

# The Light Car & Cyclecar

3<sup>d</sup>

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Friday Oct. 27, 1933

Registered at the G.P.O.

as a Newspaper

Founded 1912

Head Offices:

5-15, Rosebery Ave., E.C.1

Telephone: Clerkenwell 6000



#### AUTUMN.

**A** MODERN sports car beside the packhorse bridge over the River Wye at Bakewell which, like many other bridges of a similar kind, is too narrow to allow a car to pass. The photograph, incidentally, shows that Autumn, the Messenger of Winter, is in full possession of the landscape.

At  
moments like this  
make a hasty  
exit....



Oh no! the departing gentleman is not trying to evade the consequences of Four No Trumps doubled, redoubled, and lost. A glint of frost on the club-house window reminded him that 1° can wreck the strongest cooling system — and that he had forgotten to get the car charged with Zero! See that your own car is serviced before the frosts arrive. One fill of Zero and a cracked cylinder or water-jacket cannot occur. Why? Because Zero cannot expand or go solid in the sharpest frosts. And a single fill lasts all the winter.

*In two sizes—*  
8/6 for Small Cars  
15/- for Larger Cars

*You can obtain from your garage  
an interesting booklet on the care  
of the cooling system, or send a  
post card to Dept. 103*

**Zero**  
ANTI-FREEZING ANTI-FOULING  
**RADIATOR GLYCERINE**

Sole Concessionaires: PRICE'S, BATTERSEA, LONDON

Z 26-276

JAMES GROSE LTD., the ORIGINAL MOTOR FIRM that was Established in 1876

**FOOT MUFFS**



Special Purchase of finest quality suedette foot muffs lined with extra warm fleecy material. **WILL KEEP THE FEET COSY AND WARM.** Actually worth 12/6

**8/6**

Ditto, in real Leather with fur edging, 15/-, sold elsewhere at 25/-

**REPLACEMENT BATTERIES**

Guaranteed 12 months.

Made by one of the oldest and most experienced Battery Manufacturers in the trade.

- AUSTIN 7, Citroen, etc. **14/-**
  - MORRIS MINOR, Austin 20, Jowett, Rover, etc. **21/-**
  - MORRIS COWLEY, A.J.S., Standard, etc. **32/-**
  - Full capacity special super quality Batteries for:
    - AUSTIN 7, etc. **22/6**
    - MORRIS MINOR, etc. **26/6**
    - MORRIS COWLEY, etc. **42/-**
- All other makes quoted for.



Carriage in U.K. 2/-

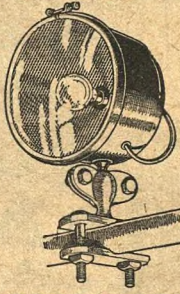
SPORTS GAMES

EST. 1876

**JAMES GROSE LTD.**

Cycles and Accessories

**379 Euston Road**  
Great Portland Street  
**LONDON N.W. 1**



Special Purchase 200 Best Quality **SPOT LIGHTS** with MIRROR at back. **CHROMIUM PLATED** Complete with Our Price Bulb, self-contained Switch and Flex. List price 25/- **12/6**

150 Super Power **FOG LAMPS** with Bulb & Switch **8/6** Usual Price 15/-

Fit a F.E.W. **NON-OILING PLUG ADAPTER**



Abolishes oiled up plugs and ensures a sweet running engine. **2/6**



**SUPER STREAMLINED SIDE LAMPS** Beautifully finished black and plated, complete with Bulb. **ADDS to the APPEARANCE of the CAR.** Each **5/-**



**SPECIAL OFFER OF SUPER QUALITY 8-day CLOCKS** **BEZEL WIND** Jewelled movement **27/6**

Special fitting enables you to fit the clock on the dash or above the wind-screen of a saloon car.

**ASTONISHING OFFER Genuine ANDRE VENTILATORS**



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

**PASSALITE The Wireless Electric Lighter**



**SPECIAL OFFER COOPER-STEWART CIGARETTE LIGHTERS**

Our Price **3/6** Post 2d. Usual Price 15/-

This lighter can be detached and handed round to passengers. Finished in polished bakelite and highly-plated mount. Single centre bolt fixing for dash. 12 volt.

ALL PARTS IN STOCK FOR

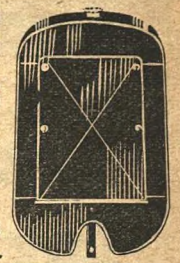
**Austin 7**  
**Morris Minor**  
**Morris Cowley**  
**Morris Oxford**  
**LOWEST PRICES**

**GUARANTEED SPARES SERVICE**

**STUPENDOUS! VALUE BEST QUALITY RADIATOR MUFFS**

Roll-up Front. For Austin 7, Morris Minor and Cowley. Worth 15/-

**4/6**



THOUSANDS OF MUFFS to clear. ANY MAKE, ANY YEAR. Quotation for any car by return.

