endurance races. I print below the list to date in my small and clear type:—

Final of the 10th Rudge Cup.

Under 1,500 c.c.: Aston-Martin, Ltd. (three Aston-Martins), Societe Tracta (1,100 c.c. Tracta), L. Ford (1,100 c.c. M.G.), Riley, Ltd. (1,100 c.c. Riley).

Over 1,500 c.c.: Louis Chinetti (Alfa-Romeo), J.E. Vernet (3½-litre Lorraine).

Not Declared: R. Sommer, F. S. Barnes, Alin Bros.

Eliminating Round of the 11th Rudge Cup.

Up to 1,100 c.c.: Societe Tracta (two Tractas), M. T. U. Collier (847 c.c. M.G.), Roy Eccles (M.G.), Singer, Ltd. (two Singers), L. Ford (1,100 c.c. M.G.), G. Hendy (Singer), Riley, Ltd. (four Rileys), Miss Champney (Riley), A. Ashton Rigby (847 c.c. M.G.), J. E. Vernet (Salmon), Camille Poire (Amilcar), C. A. Martin (Amilcar).

Up to 1,500 c.c.: Aston-Martin, Ltd. (three Aston-Martins), A. Vincent (Aston-Martin), G. Boursin (Amilcar), C. Brunet (Bugatti).

Over 1,500 c.c.: Helde (2.5-litre Alfa-Romeo), Earl Howe (2.5 litre Alfa-Romeo), L. Chinetti (2.5-litre Alfa-Romeo), P. Felix (2.5-litre Alfa-Romeo), J. E. Vernet (3½-litre Lorraine), Mrs. Stewart (2-litre Derby), N. Mahé (2.5-litre Bugatti), A. W. Fox (2.5-litre Alfa-Romeo), Equipe Brailard (2½-litre Maserati and 2.5-litre Bugatti).

Not Declared: R. Sommer, R. Labric, R. Bayard, F. S. Barnes, T. E. Rose-Richards, Lord de Clifford, Alin Bros, R. Gaillard, Mme. Itier, L. Villeneuve, Mme. Siko and Ateliers Argo (Argo—capacity, not given).

That is a total of 45 machines, 10 of which are in the final round of the 10th Rudge Cup, and all of which will compete in the eliminating round of the 11th cup (which is not really so complicated as it sounds).

There are many famous names already—Sommer, who won with Nuvo-lari last year, Chinetti, who was second, Earl Howe, Tim Rose-Richards (who was third with Brian Lewis)

Note the lady drivers—Miss Champney (her first race, I believe), Mme. Itier, Mrs. Stewart (on this course for the first time) and Mme. Siko.

Lord de Clifford is another newcomer to Le Mans. A. W. Fox's car will probably be driven by Brian Lewis. I wonder what an Argo is like?

The final list does not close until May 15, although the entry fees get

steadily stiffer on January 31, February 28 and March 31.

Full particulars are available from the Automobile Club de l'Ouest, 34, Place de la Republique, Le Mans, Sarthe, France.

ON the Continent. Reports from my Plenipotentiary Extraordinary at Szekesfehevar:—

Antonio Brivio and Carlo Felice Trossi, who both drive racing cars, have been fêted in their native town, Biella. They were made the subjects of marvellous speeches, and became the recipients of magnificent gold medals in recognition of their exploits in 1933.

It is said that an entirely new French racing car, of hyper-special type, is being built in France, as a sort of answer to the monoposto Alfa-Romeo.

It is further said that Raymond Sommer has put his name down for the first out of the shops.

The designer is wrapped in mystery. His collaborator, who will direct the actual building, is M. Simon Brault,



This is what they do to their tyres for ice racing in Germany. The Eibsee meeting is in February this year.

who made the attractive little Lombard of a few years ago.

The engine will be an eight, arranged in two vertical banks of four with crankshafts coupled. The capacity will be 2.6 litres, and 240 b.h.p. is expected at 6,500 r.p.m. The blower is to be something quite new. The whole unit will be fitted into a very low chassis.

The cars are meant to be driven by independent French drivers, and will support the products of M. Bugatti, which have for so long borne the French banner alone in the face of prodigious competition. Vive the new motor!

Once again the Automobile Club of Freiburg will hold an ice-race meeting on the Eibsee, the largest lake in the Black Forest. It will be an international meeting open to cars and motorcycles.

It will be remembered that this was the meeting at which poor Von Morgen (Bugatti) was the star performer. An illustration on this page shows what

he used to do to his tyres for the occasion—and not without reason.

Hans Ruesch recently set off for Tat (which is hard by Budapest) with his Maserati in order to break the world's standing kilometre which John Cobb wrested from him recently. He duly arrived, only to find the entire countryside very deep in snow. Hans therefore withdrew to his native Zurich to await the coming of a thaw.

A club for racing drivers is being formed in France, something after the idea of the B.R.D.C., but having its own premises with sleeping accommodation, reading room, library and so forth.

M. René Thomas has been suggested as the first president, and the club premises are to be at 7, Rue Massenet, Nice.

The Brailard equipe for Le Mans, mentioned elsewhere on these pages and composed of a 2.3-litre Bugatti and a 2½-litre Maserati will have a personnel of Mlle. Nelly Brailard, her brother Louis, and Benoit Falchetto. A fourth has yet to be found.

The Royal Automobile Club of Italy is to stage a sort of R.A.C. Rally in that country between May 26 and June 2, known as the Tour of Italy—"a grand manifestation."

There appear, however, to be certain differences between this and our own Rally. For example, the Italian version will be a test of speed over unguarded and open roads for standard cars, unsupercharged (rather like they staged in Germany last year).

The course will be something over 1,500 miles, covered in three daily stages.

IT is said that Jack Field, the well-known Southport sand-racing driver, is to take out Kaye Don's huge "Silver Bullet" at Saltburn sands in an attempt to set up a new British speed record.

A. W. von der Becke, who is well-known at Shelsley, has recently joined the Riley concern's racing and experimental staff.

TALKING of Rileys reminds me that A. F. Ashby, who has had a very severe illness, is now as well as ever, and has done many cunning things to his famous Riley, which looks more like the old Thomas Special than would seem possible in a Riley. He did not race the car in 1933, but intends to appear on the concrete next season.

Which reminds me that another interesting appearance promised for 1934 is an 1,100 c.c. supercharged Alta of super-streamlined sort. This marque has been active in trials, and ran once at Le Mans, but it has done little serious track racing.

"Exeter's" Character Changed.

THIS plan of running the London-Exeter at the first week-end following Christmas clearly has a beneficial effect on entries, but it is hard not to mourn the old arrangement of having the start on the evening of Boxing Day. By last Friday most of us had lost the Christmas spirit which used to dominate the event, and the trial was like any other winter event instead of having a character of its own.

When the start was at the Bridge House Hotel at Staines, folk in glad rags used to mingle with the leather-clad competitors, and positively hundreds of enthusiasts would run out from town to see the first few men get away. In Salisbury where we had supper the room was decorated with holly and mistletoe, and early arrivals were quite likely to come upon revellers in paper hats. There was turkey soup to be had, and other Christmas fare was available to gladden our hearts after a buffeting over the Plain. In short, the atmosphere of Christmas surrounded the trial and gave it a glamour entirely



RICH MIXTURE

different from that of any other M.C.C. event of a similar character.

A Party or a Trial?

THE "Bridge House" ceased to be the starting point on account of the dislocation of traffic which was caused, and Boxing Night was abandoned because so many competitors found it hard to get a day's extension of their Christmas leave. One can understand, of course, that in these days it is not always easy to get a day "off" at the end of a holiday, and I am glad that it was this reason and not their members' reluctance to break away from Christmas parties which prompted the M.C.C. to change the scheme of things.

The greatest fascination of the old "Exeters" lay in the fact that all the participants were so keen, that if it came to deciding between a party and a trial the trial always won. When you get a few hundred men with ideas like that an event cannot fail to be a success.

When Adding Anti-freeze.

THERE are stacks of car owners who will not use anti-freezing solutions, because they are convinced that all the preparations sold for the purpose lead very rapidly to weeping hose joints and the loss of the precious fluid. They have been once bitten and they are now twice shy. Let me assure them that any bother they have had with weeping joints has been attributable to a state of affairs that is very easily rectified. The mistake which they made was in striving to make the joints tight after leakage began, instead of giving all the hose-clip screws a

B24

Light Car Comment and Advice

by *Focus*

turn or two before the glycerine or other chemical was added to the water.

For several years past I have made a practice of carefully tightening the hose clips and adjusting the pump gland prior to popping the anti-freezing mixture into the radiator, and I have had no signs of leakage. This cannot be coincidence, because fully half a dozen different cars have been so treated.

A Master Leaf Broke.

NOW, I suppose, I shall go out to the garage and find a pool of anti-freezing solution on the floor! I am getting superstitious. In the summer I mentioned in "Rich Mixture" that I had been enjoying a splendid run of good fortune with tyres, and within a day or two I was stranded on a very hot day with two punctures, picked up within a few miles. In September or October I remarked that I had not broken a spring for years. During the Christmas holiday I had a master leaf go!

This spring breakage was the oddest I have met. The eye at the shackle end of the near-side back spring sheared off, but the master leaf wedged itself



(From left to right) (1) The ramparts of Berkhamsted Castle, with which the names of Chaucer, the Black Prince and King Louis of France are linked. (2) Some old houses in Castle Street, Berkhamsted, which are threatened with demolition. (3) Autumn leaves in a Hertfordshire lane, near Tring. (4) The main gates of Berkhamsted Place, which was built out of the ruins of Berkhamsted Castle in the 16th century.

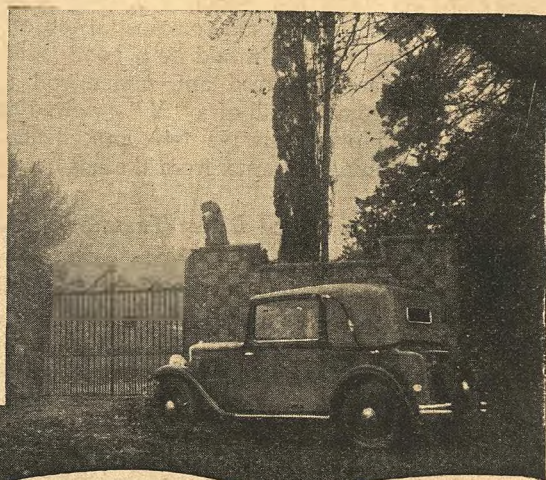
so firmly between the side plates of the shackle that I was able to get home from Bagshot without any difficulty beyond a little anxiety for the well-being of the back tyre, which occasionally rubbed against the underside of the wing. The car I was driving was—in the circumstances, happily—not so up to date as to have its frame slung beneath the axle.

The Service End Considered.

WHEN frame cross members first began to swoop beneath the propeller shaft, I recall that the idea did not attract me very much. This layout has now become commonplace and appears to possess no disadvantages. Similarly, when a tendency towards undersliding the back end of the chassis first manifested itself I felt anxious about the ability of my pocket to meet the apparent cost of axle repairs, and the obvious extravagance of any sweeping overhaul of the final drive, rear suspension and so forth.

I hear, however, that the majority of cars with underslung frames are presenting no serious servicing difficulties even when things go very wrong in the area beneath the back seats. It is easy to jump to wrong conclusions when summing up anything quite new in car design. One is inclined to be too clever and to forget that—at any rate, in the case of reputable makes—the trials and tribulations of the service manager are borne in mind from the conception of a new design to its completion. The days have passed when (as once happened to a car of mine) the body had to be lifted before the hand-brake ratchet could be renewed.

IN THE WESTERN
CORNER OF
HERTFORDSHIRE
with an Austin Ten cabriolet.



Hidden Springs of the Future.

THE tendency towards independent springing may very well lead to a wide adoption of suspension arrangements similar to that of the rear wheel of the B.S.A. three-wheeler. I expressed this opinion among a party of friends at the Show, and found that they shared it. It is a layout which has a great deal to recommend it. Unsprung weight is greatly reduced, wearing parts are few, there is no side sway, and torque reaction can be very nicely controlled.

I believe that if front wheels were anchored to the frame by massive pivoted beams, instead of being tied together with an axle fixed to the frame by means of laminated springs, we should soon hear the last of wheel wobble, shimmy, dither and lurching on corners. The majority of present-day independent front-wheel suspension arrangements make me wonder exactly how many compromises the designer has been compelled to incorporate.

When the Road Forks.

WHERE a wide, straight road forks into two branches of apparently equal importance the scene is set fair for accidents. When three cars are approaching the apex of the fork from different directions none of the drivers knows who should give way, and if the man on the tail of the "Y" intends to take the right fork there is nearly always a minor tangle or a few moments of indecision. A few years ago there popped up a plan which was known as the "off-side rule," and which was intended to leave no room for doubt as to who should stop and who should go ahead at forks, intersections and cross-roads. A brisk controversy centred in the idea, and

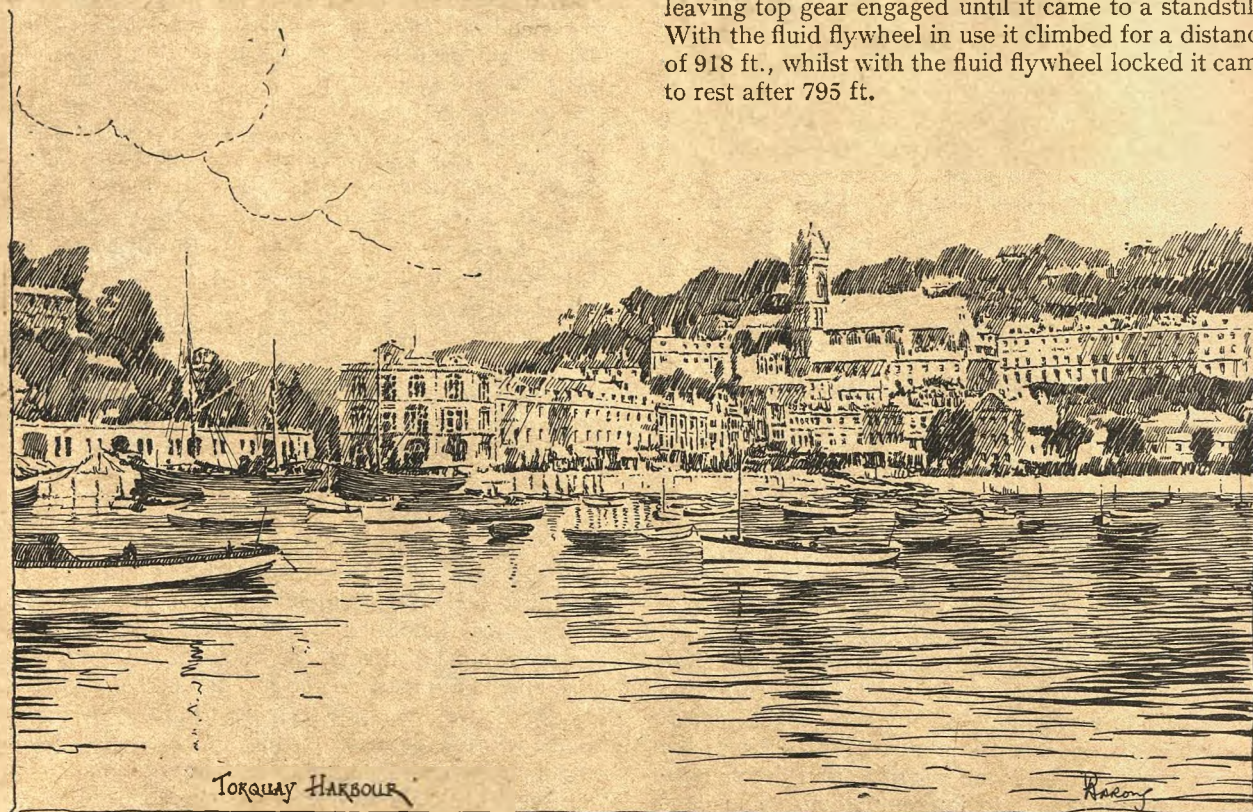
RICH MIXTURE Contd.

almost every driver had vigorous views as to whether it would help or hinder traffic if we all gave way to vehicles on our right. I forget which side was able to put up the most convincing arguments.

Since the off-side rule discussions passed into history the general re-arrangement of cross-roads and intersections has largely removed the need for anything of the kind, but who should stop and who should pass on at forks still remains all too often in doubt. In my view, it would be a good thing if it could be generally agreed and understood that a man coming from the tail of a "Y" (viewed as you see it here in print) always took precedence over traffic approaching the apex from the left-hand fork.

France Scraps Direct Taxation.

FRANCE, I hear, has decided to go in for a fuel tax of approximately sevenpence per gallon and to scrap direct car taxation. Does that not make your mouth water when you think that we in Britain are paying a fuel tax of eightpence per gallon on top of £1 per h.p.? I read in a newspaper that it is expected that the change that France is making will bring her revenue an additional £7 million. [Light car owners in France have, actually, been hit very hard by the change. As we pointed out in a recent issue, the owner of a 6 h.p. car (French rating) who uses only one gallon of petrol per day, will have to pay the equivalent of £10 instead of £6 10s. per annum.—ED.]



LEAVES FROM
AN ARTIST'S
SKETCH-BOOK

B26

Much favoured as a seaside resort, especially during the winter, Torquay stands on sheltered Tor Bay on the coast of South Devon.

I wonder how much our own Treasury would benefit if car taxation were to favour all-the-year-round usage instead of making it absurdly tempting for motorists to "lay up." I have not the accurate figures before me, but it is a fact that the number of vehicles which cease to be consumers of petrol during the winter months is of the order of a quarter of a million.

A Job for a Club.

I HAVE been glad to see that several readers have backed up my suggestion that there should be a rally (or trial) for pioneer light cars of the 1911-1914 era. Here is a job which impresses me as being most clearly within the province of The Light Car Club or the Junior Car Club, and I hope that one of them will go ahead with the notion. I put them in that order deliberately, first because the J.C.C. to-day is not concerned solely with under 1,500 c.c. cars, and secondly because with its widespread activities the hands of its council, sub-committees and officials are already very full.

Hill-climbing with a Fluid Flywheel.

WHEN discussing fluid flywheels some weeks ago I suggested that they should be more of a help than a hindrance when climbing freak hills. I have since learnt that in the summer the R.A.C. conducted a test of an 18 h.p. Lanchester, which had a fluid flywheel fitted with a locking device. The hill-climbing part of this test took the form of putting the car at a hill which was too steep for it to climb on top, and leaving top gear engaged until it came to a standstill. With the fluid flywheel in use it climbed for a distance of 918 ft., whilst with the fluid flywheel locked it came to rest after 795 ft.

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Colloidal Graphite.

FEW innovations have caused such widespread interest as the introduction of improved colloidal graphite: we say improved because, whereas there is nothing new in the idea of graphite as a lubricant, its employment in the form in which it is now available has entirely altered the field of its usefulness. For this development Dr. Stuart, acting in collaboration with *The Light Car*, has been very largely responsible. Letters that have appeared in our correspondence columns clearly indicate how very wide this field is and how very beneficial the results of using colloidal graphite can be; in fact, few topics have resulted in the receipt of so many letters on one subject. We feel, however, that there has been a certain amount of conflicting evidence, and in next week's issue we propose to crystallize the case for colloidal graphite so that no doubt or element of uncertainty is left in the minds of our readers. Colloidal graphite, it can be said justifiably, was one of the outstanding developments of 1933, ranking in importance with the perfection of synchromesh, pre-selectors and the rest. A great deal more will be heard of it in the near future; we would go so far as to say that its use will be considered indispensable in motorcars—not only for the engine, but for gearbox, back axle and "auxiliaries." Particular interest, therefore, attaches to next week's article, which will be contributed by the Technical Editor.

Week-end Licences.

IT is nearly twelve months since we outlined the case for week-end car licences, and we now venture once again to bring the matter to the notice of the Licensing Authorities. The position, in a nutshell, is that many people who do not deem it advantageous to take out a licence for the winter would welcome a scheme which enabled them to run their cars for, say, two or three week-ends during the darker months. There is no reason, in fact, why the conditions should not apply all the year round. The outstanding objection is that the privilege might be abused, but the number of drivers who would risk prosecution by using an expired licence is surely very small. Against this it may be argued that the

AS "THE CYCLECAR," THIS JOURNAL WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER TWENTY-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 WIDELY RECOGNIZED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

Topics of the Day

and should be current from Friday noon to Monday noon. The licence should have some prominent distinguishing mark, its only relation to the week for which it was current being the date—boldly and clearly written on it at the time of purchase. We commend the idea to the serious attention of the Minister of Transport.

Why Not Join?

CLUB membership seems to be popular with only a comparatively few motorists, and it is noticeable that not one but several badges are usually carried on cars thus adorned. The A.A. and the R.A.C. are in a field of their own, but even the A.A., with its membership of half-a-million, embraces but a small proportion of motor users and owners. People are governed by motives of economy in considering the question of club membership, but it is regarded by many as a wise investment, since automatically the backing of the particular club concerned is obtained, whilst membership offers in all cases certain useful advantages. We hold no brief for any club, but we believe wholeheartedly in unity, and we maintain that the best way of obtaining it is for motorists to belong to a club or an association.

The larger car clubs are linked directly with the ruling body—the R.A.C.—whilst the influence exerted by the A.A. needs no emphasis. With a bigger backing these bodies would be in a far stronger position both from a financial and political point of view: it follows that on questions closely affecting the welfare of the motoring community they would be able to speak—and to act—with far greater authority and effect. We need only add that at all times we shall be pleased to advise readers as to the most suitable club or association for them to join.

Technical Aspects

A CAUSE OF CYLINDER WARPING

How Distortion Can be Set Up by Unequal Expansion Between the Head and the Block

By

L. Mantell

RESEARCH into mysterious discrepancies in engines is still going on apace and some most interesting facts, that can have a very direct bearing upon both the comfort and the pocket of amateur drivers, periodically come to light. One in particular that has intrigued me greatly is an investigation into cylinder distortion.

Examination of piston surfaces and cylinder bores which I knew with certainty to have been originally true have often conveyed to me, by their condition, the impression of mysterious distortion. In the absence of any apparent reason why this could be possible in water-cooled engines, however, I have invariably looked upon the piston with a suspicious eye and tried, ineffectively, to visualize what conditions of restricted heat flow therein could conceivably account for the unexpected markings which I occasionally found. I have tried to understand also why engines with true bores and round pistons, with perfectly fitting rings, should vary so much in their oil consumption.

It now appears from careful tests that the tops of the cylinder barrels can be distorted out of the round by two, three and, in bad cases, as much as five "thous" by unequal expansion between the head and the block.

Whether or not this takes place to an injurious extent depends upon the positions of their respective water jackets and the amount of clearance between the studs and the stud holes in the head. It has also been found that, apart from the action of the head, water jackets in the block which do not extend as far as possible along the length of the barrels will often allow top cylinder distortion to take place.

AGAIN, it has been established that without any heat at all the action of bolting down some heads with studs which are not perfectly concentric with the holes and, at the same time, are very tight fits, can cause a distinctly measurable deviation from truth. In one case where tests were carried out, first with the head put down and tightened in the ordinary way and, again, with the bores having a "finished grind," after tightening the oil consumption in the first case was six times that in the second instance.

These amazing figures and others similarly arrived at give one furiously to think, for, in distorted bores, the

rings do not touch all round. There is therefore compression leakage and undue frictional loss in such an engine; in fact, quite a vista of possible troubles presents itself through this discovery.

Where water jacketing is to blame, there is not much that one can do, but investigations have also shown that bad cases can often be cured—or at least partially cured—by clearing the stud holes sufficiently to allow the head a few thousandths of an inch play, especially along its length.

It is rather remarkable to me that no one, apparently, has suspected before that a clearance here is desirable, for all blocks seem to be studded with the most meticulous accuracy so that a perfect sliding fit of the studs with the head holes is assured. I have, however, frequently noticed that while the first part of the entry is easy enough and the block falls by its own weight for perhaps a third or so of the distance, the remainder will often have to be coaxed with blows from the shaft of a hammer.

AS to how or whether one should take advantage of this "find" in an old or, at least, a well run-in engine is a question that I rather fight shy of answering, because the pistons and rings may have accommodated themselves to the ovality of the barrels and easing of the stud holes might, therefore, upset matters. The chance will come, however, when reboring, and I should say that four or five "thous" extra clearance would certainly do no harm then and might do quite a lot of good. I propose to try, anyhow, when the opportunity presents itself.

Another interesting research has been carried out to see where the greatest mechanical losses occur in driving the engine.

As most people are aware, there is a good deal of difference between the brake horse power of an engine and its indicated horse power. The former is, as the name suggests, arrived at from an actual brake test and represents the net power available from the engine after mechanical losses have been written off, but the i.h.p.—a term not very familiar to the amateur—means the power actually produced by the ex-

plosions, as determined by a special apparatus used in research work.

The percentage which the former bears to the latter is the so-called "mechanical efficiency" of the engine, and in a well run-in engine it should be about 80 per cent., although it is often much less than this.

Even 80 per cent. is inordinately low, and tests have recently been carried out to find by individual elimination which of the various contributing agents is absorbing undue power.

SOME losses are, of course, inevitable, such as those incurred by the necessary effort of the engine in inspiring and exhausting—technically called "pumping losses." Those due to driving the camshaft and various accessories such as the distributor, dynamo and so on, are also unavoidable. There is still, however, a good deal of loss unaccounted for, over 50 per cent. in fact, and research now shows that friction in the reciprocating parts is to blame. Of these the piston rings are the principal aggressors and chief among them is the top ring.

I learnt this with much interest, for it confirms the views which I have frequently expressed, namely, that the present ring design is wrong in that unless the fit in the groove is perfect—which is impossible—the weight of the explosion peak pressure gets behind the ring and forces it outwards against the cylinder walls with quite needless violence.

Destructive criticism is, of course, easy and no doubt many manufacturers are fully aware of the iniquities of the present ring arrangement. Are any serious efforts being made, however, to overcome the trouble? Different kinds of rings, of course, exist in plenty, but none that I know of is designed for the prevention of the peak pressure getting behind them.

The better the ring and its fit in the groove, of course, the less leakage will occur at this point, but I refer rather to the *toute ensemble* of the local layout than to high-grade rings and fitting. Some time ago I suggested in these columns that an improvement might be effected by connecting up internally the bottoms of the grooves by vertical drillings plugged at the ends to make a closed circuit, so to speak.

The object of this is to spread the high sub-ring pressure of the top member equally throughout the three, because, ordinarily, it never gets much below the top one.



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Practical Aspects

WHEN STOPPING AN ENGINE

Is it Necessary to do Anything Beyond
Merely Switching Off the Ignition?

By "Shacklepin"

MANY words have been written upon how to start an engine in cold weather. Let us now consider methods of stopping it. No, you are wrong; this is not a silly-season topic, nor is there a catch in it. Stopping an engine can involve more than merely switching off.

The main questions are: Should one race the engine and switch off with the throttle still open, should it be stopped whilst ticking over, or should the throttle be opened *after* switching off so that a few unfired charges pass through the head?

I do not know that there is any hard and fast rule, so it will be interesting to consider each method in turn.

Racing up and switching off seems to me to serve no useful purpose; I am not even familiar with the theory which must underlie the action. Presumably the idea is that plenty of oil is thrown on to the cylinder walls, ready for the next start, and that all "dead" gas is blown out of the exhaust system.

Surely, however, all this is wrong? If we agree that the cylinders may receive an extra dose of oil, why should it wait there until the next day? The cylinders will be very hot and the oil very thin, therefore conditions will be just right for the oil to run down the walls and drip into the sump.

Exhaust Scavenging.

I suggest that there is nothing in the exhaust scavenging theory. Inert gas will not hang about all night, and, even if it does, nobody minds—the first few revs. of the engine next day will blow it clear.

There is no point, either, so far as I can see, in opening the throttle wide at the moment of switching off. To draw in live charges, compress them and then pump out through the exhaust system can hardly be expected to serve any useful purpose. I believe the idea is that those charges which may be trapped by the closing valves will—unlike souvenir shell fuses and Mills bombs—be ready to go off at a touch at some future time.

This might be so in the ideal engine, which would have leak-proof pistons and valves and which would always retain its heat, but it won't happen in our ordinary, everyday engines, however good they may be.

On engines with trembler coil ignition or with hand-starting magnetos, it is possible to restart without cranking some time after stopping, but the

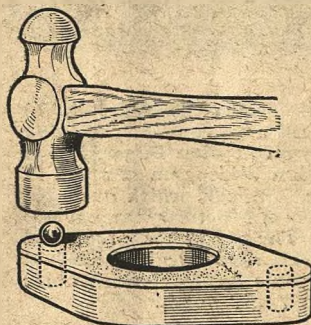
engine has to be a little out of the ordinary and the conditions must be exactly right.

There was a German aero engine in the war time which was started by pumping mixture into the cylinders and then firing it with a hand magneto. The scheme called for rather elaborate valve-lifting arrangements, and, incidentally, for a strong man on the pump, but it worked well enough, although it has little to do with the stopping question. The engine developed

This Week's Hint

Cutting Gaskets

THE difficulty sometimes experienced in cutting the bolt holes in gaskets made of Hallite, paper and similar substances can be overcome by adopting the method shown in the sketch. The gasket blank is laid on the flange for which it is intended and, the bolt hole position having been located, a steel ball



of the same diameter as the bolt is hammered into the gasket material. A clean-cut hole will result owing to the material being sheared between the ball and the sharp edges of the bolt hole. If a suitable ball is not available a piece of steel rod of the correct diameter and rounded at one end, will serve equally well.

somewhere about 300 h.p. at 1,800 r.p.m., but was by no means suited for use in light cars.

Let us get back to this switching-off business. The remaining scheme to be discussed is that in which the engine is stopped whilst it is ticking over—no throttle jabbings or other tricks, just a simple movement of the switch.

Surely this is the right way to do it; everything inside the engine is normal, there is plenty of oil on the cylinder walls and the temperature is reasonably correct. There has been no blast of cold mixture through the cylinders to cool them, and perhaps to set up warping tendencies owing to unequal temperatures; similarly, there has been no heat rise such as might take place in racing up and switching off.

The engine, in fact, is just comfortable, and, probably, will retain its heat, nicely distributed, for a long time—especially if a rug be thrown over the radiator and over the bonnet louvres.

This last is a point which many drivers overlook. They are careful to cover the radiator, but they forget how much heat can escape, and how much cold air can enter via the slits in the bonnet. I often wonder if it would not be a good plan to blank these off during cold weather—they can hardly be needed when running and they are certainly a nuisance when standing.

Bonnet Doors.

A few weeks ago Mr. Mantell complained about those little rows of doors one sees in the bonnets of certain makes of car. He wondered what could be their purpose. I, certainly, cannot tell him, but I suggest that if under-bonnet ventilation be necessary, say, in very hot weather, it is better to obtain it by means of movable doors than by fixed louvres.

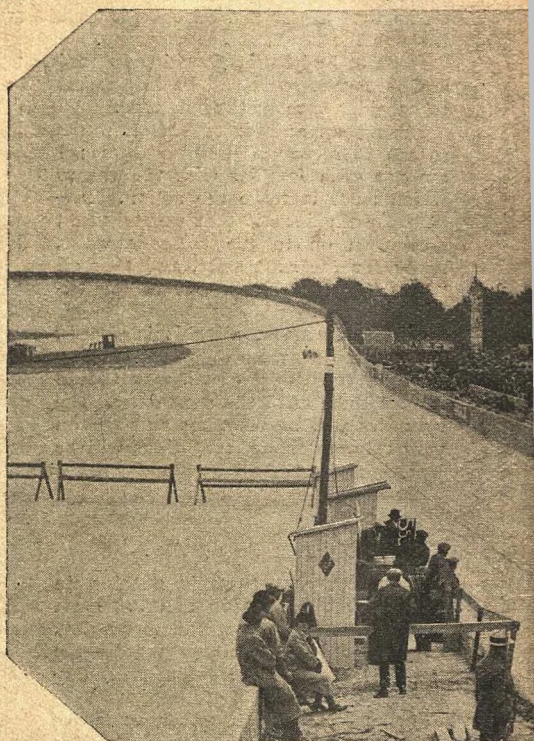
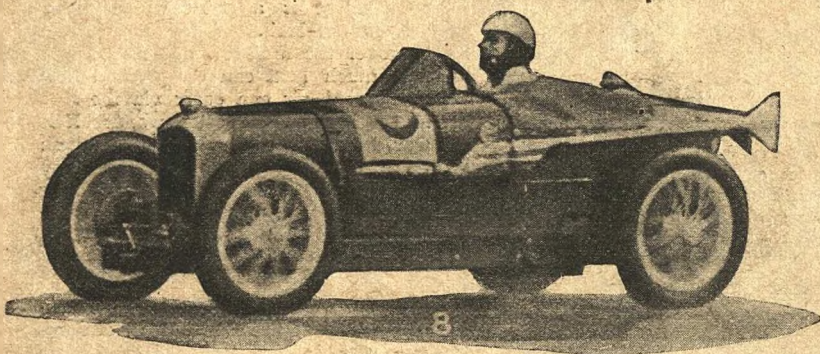
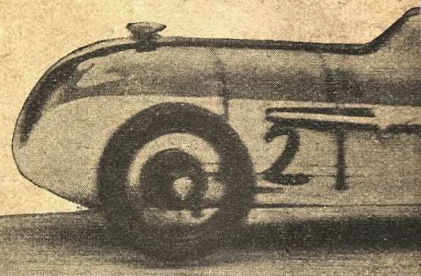
Nobody but the most exacting would attempt to regulate the under-bonnet temperature by means of door adjustment, but almost any driver would be glad to have doors—or louvres—which could be opened in summer and closed in winter.

Apart from questions of temperature, how very convenient it would be if one could seal up all bonnet holes prior to washing the car, or having it washed. Personally, I adopt the latter course—it is so much easier—but I have often been annoyed, upon starting up afterwards, to find several cylinders cutting out owing to water on the plugs.

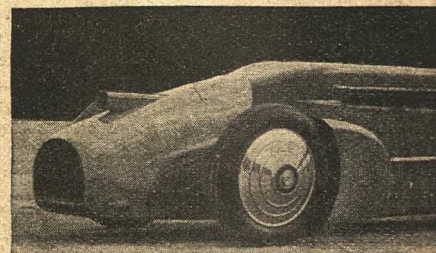
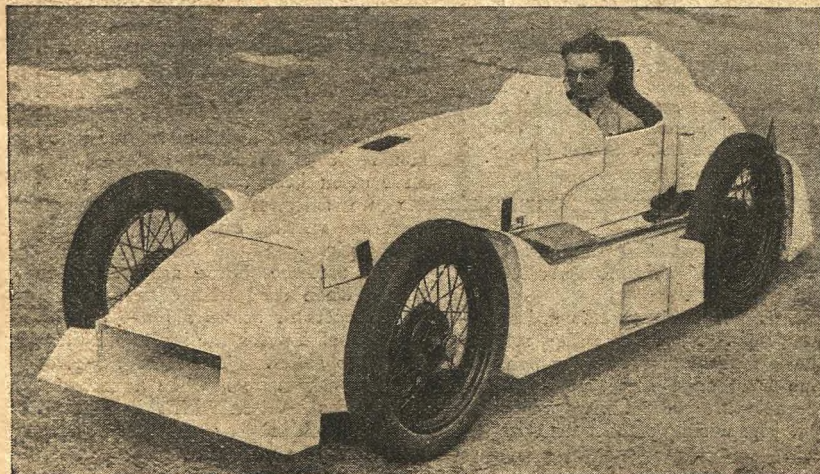
High-pressure hoses are very fine things when used with discretion, but if the operator scores a bull's eye on the bonnet louvres the ignition system is apt to suffer. The same thing, of course, may happen when a powerful jet collides head-on with the radiator, but professional car washers, at any rate, always avoid that.

OUTSTANDING RECORDS

Here Are Some of the
Scaled New Heights
During



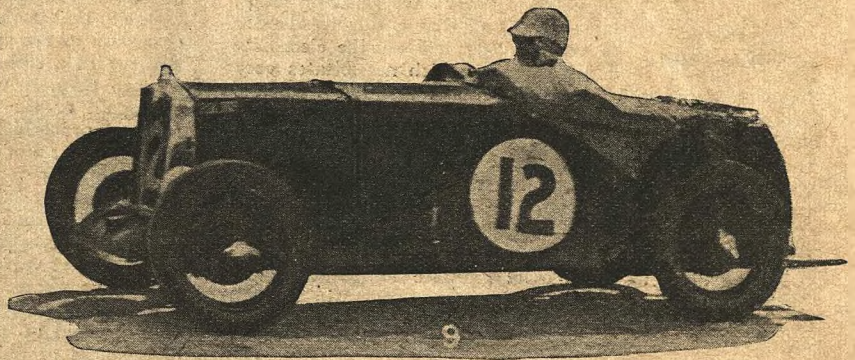
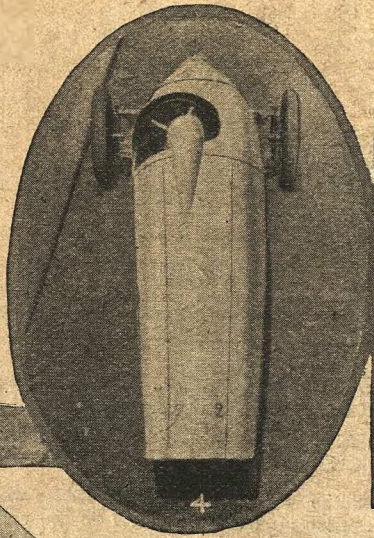
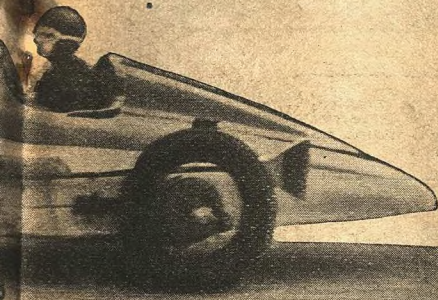
(1) The amazing Citroen Ten—"Petite Rosalie"—which covered 300,000 kilometres at Montlhéry at an average speed of 58 m.p.h., breaking some 300 records en route. (2) Pierre Veyron (1½-litre Bugatti), who broke nine International records. (3) Henken Widengren at speed in his beautifully streamlined little 1,100 c.c. Amilcar, which averaged 115 m.p.h. for an hour. (6) A general view of Montlhéry track where the majority of record attempts were made. The car in the foreground is seen leaving the oval track for the artificial road circuit which is a feature of Montlhéry. (8) H. T. H. Clayton's Amilcar which holds the 1,100 c.c. standing mile at 74.57 m.p.h.



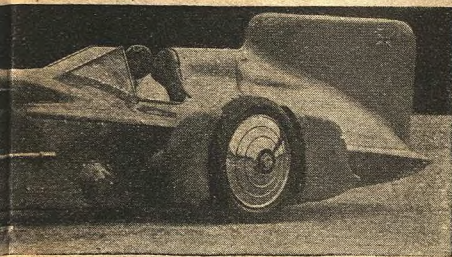
(Left) The streamlined Austin Seven, which set up sensational records at just Campbell at the wheel of his famous "Bl" ever built. That it has covered nearly 30 revealed. (Right) The fastest 7 h.p. car which is capable of 130 m.p.h. George A. Denly, who drove the

RECORD-BREAKERS OF 1933

The Men and Machines that
of Speed and Endurance
the Past Year



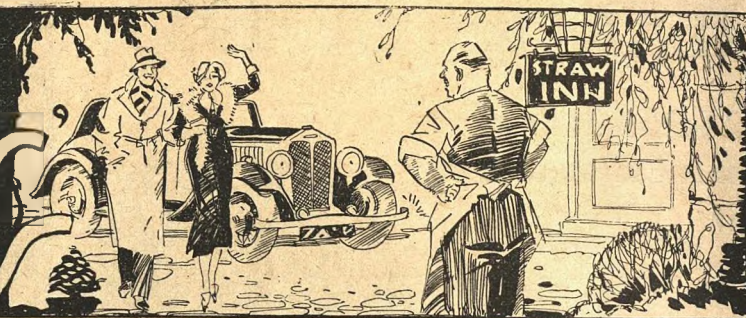
(4) Another example of super-streamlining, this time in the case of a three-wheeler. This is Mr. Sandford's 1,100 c.c. supercharged Sandford which has attained 115 m.p.h. This four-cylinder cyclecar is France's most successful three-wheeler. (5) John Cobb snapped taking a bump at Brooklands in the 24-litre Napier-Railton. With this car he broke the world's standing start mile and kilometre records at 102.52 m.p.h. and 88.52 m.p.h. respectively. (9) An M.G. Magna similar to this, except that it ran with wings and lamps, broke six long distance records up to 24 hours at over 80 m.p.h. A brief review of record breaking in 1933 appears elsewhere in this issue.



with T. Murray Jamieson at the wheel, under 120 m.p.h. (7) Capt. Sir Malcolm "The Bird," which is the fastest land machine in the world—was recently in the world—the M.G. "Magic Midget" is seen putting the cockpit cover on its last appearance.



OUR READERS OPINION



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," 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.

MORE LETTERS FROM DRIVERS —Who Have Found Colloidal Graphite Satisfactory

I think that there can be no possible doubt that the use of colloidal graphite in both the engine oil and upper-cylinder lubricant is beneficial. If used in engines which are liable to "wet" the sparking plugs,

*A Tendency to
Soot up Plugs?*

however, I find that a definite deposit is very quickly left on the electrodes and insulators, which necessitates very frequent cleaning. I should perhaps mention that this experience has been gained with a supercharged engine having piston clearances in the order of eight to nine thousandths of an inch, but I have noticed the same tendency to a very much lesser degree with a normal touring engine.

G. F. H. BRISCOE.

A User Since 1912—

I have been using colloidal graphite lubrication since 1912 and can vouch for definite improvement in the life and performance of any engine to which it is properly applied. The amount of graphite in the oil which is added to the petrol is infinitesimal, and, for this reason, I

*—Vouches for its
Efficiency.*

should imagine that the ridges of deposit which your correspondent Mr. W. R. Fleming found are not graphite at all, but carbonized oil.

I, personally, have not noticed any such condition, and it is claimed that the introduction of an excess over the ordinary requirements does not result in a thicker deposit.

May I offer a word of warning to users of thermostatic controls of the butterfly valve type in thermo-siphon cooling systems? The radiator should be provided with an efficient muff, and there should be some circulation permitted, otherwise the block may freeze solid during the frosty weather.

OLIVER GLYDON.

The Effects—

I am inclined to think that when Mr. W. R. Fleming considers that the upper-cylinder lubricant added to the fuel contains just sufficient colloidal graphite to keep the graphoid film in repair, so to speak, he will soon convince himself of the impossibility of the deposit on the back of the valves being of this substance,

*—of a Good
Graphoid Film.*

unless he has used an excessive quantity in the petrol. Very little colloidal graphite is necessary to form a graphoid film on all the working surfaces of a motorcar engine, Acheson's colloidal graphite having enormous covering power, and being held to the surfaces very strongly by molecular forces or adhesion. The nature of this film is such that the graphite cannot build up on it so as to reduce clearances or form a deposit.

There is a chance that if the colloidal graphite has not mixed thoroughly with the fuel—almost an impossibility—or if an electrolyte or acid in the petrol caused partial pre-

cipitation, the graphite would mix with the gummy deposit from the petrol on the valves and induction pipe, giving it a black appearance, leading to the impression that the deposit was all graphite.

One of the effects of a graphoid film is to prevent adhesion of carbon to the cylinder and piston, so the carbon formed (the use of a colloidal-graphited oil will make little difference to this), being loose, must get away with the lubricating oil or the exhaust gases. If the inlet valve does not seat properly for any reason such as the presence of a speck of dirt under the valve, faulty construction, worn valve seats or resonant vibration of the valve spring at certain speeds resulting in a "dither" of the valve, a small amount of carbon, unable to get a hold on the cylinder and piston because of the graphoid film, may get blown past the inlet valve on the exhaust stroke and be deposited with the appearance described by Mr. Fleming.

Colloidal graphite has no strength under shear and cannot build up to any detachable thickness. The value of colloidal graphite lies in its extreme fineness, the particles being so small as to pass through filter paper, and in its great covering power the beneficial graphoid film being practically immeasurably thin.

HARRY SHAW, Consulting Engineer.

Used in a Wolseley Hornet—

In view of the interest aroused in colloidal graphite of recent times, I decided to aid the running-in of my new E.W. Wolseley Special by adding a pint of "running-in"

*—with Beneficial
Results.*

compound to the oil in the sump. I have now covered 2,000 miles and have changed the oil twice, but have not used the compound since the first change. I have, however, used colloidal graphited upper-cylinder lubricant in the proportion of half an ounce to two gallons of petrol. I used a well-known proprietary brand containing, I understand, the correct proportion of Acheson's graphite, but the preparation is very thick, and upon reading Mr. Fleming's letter and the Editor's footnote thereto, I am apprehensive lest I have added too much. Incidentally, I have noticed on several occasions following a "pop-back" in the rear carburettor that the bonnet louvres are spotted with heavily graphited fuel.

As I believe the Editor has a Wolseley exactly similar to my own car, I should be very interested to know the proportion of colloidal graphite that is added to each gallon of petrol used in his car, and I also look forward to further comments by "Shacklepin" on this interesting topic in due course.

MARTIN WELLS.

* * Acheson u.c. lubricant was used consistently during the running-in period in the Wolseley Hornet referred to in Mr. Wells's concluding paragraph. The quantity was $\frac{1}{2}$ oz. per two gallons.—ED.

OUR READERS' OPINIONS Contd.

M.G. Spare Wheel Mounting.

May I take this opportunity of thanking the two Midget owners who have been kind enough to rally round with their ideas for spare-wheel mountings in response to my inquiry a week or two ago? Of the two methods described, I prefer that submitted by Mr. D. M. Dorr. As I explained in my letter, the snag with a 1929 model is that the door opens from the front, and as a result the spare wheel must be sufficiently far forward to clear the door entirely. I think that Mr. Dorr's method will meet the case admirably, and I am much indebted for the hints.

A Letter of
Thanks.

JAYBEE.

The Difference Between—

I notice that in a paragraph of your issue of December 15, headed "Where Men Beat Machines," you state that "in the body-building shops may be seen a band of men who paint thin lines of colour on the beading of car bodies." I also note that —"Being Watched" and "Being Seen." at the end of your paragraph you state, "Such is the concentration necessary for this work that no one is allowed to watch them." Will you agree with me that this makes a very close parallel with St. Paul's "Evidence of Things Unseen"?

One would hate to think, as an alternative, that these men were drawn exclusively from a class where there is a very big difference indeed between being seen and being watched.

LAURENCE POMEROY, JUNR.

"Much Too Merry-go-Rounds."

"Focus," it would seem, believes that by making roads dangerous, motoring will be made safer. This is the only conclusion I can draw from the last paragraph of his letter published on December 29. It sounds

A Really Dangerous
Example. clever, but I fear that it is nonsense.

Roundabout islands can serve a useful purpose but they should be constructed intelligently and not as traps. "Focus" appears to range himself alongside the noble peer who advocated the digging of trenches across our main roads to discourage speeding.

As an example of a faulty and dangerous island, I would cite one on the Watford by-pass. Driving towards London one comes upon several cross-roads, each with its central flashing red light and outlying "Keep Left" warnings in blue and white. At such a point a careful driver keeps to his own side, slows down and looks to right and left for traffic on the crossing road.

Then he reaches the island I have in mind. Here just the same warnings are visible in just the same relative positions. At night time, a driver who is paying reasonable attention to the possibility of other traffic being on the crossing road, should not be expected to notice a three-inch kerb which is the only indication that an island exists. There is nothing else to tell him that instead of merely keeping to his own side of a wide road, he must actually turn left.

In considering this point "Focus" will realize—as the

POP, PIP AND PANSY



—are getting more and more intelligent.

authorities should have done—that there is much motoring done by night, and on such a road as this there will generally be another car proceeding in the opposite direction towards the island. Even if its lights do not actually dazzle, they will tend to distract attention.

To overcome dangers of this sort, there is much to be said for suitable light railings round an island. Reflex lenses might do the trick, too; but if neither of these is possible, I feel sure that this particular island would be altogether safer without the "warnings" which at present surround it.

J. INGLEBY JOHNS.

Supercharging in Racing.

I must say I entirely support the view of Mr. Kimber of the M.G. Car Co., Ltd., when he gives his considered opinion on the advisability of allowing supercharged cars to continue to compete in the Tourist

A Letter from
G. E. T. Eyston. Trophy Race, Ulster, and other races of the same character. Commercially

it is impossible to get performance in a road race without a boosted engine. If the progress of supercharging is artificially stifled then equal or greater complications will result elsewhere in the car in an endeavour to obtain an equal performance.

Supercharging is in its infancy, but it promises to fulfil a principal part in future engine development. As we know it to-day there may be many irritating deficiencies, but the present-day engine may go and a new supercharged unit will take its place, reducing considerably the weight and size of the power unit which is the aim of all designers.

Let progress take its course for the present—it is hardly the time to call a halt.

GEORGE EYSTON.

Open Cars in Winter.

With reference to your article on open cars in winter, I use a well-known make of sports car and never have hood or screens up except when it is raining. I find a good muffler offsets back-draught, and an ordinary suit and leather coat are all that are necessary. There is no need for sweaters or pullovers.

In foggy weather I prefer an open car. Having followed various callings, including cowpuncher and trapper in temperatures 50 degrees below zero, with my face frozen, eyes frozen shut and other slight discomforts, I may claim to be a judge of wintry conditions, so that when I see people here heavily clad and in heated air-tight saloons, I wonder what sort of stuff they are made of. One can excuse old or ailing people, but surely the younger ones are not so fragile that a little dampness would hurt them. Once upon a time I was in private service and had to make long journeys from the North to London with one stop en route for lunch. My employer, always insisted on all windows and ventilators being shut, so those journeys used to be real torture. I often wondered if she was really asleep or had gone to a better land.

NORTHERN LIGHTS.

* * In next week's issue the Technical Editor will sum up the advantages of colloidal graphite. We are reluctantly compelled, owing to pressure on our space this week, to omit many letters that have reached us on this subject.—ED.

Even Animals—



OUR READERS' OPINIONS Contd.

Petrol-Oil Mixtures and—

In reply to Mr. Brooker's letter, in your issue of December 8, I quite agree with him, and would explain that my reference to 80 per cent. petrol mixtures with oil was only by way of forcing home the assurance that motorists need not fear to use a thin oil of known grade for winter purposes. He is also correct regarding the origin of my remarks re 80 per cent.-20 per cent. petrol-oil mixtures. I referred to this in an "Aspect" some months ago, but added that I would not care to make the experiment in my own engine. I hope, therefore, no one will misinterpret my remarks and try oil-petrol mixtures in the sump!

In reply to "Turbine," I have neither the space nor the inclination to join in a hair-splitting wrangle. He must know quite well, if he has read the original article and correspondence, that this discussion is on small sizes only, and that asking why owners of higher capacity sizes "are prepared to pay so heavily for an inferior performance" —(the italics are mine)—is not only superfluous but also a direct misrepresentation of my remarks, for I never said or suggested anything of the kind indicated by the above expression. The crux of the position lies in his admission that he "cannot claim to have ridden in cars fitted with all the latest four-cylinder engines." I suggest that he has ridden in very few indeed, and in none of the good ones.

I again recommend, therefore, that a little more familiarity with certain modern products is necessary before "Turbine" is in a position to argue on small fours versus small sizes.

L. MANTELL.

CONDENSED CORRESPONDENCE.

Mr. W. Bruce Gibson (Leicester) writes in appreciation of the service supplied by the Victory Radiator and Tyre Repairing Works, of Woodgate, Leicester. Mr. Gibson had the misfortune to damage seriously two tyres on his car. The concern mentioned effected repairs at a very reasonable rate and with commendable promptness.

With reference to Mr. Harper's letter in our issue of December 22, Mr. J. Thompson (Sheffield) writes that he remembers the "inflated" bumper. He remarks that it was very smart when fitted to a car, and certainly reduced the effects of minor accidents. Mr. Thompson says that Mr. C. Massey, the patentee of the bumper, was prevented by lack of capital from putting it on the market.

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."

SWIFT.—An instruction book for the 1930 10 h.p. model.—G. Batley, 16, West Terrace, Stanningley, Leeds.

ROVER.—An instruction book and spare parts list for the 1927 9-20 h.p. model.—D. Warmsley, Germoe, Marazion, Cornwall.

VERNON-DERBY.—Readers' experiences of the 1929 9 h.p. model, also an instruction book for it.—R. Freedman, 28, Waterloo Road, Cardiff.