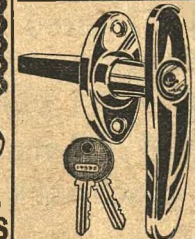
**JAS. GROSE LTD. Waterproof ARMLET**

For Sports Car Drivers **1/9** each

Can be supplied in Black or White

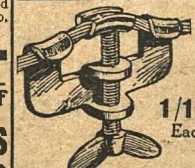


**ROOF LAMPS** WITH SWITCH **3/-** Actually worth **6/6**



**Amazing Offer!** The "Jagrose" **CHROMIUM PLATED LOCKING DOOR HANDLE 5/6** with 2 Keys

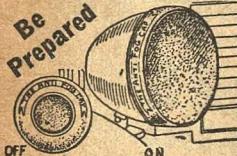
Suitable for all Austin 7's, Morris Minor and other cars. Actually worth 10/6, and undoubtedly one of the biggest money-saving bargains ever offered. **SELF-LOCKING BOLT** for opposite door, 1/-



"JUST IT" **CABLE ADJUSTERS** for AUSTIN 7, etc. **1/10 1/2** Each.



The **DESMO FLEXI-LUBRI Cover 2/-** for Austin Universal Joints



**FOG DISCS**

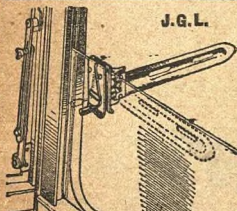
Copper Amber Shade Celluloid edged with Black Leather Cloth.

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



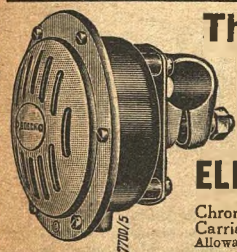
**CHAPMAN - JENBRO STARTING HANDLES**

- MORRIS MINOR .. **3/6**
- AUSTIN 7 .. **4/-**
- RILEY 9 .. **4/6**
- M.G. MIDGET .. **4/6**
- WOLSELEY HORNET .. **4/6**
- TRIUMPH with extra attachment for wheel nuts **6/6**



**J.G.L. Hand-operated DIRECTION INDICATOR**

Designed to fit on the drop window of saloon cars. Can be used with window open or closed ... **3/6**



**The BOSCH Super H.F. MEDALLION FRONT ELECTRIC HORN**

Chromium Plated, Carriage paid. Allowance for old horn. **27/6**



**ELECTRIC DIRECTION INDICATORS**

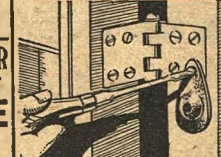
Complete with 2-way switch **14/9**

- STADIUM** make as illustrated **25/-**
- Automatic Time Switch **10/-** extra
- Bosch make **24/-**
- Lucas **35/-**



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

**SPECIAL OFFER FOOT PEDAL RUBBERS** For Clutch, Brake and Accelerator. Sets of three for Austin 7 **1/-** Ditto, Single Rubber for other makes 8d. each.



**STADIUM RUBBER 4 1/2** **DOOR SILENCERS** each



**SPECIAL OFFER SUPER CHROME LEATHER COATS 45/-**

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

Special Postal and C.O.D. Dept. from Euston Road only. Also at 4, Old Jewry, Cheapside. And 255, Holloway Road, N.7.

# Some reasons for the success of ARMSTRONG SIDDELEY

All the most advanced features of automobile design.  
 Aircraft quality and workmanship.  
 The only proved self-changing gear.  
 Distinctive coachwork of the highest grade.  
 Ease of control and high point-to-point performance.  
 Dependability and lasting qualities:

The only range of cars possessing all these qualities.

“One only compares them with cars which cost more, never with cars which cost less.”

### TWELVE H.P. SIX CYLINDER

Sports Coupé	...	...	...	...	£285
Open Tourer	...	...	...	...	£295
Coachbuilt Saloon	...	...	...	...	£300
Sports Saloon	...	...	...	...	£315

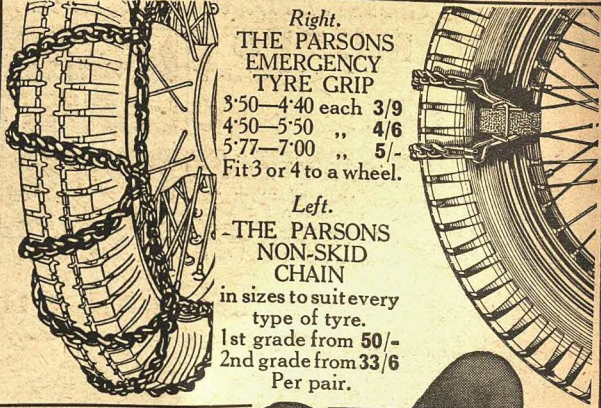
Special equipment comprising sliding roof, permanent jacks and bumpers, £12 extra.