MORGAN.—An instruction book for the 1924-5 model with M.A.G. engine, also addresses where a two-seater body suitable for this car might be obtained.—W. Smith, 49, Mann Road, Kenton.

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.

Specifications of Current Models.—B.B.M. (Brighton).—Full specifications and prices of all light cars selling in substantial numbers on the British market were given in our first Show Number. This was dated October 6, 1933.

Road Mileages.—S.W. (Battersea).—For 1932, the latest year for which figures are at present available, the mileage of Class 1 roads in Great Britain was 26,513. Class 2 roads totalled 16,482 miles, whilst there were 133,796 miles of unclassified roads. The last-named, you will note, represents approximately three-quarters of the total.

Cracked Back Axle Casing.—A.F. (Stoke Newington).—In view of the fact that the back axle casing plays a considerable part in taking the weight of the car, it is certainly not advisable to continue running the car if it is cracked. You should either have a new casing fitted or else have the crack welded.

Constructing a Body.—B.V.B. (Oldham).—The best wood to use for constructing a body is ash, and for the general framework timber of 1-in. square section is suitable, with slightly larger section for those members which have to take the main straps. If you wish to obtain curves, the wood should be steamed and then bent to the required shape, afterwards being clamped to the curve required until the wood is cold and dry. It is not advisable to cut curves from large planks, as weakness is generally caused in places because the grain will run crosswise instead of lengthwise. Panelling is best carried out in aluminium of about 20 gauge, as this metal is easy to work and is also rustproof.

B36

Toe-in of Front Wheels.—W.N.M. (Hexham).—A toe-in of $\frac{1}{2}$ in. for the front wheels is very excessive, and is doubtless causing the rapid tyre wear of which you complain. Nowadays a toe-in. of $\frac{1}{8}$ in. is generally considered sufficient.

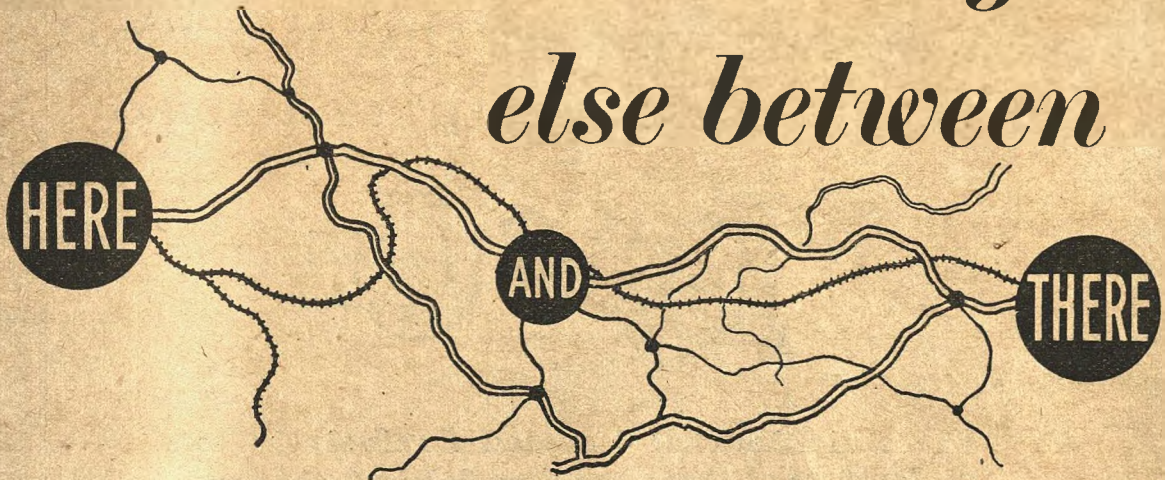
Hardy-Spicer Universals.—T.D.A. (Minehead).—The small hole opposite the greasegun nipple on the Hardy-Spicer universal is provided to allow excess lubricant to escape should the greasegun be used too liberally. It is not a case of "something missing," as you term it.

Spring Clips.—G.G.D. (Wimbledon).—No serious trouble is likely to arise owing to the breakage of one of the clips on the road springs of your car. At the same time it would be as well to replace it, as these clips serve to keep the leaves in line, and also have some slight damping effect.

Signal for Stopping.—T.C.G. (Oxford).—The correct signal, according to the Highway Code, to indicate that you wish to stop is to extend the right arm with the palm of the hand turned downwards and move the arm slightly up and down. You will see, therefore, that the waving-on signal which you have been in the habit of giving is not strictly correct; it is, however, generally understood.

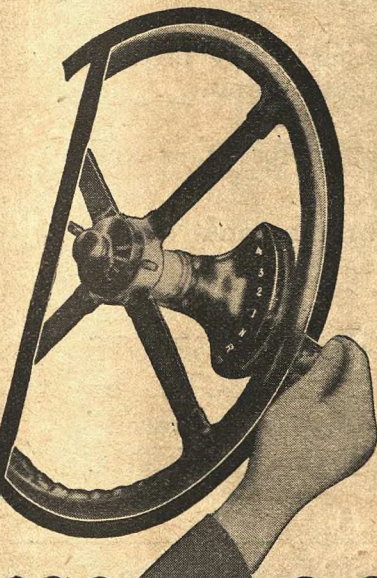
Dynamo Running Hot.—F.J. (Aldershot).—If your dynamo runs so hot that you cannot bear your hand on the casing it is probable that there is some definite fault, especially if the output shown on the ammeter has decreased. There are various causes of overheating, such as an excessive shunt current in the field coils, a fault which may be due to a bad connection on the charging circuit. Another possible cause of overheating is taking a greater output from the dynamo than it is intended to produce, by incorrect setting of the output control brush. Although not so likely, it is also possible that the armature or field coils have developed a short circuit. In this case, of course, it is an electrical repairer's job to put matters right.

There is something else between



"ALL the pleasure", says the cynic, "has gone out of motoring." "On the contrary", says the Riley owner, "for me it is just reaching its zenith."

The



More and more cars mean more and more opportunities for PEAK performance, which only Riley can give. To start more easily, to accelerate quicker, to corner faster, to be more comfortable, and—when you want the next "very latest" Riley—to be able to sell your old friend at an astonishingly high figure—this is what PEAK performance means.

The Riley car in our world on wheels occupies a unique position. The reasons are many, but become at once apparent in the first five minutes of a demonstration run—which, even if you have no intention of buying another car, is an experience you should no longer delay.

re-selectagear

The 9 h.p. Riley from £298, the 9 h.p. Pre-selectagear Riley from £325, the Six-cylinder 12 h.p. Riley from £348, the Six-cylinder 12 h.p. Pre-selectagear Riley from £375. Dunlop Tyres and Triplex Glass standard.



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**NEXT
WEEK**

An Investigation—of vital importance to all
—owners—into the claims made for Colloidal
Graphite: by the Technical Editor.

EVERY FRIDAY

ONLY

3^d.



CLUB ITEMS AND SPORTING EVENTS



RILEY M.C.

The address of the hon. secretary, Mr. E. H. Reeves, is now "Claregate," Birmingham Road, Wyde Green, Warwickshire.

W. HANTS L.C.C.

The club is engaged in drawing up an interesting programme for the coming season. Full particulars of membership can be obtained from the hon. secretary, Mr. B. Peters, The Haven, Lansdowne Road, Bournemouth.

M.C.C.

The annual general meeting, at which the 1933 report and balance sheet will be presented, is to be held on Wednesday, January 24, at Pagan's Restaurant, Great Portland Street, London, W.1, at 6.30 p.m.

LONDON M.C.

The annual general meeting will be held on Tuesday, January 16, at 7.30 p.m., at the R.A.C., Pall Mall, London, S.W.1 (western entrance).

Hon. secretary: Mr. H. D. C. Slocum, 62, Doyle Gardens, London, N.W.10.

S.E. LONDON C.C.

A group of enthusiasts are engaged in forming a club in the New Cross and Lewisham district and would be very pleased to hear from anyone interested. They propose, if possible, to include a ladies' section in the club.

Particulars can be obtained either from Mr. P. E. Rivers, 63, Ommaney Road, New Cross, London, S.E.14, or Mr. K. R. Shackel, 197, High Street, Lewisham.

THE LIGHT CAR CLUB.

The sixth annual New Year's Party will be held on Friday, January 19, at the Park Lane Hotel, Piccadilly, London, W.1. Tickets (members 10s. 6d., non-members 11s. 6d.) are obtainable from the hon. secretary, Mr. Harold Jones, 22, Basinghall Street, London, E.C.2. Early application is advised.

Dinner will be served at 7.30 p.m. and there will be dancing and games until 1 a.m.

TRIUMPH M.C.

On Sunday, January 7, the club will meet at the Watermill Café, Dorking, for tea, at 4.30 p.m.

It has been decided to support the Combined Clubs' Charity Ball at Covent Garden on January 26. The club has engaged a double box for the occasion, and members attending the dance will be asked for an extra shilling over and above the normal price of the tickets.

Hon. secretary: Mr. J. S. Billingham, 19, Rectory Chambers, Church Street, Chelsea, London, S.W.3.

MONTE CARLO RALLY ENTRIES.

Here is the third official list of entries received for the Monte Carlo Rally (January 20-26). These names are in addition to those already published. British cars and/or drivers are indicated by heavy type.

E. A. Chazel (Peugeot), M. Jaurey (Delage), J. C. S. Nyenbandring de Boer (Ford), R. C. Porter (V6), P. J. Glerum (Ford), J. Blainie (Pontiac), Major G. Montague-Johnstone (Triumph Gloria), C. B. E. Morgan (Vale Special), Miss C. Labouchere (Singer), Mlle. I. Darre (Chrysler), Bergan (Austin), Mrs. G. Molander (Chrysler), J. A. G. Howarth (Riley), G. J. Kingsley Scott (Triumph), M. Accarie (Amilcar), W. H. Vroom (Ford), Mrs.

G. M. Stewart (Derby), A. Oosterhuis (Citroen), Dr. A. G. M. Verbeek (Ford).

Baron J. J. C. Taets van Amerongen (Dodge), F. H. Winter (Alvis), Aug. Zimmerman (Anburn), J. W. Whalley (Ford), Miss E. M. Riddell (A.C.), L. Martin (Talbot), R. Mathe (Essex), E. A. C. Cornelius (D.K.W.), F. le Blanc (Citroen), R. Zetterlund (Ford), L. Fallai (Ford), G. Schade (Wolseley), J. Formanek (Aero), B. Turek (Aero), K. Talsky (Praga), Miss R. M. Harker (Sunbeam).

FORTHCOMING EVENTS.

January 7.
Berkhamsted and D. M.C. Annual General Meeting.

Triumph M.C. Social Event.

January 12.
"Sunbac" Annual Dance.

January 16.
London M.C. Annual General Meeting.

January 19.
The Light Car Club. New Year's Party.

January 21.
Great West M.C. Affiliation Trial.

January 24.
M.C.C. Annual General Meeting.

January 25.
S. Jowett L.C.C. Annual Dinner and Dance.

January 26.
Lagonda C.C. Annual Dinner and Dance.
Combined Motor Club's Charity Ball.

January 27.
Standard Car Owners' Club. Annual Dinner and Dance.

A. C. Scott (Bentley), H. Knapp (Walter), Mme. L. Schell (Delahaye), S. H. Light (Standard), Commd. A. Berlesco (Ford), L. Gondard (Citroen) Ch. de Cortanze (Peugeot), Miss L. L. Dillon (Fiat), P. Bussienne (Mathis), E. de Vlught (Ford), W. Zweerts de Jong (Auburn).

M. Malaret (Talbot), H. R. G. Howard (M.G.), G. Malmquist (Chrysler), E. de Lodotschnikoff (Amilcar), J. Vial (Hotchkiss), Mlle. G. Y. Luzeaux (Citroen), H. S. Hansen (Ford), L. Desloge (Peugeot), F. Giunta (Ford), J. Beck, Jun., (Triumph).

EXETER CAMEOS

(Below, left) F. Allott (Wolseley Hornet Patrick Special) going well on Fingle Bridge, where he made an easy ascent. (Below, centre) A. E. Perrigo (B.S.A.) one of many to fail on Simms (only 17 cars climbed clean!), and G. A. Wooding (Riley Special) in the re-start test on Harcombe.

R. Husem (Fiat), R. Blanc (Bugatti), J. Matrat (Peugeot), T. V. G. Selby (Chrysler), J. Charters (Lagonda), C. Karlquist (Chevrolet), H. Stoffel (Peugeot), V. Linders (Ford), W. Keidel (Auto-Union), Per Ruth Paasche (Ford), H. Meffert (Auto-Union), Max Klinke (N.A.G.), C. Graf (Steyr), R. Schirmer (Italia), W. Belgrave (M.G.), W. A. Scott Brown (Alvis), Capt. F. E. Nord (Mercedes), Ad. Kurz (Steyr), Dona M. de Noronha da Caze (Mathis), Mg. Pranaschikss (Essex), J. Villar Freitas (Ford), Bento de Souza Amorim (Ford), Gildes Coult-hurst Holroyd (Ford), Lothar Westren (Chrysler), J. Gauthier (Citroen), A. Keggess (Citroen), A. Perrot (Delahaye).

K. W. Hole (Singer), C. Hansberger (Mathis), A. Marin (Mathis), H. Tenno (Bugatti), D. Healey (Triumph), J. G. Ridley (Triumph), J. Hobbs (Triumph), Miss M. Allan (Triumph), J. Coert, Jun. (Ford).

U. Frank Rosenthal (B.M.W.), A. Destop ("Z"), Mrs. Rusken Lassen (Chevrolet), "Nany" (Peugeot), R. Prati (Ford), B. Joanidi (Lancia).

THE EXETER TRIAL.

The following are the non-starters and non-finishers in the M.C.C. London-Exeter Trial, which was held last week-end and is fully reported elsewhere in this issue. A full list of entries was published last week.

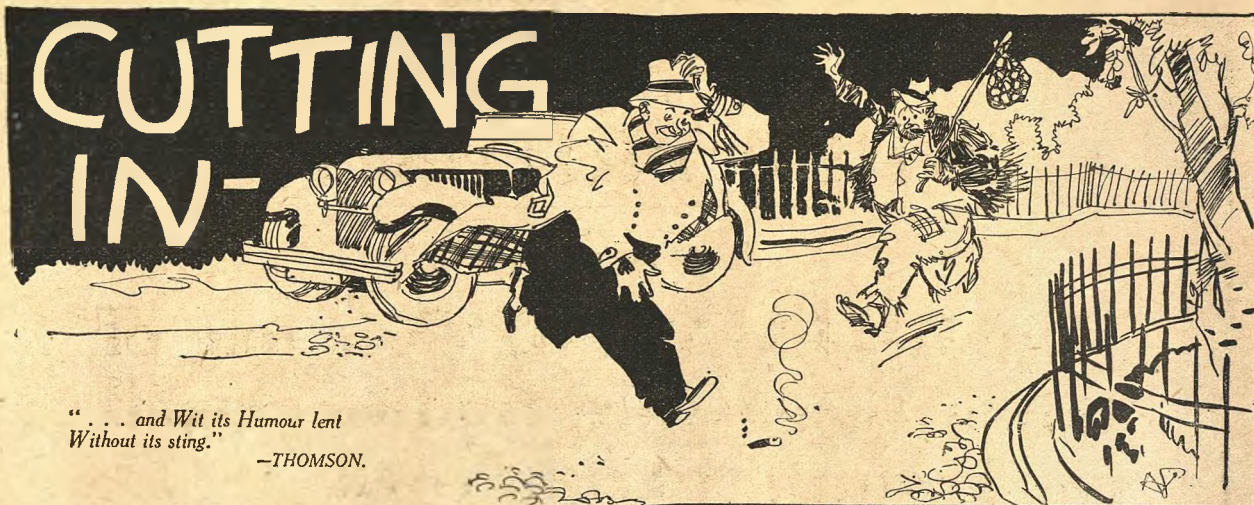
Non-starters.

D. W. R. Moriarty (1096 c.c. Morgan), H. J. Hooper (1096 c.c. Morgan), G. M. MacGregor (1087 c.c. M.G. Magna), C. A. Gray (1089 c.c. Riley), H. Hearn (847 c.c. M.G. Midget J2), A. G. Gripper (1496 c.c. Frazer-Nash), L. P. Harte (1496 c.c. Bitsa), W. Stewart-Ross (1089 c.c. Riley Gamecock), A. Negal (1958 M.I.N. Special), H. J. Stroud (1271 c.c. Wolseley Hornet), C. M. Needham (2652 c.c. S.S.I.), J. Tweedale (1496 c.c. Frazer-Nash), G. R. Strong (1645 c.c. Alvis), E. G. Jackson (1271 c.c. M.G. Magna), R. J. Richardson (747 c.c. Austin), K. G. Marsh (1087 c.c. Triumph), J. H. Clutterbuck (1089 c.c. Riley), A. C. Fairtlough (1991 c.c. A.C. Acedes), M. S. Aldridge (747 c.c. Austin Special), R. Way (2065 c.c. Rover RW Special), H. G. Symmons (1205 c.c. Daimler), A. F. Scroggs (1488 c.c. Trojan), G. Wood (1087 c.c. M.G. Magna), Lord Avebury (953 c.c. Ford), J. D. Windle (1496 c.c. Frazer-Nash).

Non-finishers

S. H. Collier, R. J. W. Appleton, D. S. C. Macaskie, H. H. S. Keogh, J. H. Kemsley, J. A. Knox and S. A. Harvey (all Rileys); W. J. Watson and P. G. Sharp (Austin Sevens); L. Maxwell, E. P. Ortweiler, J. A. Elliott, A. L. W. Soames and J. M. Horan (all M.G.s); G. H. Symonds, A. H. Langley and W. E. Kendrick (Singers); R. M. Norton (Wolseley Hornet); R. E. Tongue (Aston-Martin); G. Taylor (Alta); G. G. Wood (Rover Speed Fourteen); S. R. Mitchell (Vauxhall 50-98); C. J. Hawkes (Invicta); R. Rose (Bentley); S. H. Allard (Allard Special); C. G. M. Boote (Lagonda); H. Harrison and A. H. Garland (Jowetts); F. B. Robinson, A. L. Marshall, W. T. Booth and T. G. Moore (Frazer-Nashes); J. A. Davies (Hillman Minx); G. C. Garbett and D. L. Upjohn (8 h.p. Fords); J. Hamilton-Fleming (Ford V8); H. A. Nash (Talbot "90"); C. B. E. Morgan (Vale Special); K. D. MacGregor-Bowman (Humber Snipe); F. B. Levettus (Lancia).





"... and Wit its Humour lent
Without its sting."

—THOMSON.

Mother: "What did father say when you smashed the new car?"

Son: "Shall I leave out the swear-words?"

Mother: "Yes, of course."

Son: "He didn't say a word."



"What are you looking for?"

"A car bandit."

"What do you want one for?"

By kind permission of "Answers."

Salesman: "How did you happen to have an accident with that used car I sold you?"

Buyer: "Well, I couldn't put my hand out while I was pushing it round a corner."—*Pearson's Weekly*.

Lady passenger (after car has crashed into a tree): "Oh, George, isn't this romantic? This is the tree you carved my initials on when we first got engaged."—*The Morris Owner*.

A woman had bent one of the wings of her car in a slight accident, and she went to a garage about it.

"Can you fix this wing so that it will not look bent?" she asked the mechanic.

"I can't do that exactly," he replied, "but I'll tell you what I can do. I can fix it in such a way that in a few days you can ask your husband how he bent it."

B40

—with Scissors and Paste on the World's Motoring Humour

Wife (greatly agitated): "Tom, quick. Someone's trying to take the car out of the garage!"

Husband (sleepily): "Don't worry, m'dear. They'll soon get fed-up."—*Irish Motor Trader*.

Motorist: "This the road to Bury?"

Yokel: "Keep on the way yer eading and if ye come to a 'ill with a church on it, you'll know yer took the wrong turn."—*Popular Motoring*.

Motorist: "I had a right of way when this man ran into me, yet you say I was to blame."

Local Policeman: "You certainly was."

"Why?"

"Because his father is mayor, his brother is chief of police, and I'm engaged to his sister."—*Tit-Bits*.

Guest (to driver of old car in teeth of wind): "Why are you reversing, old man?"

Driver (indignantly): "I'm not."

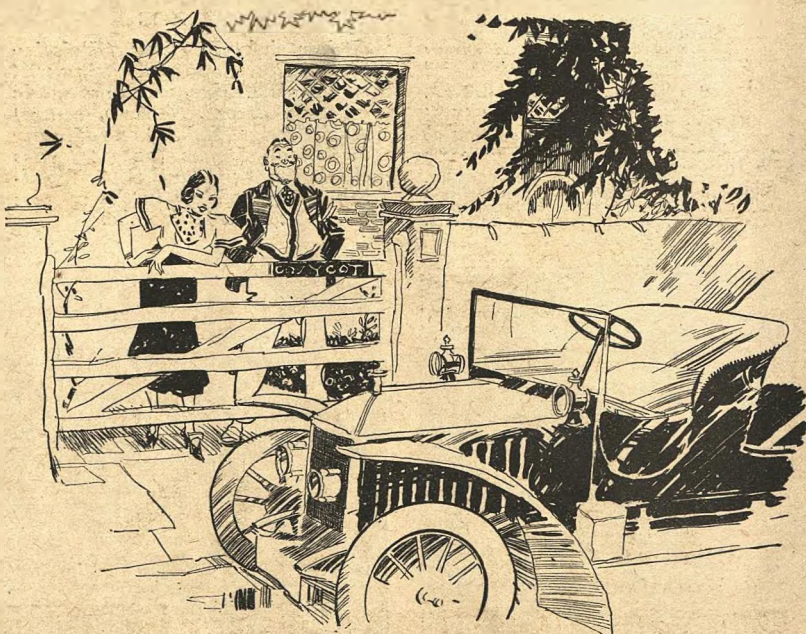
Doctor (held up for speeding): "But I'm on my way to an urgent case."

Constable (sceptically): "I know. It'll be heard next Tuesday."—*Reynold's Illustrated News*.

A man was proudly exhibiting to a friend his new car.

"Ah!" said his friend, "so you've got one of these. I should have thought you would have gone in for something a little more uncommon."

"It is uncommon," retorted the owner, indignantly. "In fact, it's unique. It's paid for!"—*Ulster A.G. Review*.



Proud Owner: "Well, a car at the gate certainly does give the place a go-ahead air."



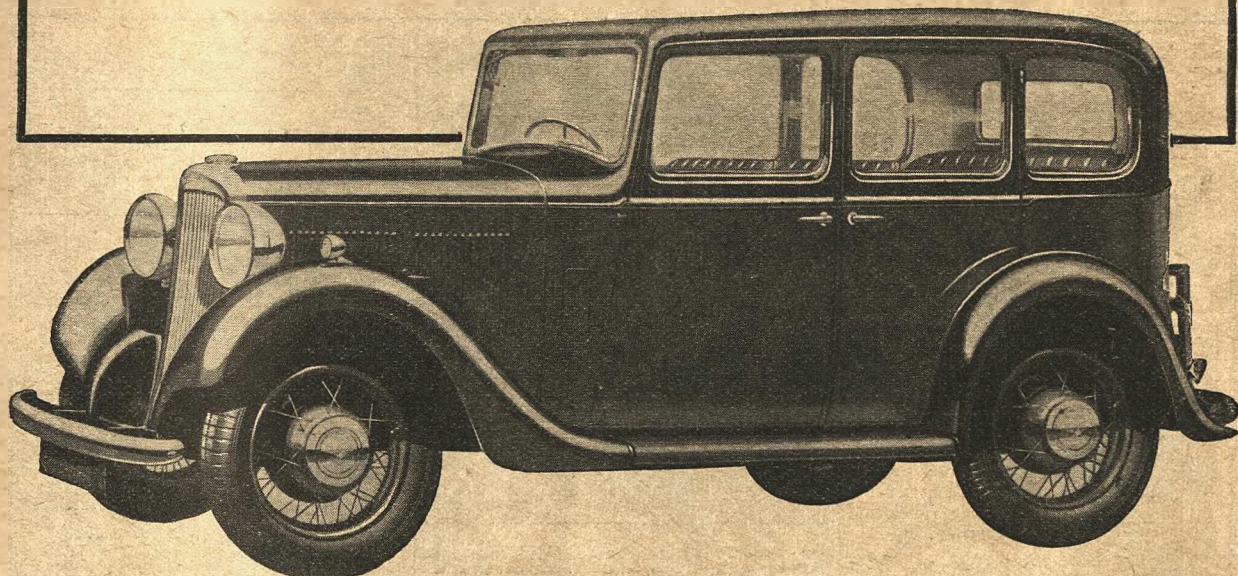
JOHN PRIOLEAU

writes:

"The HILLMAN MINX is one of those (to me) rare finds—a small car I would like to own....."

The £159 6-windowed saloon is big enough for four 6-footers to occupy in comfort... I got about 60 miles an hour... and climbed a long and steep hill at the same speed as a 21 h.p. and 16 h.p. car. Its pick-up is lively and its acceleration rapid... The steering is light and steady, giving the driver control that reminds him of a big car. That, in fact, is the principal charm of this Hillman. *It is not in the least like a small car.* You change speed on it with just that easy certainty you are familiar with on cars of three times the price, and twice the power—noiselessly, smoothly, quickly... I thought it something quite out of the ordinary."

FROM "THE SPECTATOR" DEC. 1, 1933



FAMILY SALOON, incorporating a host of outstanding new features

De Luxe Saloon with Clutchless Gear Change - £179

And many other models with numerous refinements.

£159

HILLMAN MINX

THE HILLMAN MOTOR CAR CO., LTD., COVENTRY. London Showrooms and Export Dept. ROOTES LTD., Devonshire House, Piccadilly, W.1

EVERY HILLMAN OWNER SHOULD READ "MODERN MOTORING" 4th MONTHLY.

C.F.H. 21

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

AROUND THE TRADE

The seventh Christmas number of the "Premier" Magazine, the bright house organ of Premier Motor Policies, Ltd., has just been issued.

The petrol pump which figured on the extreme right of the cover photograph of our issue dated December 29, 1933, was an installation of The Dominion Motor Spirit Co., Ltd.

Any owners of Armstrong Siddeley, Morris, Ford and Austin cars (1933 models) who would like a free lubrication chart can obtain one by applying to Edward Joy and Sons, Ltd., Filtrate Works, Leeds.

The Broad Street premises of Reeve and Stedeford, Ltd., of Birmingham, will shortly be devoted solely to car sales, the company's service and repair work being conducted in Berkeley Street (almost opposite).

Mr. J. Granville Grenfell and Mr. John T. Risdon, Chemical Engineer (London University), have started a limited company for the supertuning of motorcycles and light cars. Their works will be at Brooklands Aerodrome.

Mr. E. L. Adams, managing director of H. and A. Motors (Norwood), Ltd., has resigned from this position and is trading in partnership with Mr. N. Cornwall-McAlie at 180, Hamilton Road, West Norwood. Mr. C. W. Sewell, until recently a director of the same concern, will continue to trade from 69-71, Church Road, Upper Norwood. H. and A. Motors (Norwood), Ltd., will operate from Richmond House, Greyfriar Gate, Nottingham.

A useful calendar is being distributed by The India Tyre and Rubber Co. (Great Britain), Ltd., to all stockists and "India" depots throughout the country.


An interesting New Year's greeting message has been sent by the board of the Vacuum Oil Co., Ltd. This contains a brief summary of the outstanding events of 1933 and a forecast of what is probable in 1934.

King's Cross Motor Auctions, Ltd., announce the opening, as from January 1, 1934, of premises at 1, Claremont Square, 79-83, Pentonville Road, King's Cross, London, N.1, for the sale by weekly auction of used cars, both private and commercial, and accessories. Mr. F. Conway, lately of Steele Griffiths and Co., Ltd., has been appointed manager and auctioneer.

Alexander Duckham and Co., Ltd., of Duckham House, 16, Cannon Street, London, E.C.4, have recently issued a very handy booklet which contains a well-printed atlas (by Bartholomew) of England, Scotland and Wales to a scale of 16 miles to an inch, the maps being excellent for plotting tours and quite detailed enough for most long journeys. In addition, the booklet contains a mass of well-written and really interesting information about oil and its use in motorcar engines.

Mr. Frank S. Price, of 3, Frederick's Place, Old Jewry, London, E.C.2, has been appointed liquidator of Willys Overland Crossley, Ltd. Service for cars manufactured by this concern is at present being carried on as usual both from the factory at Heaton Chapel, Stockport, and from the service depot in Lot's Road, Chelsea, London. As we pointed out in these columns last week, Willys Overland Crossley, Ltd., have no connection with either Crossley Motors, Ltd., or Crossley Brothers.

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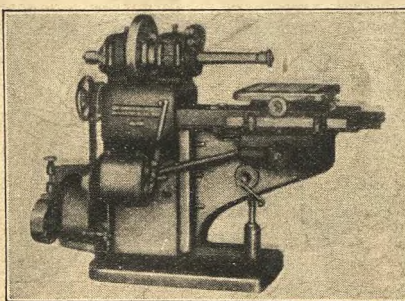
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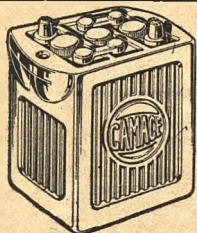
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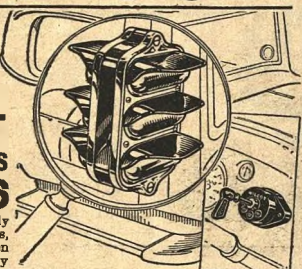
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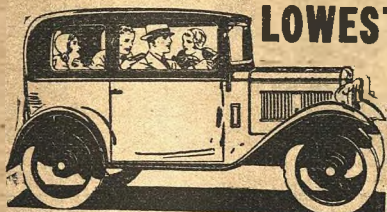


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1934

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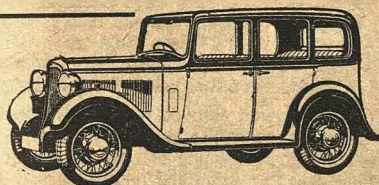
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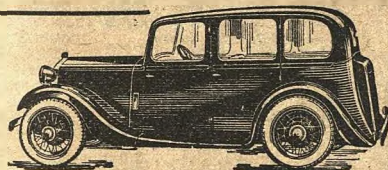
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 All cars open to A.A. or R.A.C. inspection willingly.

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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" when replying to advertisers, the progress of the small car movement will be assisted.

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

AUSTIN. Pride and Clarke, Ltd., offer the following remarkable bargains.

Pride and Clarke. £10 secures any of the following:—1930 sun roof saloon, £42; 1931 sun roof saloon, coachbuilt, one owner, many extras, £55; balance payable over 18 months; exchanges. Pride and Clarke, Ltd., 237 Brixton Hill, S.W.2. Brixton 6414. 100-157

AUSTIN Ten, practically new condition, de luxe saloon, taxed and insured, £115, a real bargain. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-236

AUSTIN 7, 1929 tourer, rebored, perfect, £28. 13 Wood Street, Tunbridge Wells. 100-s384

AUSTIN Seven, late 1927 chummy, really good mechanical condition throughout, £17 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 100-405

AUSTIN Seven, Brooklands type, super-sports streamlined two-seater, outside exhaust, cycle wings, new tyres, overhauled and specially tuned, £25; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 100-407

AUSTIN Seven, 1932 coachbuilt saloon, blue, excellent condition and appearance, mechanically perfect, super bargain, £65; motorcycles taken in part exchange; terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 100-401

AUSTIN Seven, 1928 tourer, £24, good condition, oversized tyres, insured April next; inspect after 7 p.m. Brodie, 8 Ripley Gardens, Mortlake, S.W.14. 100-s347

AUSTIN Seven, 1933 de luxe saloon, mileage 7,000, £87 10s. Paul and Co., 114 Great Portland Street, W.1. Museum 8464-5. 100-26

AUSTIN Twelve-Six, £68; 1931 four-door coachbuilt saloon, low mileage, new condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 100-1842

AUSTIN Seven, Comerford's, £25!! 1928-29 chummy, maroon, exceptionally good condition throughout, all tyres as good as new, had careful use, £8 down. Portsmouth Road, Thames Ditton. Phone, Emberbrook 2325. 100-60

AUSTIN Seven, 1933 de luxe sun saloon, brown, 8,000 miles, only one owner, all tools and exactly as brand new, A.A. or R.A.C. inspection welcomed, £95. Tamplins, 66 York Street, Twickenham. Popesgrove 2251-2. 100-1838

AUSTIN Seven, 1927 model chummy, good paint and hood, very good runner, £14. Greyhound Motors, Durham Road, Philip Lane, Tottenham. Phone 1440. 100-57

AUSTIN. Ward and Company offer:

£27 10s. 1928 Austin Seven Wydoor saloon, one owner, small mileage; another, £33 10s.

£39 10s. 1930 Austin Seven Wydoor saloon, spotless condition. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 100-1858

AUSTIN 7 h.p. 1930 Stadium sports two-seater, excellent condition, £47 10s.; also 1930 G.E. saloon, £32 10s. Leeds and Oxley, 13 Park Crescent Mews East, W.1. Welbeck 7067. 100-96

AUSTIN Seven. Newnham's offer 1931 de luxe coachbuilt saloon, most attractive, free year's tax, £65; self-financed hire purchase. 136 Streatham Hill. Tulse Hill 6222. 100-1843

AUSTIN Seven, 1933 Patrick super-sports two-seater, run few thousand miles only, quite unblemished, bargain, £110.

1933 Sunshine saloon, dark blue, hide upholstery, same hands since new, guaranteed, £95. Below.

1933 Coachbuilt saloon, dark blue, mileage 9,000, leather upholstery, faultlessly kept, £84. Below.

1932 (February) sunshine saloon, blue, leather upholstery, long chassis, good tyres, £70. Below.

1931 Swallow saloon, black-green, armchair seats, loose covers, front and rear bumpers, very attractive, £75. Below.

1931 Sports two-seater, green, leather hood to match, superb order, one private owner throughout, £52. Below.

1931 Coachbuilt sunshine saloon, blue, leather upholstery, mileage small, £55. Below.

1930 Mulliner sunshine de luxe, £165 model, hide upholstery, black, good tyres, Triplex throughout, £50. Below.

1930 (November) saloon, brown, Triplex throughout, good tyres, perfect mechanically, £45. Below.

1930 (January) sports two-seater, blue, chromium plate, leather upholstery, well cared for, £45. Below.

1929 (June) saloon, brown, moquette upholstery, good tyres, Triplex, very sound, £37. Below.

1929 (January) four-seater, blue, good tyres, sound hood, screens, etc., one private owner throughout, £32. Below.

1928 Gordon Cup two-seater, black-red, particularly well cared for, good tyres, any trial, £27. Below.

1927 (May) four-seater, brown, good all-weather equipment, sound battery, very reliable, £20. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-74

AUSTIN Seven, 1927 chummy, £10. Park Garage Showrooms, 544 High Road, Leytonstone 1937. 100-194

Chymy Putney Br. 8h. follow train

JANUARY 5, 1934.

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

AUSTIN. Speechleys, Specialized Austin Dealers. Below.

1934 Austin Ten de luxe saloon, blue, wide body, not yet run in, special bargain, £142. Below.

1933 Austin Ten de luxe saloon, green, very nominal mileage, the perfect second-hand car, £125. Below.

1932 Austin Ten de luxe saloon, green, late property of insurance engineer, therefore 100% condition, £109. Below.

1933 Austin Seven de luxe sunshine saloon, blue, definitely as brand new, very small mileage and unscratched, £88. Below.

1933 Austin Seven saloon, blue, the whole car without scratch or blemish and in showroom condition, £79. Below.

1932 Austin Seven de luxe sunshine saloon, blue, long chassis, condition equal to 1935, several extras, splendid car, £75. Below.

1931 Austin Seven sunshine saloon, coachbuilt, opal blue, leather upholstery, very good tyres, condition perfect in every respect, exceptionally good value, £56. Below.

1930 Austin Seven, Stadium coachbuilt sports two-seater, genuinely spotless condition, carefully kept by very enthusiastic owner, countless extras and all original equipment, a super car, £55. Below.

Every car in our stock is covered by our "Three Months Same as Maker Guarantee." Below.

Exchanges and hire purchase. Below.

Speechley's, 395 Edgware Road, W.2. Open weekdays 9-8, Sundays 10-1. Phone, Ambassador 1300. 100-865

AUSTIN Seven, 1933 chummy; also saloon, practically new. Below.

1932 Austin Seven de luxe sunshine saloon, new condition, £75. Below.

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

1933 Austin Ten de luxe saloon, practically new, small mileage, £123. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 100-204

AUSTINS. Broadway Motors for Austin cars.

1933 Austin Ten-Four de luxe sun saloon, splendid condition, £125; motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 100-199

AUSTIN. £57 10s.; 1930 Swallow saloon, excellent condition throughout; exchange, terms. 89 East Hill, Wandsworth. 100-193

AUSTIN Ten, 1933 two-seater, maroon, as new, £115. H. A. Saunders, 350 Euston Road, N.W.1. 100-190

AUSTIN Seven, Renno's 1931 coachbuilt wide-door saloon, maroon, dynamo, starter, four wheel brakes, mirror, oil gauge, speedometer, spare wheel, pneumatic upholstery, safety glass, electric horn, radiator muff, carefully used, splendid condition, 55 guineas; exchanges, terms. 252-3-4 Upper Street, Islington, N.1. Near Tubes. Phone. North 4467-8. 100-184

AUSTIN Seven, 1929 fabric saloon, exceptionally well kept, 26 guineas; choice of two. Below.

Austin Seven, 1930 Wydor saloon, splendid condition, 36 guineas; choice of two. Below.

Austin Seven, 1931 coachbuilt two-seater, 46 guineas; choice of two. Below.

Austin Seven, 1931 Mulliner coupe, carefully used by one owner, 49 guineas. Below.

Austin Seven, 1931 Swallow coachbuilt sports saloon, attractive condition, 62 guineas. Exchanges, easy payments. Norringtons, 245 Goldhawk Road, Shepherd's Bush, London. Riverside 2365. 100-137

AUSTIN Seven, late 1930 coachbuilt saloon, superb condition, £45; three months' written guarantee, own hire-purchase; drive away, immediate insurance cover. Open Sundays, 10 a.m.-1 p.m. Ruffels Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 100-106

AUSTIN 65, 1934 series sports two-seater, mileage under 200, fully guaranteed, £137 10s.; exchanges, deferred. Ray Abbott, Harrow Weald. Phone 3884. 100-1862

AUSTIN Seven, £29; 1929-30 Avon Swan coupe, sunshine roof, very sound and attractive. 75 Atkins Road, Balham, S.W.12. 100-101

AUSTIN Ten, £109 10s.; 1933 saloon de luxe, sun roof, one owner, small mileage. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 100-1855

AUSTIN Seven, £29. Special aluminium sports two-seater, exceptionally good body, wonderful performance, taxed, bargain.

£39. Genuine Brooklands Austin Seven, new tyres, Triplex screen, Klaxon horn, outside exhaust, super-tuned engine, taxed year, bargain.

£59. 1931 Austin Seven tourer, in brand-new condition, taxed and insured, comprehensive, February, 1934. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 100-213

AUSTIN Seven, 1929 model coachbuilt saloon, nice condition, £27 10s.; exchanges, terms. Yarwoods, Stoneley South High Road, Tottenham. Phone 5122. 100-211

AUSTIN Seven, 1931 tourer, perfect condition. one owner, £40; offers. Norris, 4 Launceston Gardens, Alperton, Greenford. 100-s369

AUSTIN Seven saloon, 1928, bargain, £27 10s. 17 Roberts Road, E.17. Walthamstow 2741. 100-s257

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, 1933 coachbuilt sun saloon de luxe, grey with black top, indistinguishable from new, £89. Below.

Austin Seven, 1932 long chassis de luxe coachbuilt sun saloon, black and green, exceptional condition, £69. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 102-411

AUSTIN, 1928 tourer, in exceptional condition throughout, excellent runner, taxed, £18 10s.; exchanges and deferred terms. Haskins, 155 Ladbroke Grove. Park 5541. 100-150

AUSTIN Seven coachbuilt saloon, 1930, extremely smart, 39 guineas; exchanges, deferred. Millars, 365 London Road, Mitcham. Phone 0829. 100-149

AUSTIN, 1928 Cup sports, re-fabricated and sprayed, just overhauled, smart lot, £30. 54 Danson Lane, Welling, Kent 100-322

AUSTIN Ten, 1933 de luxe saloon, condition as new, £125. Paul Sawyer and Co., 114 Great Portland Street. Museum 8464-5. 100-23

AUSTIN Ten de luxe sunshine saloon, late 1933, absolutely like brand new, £122 10s.; exchanges and deferred terms. Wadron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 100-3

AUSTIN Ten, 1933 saloon de luxe, one owner, spotless condition, £120; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 100-289

AUSTIN Seven 1932-33 two-seater, grey-red, very attractive, latest body, many extras, very fast, small mileage, one owner, taxed, bargain, £68. Harry Nash, 348 King Street, Hammersmith. 100-295

AUSTIN Seven, 1932 de luxe sunshine saloon, coachbuilt, £69. Below.

1929 Austin Seven, Wydor saloon, £36. Below.

1928 Austin Seven saloon, £23. Below.

1929 Austin Seven tourer, excellent order, £33. Exchanges, deferred. 199b Upper Richmond Road, Putney 7673. 100-387

AUSTIN, 1927, 7 h.p. chummy model, good order, £19; exchanges. Wimbledon Car Co., 20 Worple Road, Wimbledon. 100-275

AUSTIN Seven, 1933 coachbuilt de luxe saloon, small mileage, excellent appearance and running order, £92; year's free tax during January. 164 Fulham Palace Road, W.6. Fulham 0071. 100-280

AUSTIN. Westburn Motors offer:-

AUSTIN Seven Swallows, 1929s and '30s, from 35 guineas. 46 Park Parade, Harrow Road, Wembley. Open Sunday mornings. 100-262

AUSTIN Seven, £47 10s.; Mulliner special sports two-seater (looks like Midget), 1930, super condition, very fast, good tyres, taxed. Below.

Special bargain, £11 10s.!!! Austin Seven chummy, hardly used, four new tyres, full equipment, several others. Camden Motors, 156 Criklewood Broadway. 100-258

AUSTIN Seven, 1930 Mulliner coupe, many extras, 39 guineas. 371 High Street, Lewisham. 100-383

AUSTIN Seven, genuine Brooklands super-sports, new pistons fitted, repainted, outside exhaust, etc., bargain, £35. 14a Buck Street, Camden Town. 100-132

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

£8 deposit or 85 guineas cash. 1931 model, Ulster racing two-seater, red, cream wheels, cycle-type wings, outside exhaust, rev. counter, finished Ninth Double Twelve, very fast, exceptional condition.

£7 deposit or 75 guineas cash. 1932 model, long chassis coachbuilt sunshine saloon, blue, very carefully used, practically new condition.

£6 deposit or 59 guineas cash. 1931 model, Swallow sports two-seater, brown and cream, carefully used, exceptional condition.

£5 deposit or 55 guineas cash. 1931 two-seater, blue, practically unworn tyres, carefully used, very exceptional condition.

£5 deposit or 49 guineas cash. 1931 coachbuilt sunshine saloon, blue, practically unworn tyres, very good condition.

£4 deposit or 39 guineas cash. Late 1930 chummy, maroon, exceptional condition.

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

£3 deposit or 25 guineas cash. Late 1927 Cup model, black and red, very good condition.

£3 deposit or 19 guineas cash. Late 1926 Cup model, black and red, very good condition.

14 guineas. Late 1925 chummy, good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 100-178

AUSTIN Seven, 1926 four-seater, fully equipped, wonderful condition, £12 10s.

1930 four-seater, excellent condition, £35.

1931 Mulliner sunshine saloon, exceptionally well-kept car, £55. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 100-126

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 3332. 100-995

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

AUSTIN 7 h.p., £20; chummy, dark blue, taxed to March, exceptionally fine order, six months' written guarantee; choice of three. Northfields Garages, 145 Northfield Avenue, W.15. Ealing 6730. (Northfields Station, Piccadilly Rly.) 100-966

AUSTIN Seven, £49; 1931 sunshine saloon, finished blue-black, fitted bumpers, signals, etc., a really perfect and smart car. M.B. Motors, 356 New Cross Road, London, S.E.14. 100-1795

AUSTIN Seven, £65; 1931 Swallow sunshine saloon, finished in cerise-maroon, fitted numerous extras, one of the soundest and prettiest in London. M.B. Motors, 356 New Cross Road, London, S.E.14. 100-1802

AUSTIN, Cup model, 1928 (late), cycle-type wings, many special features, almost new tyres, low mileage, exceptionally sound car, £23; exchanges. Mayo's Garage, King's Avenue, Watford. Phone 2525. 100-15

AUSTIN Seven, 1928 chummy, £20, or £5 down and 12 monthly payments of 30s.; 1926 chummy, £15, or £5 down and 12 monthly payments of 20s.; exchanges. Palmers, 55 York Street, Twickenham. Popesgrove 1454. 100-1789

AUSTIN Seven, 30 stocked, including 1931 de luxe coachbuilt sunshine saloon, £49; 1929 Swallow saloon, £38; 1930 Wydor saloon, sun roof, £34; 1929 Taylor sports two-seater, £27; Ulster super-charged two-seater, 85 m.p.h., £50; 1929 saloon, £28; 1929 tourer, £26; 1928 tourer, £16; many others, £12-£25. Austin Seven Specialists, Rear 243 Maida Vale, Kilburn, W.9. 100-49

AUSTIN, 1931, 7 h.p. saloon, small mileage, excellent condition throughout, black and red, £39; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. 100-11

AUSTIN, 1933 (February), 7 h.p. sunshine saloon de luxe, one owner, licensed, small mileage, six months' guarantee, genuine bargain, £90. Baxter, 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 100-1828

AUSTIN Seven, £25; genuine Brooklands two-seater, wonderful performance, fully equipped, good tyres, open to any examination; exchanges, deferred terms. 339a Goldhawk Road, Hammersmith W.6. Riverside 5113. 100-1822

AUSTIN. Free year's tax given by Newnham's with all used cars over £50 purchased during January. Few Austin examples below, but full list on request.

1933, 7 h.p. coachbuilt saloon, black and red, almost as new, £82.

1933, 7 h.p. two-seater, blue, most attractive throughout, £75.

1932, 7 h.p. Swallow sports saloon, beautiful little car, £88.

1931, 7 h.p. Mulliner de luxe sun saloon, exceptional appearance, etc., £62.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 100-8821

AUSTIN Seven, 1923 chummy, excellent appearance and A1 runner, £10. Below.

1928 Austin Seven saloon, excellent chassis, £25. Below.

1929 Austin Seven chummy, special colours, most attractive, £30. Below.

1931 Austin Seven fabric sun saloon, A1 throughout, £50. Below.

1932 Austin Seven coachbuilt sun saloon, positively indistinguishable from new, £65. Below.

1933 Austin Seven coachbuilt saloon de luxe, sun roof, £85; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0523), and at 62 High Road, Chiswick (Chiswick 4716). 100-30

AUSTIN Seven, 1931, choice of three, coachbuilt sun saloon de luxe, splendid condition, from £55-£60. Below.

Austin Ten-Four, 1933 sun saloon de luxe, new condition, £115; exchange, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. zzz-819

AUSTIN. McCarthys Motors (1923), 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. 100-1847

AUSTIN Ten, 1933 sunshine saloon de luxe, black-green, mileage few thousand, shop-soiled condition only, £130. Below.

1932 (July) Sunshine saloon, leather upholstery, maroon-black, tyres still as new, quite unblemished, £115. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-72

AUSTIN Sevens. Earls for January bargains.

1932 Tourer, as new, £55.

1930 Tourer, excellent condition, £30.

1929 Van, four new tyres, £25.

1928 Sports four-seater, fast, £18.

1928 Tourer, exceptional, £18. Earls, 75 Heath Street, Hampstead. Hampstead 3287. Open Sunday mornings. 100-112

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

AUSTIN, 1931, 7 h.p. saloon, sunroof, four new tyres, in excellent condition throughout, £60. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 100-1806

AUSTIN Seven, 1930 sun saloon, coachbuilt, many extras, perfect condition throughout, £44. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 100-109

AUSTIN Seven. Broadway Motors. £65: 1932 (registered April, 1933) two-seater, small mileage, superb condition. Below.

£39. 1930 (October) four-seater, maroon, carefully used, extremely smart. Below.

£49. 1929 Swallow saloon, green and black, excellent tyres, very attractive. Below.

£29. 1928 Cup model two-seater, green and black. Alta cylinder head, chromium, many extras; motorcycles exchanged. Broadway Motors, 67 High Street, Hounslow. Phone 0175. 100-224

AUSTIN Seven, 1932 coachbuilt sun saloon, April 24, 1932, small mileage, £69; entertain 1927-8 Cup models or 1928 saloon part exchanges; appointment. Perivale 1781. 4 Locarno Road, Greenford, Middlesex. 100-145

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. Hackfords have several second-hand three-wheelers from 50 guineas. Call or write. zzz-649

B.S.A., 1931 three-wheeler, excellent condition, £49 10s.; motorcycles taken in part payment; terms. Whitbys, 7 The Vale, Acton, W.3. She. 1513. 100-1833

B.S.A., 1933 series 10 h.p. four-wheeler four-seater, special sports engine, extras, in really excellent condition throughout, and economic to run, £99. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 100-1808

B.S.A., 1933 Nine four-cylinder four-wheel sports four-seater, finished green, magnificent condition in every way, very small mileage, £120; £30 deposit, balance monthly. Premier Motor Co., Aston Road, Birmingham. 100-1835

B.S.A., 1931 super-sports three-wheeler, completely overhauled, perfect condition, £55; exchanges and deferred terms. Himmings, High Street, Ewell. 100-95

B.S.A. Three-wheelers. Naylor and Root, Ltd.,

Largest B.S.A. stockists in the country.

30 Models for immediate delivery.

25% Deposit and ride away.

Generous exchange allowances.

1933 Special Sports, four-cylinder, duo tone, choice of five, from 95 guineas.

1933 Special Sports twin, black and red, absolutely as new, 85 guineas.

1932 Special Sports (coachbuilt, duo tone, choice seven, taxed, 72 guineas.

1931 Special Sports, fabric, Blue Star, black and red, smart, 60 guineas.

1932 Special Sports, fabric, Blue Star, chromium lamps, etc., taxed, 66 guineas.

1933 De Luxe, fabric, Blue Star, flat screen, new condition, 75 guineas.

1932 De Luxe, flat screen, black and red, good tyres, choice of five, 62 guineas.

1931 De Luxe, flat screen, choice colours, very nice models, 55 guineas.

1931 De Luxe, coachbuilt body, flat screen, good tyres, taxed, 56 guineas.

1932 Sports, Vee screen, black and red, well equipped, smart car, 63 guineas.

1931 Sports, Vee screen, blue and cream, very attractive car, 56 Guineas.

1930 Sports, Avon body, Vee screen, pointed tail, very smart, 46 guineas.

1933 Family two-four-seater, one owner, supplied new in June, absolutely as brand new, 79 guineas.

1932 Family two-four-seater, black and red, one owner, as brand new, 68 guineas.

1931 Family two-four-seater, small mileage, very clean car, taxed, 59 guineas.

Now is the time to consider three-wheels. They offer all the comfort and protection of a car in bad weather, but at only half the cost. Remember, only £4 annual tax. 50-60 m.p.g., and low insurance.

If you cannot call, we will gladly send any model up to 100 miles for inspection and trial without obligation. State models and at what price interested—then leave the rest to us.

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. 100-82

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

B.S.A., 1931, 9 h.p. four-wheeler, o.h.v. engine, smart two-seater body, sidescreens, spare wheel, etc., finished black and red, very economical, amazing acceleration and good maximum, any trial. £55; exchanges or terms; £10 deposit. Naylor and Root, 248-250 Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. 100-84

B.S.A. three-wheeler, excellent condition, new hood, all accessories, £45. Write, Bennett, 8 Thurloe Gardens, Romford. 100-s278

B.S.A., £7 deposit or 69 guineas cash. Late 1932 coachbuilt special sports three-wheeler, black and green, V-screen, one owner, excellent condition; exchanges. Rowland Smith, below.

£6 deposit or 62 guineas cash. B.S.A., late 1932 sports three-wheeler, black and red, exceptional condition; exchanges. Rowland Smith, below.

£10 deposit or 105 guineas cash. B.S.A., 1933, 9 h.p. four-cylinder four-seater four-wheeler, green and black, one owner, small mileage, practically brand new; exchanges. Rowland Smith, below.

£5 deposit or 49 guineas cash. B.S.A., late 1930, sports three-wheeler, blue, cream wheels, exceptional condition; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-159

BUGATTI. C. and K. Motors offer the following Bugatti bargains:—

£45. 75 m.p.h., 12 h.p. modified Brescia super-sports four-seater, late 1926, recently overhauled, new tyres.

Exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 100-403

BUGATTI, £9 deposit or 95 guineas cash. Late 1929, 1½-litre type 40 super-sports four-seater, Bugatti blue, cycle-type wings, wire wheels, rev. counter, carefully used, very exceptional condition; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-167

CITROEN, 7 guineas; late 1926, 7 h.p. Cloverleaf three-seater, good condition; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-166

CLYNO, 1928 model 12 h.p. four-seater, completely overhauled and in really 100% condition throughout, £12 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 100-408

CLYNO, 1927 11 h.p. two-seater, new tyres, perfect, £12 10s.; exchanges. 199b Upper Richmond Road, Putney 7673. 100-s385

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 St., Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-165

FIATS. Special selection, all under £100. See page 18. 100-977

FIAT, 1933 10-30 h.p. coachbuilt two-seater, leather upholstery, mileage 7,000, indistinguishable from new, cost £220, special bargain price £110; exchanges, deferred. Smith Auto Co., Ltd., 145 London Road, Croydon. Croydon 2182-1688. 100-270

FORD Eight, 1933 saloon, colour maroon, one owner, perfect, £87 10s.; exchanges, private deferred. Halls, 1033 Finchley Road, N.W.11. Speedwell 7080. 100-131

FORD: Pride and Clarke, Ltd. £10 secures delivery exceptionally nice 1933 8 h.p. Tudor saloon, blue, excellent tyres, carefully used, £78; balance over 18 months; exchanges. Pride and Clarke, Ltd., 237 Brixton Hill, S.W.2. Brixton 6414. 100-155

FORD. Broadway Motors. £85. 1933 8 h.p. saloon, tale blue and buff, small mileage, carefully used, most attractive; motorcycles exchanged. 67 High Street, Hounslow. Phone 0175. 100-221

FORD, 1933 8 h.p. coachbuilt saloon, one owner, licensed for 1934, 75 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 100-138

FORD. £10 Deposit or 105 guineas cash. 1933 8 h.p. four-door coachbuilt sunshine saloon, black and cream, leather upholstery, very small mileage, practically brand new; exchanges. Rowland Smith. Below.

£9 Deposit or 89 guineas cash. Ford, 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, late 1933 8 h.p. Tudor saloon, special engine, one owner, very carefully used, practically new; exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-173

FORD 1933 8 h.p. tourer saloon, black and cream, small mileage, splendid condition, 72 guineas. Foley, 481 Lea Bridge Road, Leyton. Ley. 3496. 100-s346

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 3532. 100-999

FORD Eight, £105, 1934 saloon de luxe, finished in kingfisher blue, only five months old, one owner, guaranteed to be indistinguishable from brand new throughout. M.B. Motors, 336 New Cross Road, S.E.14. 100-1796

"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).

FORD 1933 8 h.p. saloon, small mileage, excellent condition, £85. Bruton Garages, Ltd., 4 Blenheim Street, New Bond Street, W.1. May-fair 4737. 100-1794

FORD 1933 saloon, excellent condition throughout, £75; exchanges, deferred. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 100-17

FORD Eight Tudor saloon, 1933, condition and appearance as new, one owner, small mileage, open to any examination, £80; exchanges, deferred terms. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 100-1824

FORD, £80. 1933 8 h.p. de luxe saloon, beautiful condition; exchanges and deferred terms. Cummings, 101 Fulham Road, S.W.3. 100-45

FORD Eight, 1933 model, Tudor saloon, finished dark brown, excellent condition, £79; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 100-37

FORD, 1933 8 h.p. Fordor sun saloon, beautiful little car, taxed for 1934, £98. Newnham, 237 Hammersmith Road, London. Riverside 4646. 100-1815

FORD Eight, 1933 saloon, 9,000 miles, one owner, £80; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0523), and at 62 High Road, Chiswick (Chiswick 4716). 100-29

FORD, 1933 (July) 8 h.p. four-door sunshine de luxe, maroon-black, leather upholstery, unblemished throughout, negligible mileage, direction indicators, cost £155 complete, £115. Below.

1933 8 h.p. Tudor saloon, brown, one owner, carefully used, very reliable, mileage 9,000, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-70

FORD, 1933 (March) two-door saloon, in beautiful condition throughout, £79. R. S. Currie, 18 Hereford Road, Westbourne Grove, W.2. Bayswater 1846. 100-123

FORD, 1933, 8 h.p. four-door saloon, most exceptional condition, £99; motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 100-198

FRAZER-NASH. Frazer-Nash Cars have for disposal two T.T. replica used models, also two three-four-seater long-chassis cars; reconditioned and guaranteed; full particulars on application to Falcon Works, London Road, Isleworth. Hounslow 0011-0012. zzz-814

FRAZER-NASH. £3 Deposit or 35 guineas cash. 1925 12 h.p. sports occasional four-seater, black and red, specially tuned, very fast; exchanges. List. Week-days, Saturdays, 9-9; Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-164

HILLMAN Minx, 1933 saloon, low mileage, exceptional condition, £110; exchanges. Allery and Bernard, 344 King's Road, Chelsea. 100-288

HILLMAN, 1933 Minx sunshine saloon, maroon-black, tyres almost new, beautifully kept, £115; another, black-gold, superb condition, £120. Below.

1932 (July) sunshine de luxe, blue-black, one owner-driver, mileage 12,000, immaculate order, £118. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-69

HILLMAN, 1933 Minx de luxe saloon, sun roof, exceptional condition throughout, £117 10s. Below.

HILLMAN Minx, 1933 special sports two-seater, finished all cream, mileage 6,000 only, £147 10s. Paul and Co., 114 Great Portland Street. Museum 8464-5. 100-25

HILLMAN, 1933 Minx sports tourer, finished black with blue upholstery, faultless condition, one owner, £132 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 100-41

HILLMAN Minx, 1933 coachbuilt saloon, beautiful little car, taxed for 1934, £118. Below.

1933 Minx de luxe tourer, small mileage only, taxed for 1934, £115. Newnham House, 237 Hammersmith Road, London. Riverside 4646. 100-1814

HILLMAN Minx. £11 Deposit or 115 guineas cash. 1933 four-door coachbuilt sunshine saloon, one owner, very small mileage, practically brand new; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-171

HUMBER, 9-20 saloon, in very good mechanical order, new tyres, taxed, £37 10s. Autos Holmes, Fulham Cross, S.W.6. Fulham 4927. 100-1869

HUMBERS. Special selection, all under £100. See page 18. 100-978

JOWETT. Manchester, 1929, 1930, 1931, 1932 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon, Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETTS. Special selection, all under £100. See page 18. 100-979

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. Distributors for East London

JOWETT. And Essex.

All models in stock. 1930 from £45; 1931 from £60; 1932 from £80. All guaranteed. Write for list. Beehive Engineering, Ltd., 88 Beehive Lane, Hford. Phone, Valentine 3922. 101-607

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

JOWETT. Naylor and Root, Ltd., Largest Jowett stockists in London.

See displayed advertisement on page 15.

Naylor and Root, Ltd., Jowett Specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 100-80

JOWETTS. Buntings for real bargains. Beautiful 1933 long saloon, practically new, £125; 1932 ditto, £105, £95 and £85. All guaranteed. Buntings, Jowett Agency, Wealdstone, Harrow. 100-285

JOWETT. "Andrew of Mortlake" offers:-

Van, 1931, 7 h.p., f.w.b., 10 cwt., grey, excellent condition, £55; van, 1929, 7 h.p., f.w.b., 10 cwt., in first-class order, £30; saloons, 1928-31, taxed, insured and guaranteed; self-financed terms from £8. No reference. No security! Generous exchanges. 37 Queen Lane, Mortlake (Station). Prospect 3332. 100-993

JOWETT, 1933 (July) tourer, mileage less than 2,000, as new, any trial, terms, exchanges, £112; also 1928 tourer, £25; and 1926 tourer, £12 10s. Cooter and Green, Eden Park Garage, Beckenham. Phone, Beckenham 2565. 100-968

JOWETT. The Service Co. for new or used Jowett cars.

1930 long saloon, brown, £62 10s.

1930 Black Prince long saloon, £68.

1933 Blackbird sun saloon, £118.

1931 long coachbuilt saloon, £75.

All low mileage, in exceptionally good condition; easiest possible deferred terms. Wanted for cash, good used Jowetts. The Service Co., 273 High Holborn. Holborn 0666. 100-38

JOWETT, 5 guineas. 1923 7 h.p. four-seater; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-170

JOWETT. F.O.C.H., Ltd. 1934 models and comprehensive selection of guaranteed used Jowetts always in stock. Send for free list.

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, 129 guineas.

F.O.C.H. 1933 7 h.p. long-chassis coachbuilt sunshine saloon, maroon, moquette, one owner, practically new condition, 125 guineas.

F.O.C.H. 1933 7 h.p. long-chassis sunshine saloon, blue, moquette, one owner, very good condition, 119 guineas.

F.O.C.H. 1932 model 7 h.p. Kingfisher long-chassis coachbuilt sunshine saloon de luxe, blue, very exceptional condition, 99 guineas.

F.O.C.H. 1931 model 7 h.p. Silverdale long-chassis saloon de luxe, brown, one owner, magnificent condition, 79 guineas.

F.O.C.H. 1930 7 h.p. Silverdale long-chassis saloon de luxe, wire wheels, very carefully used, magnificent condition, 69 guineas.

F.O.C.H. 1930 7 h.p. Grey Knight long-chassis de luxe saloon, wire wheels, very exceptional condition throughout, 65 guineas.

F.O.C.H. 1930 (late) 7 h.p. long-chassis four-door saloon, blue, opening windscreen, one owner, small mileage, exceptional condition, 59 guineas.

F.O.C.H., Ltd. 1930 7 h.p. long-chassis four-door four-seater, maroon, overhauled by works in June last (bills shown), one owner, very carefully used, exceptionally good condition, 49 guineas.

F.O.C.H. 1930 7 h.p. long-chassis coachbuilt four-seater, blue, extra-large headlights, very good all-weather equipment, free wheel, exceptional condition, 45 guineas.

F.O.C.H. 1929 (late) 7 h.p. long-chassis Black Prince saloon de luxe, f.w.b., wire wheels, very good condition, 49 guineas.

F.O.C.H. 1928 7 h.p. long-chassis saloon, maroon, very good condition, 32 guineas.

F.O.C.H. 1929 (May) 7 h.p. short-chassis four-seater, maroon, very good condition, 29 guineas.

F.O.C.H. 1929 7 h.p. short-chassis four-seater, very good condition, 25 guineas.

F.O.C.H. 1924 7 h.p. long-chassis four-seater, new hood, very good condition, 11 guineas; exchanges, deferred. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days, 9-9; Sundays, 9-1. 100-1843

JOWETT Seven, 1929 short four, full equipment, very good condition, £22. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 100-77

JOWETTS. Whilst it is true that the Loch Ness monster is much sought after, it is equally true that Jowetts are sought after by discriminating buyers who want the best value for money in the light car world from economical points of view. Write us your requirements for new or used models. 1933 long saloon, sun roof four-speed, one owner, 125 guineas. 1929 long saloon, exceptional condition, 45 guineas. 1926 long four-seater, special model, three doors, many extras, £15. Pater, Jowett Specialists, Bedford. 3319 phone. 100-78

JOWETT, 1932 Blackbird long sunshine saloon de luxe, black-green, coachbuilt, mileage 6,900, one private owner, full guarantee, £98. Below.

1930 saloon, first registered 1931, brown, leather upholstery, one private owner throughout, any trial, £45. Below.

1929 (March) long four-seater tourer, dark blue very full equipment, sound runner, £32. Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Daily, 9-8; Saturday, 9-6; Sunday, 10-1. 100-68

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

JOWETT. Newnham's offer 1927 two-seater and dickey, one owner, small mileage, superb condition, £25. 136 Streatham Hill. Tulse Hill 6222. 100-1846

JOWETT. 1929 long chassis coachbuilt tourer, new hood, perfect condition, guaranteed, £32 10s.; exchanges, terms. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 100-212

JOWETT. 55 guineas; terms, exchanges!!! 1930 Black Prince long four-door saloon, in 1933 condition and easily the best in London. 368 Hornsey Road, N.19. Archway 3294. 100-283

JOWETT. Overhauled, thoroughly dependable. Several four-seaters, £20 to £30; accept small deposit and easy weekly payments. Buntings, Wealdstone, Harrow. 100-284

LEA-FRANCIS. 1930, 12-40 sports saloon, wire wheels, sunshine roof, two spare wheels, etc., cost £450, price £39; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 100-146

LEA-FRANCIS. £3 deposit or 35 guineas cash. 1928 12-40 h.p. sports tourer, maroon, exceptional condition; exchanges. Rowland Smith. Below.

£3 deposit or 19 guineas cash. Lea-Francis, 1927 12-22 h.p. two-seater, dickey, maroon, f.w.b., very good condition; exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-175

LEA-FRANCISES. Special selection, all under £100. See page 18. 100-980

LEA-FRANCIS. £15, 1927 12 h.p. two-seater, four speeds, excellent condition. 86 Acre Lane, Brixton. Phone 3401. 100-1841

LEA-FRANCIS. £62 10s.!! Hyper sports 1928-29 four-seater, sloping radiator, Rudge wire wheels, tonneau cover, f.w.b., four speeds, etc., wonderful condition; terms. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 100-207

LEA-FRANCIS. 12-40 special sports saloon, four-door, wire wheels, direction indicator, very fast, £75; motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 100-197

LEA-FRANCIS. 1927, 12-40 two-seater, clean condition, excellent tyres, £28; three months' written guarantee, own hire-purchase; drive away, immediate insurance cover. Open Sundays, 10 a.m.-1 p.m. Ruffells Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 100-105

MAREDAZ. 1930 Brooklands 1½-litre International sports four-seater, 120 m.p.h. speedometer, £100, bargain. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-240

M.G. Midget. 1933 J2 two-seater, duo-blue, equal to new, one owner, negligible mileage, £140; exchanges. Lenton Abbey Garage, Derby Road, Beeston, Nottingham. 100-s101

M.G. Midget. £145!!! J2 two-seater, many extras, one owner since new, taxed, Scintilla ignition. Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5323). zzz-802

M.G. Midget. Naylor and Root, Ltd.

12 Used models actually in stock.

See displayed advertisement on page 15.

Naylor and Root, Ltd., M.G. Midget Specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 100-81

M.G.s. Special selection, all under £100. See page 18. 100-981

M.G. Magna. £140!!! 1932 foursome coupe, sports, beautiful order, specially tuned.

£135!!! 1932 M.G. Magna four-seater, specially tuned, 80 m.p.h.

1933!!! M.G. Magna, two-seater, small mileage, £175. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135. 100-245

M.G. Midget. 100 guineas!!! 1932, in almost new condition, rear tank, down-draught carburettor, Autolift, latest induction exhaust system, racing camshaft. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-241

M.G. Speechleys, specialized M.G. dealers. Below.

1934 J2, British racing green, just delivered, owner purchased Magnette, bargain, £169. Below.

1931 Midget, coachbuilt sportsman's foursome coupe, black, in original condition, £89. Below.

Every car in our stock is covered by our "Three Months Same as Maker Guarantee." Below.

Speechleys, 395 Edgware Road, W.2. Open weekdays 9-8, Sundays 10-1. Phone, Ambassador 1300. 100-1866

M.G. Magna. 1932 saloonette, one-owner car, in magnificent condition, £105. Trojan Autos, Surbiton Road, Kingston. 100-136

M.G., £145 10s. 1933 J.1 two-four-seater, full equipment, small mileage, extremely fast.

£129 10s. 1932 M.G. Magna saloonette, special engine, many extras, choice of two, from £129 10s.

£122 10s. 1932 M.G. Magna sports four-seater; another, in exceptional condition, taxed, positively as new, £132 10s. Ward and Co., 5 Upper Richmond Road, East Putney. (Wandsworth.) Putney 2818. 100-1854

M.G. Midget 1930 two-seater, very fast, £55. Also

1930 coupe, as new, £68. Earls, 75 Heath Street, Hampstead. Ham. 5287. 100-113

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

M.G. Midget. 1931 sports two-seater, black, exceptional condition, £75. Fred. Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 100-128

M.G., 1933 J2, specially tuned and undoubtedly one of the fastest J2s in existence, terrific acceleration, all latest improvements fitted at works, super car for an enthusiast, £148. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 100-1805

M.G. Broadway Motors for M.G. cars.

1932 D-type M.G. Midget open International four-seater, 8,000 miles, excellent condition, £132 10s.

1932 M.G. Magna coupe, black and red, 9,000 miles, unsoiled, £145.

1932 M.G. Magna Abbey open International four-seater, grey and blue, very attractive car, £145.

1932 M.G. Magna open International four-seater, brown, £130.

All the above cars guaranteed and in first-class condition. Motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 100-202

M.G. Midget. 1932 two-seater, red, excellent condition throughout. £92 10s. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 100-56

M.G., 1933 Magna, two-seater, in exceptionally good order throughout, one owner, full de luxe equipment, taxed, £165. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 100-54

M.G., 1933 J2 sports two-seater, mileage only 3,000, finished green, green hide, large capacity racing tank, headlamp and radiator stoneguards, two spotlights, absolutely as new in every way, fully guaranteed, £145; one-quarter deposit, balance monthly. Premier Motor Co., Aston Road, Birmingham. 100-834

M.G. Brooklands Motor Co., specialists in M.G. cars, offers:—

1931 Mark I 18 h.p. four-seater sports, black and red, exceptional condition, £145. Below.

1933 Magnette two-seater special sports, special extras, cost £425, price £275. Below.

1933 Midget, J2, choice of two, from £125. Below.

1932 Midget, J1, choice of two, from £155. Below.

1932 Magna sports four-seater, choice of several, from £115.

Written guarantee, exchanges and private deferred terms. 331 Enston Road, N.W.1. Museum 3143-4. 100-1831

M.G., 1933 Midget, J2, two-seater, with de luxe equipment, including eight-day clock, Malcolm Campbell steering wheel, stoneguards on headlamps and radiators, bounet strap, two thermometers, quick action filler caps cost about £214, whole car as brand new (run 2,000 miles), accept 145 guineas; exchanges, terms. Whitbys, 7 The Vale, Acton, W.3. Phone, She. 1513. 100-1832

M.G. Midget!!! 1932 coachbuilt two-seater, grey and blue, excellent condition throughout, taxed, £89. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 100-990

M.G. Midget. Andrew of Mortlake offers:—

Sports two-seater, 1930, £65; sportsman's coupe, 1930, £80, taxed, insured, guaranteed; self-financed terms from £22. No references! No security! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3532. 100-998

M.G. Magna. £125. 1932, fitted with specially attractive Charlesworth two-three-seater body, magnificent condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 100-1840

M.G. Special 1933 Competition J3 Midget two-seater, many special features and extras, 6,000 miles only, cost £275, bargain, £179; exchanges, deferred. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 100-18

M.G.s. List free. Terms, exchanges. Rowland Smith. Below.

£21 deposit, or 215 guineas cash. Magna, 1933, L-type sports four-seater, black, blue wheels, one owner, very small mileage, spare unused, brand new condition.

£14 deposit or 139 guineas cash. Midget, 1933 J2 sports two-three-seater, ivory and fawn, small mileage, carefully used, practically new condition.

£12 deposit or 125 guineas cash. Magna, 1932 model sportsman's coupe, sunshine roof, duo-brown, practically unworn tyres, carefully used, very exceptional condition.

£10 deposit or 105 guineas cash. Magna, 1932, sports four-seater, green, balanced crankshaft, specially tuned, carefully used, very exceptional condition.

£18 deposit or 185 guineas cash. Midget, 1933 model supercharged J3 sports two-seater, duo-red, spring steering wheel, rev. counter, very small mileage, practically new condition.

£16 deposit or 165 guineas cash. Midget, 1933, J sportsman's toupe, sunshine roof, fawn and ivory, one owner, small mileage, practically new, cost over £250.

£13 deposit or 129 guineas cash. Midget, 1933, J2 sports two-seater, duo-green, practically unworn tyres, small mileage, almost new, choice of four.

£7 deposit or 69 guineas cash. Midget, 1930, coupe, black and red, 1931 engine, sunshine roof, carefully used, exceptional condition.

£6 deposit or 65 guineas cash. Midget, late 1930, sports two-seater, blue, big sump, ribbed brakes, practically unworn tyres, carefully used, exceptional condition, choice of five.

£6 deposit or 59 guineas cash. Midget, 1929-30, sports two-seater, blue, chromium plating, exceptional condition.

Rowland Smith, High St., Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 100-177

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

M.G. Free year's tax given by Newnham's with all used cars over £50 purchased during January. Few M.G. examples below, but full list on request.

1932 Series Montlhery Midget two-seater, carefully used, small mileage, £188.

1931 Midget 8 h.p. sports two-seater, red, most attractive, £75.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 100-1819

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Road, Camberwell, S.E.5. Brixton 5725. zzz-122

MORGANS in Yorkshire. For easiest terms and highest possible exchange allowances try Marsdens, St. Michael's Lane, Headingley, Leeds. zzz-560

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Road, E.5. Phone, Clissold 9616-9617. zzz-955

MORGAN Aero, 1927 (July), J.A.P., detachable rims, hood, many extras, £29. Stuart and Co., 29 Vauxhall Bridge Road, S.W.1. Victoria 1859. zzz-757

MORGAN, 1927 (July) two-seater de luxe, magdynamo, f.w.b., special exhaust, windscreen wiper, all-weather equipment good, mechanically perfect, new chains, £16. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 102-409

MORGAN. £6!!! Sports chassis, water-cooled o.h.v., suit enthusiast. At Chidley. Below.

MORGAN. £17. Exchanges!!! Family model, water-cooled J.A.P., faultless condition throughout. Chidley, 658 High Road, Tottenham. Phone 2920. 100-253

MORGAN, 1932 (September) super-sports de luxe, in excellent condition; having three-speed and reverse gearbox, starter, and many extras, very fast, £78. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 100-261

MORGAN, £5, bargain for someone, water-cooled de luxe two-seater, nice appearance, splendid runner. Maynards, 241a High Road, Wood Green. 100-1790

MORGAN, 1932, Aero, s.v. J.A.P., genuinely equal to new car, mileage 8,000, finished red and black, cycle-type wings, exceptional performance, £55, exchanges. Mayo's Garage, King's Avenue, Watford. Phone 2525. 100-16

MORGAN, 1934 models in stock for immediate delivery. Family and sports two-seater; part exchanges, best allowances, hire-purchase. King and Harper, Ltd., Bridge Street, Cambridge. 100-973

MORGAN. Naylor and Root, Ltd.

Largest Morgan stockists in England.

30 Models for immediate delivery.

25% Deposit and ride away.

Generous exchange allowances.

1933 Super Sports, 3,000 miles, duo tone, taxed, £109.

1933 Super Sports, 2,000 miles, blue and cream, £112.

1933 Super Sports, duo green, extras, as new, £98.

1932 Super Sports, three-speed, duo tone; choice of six, £79.

1932 Super Sports, two-speed, two-tone, new condition, £75.

1931 Super Sports, M chassis, duo tone, as new, £69.

1930 Super Sports M chassis, extras, very fast, £62.

1929 Super Sports, black and orange, tuned engine, £54.

1933 Sports, o.h.v., three-speed, spare wheel, doors, £89.

1933 Sports, s.v., three-speed, etc., as new; choice two, £82.

1932 Sports, o.h.v., three-speed, reverse, new condition, £75.

1930 Aero, o.h.v. Anzani, f.w.b., speedometer, duo tone, £52.

1929 Aero, o.h.v. J.A.P., many extras, choice two, £45.

1929 Aero, o.h.v. Anzani, new tyres, extras, taxed, £42.

1928 Aero, o.h.v. J.A.P., f.w.b., geared, speedometer, etc., £38

1928 Aero, s.v. J.A.P., speedometer, geared, choice three, £32.

1927 Aero, o.h.v. Anzani, f.w.b., good tyres, smart, £28.

1926 Aero, o.h.v. Anzani, dynamo, repainted, taxed, £25.

1925 Aero, o.h.v. Blackburne, dynamo, hood, smart, £19.

1933 Family De Luxe, three-speed, spare wheel, 2,000 miles, £85.

1932 Family, two-four-seater, w.-c., three-speed, etc., as new, £69.

1931 Family, o.h.v. J.A.P., M chassis, extras, as new, £59.

1930 Family, w.-c., M chassis, side screens, one owner, £49.

1930 De Luxe two-seater, s.v., dynamo, geared, smart, £29.

We invite you to call and inspect the largest range of Morgans ever shown by one agent. You are certain to find the model you require.

If you cannot call, we will gladly send any model for free trial up to 100 miles without obligation. State model and price at which interested, and give suitable day and time for interview.

Naylor and Root, Ltd., Morgan 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. 100-83

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

MORGAN, 1929 Aero sports, excellent condition throughout, 28 guineas, for quick sale. 57 Victoria Road, Acocks Green, Birmingham.

MORGANS. Douglass, the Morgan Specialist, always has good stocks of all models to choose from. Every spare, every repair. 1934 deliveries of models. F. H. Douglass, St. Mary's Square, Ealing, W.5. 100-s354

MORGAN. Homacs. All the undermentioned Morgans have been carefully overhauled and we are confident will give every satisfaction.

Homacs. 1933 Family w.c. J.A.P., s.v., three speeds and reverse, starter, spare wheel, one owner, as new, £82 10s.

Homacs. 1932 super sports, 10-40 h.p. o.h.v. J.A.P., three speeds and reverse, starter, very fast, £85.

Homacs. 1932 super sports, 10-40 h.p. o.h.v. J.A.P., starter, three speeds and reverse, hood, vee screen, perfect, £82 10s.

Homacs. 1929 Aero, 8 h.p. w.c. J.A.P., s.v., in really nice order, one owner, delightful bus, £39 10s.

Homacs. 1929 Aero, 10-40 h.p. o.h.v. J.A.P., overhauled and repainted, guaranteed faultless, £49 10s.

Homacs. 1927 Aero, 10-40 h.p. o.h.v. J.A.P., Lucas dynamo, many extras, £37 10s.

Homacs. 1927 Aero, 9 h.p. o.h.v. Anzani, w.c., new tyres, really excellent order, very carefully used, £35 10s.

Homacs. 1927 Aero, 10-40 h.p. o.h.v. J.A.P., hood, many extras, perfect, £37 10s.

Homacs. 1927 de luxe, 8 h.p. w.c. J.A.P., dynamo, all-weather equipment, many extras, in splendid order, £22 10s.

Homacs. 1926 Family, 9 h.p. o.h.v. Anzani, w.c., new battery, hood and side screens, carefully used, excellent tyres, £19 10s.

Homacs. 1926 Family, 8 h.p. J.A.P., w.c., fully equipped, perfect, £17 10s.

Homacs. 1922 de luxe, 8 h.p. J.A.P., w.c., good running order, £9 10s.

Homacs. Exchanges or terms arranged on any of the above. Homacs, The Official Morgan Service Depot, 247 Lower Clapton Road, Clapton, E.5. Phone Clissold 9616-9617. 100-59

MORGAN. Pride and Clarke, Ltd. Large selection of Morgans at bargain prices. Below.

Pride and Clarke. £5 secures delivery 1927 de luxe o.h.v. water-cooled, £17; 1929 de luxe, water-cooled, excellent condition, £29 10s.

Pride and Clarke. £10 secures delivery any of the following:—1931 Family, M chassis, five-lamp lighting set, 532; 1931 super-sports, M chassis, £62; 1932 super-sports, M chassis, three-speed many extras, £77 10s.; balance payable over 18 months; exchanges. Pride and Clarke, Ltd., 237 Brixton Hill, S.W.2. Brixton 6414. 100-156

MORGANS. List free. Terms, exchanges. Rowland Smith. Below.

£9 deposit or 35 guineas cash. 1933 model, super-sports, specially tuned racing o.h.v. J.A.P., black and cream, three speeds and reverse, spare wheel, electric starter, hood, upswept exhausts, excellent condition.

£7 deposit or 75 guineas cash. Late 1932 super-sports, specially tuned high-compression racing o.h.v. J.A.P., red, three speeds and reverse, electric starter, hood, cycle-type wings, straight-through exhausts, one owner, small mileage, practically new condition.

£7 deposit or 69 guineas cash. October, 1932, Aero, racing o.h.v. J.A.P., black and red, three speeds and reverse, electric starter, straight-through exhausts, hood, reduced steering, one owner, carefully used, exceptional condition.

£5 deposit or 52 guineas cash. Late 1932, Family, w.-c. J.A.P., f.w.b., cycle-type wings, reduced steering, one owner, carefully used, very exceptional condition.

£5 deposit or 49 guineas cash. 1929 super-sports, specially tuned racing o.h.v. J.A.P., black and red, straight-through exhausts, hood, cycle-type wings, reduced steering, very good condition.

£4 deposit or 45 guineas cash. 1929 Aero, racing o.h.v. J.A.P., red, cream wheels, straight-through exhausts, hood, reduced steering, practically unworn tyres, exceptional condition.

£4 deposit or 39 guineas cash. 1928 Aero, racing o.h.v. J.A.P., black and red, f.w.b., hood, straight-through exhausts, reduced steering, carefully used, excellent condition.

£3 deposit or 35 guineas cash. 1929, Family, w.-c. J.A.P., f.w.b., electric starter, rigid side curtains, exceptional condition.

£3 deposit or 25 guineas cash. 1929 two-seater, J.A.P., blue, f.w.b., hood, speedometer, very good condition.

15 guineas. 1925, Family, J.A.P., black and red, carefully used, very good condition.

15 guineas. Late 1926 de luxe two-seater, water-cooled J.A.P., dynamo, hood, traffic indicators, speedometer, exceptional condition.

12 guineas. Late 1927 two-seater, J.A.P., dynamo, f.w.b., hood, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 1000-179

MORGAN, special sports two-seater, registered 1929, J.A.P., smart appearance, good tyres, £16. 60 Spenser Road, Horne Hill. 100-372

MORGAN. Broadway Motors. £69. 1932 family, o.h.v. J.A.P., w.-c., three speeds and reverse, starter, as brand new throughout; motorcycles exchanged. 67 High Street, Mounslow. Phone 0175. 100-220

MORGAN, 1931, super-sports, 10 h.p., J.A.P., finished cream and green, good tyres and hood, V windscreen, outside exhaust, many extras, very fast, bargain, £70. Frank Hallam, Automobile Distributor, 18-20 Bristol Street, Birmingham, S. Phone, Mid. 2456. 100-120

MORGAN. Kirk and Co., Morgan and B.S.A. specialists. 40 in stock. Prices ranging from £5 to £100.

All over £25 carry our "Three-Months-Written-Guarantee." Exchanges, terms.

Kirk and Co., 22, 49 Praed Street, W.2 (Paddington 6049). Close 8 p.m. week-days. Sundays 10 a.m. to 1 p.m. 100-1849

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

MORRIS Minor, F. G. Smith (Motors), Ltd. Self-conditioned Morris Minors, 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payments and trial. High Road, (Goodmayes). Phone, Seven Kings 1000 (seven lines). zzz-762

MORRIS Ten, £135!!! 1933 de luxe saloon, any trial or examination, taxed, small mileage. Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5523).

MORRIS Minor 1931 coachbuilt saloon, sun roof, exceptional condition, 49 guineas. Below.

MORRIS Minor 1932 s.v. two-seater, new hood, exceptionally good condition, 54 guineas. Below.

MORRIS Minor 1933 coachbuilt safety saloon, sun roof, most attractive condition, 80 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 100-139

MORRIS Special selection, all under £100. See page 18. 100-982

MORRIS Minor 1933 saloon, blue, fitted bumpers, luggage grid and other extras, perfect condition, any trial, £80. 32 Orchard Close, St. Stephens, Canterbury. 100-s52

MORRIS Minor 1930 coachbuilt saloon, sun roof, smart, £36. 243 Maida Vale, Kilburn, W.9. 100-48

MORRIS Minor 1933 de luxe side-valve sunshine saloon, taxed, absolutely like new, £85; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 100-4

MORRIS Minor, 1933 sunshine saloon, new condition, £85.

1933 Morris Minor two-seater, four speeds, like new, £75.

1930 Morris Minor four-seater, exceptional condition throughout, £38; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4653. 100-292

MORRIS Minor, 1932 s.v. 8 h.p. two-seater, black-green, small mileage, one owner, almost new, £65. Harry Nash, 348 King Street, Hammer-smith. 100-294

MORRIS Minor, 1933 coachbuilt saloon, sun roof, four speeds, carefully used, almost new condition throughout, £80; motorcycles taken in part exchange; terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 100-298

MORRIS Minor, 1932 s.v. two-seater, as new, £55. Below.

1931 Morris Minor saloon, s.v. coachbuilt, sunroof, £49; exchanges, deferred. 199b Upper Richmond Road. Putney 7673. 100-s86

MORRIS Minor, 1929 saloon, good tyres, sound condition, taxed, £35. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 102-822

MORRIS Minor, 1933 four-speed two-seater, very fast and clean, £75. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8136. 100-230

MORRIS Minor, 1930 saloon, in excellent order, £45; also 1931 o.h.v. special sports two-seater, unsoiled, £55. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135. 100-250

MORRIS Minor. Naylor and Root.

26 Models actually in stock.

See displayed advertisement on page 15.

Naylor and Root, Morris specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 100-85

MORRIS Minor, 1932 two-seater, new oversize low-pressure tyres, spring steering wheel, unscratched, £65; terms arranged. Homacs, 247 Lower Clapton Road, E.5. Phone, Clissold 9616-9617. 100-58

MORRIS Minor 1933 saloon, mileage 5,000, £92 10s. Paul and Co., 144 Great Portland Street, W.1. Museum 8464-5. 100-27

MORRIS Minor, 1933 de luxe saloon, one owner, mileage 5,000, £83. Trojan Autos, Surbiton Road, Kingston. 100-154

MORRIS Minor. Pride and Clarke, Ltd. £10 secures delivery exceptionally clean 1933 sun roof saloon, excellent tyres, one owner, £82 10s.; another, as new, £85.

Pride and Clarke. £10 secures almost brand-new 1933 Morris Ten coachbuilt saloon, sun roof, £108; balance payable over 18 months; exchanges. Pride and Clarke, Ltd., 237 Brixton Hill, S.W.2. Brixton 6414. 100-158

MORRIS Ten. £11 Deposit or 115 guineas cash. 1933 model coachbuilt sunshine saloon, very carefully used, practically new; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-174

MORRIS Minor, 1931, coachbuilt sunshine saloon, fine condition, safety glass, fully equipped, 50 guineas. Below.

MORRIS Minor, 1930 saloon, excellent car, chromium plated, £35. Camden Motors, 136 Cricklewood Broadway. 100-260

MORRIS Minor, 1931 series coachbuilt sunshine saloon, superb condition, carefully used, £59, written guarantee. Chantry Motors, Ltd., 50 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 100-266

MORRIS Minor, 1931 saloon, like new, £50. Westburn Motors, 46 Park Parade, Harrow Road, Wembley. Open Sunday mornings. 100-264

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

MORRIS Minor, 1930 Family Eight, coachbuilt, any trial; terms, exchanges, £45. Cooter and Green, Eden Park Garage, Beckenham. Phone, Beckenham 2565. 100-969

MORRIS Minor, £69, 1933 s.v. two-seater, finished in maroon, one owner, mileage 1,080, equal to brand new throughout, 45 m.p.g., stupendous bargain. M.B. Motors, 336 New Cross Road, London, S.E.14. 100-1800

MORRIS Eight, £85, 1932 sunshine saloon, finished in maroon, one owner, small mileage, unscratched throughout, excellent value. M.B. Motors, 336 New Cross Road, London, S.E.14. 100-1803

MORRIS, 1933 10-4 coachbuilt four-door de luxe saloon, colour black and green, sunshine roof, new condition, £115; exchanges, deferred. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 100-20

MORRIS Family 8 h.p., 1932 four-door de luxe sunshine saloon, low mileage, as new, £79. Below.

MORRIS Minor, 1933 Family 8 h.p. long-chassis de luxe four-door sunshine saloon, faultless condition throughout, £99; exchanges, deferred. W.J.C. Motors, 225 Hammersmith Road, W.6. 100-21

MORRIS Minor. Andrew of Mortlake offers:-

Saloons and open models. 1928-1932, from £25; taxed, insured, guaranteed; self-financed terms from £8; no references! No security!! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 5332. 100-996

MORRIS. Broadway Motors for Morris cars.

1933 Morris Minor, two-seater, four speeds, £75.

1932 Morris Family Eight four-door sunshine saloon, £85.

1933 Morris Minor sunshine saloon, four speeds, £82 10s.

All the above cars guaranteed and in first-class condition; motorcycles in exchange. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874. 100-203

MORRIS Minor, £59. 1931 de luxe coachbuilt sunshine saloon, all black, safety glass, taxed year, bargain; also, £29, 1929 Morris Minor tourer, fully equipped and in very nice order, taxed, bargain. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mount-view 4444. 100-214

MORRIS Ten, 1934 de luxe sunshine saloon, just taxed, otherwise new. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 100-205

MORRIS Ten, 1933 de luxe saloon, in exceptional order throughout, full guarantee, £110. Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon. 3606. 100-196

MORRIS Minor. Special offer!!!

£75 10s. 1933 Morris Minor coachbuilt saloon, sun roof, four-speed, low mileage; another, taxed, £79 10s.

£63 10s. 1933 Morris Minor two-seater, small mileage, positively as new. Ward and Co., 5 Upper Richmond Road, East Putney (Wands-worth). Putney 2818. 100-1850

MORRIS Ten-Four, 1933 saloon de luxe, choice of seven, from 110 guineas; exchanges, deferred. Ray Abbott, Harrow Weald. Phone 3884. 100-1861

MORRIS Ten, 1933 sunshine saloon, perfect condition, black and green, £125; exchanges. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2623. 100-1864

MORRIS Minor. £35. 1930 saloon, chromium, bumpers, exceptionally nice order; exchanges, terms. Maynards, 241a High Road, Wood Green. 100-1791

MORRIS Minor, 1933 8 h.p. two-seater, four-speed, bumpers, etc., only run 5,000 miles, almost new, 70 guineas; exchanges and deferred. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 100-1788

MORRIS Minor, late 1930 saloon, finished in blue and black, exceptionally smart and sound condition, one owner, small mileage, £37 10s.; exchanges, deferred terms. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5115. 100-1823

MORRIS. The Service Co. for new or used Morris cars.

1931 Minor saloon, £52 10s.

1932 Minor saloon, £72 10s.

1933 Family saloon, £115.

The above are splendid examples. Earliest possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 100-40

MORRIS Minor, 1931 coachbuilt saloon, sun roof, as new, £60; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0523), and at 62 High Road, Chiswick (Chiswick 4716). 100-36

MORRIS. Free year's tax given by Newnams with all used cars over £50 purchased during January. Few Morris examples below, but full list on request.

1933 Family Eight de luxe sun foursome, small mileage only, £118.

1932 Family Eight coachbuilt sun saloon, particularly smart little car, £88.

1932 8 h.p. coachbuilt sun saloon, first-class appearance, etc., £72.

1931 8 h.p. fabric saloon, blue, very good example, £52.

Newnam House, 257 Hammersmith Road, London, W.6. Riverside 4646. 100-1820

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

MORRIS Minors. List free. Terms, exchanges. Rowland Smith. Below.
 £8 Deposit or 79 guineas cash. Family Eight, 1932 model four-door coachbuilt sunshine saloon, one owner, carefully used, practically new condition.

£7 Deposit or 75 guineas cash. 1933 two-seater, blue, four speeds, small mileage, spare unused, practically new condition.

£7 Deposit or 72 guineas cash. 1932 model coachbuilt sunshine saloon, blue, carefully used, practically new condition.

£5 Deposit or 55 guineas cash. 1932 Model two-seater, excellent condition.

£5 Deposit or 52 guineas cash. 1931 model four-seater, carefully used, very exceptional condition.

£5 Deposit or 52 guineas cash. 1931 saloon, exceptional condition.

£4 Deposit or 45 guineas cash. 1930 tourer, blue, carefully used, exceptional condition.

£4 Deposit or 45 guineas cash. 1930 saloon, blue, very good condition.

£4 Deposit or 45 guineas cash. Late 1931 two-seater, one owner, very good condition.

£4 Deposit or 39 guineas cash. 1930 saloon, blue, very good condition.

£3 Deposit or 35 guineas cash. 1929 four-seater, brown, carefully used, exceptional condition

£3 Deposit or 29 guineas cash. 1929 saloon, brown, exceptional condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 100-176

MORRIS Minor 1933 sunshine saloon, black-green, small mileage, one private owner, as new throughout, £90. Below.

1933 two-seater, blue, four-speed, mileage 7,000, unscratched condition, £78. Below.

1932 (July) sunshine saloon, blue, coachwork unblemished, first-class mechanically, usual guarantee, £75. Below.

1932 Sunshine saloon, blue, good tyres, sound throughout, grid, £73. Below.

1932 (April) two-seater, black-green, good order throughout, coachwork A1, any trial, £65. Below.

1932 Four-seater tourer, dark blue, privately used, small mileage, still original tyres, recommended, £65. Below.

1930 (May) Arrow sports two-seater, green-cream, very attractive, bumpers, radiator muff, £55. Below.

1930 Fabric saloon, blue, Triplex, good tyres, just overhauled, £39. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-73

MORRIS Minor. Cookes Motors offer 1932 two-seater, colour blue, indistinguishable from new, £59; also 1932 sunshine saloon, £68. Brighton Road, Sutton. Sutton 3800. Open Sundays. 100-98

MORRIS Ten 1933 saloon, blue, taxed, £125. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 100-55

MORRIS. Speechleys, specialized Morris dealers. Below.

1935 Morris Minor two-seater, blue; the de luxe four-speed model, coachwork and original tyres unmarked, spare unused, mileage negligible, many extras, a perfect car, £79. Below.

1932 Morris Minor saloon de luxe, blue, extremely careful owner, superlative condition, £72. Below.

Every car in our stock is covered by our "three months' same-as-maker guarantee." Below.

Speechleys, 395 Edgware Road. W.2. Open week-days, 9-8; Sundays, 10-1. Phone, Ambassador 1300. 100-1867

MORRIS Minor, 1932 coachbuilt saloon, really excellent example, £59.

MORRIS Minor, 1933 de luxe sunshine saloon, four-speed gearbox, remarkable chassis, £79.

MORRIS Family Eight de luxe coachbuilt sportsman's coupe, very small mileage, immaculate order, critical examination invited, cost over £165, will accept £85. R. S. Currie, 47 Seymour Place, Marble Arch. W.1. Padd. 0126. 100-122

MORRIS Ten, 1933 sunshine saloon de luxe, can only be described as new, £115. R. S. Currie, 18 Hereford Road, Westbourne Grove, W.2. Bayswater 1846. 100-121

MORRIS Ten, 1933 sunshine saloon de luxe, moderate mileage (7,000), splendidly kept condition, any trial, full guarantee, £120. Smith and Hunter, 407 Edgware Road. Ambassador 1011. 100-71

MORRIS Family Eight, 1933 (May) four-door sunshine saloon, black-green, 6,000 miles, unblemished condition, £110. Smith and Hunter, 407 Edgware Road. Ambassador 1011. 100-61

MORRIS Minor. Newnham's offer 1930 8 h.p. coachbuilt sun saloon, really excellent order, £45. 136 Streatham Hill. Tulsa Hill 6222. 100-7845

RENAULT, 9 guineas, 1926 9 h.p. four-seater, f.w.b., one owner, very good condition. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-160

RENAULTS. The following cars carry our usual guarantee. Deferred terms, exchanges. Welham, Renault Sales and Service Distributors, Surbiton Hill Road, Surbiton. Elmbridge 1873.

1934 12 h.p. saloons, five-seaters, sunshine de luxe, from £198.

1933 13 h.p., as above, £125.

1931 13 h.p., as above, £70.

1929 12 h.p. sports tourer, £30. 100-13

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

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

RILEY, £135!!! 1931 Monaco saloon, black and green, rebored by us, new tyres; also similar model, but with sunshine roof and taxed, £140.

£145!!! 1931 Monaco saloon, special model, colour black, taxed, any examination or trial.

Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5325). zzz-0752

RILEY. Westburn Motors offer: Rileys, 1928s and 1929s, taxed, from 35 guineas. 46 Park Parade, Harrow Road, Wembley. Open Sunday mornings. 100-265

RILEYS. Special selection, all under £100. See page 18. 100-983

RILEY Nine, 45 guineas! Remarkably fine example, late 1928 Monaco saloon, real leather, safety glass, etc., bargain. Camden Motors, 136 Cricklewood Broadway. 100-259

RILEY. See displayed advertisement on page 15. 100-86

RILEY, 1932 Monaco, special saloon, many extras, positively as new, £175.

RILEY, 1933 saloon, special model, mileage 4,000, condition as new, £230.

RILEY, 1932 Monaco special saloon, in good condition, £165. Basil Roy, Ltd., 161 Gt. Portland Street, W.1. Welbeck 1138. 100-227

RILEY Nine, £60!!! 1929 Monaco saloon, engine overhauled and in perfect condition.

£85!! Riley, 1930 brown saloon, Monaco, perfect order and fast. Denmans, 132 Long Acre, W.C. Open Sunday morning. Temple Bar 8135. 100-242

RILEY Nine, 1930 Monaco saloon, black, excellent condition, £82 10s. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 100-130

RILEY Biarritz sunshine saloon, late 1930, finished two-colour green, upholstered green hide, a lovely car, 89 guineas, any trial. Elite Motors, 959 Garratt Lane, Tooting. Wimbledon 2925. 100-152

RILEY, 1929 Brooklands model, £85; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 100-148

RILEY Nine. £47 10s. 1928 four-door saloon, well cared for, little used; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 100-1859

RILEY, 1930 Monaco saloon, blue, leather upholstery to match, good tyres, Triplex throughout, clean and well kept, £85. Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-67

RILEY Nine. £19 deposit or 195 guineas cash. 1933 model Monaco four-door coachbuilt sunshine saloon, black, cream wheels, one owner, small mileage, very carefully used, practically brand new; exchanges. Rowland Smith. Below.

£15 deposit or 155 guineas cash. Riley Nine, late 1932, Gamecock sports two-seater, blue, one owner, small mileage, carefully used, practically new condition; exchanges. Rowland Smith. Below.

£8 deposit or 85 guineas cash. Riley Nine, late 1930 sports tourer, black and red, carefully used, very exceptional condition; exchanges. Rowland Smith. Below.

£7 deposit or 69 guineas cash. Riley Nine, late 1929, Mark IV Monaco saloon, black and red, exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-169

RILEY Nine 1931 Monaco saloon, plus model, as new, £125. Below.

1928 Riley Nine Monaco saloon, Mark II, centre change, perfect, £50; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0525), and at 62 High Road, Chiswick (Chiswick 4716). 100-35

RILEY 1932 9 h.p. Monaco Plus Ultra sun saloon, one owner, moderate mileage only, taxed for, 1934, £178. Below.

1931 9 h.p. Monaco sun saloon, really exceptional throughout, taxed for 1934, £118.

Newnham House, 237 Hammersmith Road, London. Riverside 4646. 100-1813

RILEY 1933 (January) 9 h.p. Special four-door saloon, latest type gearbox, one owner, small mileage, really perfect throughout, six months' guarantee, cost £325, genuine bargain £215. Baxter, 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 100-1829

RILEY Nine, 1931 Monaco saloon, low mileage, excellent throughout, £115. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 100-293

RILEY, 1929 Monaco saloon, brown, splendid condition, £70; motor-cycles in exchange. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874. 100-200

RILEY Nine 1930 four-seater tourer, of unblemished appearance, mechanically perfect, one private owner only, taxed paid, £89. Harold Simons, Ltd., 311 Euston Road, N.W.1. Museum 4128-29. 100-104

RILEY Nine. £42 10s. 1928 Monaco saloon, maroon, Triplex, fast, splendid condition. 73 Atkins Road, Balham, S.W.12. 100-103

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

RILEY Nine, £120. 1931 Monaco special saloon, finished in black-green, very small mileage, numerous extras, extremely fast, a super-condition car. M.B. Motors, 336 New Cross Road, London, S.E.14.

RILEY. Crosslands offer 1928-9 coachbuilt sports four-seater, in exceptional condition throughout, wonderful performance, only wants seeing, unrepeatable bargain at 39 guineas; terms, c/exchanges. 3 Bromley Common, Bromley. Ravensbourne 1375. 100-1798

ROVER Ten £42 10s. Late 1930 sunshine saloon, excellent runner, real leather upholstery, one owner. Camden Motors, 136 Cricklewood Broadway. 100-256

ROVER. See displayed advertisement on page 15. 100-87

ROVER, £135!!! 1932 speed model Ten sports tourer.

£50!!! 1930 series Rover Ten Regal saloon, sun roof. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7.

ROVER Ten 1930 sport coupe, sun roof, Weymann body, as new, £55. Below. 100-249

1929 Rover Ten sports coupe, sun roof, Weymann body, £45. Below.

1928 Rover Ten four-door saloon, leather upholstery, A1, £35; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0523), and at 62 High Road, Chiswick (Chiswick 4716). 100-34

ROVER. Brand new Ten special sun saloon, black and red, free wheel, clutchless gear-change, floating power, a revelation in sweet running and power, list £258, accept £198. Below.

Rover Ten, 1931 sun saloon, black with red upholstery, attractive car, £65. K. J. Motors, Bromley, Kent. Ravensbourne 3456-7. 102-410

ROVER Ten. £45. 1929 sportsman's coupe, sunshine roof, leather upholstery, taxed, bargain. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 100-216

ROVER. £25!! Or near offer!! Late-type Rover Nine super-sports two-seater, green and cream, f.w.b., Vee screens, spring steering wheel, 100% little motor, balloons, 80 m.p.h. speedometer. Below.

£15!! Or near offer!! Super-sports Nippy Nine two-seater, two-tone green, concealed hood, Vee screens, etc.; terms, exchanges. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 100-206

ROVER Ten de luxe 1929 two-seater, double dickey, two shades of blue, exceptional condition, one owner, £29. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 100-107

ROVER 1932 (August) 10-25 coachbuilt sunshine saloon, four-speed, rear tank, leather upholstery, very complete, new tyres, £107. Below.

1932 10-25 sunshine sports coupe, maroon, Magna wheels, leather, splendidly kept, £90. Below.

1930 10-25 sunshine saloon, four-door, leather upholstery, good tyres, exceptionally well kept, £60. Below.

1930 (March) 10-25 sunshine coupe, maroon, leather upholstery, just overhauled, very attractive, £60. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-66

ROVER Ten coachbuilt 1931 sunshine saloon, maroon, Magna wheels, complete tools, very nice throughout, open to any examination, taxed, £65. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 100-110

ROVER Ten, £37 10s. 1929 (July) sportsman's coupe, sunshine roof, leather upholstery, wire wheels, beautiful condition. 73 Atkins Road, Balham, S.W.12. 100-102

ROVER Ten, £82 10s. 1932 four-door coachbuilt saloon, excellent condition. Ward and Co., 5 Upper Richmond Road, East Putney. (Wandsworth.) Putney 2818. 100-1851

ROVER, 1933 10-25 de luxe coachbuilt sun saloon, small mileage only, taxed for 1934, £138. Below.

1932 10-25 coachbuilt saloon, most attractive throughout, taxed for 1934, £98. Below.

1928 10-25 four-door sun saloon, really good example, £32. Newnham House, 237 Hammersmith Road, London. Riverside 4646. 100-1812

ROVER. J. A. Baxter offers:-

1933 Rover Ten special four-door sunshine saloon, free wheel, new and unregistered, makers' guarantee, one only, list price £228, our price £195.

1933 Rover Ten special four-door sunshine saloon, free wheel, mileage only 7,000, really splendid condition throughout, six months' guarantee, list price £228, genuine bargain £159. 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 100-1827

ROVER Ten, 1931, four-door coachbuilt sunshine saloon, blue, magnificent condition throughout, £69; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. 100-12

ROVER, 10 h.p., 1928-29 four-seater tourer, perfect condition, £25, or £7 down and 12 monthly payments of £1 15s.; exchanges. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 100-1787

ROVER, 1931 10hp sportsman's four-seater coupe, one owner, very low mileage, new and faultless condition, £39; exchanges, deferred. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 100-19

ROVER, 1928 10 h.p. sun saloon, taxed and insured, particularly nice condition, six months' guarantee, £35. Northfields Garages, 145 Northfield Avenue, W.15. Ealing 6730. (Northfields Station, Piccadilly Railway.) 100-967

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

ROVERS. Special selection, all under £100. See page 18. 100-984

SALMSON two-three-seater sports, four-speed gearbox, f.w.b., large low-pressure tyres, large brake drums, etc., £25. 14a Buck Street, Camden Town. 100-153

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.

59 Guineas. 1930 (May) registration, Grand Prix, beautifully proportioned four-door saloon, rear trunk, chromium cowled radiator, excellent tyres, outstanding performance.

35 Guineas. 1927 (late) Grand Prix, large f.w.b., dropped front axle, very low build, excellent oversize balloons, heavy saloon-type rear axle, Hartfords, special long-tail body, immaculate.

45 Guineas. 1929½ Grand Prix saloon, cowled radiator, rear trunk, splendid tyres.

45 Guineas. 1929½ Grand Prix close-coupled two-four-seater sportsman's coupe, balloons, large f.w.b., smart, fast.

36 Guineas. 1928 (August 29) Grand Prix, coachbuilt, staggered seat, light sports body, good tyres, Vee screen, concealed hood.

25 Guineas. 1928 series o.h.v. sports, f.w.b., balloons, exceptional.

SALMSONS urgently wanted. 352 High Road, Willesden Green, N.W.10. Willesden 2469. 100-52

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, £50; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 100-404

SENECHAL. £3 deposit or 25 guineas cash. Late 1929 9 h.p. super-sports two-seater, blue, cream wheels, chromium plating, pointed tail, f.w.b., flared wings, carefully used, exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-172

SENECHAL. £27 10s.!! Or near offer!! 9 h.p. super-sports two-seater, cycle-type wings, powerful f.w.b.s, wellbase wire wheels, chromium screen, 70 m.p.h.!! Another, £19 10s.!! Terms, exchanges. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 100-208

SINGER. £65!!! 1931 8 h.p. de luxe coachbuilt sun saloon, exceptional condition. Below.

£85!!! 1932 8 h.p. de luxe coachbuilt sun saloon, 11,000 miles, unscratched.

Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5325). zzz-812

SINGER. See displayed advertisement on page 15. 100-88

SINGERS.

1931 four-door coachbuilt saloon, 8 h.p., sliding roof, four speeds, excellent throughout, written guarantee, £59.

1930 four-door coachbuilt saloon, 8 h.p., bumpers, splendid order, written guarantee, £49.

1930 two-seater, 8 h.p., smart little car, £39.

1929 four-seater, 8 h.p., good order, £25.

Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 100-269

SINGERS. Special selection, all under £100. See page 18. 100-985

SINGER Ten. £100!!! 1932 de luxe saloon, taxed, sun roof, practically new.

£79!!! 1932 Singer Nine de luxe saloon, sun roof. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135. 100-244

SINGER, £38. Exchanges, terms!!! Genuine 1931 light delivery van, in excellent condition throughout; any test welcome. Chidley, 658 High Road, Tottenham. Phone 2920. 100-253

SINGER, 1930 Porlock sports two-seater, in exceptional condition and appearance throughout, tyres good, taxed, £32 10s.; exchanges and deferred terms. Haskins, 155 Ladbroke Grove. Ford 5541. 100-151

SINGER Junior 8 h.p., 1929 four-door four-seater, wire wheels, 1933 condition, insured, £28. Fred. Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 100-127

SINGER Nine, 1932 de luxe coachbuilt sunshine saloon, magnificent condition, 89 guineas; choice of two. Below.

SINGER Eight, 1931 coachbuilt four-door sun saloon, carefully used by one owner, 55 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 100-142

SINGER, 1932 (July) 10 h.p. sunshine saloon, dark blue, leather upholstery, mileage 8,000, attractive, £95. Below.

1929 Junior coachbuilt saloon, dark blue, leather upholstery, good tyres, £42. Below.

1928 (April) Junior four-door coachbuilt saloon, blue, leather upholstery, very sound, £28. Below.

1927 Junior 4-seater, dark blue, exceptionally well kept, perfect all-weather equipment, very reliable, £16. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-64

SINGER Ten, late 1925 four-seater, good order, £6. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 100-75

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

SINGER. Andrew of Mortlake offers:—

Saloons and open models, 1928-32, from £20, taxed, insured, guaranteed; self-financed terms from £8. No reference! No security! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3532. 100-997

SINGER Junior tourer, 1929, taxed, insured, excellent condition, £25. 34 Peel Street, Nottingham. 100-50227

SINGER Nine. £155. 1933 special sportsman's coupe, finished in black-ivory, magnificent condition, luxuriously fitted, 70 m.p.h., little used. M.B. Motors, 336 New Cross Road, London, S.E.14. 100-1797

SINGER. £55. 1931 Junior sunshine saloon, finished in blue-cream, new tyres, very fine condition, really carefully used. M.B. Motors, 336 New Cross Road, London, S.E.4. 100-1801

SINGER. 1933 9 h.p. four-door coachbuilt sunshine saloon, low mileage, as new, 99 guineas; exchanges, deferred. W.J.C. Motors, 225 Hammer-smith Road, W.6. Riverside 4788. 100-22

SINGER Ten. 20 guineas. 1927-8 four-door coachbuilt saloon, exceptionally nice car, recently overhauled and rebored; exchanges. Maynards, 241a High Road, Wood Green. 100-1789

SINGER. £45. 1930 8 h.p. de luxe four-door saloon, sunshine roof, bumpers, many extras, bargain; exchanges and deferred terms. Cummings, 101 Fulham Road, S.W.3. 100-44

SINGER Junior, 1928 four-seater, taxed, exceptional condition. £19. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 100-1807

SINGERS. List free. Terms, exchanges. Rowland Smith. Below.

£15 deposit or 135 guineas cash. Late 1933 9 h.p. sports four-seater, blue, cream wheels, Ashby steering wheel, rev. counter, very small mileage, carefully used, practically brand new.

£10 deposit or 99 guineas cash. Late 1932 9 h.p. Kaye Don coachbuilt saloon, blue and grey, very carefully used, practically new condition.

£9 deposit or 89 guineas cash. 1932 model 9 h.p. super-sports two-seater, black and red, cycle-type wings, Ashby steering wheel, one owner, small mileage, practically brand-new condition.

£7 deposit or 75 guineas cash. 1932 model 8 h.p. four-door coachbuilt sunshine saloon, blue, one owner, carefully used, exceptional condition.

£6 deposit or 59 guineas cash. 1931 (registered 1932) 8 h.p. four-door coachbuilt sunshine saloon, maroon, cream wheels, exceptional condition.

£3 deposit or 35 guineas cash. 1928 8 h.p. four-door coachbuilt saloon, maroon, f.w.b., practically unworn tyres, one owner, carefully used, very exceptional condition.

£3 deposit or 23 guineas cash. 1928 8 h.p. two-seater, blue, f.w.b., carefully used, exceptional condition.

£3 deposit or 19 guineas cash. Late 1928 8 h.p. four-seater, beige and brown, f.w.b., very good condition.

15 guineas. Late 1927 8 h.p. four-seater, duo-blue, carefully used, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 100-181

SINGER, 1932, 8 h.p. sun saloon de luxe, blue, low mileage, indistinguishable from new, spare wheel, unused, £79. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 102-413

SINGER, 1933 sports coupe, small mileage, finished black and green, a very attractive car, £155; exchanges, deferred payments. Wimbledon Car Co., 20 Worple Road, Wimbledon. 100-276

SINGER 10-25 two-seater and dickey, maroon, one owner, exquisite condition, £17. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 102-822

SINGER, 1927 model 10 h.p. saloon, new tyres, good condition, £12 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 100-406

SINGER. Broadway Motors, £125, 1933 9 h.p. sunshine saloon de luxe, one owner, small mileage, immaculate condition; motorcycles exchanged. 67 High Street, Hounslow. Phone 0175. 100-222

SINGER. 1928 Junior two-seater, very clean condition, new tyres all round, £15. Park Garage Showrooms, 544 High Road. Leytstone 1937. 100-195

SINGER Junior, 1930 coachbuilt saloon, in exceptionally good condition throughout, fawn and brown. £49; exchanges, terms; also 1929 tourer, at £22 10s. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 100-210

SINGER Junior, £26 10s. 1928 four-door saloon, spotless condition. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth) Putney 2818. 100-1852

SINGER Nine. 1933 model de luxe coachbuilt four-door sunshine saloon, small mileage, new condition, £120. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulsa 6464-5. 100-108

SINGER Eight, 1927-28, four-seater, full equipment, excellent condition, £12. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 100-76

S.S.II. 1933 9 h.p. sports coupe, black and red, small mileage, exceptional condition throughout, £165. Parkers, Ltd., Bradshawgate, Bolton; also at Deansgate, Manchester. 100-7

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

S.S.II. £11 deposit or £115 guineas cash. Late 1932 9 h.p. sports coupe, sunshine roof, black and green, one owner, practically new condition; exchanges. List, Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 100-161

S.S.II. 1932 late 9 h.p. sports special coupe, sun roof, green and black, only 5,500 miles, exactly as brand new throughout, all tools, unscratched, a real bargain, A.A. or R.A.C. inspection welcomed, £135. Tamplins, 66 York Street, Twickenham. Popesgrove 2251-2. 100-1837

STANDARD. Taylors of Kingston. 1932 Little Nine, one owner, carefully used, sun roof, 98 guineas; terms, exchanges; demonstration 1934 models in stock. 135 London Road, Kingston. Phone 1263. zzz-797

STANDARD. £65!!! 1930 Big Nine sun saloon, exceptional condition. Below.

£85!!! 1931 Big Nine coachbuilt sun saloon, 16,000 miles, one owner, exceptional.

Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 6325). zzz-811

STANDARD. £105. 1933 Little Nine coachbuilt sunshine saloon, as new, one owner. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 100-219

STANDARD. Broadway Motors. £70. 1931 Big Nine sunshine saloon, immaculate condition throughout. Below.

£59. 1930 Big Nine sunshine saloon, small mileage, exceptional condition; motorcycles exchanged. Broadway Motors, 67 High Street, Hounslow, Phone 0175. 100-223

STANDARD 1932 Little Nine de luxe saloon, black with maroon leather upholstery, splendid condition, £90; motorcycles in exchange. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874. 100-201

STANDARD Nine, £57 10s. 1930 sunshine saloon, good tyres, rebored, excellent condition throughout. Parwood, East Hill, Wandsworth. 100-192

STANDARD Nine sun saloon, 1930, in perfect condition, good tyres, etc., £49. 34a Hereford Road, W.2. 100-286

STANDARD Nine, 1928 saloon, sun roof, very good condition, £30.

1932 Standard Little Nine sun saloon, low mileage, like new, £90; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 100-231

STANDARD, 1933 Little Nine de luxe, finished maroon, indistinguishable from new, £120; exchanges, deferred payments. Wimbledon Car Co., 20 Worple Road, Wimbledon. 100-277

STANDARD. See displayed advertisement on page 15. 100-89

STANDARD Little Nine four-door saloon, 1932, finished in blue and grey, beautiful condition throughout, £95; year's free tax during January. 164 Fulham Palace Road, W.6. Fulham 0071. 100-279

STANDARD Ten, £140!!! 1933 sun roof saloon, very smart.

£105!!! 1932 Standard Big Nine coachbuilt sun-roof saloon.

£105!!! 1932 Standard Big Nine two-seater.

£72!!! 1931 Standard Big Nine sun saloon. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 100-247

STANDARD. £35, exchanges, terms!!! Big Nine de luxe sunshine saloon, wonderful condition throughout, first caller will buy. Chidley, 658 High Road, Tottenham. Phone 2920. 100-254

STANDARD 1933 Little Nine sun saloon, blue, one owner, four speeds, 8,000 miles only, brand-new condition throughout, A.A. or R.A.C. inspection welcomed, £125. Tamplins, 66 York Street, Twickenham. Popesgrove 2251-2. 100-1839

STANDARD. £105 10s., 1933 Little Nine coachbuilt saloon, sun roof, small mileage, carefully used.

£119 10s. 1933 Standard Little Twelve coachbuilt four-door saloon, sun roof, one owner, positively as new. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 100-1857

STANDARD Nine, 1930, sun roof, decarbonized, new battery, perfect. £46. Earls, 75 Heath Street, Hampstead. Ham. 3287. 100-114

STANDARD. 1933, Little Nine sunshine saloon, one owner, negligible mileage, as new, £115, written guarantee. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 100-267

STANDARDS. Special selection, all under £100. See page 18. 100-986

STANDARD Nine, 1929 Teignmouth saloon, sun roof, numerous extras, well kept, 52 guineas; exchanges, deferred. Norringtons 245 Goldhawk Road, Shepherd's Bush, Riverside 2365. 100-140

STANDARD, 1932 Little Nine saloon, one owner, beautiful condition, £77. Trojan Autos, Surbiton Road, Kingston. 100-135

STANDARD Little Nine sunshine saloon, absolutely unsoiled, late 1933, £107 10s.; exchanges and deferred terms. Weldon Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 100-5

STANDARD late 1931 de luxe Big Nine coachbuilt sunshine saloon, whole car equal to new, one owner, £79. 243 Maida Vale, Kilburn W.9. 100-47

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

STANDARDS. List free. Terms, exchanges. Rowland Smith. Below:—
£13 deposit or 135 guineas cash. 1933 model Big 12-6 coachbuilt sunshine saloon, almost unworn tyres, one owner, small mileage, practically brand new.

£12 deposit or 120 guineas cash. 1933 model Little 12 coachbuilt sunshine saloon, small mileage, carefully used, practically new condition.

£8 deposit or 85 guineas cash. Late 1932 Little Nine four-door coachbuilt sunshine saloon, blue, one owner, carefully used, exceptional condition.

£7 deposit or 75 guineas cash. 1931 model Big Nine four-door coachbuilt sunshine saloon, black and red, carefully used, exceptional condition.

£5 deposit or 55 guineas cash. 1930 model 9 h.p. sunshine saloon, carefully used, exceptional condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 100-168

STANDARD. The Service Co. for new or used Standard cars.

1933 model Big Nine coachbuilt sunshine saloon, £132 10s.

1933 Little Nine de luxe saloon, £118.

All faultless condition and one owner. Best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 100-39

STANDARD. 1930 Big Nine sunshine saloon, excellent condition, one owner, good tyres, wire wheels, fully equipped, £60; exchanges, deferred terms, 539a Goldhawk Road, Hammersmith, W.6. Riverside 5113. 100-1825

STANDARD. 1933 12 h.p. six-cylinder special four-door sunshine saloon, new and unregistered, makers' 12 months' guarantee, one only, list price £204, our price £165. Baxter, 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 100-1826

STANDARD. Free year's tax given by Newnham's with all used cars over £50 purchased during January; few Standard examples below, but full list on request.

1933 Little Nine de luxe sun saloon, moderate mileage only, £118.

1932 Little Nine Mulliner de luxe coachbuilt sun saloon, most distinctive appearance, etc., £108.

1933 Big Nine coachbuilt sun saloon, really attractive throughout, £135.

1932 Big Nine coachbuilt sun saloon, most distinctive appearance, etc., £105.

1931 Big Nine de luxe sun saloon, fitted several extras and most attractive, £79.

Newnham's, Standard specialists, 237 Hammersmith Road, London. W.6. Riverside 4646. 100-1818

STANDARD Nine, 1930 saloon, sun roof, good order, £50. Below.
1931 Standard Nine Teignmouth long-chassis saloon, £60; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0523); and at 62 High Road, Chiswick (Chiswick 4716). 100-31

STANDARD. K.J. Motors, Bromley, offer 1933 Big Nine sun saloon, choice of three, finished blue, exceptional condition, complete in every way, from £125.

1933 Little Nine sun saloon, special black-brown, low mileage, indistinguishable from new, £117.

1932 Little Nine coachbuilt four-door sun saloon, spotless condition, £82 10s. Write for free list; terms, exchanges. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 102-412

STANDARD. Rennos. Two-seater, double-dickey, windscreen, side screens, hood, hood cover, dynamo, starter, speedometer, clock, ammeter, spare wheel, electric and bulb horns, 15 guineas, or £5 down, 5s. weekly, room wanted. 232-3-4 Upper Street, Islington, N.1. Near Tubes. Phone, North 4467-8. 100-187

STANDARD. 1933 Big Nine de luxe saloon, sunshine, dark blue, cream Magna wheels, unblemished order throughout, full guarantee, performance equal to new, £145. Below.

1932 Little Nine de luxe sunshine, maroon, A1 order, mileage 9,700, £93. Below.

1932 Little Nine sunshine saloon, black-red, tyres new, mileage 15,000, unblemished coachwork, £90. Below.

1931 (March) coachbuilt sunshine saloon, blue-cream, three new tyres, clean and sound, £85. Below.

1931 Big Nine sunshine saloon, black-brown, very good tyres, private owner taking new model, £75. Below.

1930 (May) Teignmouth sunshine, black-white line, wire wheels, good tyres, sound mechanically, attractive coachwork, one owner, £60; another, £55. Below.

1928 9 h.p. sunshine saloon, four-door, blue, leather upholstery, one private owner throughout, superb order, £40. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-65

SWIFT. Free year's tax given by Newnham's with all used cars over £50 purchased during January; few Swift examples below, but full list on request.

1931 10 h.p. Fleetwing sun sports saloon, moderate mileage only, £85.

1931 10 h.p. Nomad sun saloon, most attractive throughout, £72.

1930 10 h.p. Swallow sports saloon, very exceptional opportunity, £69.

1931 10 h.p. drop-head coupe, really beautiful appearance, etc., £69.

1929 10 h.p. Paladin coachbuilt saloon, smart and generally attractive, £42.

1929 10 h.p. drop-head coupe, particularly good order, £45.

Newnham's, Swift specialists, 237 Hammersmith Road, London. W.6. Riverside 4646. 100-1817

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

SWIFT. 1929 Ten saloon, wire wheels, very good condition throughout, £35; terms. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 100-290

SWIFT. See displayed advertisement on page 15. 100-90

SWIFT. 1927 (late) four-seater, new hood, new tyres, excellent condition, £15. Oldfield, 7 Washington Road, Barnes. Riverside 1717. 100-296

SWIFT Ten, 1928 coachbuilt saloon, splendid order, £28. Demmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135. 100-251

SWIFTS. Special selection, all under £100. See page 18. 100-987

SWIFT 10. 1931 drop-head coupe, very attractive, £65; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 0523); and at 62 High Road, Chiswick (Chiswick 4716). 100-31

TRIUMPH. New and used Triumphs in stock. Second-hand Triumphs always wanted. Bablake Garage, Ltd., Queen Victoria Road, Coventry. zzz-721

TRIUMPH. Ratcliffe Bros., Triumph specialists, for good used recent models. 200 Great Portland Street, W.1. Museum 8603-4. zzz-713

TRIUMPH. Morgan Hastings, Ltd., the Triumph specialists, offer:—

£105!!! 1932 9 h.p. four-door coachbuilt sunshine saloon.

£115!!! 1933 8 h.p. de luxe four-door coachbuilt sunshine saloon.

£125!!! 1933 9 h.p. de luxe four-door coachbuilt sunshine saloon.

£135!!! 1933 Twelve-Six de luxe coachbuilt sunshine saloon, very carefully used, cost £208.

£125!!! 1932 10 h.p. Southern Cross sports four-seater, 12,000 miles, taxed.

£165!!! Brand-new 1933 9 h.p. de luxe saloon, one only, list £198, makers' guarantee.

£189!!! Brand-new 1933 10 h.p. Southern Cross sports four-seater, list £225.

£145!!! 1933 9 h.p. coachbuilt de luxe saloon, mileage under 3,000, perfectly maintained.

Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611); and 95 New Bond Street, W.1 (Mayfair 5323). zzz-813

TRIUMPH. 1934, 8 h.p. four-door saloon, blue and black, four speeds, preservative by free wheel indicators, 1,600 miles only, fully guaranteed by makers, cost £180, owner buying larger Triumph, £157 10s. Below.

1933 8 h.p. 4-door saloon, black and green, as new, £115. Below.

1932 8 h.p. four-door de luxe saloon, two shades grey, four speeds, reconditioned, absolutely as new, £80. W. Bramble, Triumph Specialist, 7 Grove Parade, High Road, East Finchley. Finchley 4030. 100-396

TRIUMPH Seven, £70. 1932 two-seater, good tyres, rebored, taxed, excellent condition; exchanges, terms. Parwood, East Hill, Wandsworth. 100-191

TRIUMPH. Rennos. 1931 Super Seven two-seater, duo-tone grey, safety glass windscreen, dynamo, starter, spare wheel, double dickey, hood, speedometer, clock, oil gauge, windscreen wiper, electric horn, mirror, hydraulic four-wheel brakes, beautiful condition, 69 guineas, exchanges, terms. 232-3-4 Upper Street, Islington, N.1. Near Tubes. Phone, North 4467-8. 100-182

TRIUMPH. £59. December, 1931, 8 h.p. de luxe tourer, fully equipped and in perfect condition, taxed. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 100-217

TRIUMPH. 1932 Nine two-seater, one owner, very nice car throughout, £85; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 100-287

TRIUMPH. 1929 tourer, recellulosed, new hood, excellent condition, £39; exchanges, deferred payments. Wimbledon Car Co., 20 Worple Road, Wimbledon. 100-278

TRIUMPH super Seven four-seater, good appearance and running order, £35; several other models at Newnham's Triumph Depot, 164 Fulham Palace Road, W.6. Fulham 0071. 100-281

TRIUMPH. Basil Ray offer their entire stock used Triumph cars at exceptional low prices. Call and inspect our stock first. The Triumph People, 161 Gt. Portland Street, W.1. Welbeck 1138. 100-226

TRIUMPH. £90!!! 1932 Scorpion saloon, sun roof, first-class order and really fast.

£80!!! 1932 Triumph 8 h.p. de luxe sun saloon, coachbuilt. Demmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-246

TRIUMPH. £99 10s., 1933 pillarless 8 h.p. saloon de luxe, sun roof, one owner, very carefully used, taxed. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 100-1856

TRIUMPH. 1933 9 h.p. Super Nine saloon de luxe, black, with green leather upholstery, new condition, one owner, £125. Beechings, Ltd., Farnborough, Hants. Phone 279. 100-119

TRIUMPH. 1931 Gnat super sports two-seater, new engine, £50. Earls, 75 Heath Street, Hampstead. Ham. 3287. 100-115

TRIUMPH. See displayed advertisement on page 15. 100-91

TRIUMPH. Newnham's offer 1933 Super Eight de luxe pillarless saloon, absolutely first-class condition, free year's tax, £115; self-financed hire-purchase, 136 Streatham Hill. Tulse Hill 6222. 100-1844

TRIUMPH. 1930 Super-Seven two-seater, splendid order throughout, £36 5 Georgia Road, Thornton Heath. Phone, Pollards 2470. 100-s353

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

TRIUMPH. 1933 8 h.p. pillarless sunshine saloon de luxe, one owner-driver, black-green, quite perfectly kept, £115. Below.

1930 (June) 8 h.p. saloon, blue-cream wheels, well-kept, leather upholstery, sound, £52. Below.

1928 8 h.p. four-seater, blue, leather upholstery, splendidly kept, owner buying new Triumph, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-63

TRIUMPH. late 1929 Super-Seven fabric saloon, good engine, one driver. What offers? Box 8546, care of "The Light Car." 100-s348

TRIUMPH. 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 3532. 100-1

TRIUMPH Super-Seven 1929 four-seater tourer, small mileage, one owner only, appearance and mechanical condition perfect, £35. 18 Selwyn Road, Edgbaston, Birmingham. 100-970

TRIUMPH. £99. 1933 Super-Seven sunshine pillarless saloon, finished in black-green, one owner, negligible mileage, equal to a new car. M.B. Motors, 336 New Cross Road, London, S.E.14. 100-1804

TRIUMPH. Free year's tax given by Newnham's with all used cars over £50 purchased during January. Few Triumph examples below, but full list on request.

1933 Ten de luxe sun saloon, carefully used, small mileage, £155.

1933 Super Nine de luxe sun saloon, maroon, most attractively through-out, £135.

1932 Super Nine de luxe sun saloon, really excellent appearance, etc., £105.

1933 Super Eight de luxe sun saloon, absolute showroom example, £112.

1932 Super Seven de luxe coachbuilt sun saloon, one owner only, £89.

1930 Super Seven coachbuilt sun saloon, first-class little car, £58. Newnham's, Triumph Distributors and Specialists, 237 Hammersmith Road, London, W.6. Riverside 4646. 100-1816

TRIUMPH Seven, 1929 saloon, rebored, good appearance, £35. Below.

1930 Triumph Seven, four-seater, really excellent appearance, £45. Below.

1931 Triumph Seven saloon, reconditioned, good and smart, £55; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.16 (Hampstead 0523); and at 62 High Road, Chiswick (Chiswick 4716). 100-28

TRIUMPH. £50, bargain. 1930 four-seater saloon, perfect order, any trial. Henry, 289 Willesden Lane, N.W.2. Willesden 6120. 100-x646

TRIUMPH Super Seven 1930 safety saloon, black-red, excellent appearance, 45 guineas. Below.

TRIUMPH Super Seven 1931 de luxe two-seater, dickey, most attractive condition, 58 guineas; also 1930, similar model, 44 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherds Bush. Riverside 2365. 100-141

TRIUMPHS. Special selection, all under £100. See page 18. 100-988

TRIUMPH. £7 deposit or 72 guineas cash. Super Seven 1932 coachbuilt four-door pillarless saloon, black and green, one owner, excellent condition; exchanges. Rowland Smith. Below.

£7 deposit or 72 guineas cash. Triumph Super Seven 1931 coachbuilt Tickford sunshine saloon, grey and black, practically unworn tyres, carefully used, exceptional condition; exchanges. Rowland Smith. Below.

£4 deposit or 39 guineas cash. Triumph Super Seven late 1929 saloon, blue, wire wheels, exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead (Hampstead Tube.) Hampstead 6041-6. 100-163

TRIUMPH super seven, 42 guineas. 1930 de luxe safety saloon, real leather, good tyres, genuine bargain. Camden Motors, 136 Cricklewood Broadway. 100-237

WOLSELEY. 1930 (July) Hornet saloon, coachbuilt, recellulosed, rebored this year, Triplex, taxed year, very fast, £58. Murphy, 17 Sheen Lane, Mortlake. zzz-774

WOLSELEY. £145!!! 1933 Hornet saloon, Triplex, chauffeur maintained, one owner since new, 11,000 miles, taxed. Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5323). zzz-803

WOLSELEY Hornet, £49, 1931 saloon, excellent condition, bargain. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mount-view 4444. 100-218

WOLSELEY Hornet, 1930-31 (August) coachbuilt saloon, tools, excellent condition, guaranteed, £45; deferred payments. 9a Stratford Road, Earl's Court, Western 5931. 100-297

WOLSELEY Hornet, 1931 E.W. special sports four-seater, colours green and silver, Magna wheels, very attractive car, in perfect mechanical condition, £88. Clapham Automobiles, 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 100-282

WOLSELEY. 1933!!! E.W. special sports saloon, low streamlined body, 80 m.p.h., sun roof, £295 model, like a brand-new car, accept for quick sale 185 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-237

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

WOLSELEY Hornet, £140!!! 1933 saloon, two months old, as new; another at £135.

£70!!! 1931 Wolseley Hornet four-seater, Abbey body; also a fabric saloon, £50.

1932!!! Tickford sports coupe Wolseley Hornet, extremely fast and in very excellent order, £115, bargain. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-248

WOLSELEY Hornet foursome coupe, coachbuilt, sun roof, black and red, £85.

1932 Wolseley Hornet saloon, unsoiled, specially tuned, black, Triplex, 89 guineas. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-238

WOLSELEY Hornet, 1932 coachbuilt saloon de luxe, mechanically 100%, coachwork definitely unscratched, £95. R. S. Currie, 47 Seymour Place, Marble Arch, W.1. Padq. 0126. 100-124

WOLSELEY. 1933 sunshine saloon de luxe, black-blue, Lucas trafficators, Triplex throughout, mileage 7,000, performance equal to new, £140. Below.

1933 (July) sunshine saloon, black-brown, one private owner, used holidays only, shop-soiled order only, £140. Below.

1933 Hornet sunshine saloon, maroon, leather upholstery, one private owner, carefully used, £130. Below.

1932 Sunshine saloon, dark blue, one private owner since new, mileage 12,000, really first-class, any trial, £100. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 100-62

WOLSELEYS. Special selection, all under £100. See page 18. 100-989

WOLSELEY Hornets. List free. Terms, exchanges. Rowland Smith. Below.

£16 Deposit or 165 guineas cash. 1933 model special Tickford coupe, black and red, Ashby steering wheel, rev. counter, small mileage, practically new.

£15 Deposit or 155 guineas cash. 1933 model special Swallow sports two-seater, green and cream, two spare wheels, remote control, rev. counter, spring steering wheel, one owner, very carefully used, almost new, cost nearly £300.

£14 Deposit or 145 guineas cash. Late 1932 special Daytona sports four-seater, black and red, remote control, rev. counter, spring steering wheel, one owner, carefully used, practically new condition.

£12 Deposit or 125 guineas cash. 1933 model coachbuilt sunshine saloon, one owner, very carefully used, practically new condition.

£12 Deposit or 120 guineas cash. Late 1932 Swallow sports two-seater, black and green, two spare wheels, unused, almost unworn tyres, very carefully used, practically new condition.

£10 Deposit or 105 guineas cash. Late 1932 E.W. International sports four-seater, green, four speeds, remote control, one owner, excellent condition.

£9 Deposit or 95 guineas cash. 1932 four-door coachbuilt sunshine saloon, very carefully used, practically new condition.

£8 Deposit or 79 guineas cash. 1931 model E.W. International sports four-seater, blue, carefully used, exceptional condition.

£7 Deposit or 75 guineas cash. 1931 Swallow sports two-seater, duo-blue, cream wheels, exceptional condition.

£7 Deposit or 72 guineas cash. 1931 model coachbuilt Arrow coupe, black and green, exceptional condition.

£6 Deposit or 62 guineas cash. 1931 sports two-seater, black and cream, very carefully used, exceptional condition.

£4 Deposit or 39 guineas cash. Late 1930 saloon, black and green, exceptional condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 100-180

WOLSELEY. £57 10s. 1931 Hornet special sports close-coupled four-seater, finished in green, exceptional performance, very smart and genuinely sound. M.B. Motors, 356 New Cross Road, London, S.E.14. 100-1799

WOLSELEY Hornet six-cylinder sports four-seater, finished black and green, chromium fittings, five brand-new tyres, paintwork unscratched, £49; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 100-147

WOLSELEY Hornet 1931 (July) Swallow sports two-seater, cream and green, most attractive, £80. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 100-129

WOLSELEY Hornet special chassis, fitted with Tickford foursome drop-head coupe, condition as new, £165. Paul and Co., 114 Gt. Portland Street. Museum 8464-5. 100-24

WOLSELEY Hornet, £172 10s., 1933 Daytona Special sports tourer, small mileage, numerous extras, specially tuned engine. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 100-1853

WOLSELEY Hornet, 1932 four-door sunshine saloon, immaculate condition, moderate mileage, 95 guineas, written guarantee. Chantry Motors, Ltd., 50 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 100-268

WOLSELEY Hornet, 1933 sportsman's coupe, black and green, only done 3,000 miles, list price £250, our price £175. Westburn Motors, 46 Park Parade, Harrow Road, Wembley. Open Sunday mornings. 100-263

IF you want to buy or sell a used motorcar, see "The Motor" Sales Section. Hundreds of car bargains are advertised each week. zzz

SPARE PARTS FOR LIGHT CARS.**BASIL ROY, LTD.**

TRIUMPH spares. Complete stocks for all models, wholesale and retail. 161 Great Portland Street, W.1. Welbeck 1138. zzz-385

JOWETT. Comprehensive spare stockists. F.O.C.H., Ltd., 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-598

SCOTIA MOTOR WORKS have enormous stocks of parts for practically all makes and types of cars, including:—

A.C., A.B.C., Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belsize-Bradsaw, Buick, Buckingham, Clyno, Calthorpe, Calcott, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hurtu, Hotchkiss, Horstman, Hampton, Lagonda, Morris, Marseal, Maxwell, Mercury, McKenzie, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standard, Singer, Stellie, Scripps-Booth, Talbot, Talbot-Darracq, Trojan, Wolseley and many others. Also large stock of accessories and equipment, including screen, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

SCOTIA MOTOR WORKS, 126 Upper Tooting Road, London, S.W.17. Phone, Streatham 6187-8. Grams, "Scotia, Streatham 6187, London." zzz-221

MASKELL for Morgans. Official repairers, carry a complete stock of Morgan spares; write for spare list gratis. 6 Station Road, Camberwell, S.E.5. Brixton 5725. zzz-203

SENECHAL cars, sales, new and second-hand spares and service at The Winter Garden Garage, 10 Macklin Street, W.C.2. Holborn 4236. zzz-711

HEADINGLEY for spares. Frazer-Nash, G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks. Expert advice. Phone 52080, or wire "Tribble, Leeds." The Headingley Motor and Engineering Co., Ltd., 8 Otley Road, Leeds. zzz-868

SWIFT spare parts. The only source from which genuine spares can be obtained for all models of Swift cars is through R. H. Collier and Co., Ltd., successors to Swift of Coventry, Ltd., or their agents, R. H. Collier and Co., Ltd., Coventry Road, South Yardley, Birmingham. Phone, Acocoks Green 1681 (three lines). zzz-607

THE BALHAM MOTOR MART, LTD., for good, cheap, second-hand spares for all makes of car up to 12 h.p. Approval. Inquiries solicited and promptly answered. 260 Balham High Road, S.W.17. Phone, Battersea 2969. zzz-411

RHODE. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Springfield 2374. zzz-1111

SPARES for all types of car. State your requirements. Let us quote. Alpertons Lorry and Spare Part Depot, Ealing Road, Alpertons. Perivale 2694. zzz-652

AUTO-WRECKERS, LTD., for spares for Austin, Citroen, Clyno, Mathis, Morris, Fiat, Peugeot, Renault, Rover, Riley, Singer, Standard, Swift, Wolseley and many others, also tyres, lamps, speedometers, dynamos, starters, wings, bodies, etc. Phone, Macaulay 2071. Write 72 Park Hill, Clapham, S.W.4. zzz-687

FIAT spares, new and second-hand, in stock; prices considerably reduced. Burke's Motors, 172 Queens Road, Peckham, London, S.E.15. New Cross 3065. zzz-870

JOWETT spares, all parts stocked, new and second-hand. The Jowett Specialists, The "One Tree" Motor Co., Huddersfield. Phone 1920. zzz-848

HOMACS. Morgan official service depot.

MORGAN. All spares in stock; c.o.d. service; trade supplied.

OFFICIAL repairers appointed by the Morgan Co. for London **SERVICE** overhauls and repairs our speciality.

DEPOT: Homacs, 245-7 Lower Clapton Road, N.E. Clissold 9616-7. zzz-954

AUSTIN 7, Morris Minor, new and second-hand spares for all models. Allen, 5a Bushey Hill Road, S.E.5. Rodney 3181. 102-1004

MORGAN spares! For quick service send to Marsdens. The Morgan Dealers, Headingley, Leeds. zzz-106

CLARES MOTOR WORKS for good second-hand spares. Over 500 cars dismantled, including Austin 7, 12 and 20 h.p., A.C. four and six-cylinder, Austro-Daimler, Ariel, Armstrong, Bayliss, Bean, Buick, Calthorpe, Calcott, Chrysler, Citroen all types, Cluley, Clyno 9 h.p., 10.8 and 12 h.p., Darracq, Delage, Erskine, Essex, Galloway, Fiats, Gwynne, Hampton, Hillman, Humber, Jowett, Morris all types, including o.h.v. and s.v. Minors, Peugeot 7 h.p., Renault, Riley, Rover all types, Rhode, Salmson, Singer and Standard all models, Sunbeam, Swift, Talbot all types, Vauxhall, Wolseley, Windsor, and many others, approval, quotation by return. 118 Tulse Hill, S.W.2. Phone, Tulse Hill 6507. closed on Sundays. zzz-798

CROWN wheels and pinions, Singer Junior, Austin Seven, Riley Nine, Morris; trade supplied. Thornton and Co., Wellington, Salop. 107-258

RATCLIFFE BROS., Triumph specialists, all parts can be dispatched immediately upon receipt of wire. 200 Great Portland Street, W.1. Museum 8603-4. zzz-712

MORGAN HASTINGS, LTD., the Triumph specialists, complete stocks of spares for all models, wholesale and retail, 212 New King's Road, S.W.6. Putney 7611. zzz-643

SPARES. Immediate delivery. Over 100 makes of cars dismantled. Invicta Motor Works, 338 Lea Bridge Road, Leyton. Ley. 3141. 106-52

CLYNO owners. Guaranteed service by return. Spares list free (state h.p.). R. H. Collier and Co., Ltd. (successors to Clyno Eng. Co. (1922), Ltd.), South Yardley, Birmingham. zzz-786

SPARE PARTS FOR LIGHT CARS

(continued).

ELEPHANT spare part service, new and second-hand, for A.C., Albert, Ariel, Austin, Belsize, Calthorpe, Calcott, Citroen, Crouch, Deemster, Donnet, Fiat, Hillman, Hampton, Humber, Lea-Francis, Lagonda, Mathis, Morris, Peugeot, Renault, Rover, Rhode, Riley, Salmson, Singer, Swift, Standard, Talbot, Triumph, Wolseley and all other makes.

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CLYNO. Try Elephant first. All parts, new and second-hand. Reduced price list 1924-9 models, 1s. post free.

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ELEPHANT MOTORS, LTD., 103 Newington Causeway, London, S.E.1. Phone, Hop 7076-7-8. zzz-787

SURREY. South Godstone Motors (South Godstone 6) for all parts for Talbot 8-18 and 10-23 models, Morris, etc. 100-s115

DISMANTLING Austin 7 h.p. and 12 h.p., Amilcar, Armstrong, Alvis, A.C., Ariel, Bean, Clyno 9 h.p. and 12 h.p., Citroen, Calcott, Chrysler, Delage, De Soto, De Dion, Essex, Fiat 8 h.p. and 10 h.p., Gwynne, Humber 9 h.p., Hillman, Jowett, Lea-Francis, Morris Minor, M.G. Six, Peugeot, Renault Four and Six, Riley, Rhode, Rover 9 h.p. and 10 h.p., Standard, Singer 8 h.p. and 10 h.p., Senechal, Salmson, Sunbeam, Swift 8 h.p. and 10 h.p., Talbots, Vauxhall, Wolseley, etc. All spares on approval. Snows, 42a Wilton Road, Dalston, E.8. Clissold 8645. 100-1863

CONWAY for good second-hand spares. Now dismantling Ariel, A.C., Armstrong Siddeley, Arrol-Aster, Arrol-Johnston, Austin, Alvis, Buick, Bean, Crossley, Citroen, Clyno, Daimler, Darracq, Delage, Durant, De Dion, Essex, Fiat, Gwynne, Humber, Hillman, Jowett, Lagonda, Lea-Francis, Morris, Morgan, Peugeot, Riley, Rhode, Rover, Renault, Salmson, Standard, Singer, Swift, Talbot, Talbot-Darracq, Triumph, Vauxhall, Voisin, Vulcan, Wolseley, Willys-Knight, etc. Send us your inquiries. Quotations by return. Call, write, wire or phone Acorn 1748. 19 High Street, Acton, W.3. 100-116

WITHAMS for spares and prompt attention!!! Dismantling A.C., Amilcar, Ariel, Austin, Alvis, Bean, Clyno, Citroen, De Dion, Fiat, Gwynne, Galloway, Humber, Horstman, Jowett, Lagonda, Lea-Francis, Morris, Morgan, Peugeot, Riley, Rhode, Rover, Renault, Salmson, Standard, Singer, Swift, Talbot, Trojan, Wolseley, Windsor, etc. Quotations by return. Approval. Head office: Oldridge Road, Balham, S.W.12. Battersea, 3280. Dismantling depot: Riverside Road, Summerstown, S.W.17. Wimbledon 2513. 100-14

AUSTIN Seven parts, cheap, new crankshafts, £2 10s.; crown wheel and pinions, £2 10s. Rear 243 Maida Vale, W.9. 100-46

MURPHY, Mortlake. Singer spares, second-hand and new, instant c.o.d. service. Trade supplied.

MURPHY, Mortlake. Singer assembled units: Engines, gearboxes, axles, lined shoes, overhauled magnetos, dynamos, batteries, bodies, screens, wheels, tyres.

MURPHY, Mortlake. Singer expert repairs; speed tuning, port grinding, our speciality.

MURPHY, Mortlake. Singer used cars, written guarantee, service contract; exchanges, deferred.

MURPHY, Mortlake. Complete Singer service. Lists free, expert advice. 17 Sheen Lane. 3303 Prospect. zzz-818

NEW LIGHT CARS AND CYCLECARS.

AUSTIN. Rowland Smith (Motors), Ltd.

AUSTIN stockists. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-781

AUSTIN. Weybridge Automobiles, Ltd., official main dealers. Unique sales and service facilities. Weybridge. Phone 235-6-7. zzz-830

AUSTIN.

No deposit. Two-seater, £5 15s. 6d. monthly. Guaranteed after-sales service.

Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2.

Open till 7 p.m. week-days, 6 p.m. Saturdays. zzz-637

AUSTIN. Bruton Garages, Ltd., authorized agents. Early delivery; exchanges and terms. 4 Blenheim Street, New Bond Street, W.1. Mayfair 4757. 100-1792

AUSTIN agents. Denmans for highest exchange allowances. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-233

AUSTIN. Naylor and Root, Ltd.

1934 models now ready for delivery.

Generous exchange allowances; deferred terms.

Naylor and Root, Ltd., Austin specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). 100-92

AUSTIN, latest model Ten-Four saloon, £172 10s.; liberal exchanges, deferred payments; free driving instructions. Wimbledon Car Co. 20 Worple Road, Wimbledon. 100-271

B.S.A. Rowland Smith (Motors), Ltd.

B.S.A. stockists. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-780

B.S.A. three wheelers! Buy your new 1934 model direct from the firm on the spot. Get Colmore's "Better Way" easy payment and exchange folder. Colmore Depot, 77-85 Station Street, Birmingham. 100-971

NEW LIGHT CARS AND CYCLECARS

(continued).

B.S.A. Hackfords, B.S.A. distributors; demonstrations daily on the 1933 9 h.p. water-cooled four-cylinder open sports four-seater at £160. Inspection invited; cash, deferred or exchange at Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062. zzz-172

B.S.A. three-wheelers. Main distributors and spare parts stockists. Four-cylinder special sports models in stock. Cash or deferred terms. Owen Bros., 19 Battersea Rise, S.W.11. Phone, 1299 Battersea. Closed 1 o'clock Wednesdays. zzz-754

B.S.A. Naylor and Root, Ltd.

Largest stockists in England.

1934 models now available for delivery.

Exchanges and deferred terms over 24 months.

Naylor and Root, B.S.A. specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). 100-93

CITROEN agents. Denmans for highest exchange allowances. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-234

DERBY. Margan Hastings, Ltd., sole concessionaires for the new front-wheel drive 9 h.p. Derby. Spare parts for all previous models. 95 New Bond St., W.1. Mayfair 5323. zzz-149

FORD. Those who want something different should inspect the Cairn 8 h.p. drop-head coupe; luxurious comfort and finish in own choice of colours, £192 10s. complete. Second-hand 1933 shop-soiled and demonstration models at special prices. Harold Perry, Ltd., Invicta Works, North Finchley, N.12. Finchley 1111. zzz-765

FORD. Guaranteed delivery no deposit, £6 12s. monthly; unique after-sales service. Normand Garage, Ltd., 92 Gloucester Road, S.W.7 (five doors from station). Frobisher 3037. Open 8-8 week-days; Saturdays, 8-8; Sundays, 9-1. Also 489 Oxford Street. W.1. Mayfair 6801-2. Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-673

FRAZER NASH CARS. Demonstration runs at any time anywhere. Any make of car taken in part exchange. Phone, write or call Falcon Works, London Road, Isleworth. Hounslow 0011-0012. zzz-674

HILLMAN agents. Denmans for highest exchange allowances. Denmans, 132-3 Long Acre, W.C. Open Sunday morning, Temple Bar 8135-6-7. 100-231

JOWETT. The Service Company, trade and retail distributors. Sales, service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

JOWETT service station (London), main agents. Immediate delivery of all models; part exchanges and deferred payments; service after sale; overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Road, S.E.1. Hon 1665. zzz-82

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JOWETT. Farnham, Surrey. Sales and service. Barnett and Small, West Street. Phone 216. zzz-630

JOWETT. A. V. Motors, Ltd., main agents for Kingston, Richmond, Teddington, Staines, Feltham, Twickenham, Hounslow, Esher, Barnes, etc. Trade supplied. Latest models always in stock. Write for demonstration. 5 Park Road, Teddington. Phone, Kingston 0710. zzz-685

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JOWETTS. Lovatt for Jowetts. One of the oldest agents in the country for Jowett cars. Service second to none. Lovatt's, Streatham Road, Mitcham. 1597. zzz-785

JOWETTS. Godfreys, Ltd., 1934 models in stock; exchanges and deferred terms. Trade distributors. 366 Euston Road, London, N.W.1. Phone, Museum 2644-7. zzz-412

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M.G. Rowland Smith (Motors) Ltd.

M.G. stockists. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-778

M.G. B.M.T. (Plaistow), Ltd., district distributors for M.G. cars. Delivery from stock of the new J2 2-seater; special sales service and spare part facilities; demonstrations; exceptional allowances; terms. 480 Barking Road, Plaistow, E.13. Phone, Albert Dock 1928. zzz-738

M.G. Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

NEW LIGHT CARS AND CYCLECARS

(continued).

M.G. agents. Denmans for quick delivery. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-230

M.G. Immediate delivery 1934 cars; liberal exchange allowances and deferred terms. Trials with pleasure without obligation. Sydney G. Cummings, 101 Fulham Road, London, S.W.3. 100-42

M.G. Jarvis of Wimbledon.

Main distributors of M.G. cars. We have the new 1934 models in stock for immediate delivery. Call and inspect to-day at Victoria Crescent. Phone 2526. 100-53

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MORRIS agents. Denmans for highest exchange allowances. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-228

PALMER-SPECIAL. Current prices: 9 h.p. f.w.d. Ulster two-seater, £180; Le Mans four-seater, £190; Brooklands special sports, £198 10s. London.

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ROVERS. Henlys, London distributors for Rovers, 155 Great Portland Street, W.1. Museum 7734. zzz-650

ROVER agents. Denmans for highest exchange allowances. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-232

ROVER. Immediate delivery 1934 cars; liberal exchange allowance and deferred terms. Sydney G. Cummings, 101 Fulham Road, S.W.3. 100-45

SINGER. Croydon Service Depot, wholesale and retail. Turners, Lower Addiscombe Road. Addiscombe 3131. zzz-986

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SINGER agents. 1934 models in stock. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 100-230

S.S.11. 1934 model saloon for early delivery, four-light model, finished birch grey throughout, with red upholstery, wonderful appearance, £265; liberal exchanges, deferred payments, free driving instructions. Wimbledon Car Co., S.S. Distributors, 20 Worple Road, Wimbledon. 100-273

STANDARD. Authorized agents; part exchanges, extended payments arranged in 48 hours; after sales service. Normand Garages, Ltd., at 489 Oxford Street (between Marble Arch and Selfridges); also 11 Hammersmith Road, W.14. (Opposite Olympia.) Phone, Mayfair 4737, or Fulham 3477. Open 7 p.m. week-days, 6 p.m. Saturdays. zzz-682

STANDARD. Halls Car Sales and Service.

District distributors and main dealers for Standard cars. All models available.

Earliest deliveries of new models. 1033 Finchley Road, N.W.11. Speedwell 7080 and 1316. zzz-0697

STANDARD. Bruton Garages, Ltd., special retail agents. Early deliveries; exchanges and terms. 32 Bruton place, Berkeley Square, W.1; also 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 100-1793

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NEW LIGHT CARS AND CYCLECARS

(continued).

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TRIUMPH. Main district agent, W. Bramble, 7 Grove Parade, near Finchley Swimming Pool, East Finchley, N.2. Phone, Finchley 4030. Do not gamble, come to Bramble and "Triumph." zzz-686

TRIUMPH. Radcliffe Bros., 200 Great Portland Street, W.1, specialize in Triumph cars. Museum 8603-4. zzz-711

TRIUMPH. Newnams, distributors for London and Home Counties. Full range of current models always in stock; also excellent selection of used Triumphs, mostly fully guaranteed. Spare parts stockists and repairers. Self-financed terms and generous exchange allowances. Newnams, 235-9 Hammersmith Road (Riverside 4646). Branches: 40-1 Berkeley Street, W. (Grosvenor 2737); 136-8 Streatham Hill (Tulse Hill 6222); 1-2 Willfield Parade, Golders Green (Speedwell 8001); 164-6 Fulham Palace Road (Fulham 0071). 100-1811

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WOLSELEY Hornet. Extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-359

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WOLSELEY. Immediate delivery. J. A. Baxter, authorized Wolseley agent, 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. zzz-762

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THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, phone or write. 114 Tottenham Court Road, W.1. Museum 4110. zzz-560

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CROSSLAND want light cars for cash. London Road and Bromley Common, Kent. zzz-749

SALVAGE cars, cash waiting. Write, phone, wire. Speechleys, 82-86 Churchfield Road, Acton, W.3. Acorn 1902. zzz-601

WANTED, four-seater, limit 10 h.p., no dealers, fullest particulars, Reece, 25 Woodlands Avenue, West Byfleet, Surrey. 100-323

UNLIMITED spot cash always waiting for recent models in good condition. Newnams, 237 Hammersmith Road, London. Riverside 4646. 100-1809

WANTED, light car, £25-£30; Austin, Morris, Singer or Clyno preferred. Broadway Garage, The Grove, Hammersmith. Riv. 3748. 100-1860

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JOWETT saloons wanted for cash, get our price before selling your car. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 100-209

WANTED, Rover Ten, 1930, full saloon, cheap. 131 White Hart Lane, Barnes, S.W.15. 100-371

B.S.A. three-wheeler wanted, £30-£45. Write. A. Foster, 150 Camden Road, N.W.1. 100-370

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PRIDE AND CLARKE, LTD. Cash waiting for Hillmans, Morris, Austin, M.G.s, Wolseley, Standard, etc.; hire-purchase accounts settled. It will pay you to get our offer. Write, phone or, better still, call. 237 Brixton Hill, S.W.2. Phone, Brixton 6414. 100-153

PRIDE AND CLARKE, LTD. B.S.A. and Morgan three-wheelers wanted at once for cash. Any machine sent by rail. We pay carriage. No deal, no charge. Get our offer first. 237 Brixton Hill, S.W.2. Phone, Brixton 6414. 100-154

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WANTED, Austin Seven, cash waiting. Box 6550, care of "The Light Car." 100-144

WANTED immediately, sports B.S.A. or Morgan, cash purchaser, 1929 or later. 245 Goldhawk Road, Shepherd's Bush. 100-143

A GOOD light car or three-wheeler wanted immediately; cash waiting. Chidley, 658 High Road, Tottenham. Phone 2920. 100-252

B.S.A. three-wheelers wanted for spot cash; highest prices paid. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 100-299

AUSTIN Sevens, 1929 to 1933 models, wanted for spot cash; highest prices for cars in good condition. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Museum 9515. 100-400

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FULLY guaranteed.

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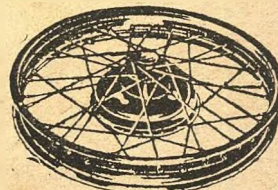
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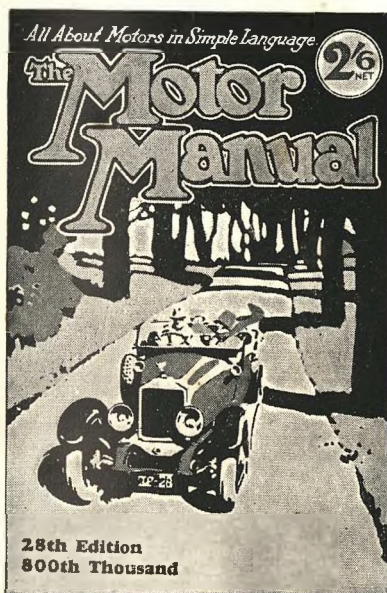
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