May we send you our Catalogue "BE.324"?

**Armstrong Siddeley Motors Limited, Coventry**

London: 10 Old Bond Street, W.1  
 Manchester: 35 King Street West

BP324L



*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.

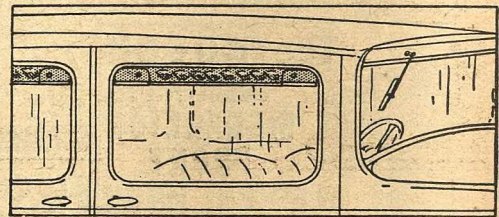
*Left.*  
**THE PARSONS NON-SKID CHAIN**  
 in sizes to suit every type of tyre.  
 1st grade from 50/-  
 2nd grade from 33/6  
 Per pair.



**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 3596-7. 'Grams: "Chainwork, Sowest, London." Works: Stourport, Worces

## ★ Increased Driving Efficiency



★ The Enots Ventacar results in increased driving efficiency because it rids the closed cars of stuffy smoke-laden atmosphere and prevents the dangerous clouding of windows in wet weather. It enables a constant supply of fresh air to be maintained and at the same time effectively ends all discomfort caused by cold draughts swirling round the necks and backs of passengers. Price 10/- per pair.

★ THE IDEAL SYSTEM OF CLOSED CAR VENTILATION.

Illustration shows saloon car complete with neat fitting Ventacar installation.

★ PERFECT VENTILATION AND NO DRAUGHTS WITH THE

**BENTON & STONE, LTD.,**  
 161, BRACEBRIDGE ST., BIRMINGHAM, 6  
 London Office: 108, Great Portland Street, W.1  
 (Patent applied for.)



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

**INSURE** by the **QUARTER**

---

**PAY** by the **QUARTER**

*No EXTRA COST* *No EXTRA COST*

**WHY** not avail yourself of Stuartson's offer and pay your Insurance premiums quarterly? Under the Stuartson Policy there is no additional cost for this convenience. Comprehensive or Third Party risks only. Over 75,000 clients.

**EXAMPLE: AUSTIN SEVEN**  
Full Third Party Cover  
**ANNUAL PREMIUM - £4.0.0**  
**QUARTERLY - £1.0.0**

Call — Write — or 'Phone

**STUARTSON**  
(INSURANCE) LIMITED.

34, LEADENHALL ST., E.C.3  
Telephone—MONUMENT 2351/6.

**Remember to buy**

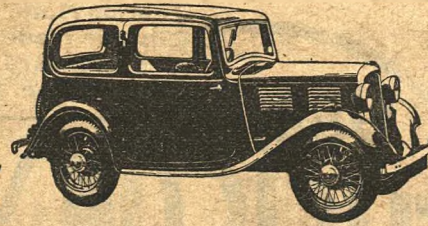
**The Motor**

*The National Motor Journal.*

**on Tuesdays!**

# 40 Years' Progress

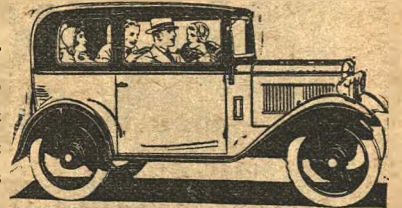
"Service Co." is not just a name — it stands for a policy of reliability and straightforward dealing



— a policy that has been un-  
failingly main-  
tained for forty  
years — result-  
ing in perman-  
ent Motor Show  
held in Central  
London's Car  
Showrooms,  
— Holborn —

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

**A**s seventy-five per cent. of our sales are made to, and on the recommendation of, old customers this is surely proof of the complete satisfaction you can confidently expect if you deal with us. We have an extensive display of cars and your selection can be made under ideal conditions.

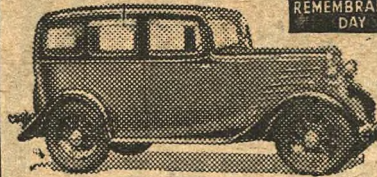


1934 AUSTIN "7" de Luxe **£128**  
Saloon .. .. .  
On self-financed deferred terms, deposit £25 12 0  
and 12 monthly payments of .. .. £8 19 3  
or 18 " " " " .. .. £6 2 4  
or 24 " " " " .. .. £4 14 0  
or as otherwise arranged between ourselves.



**Dealers and Distributors in**

AUSTIN  
FORD  
HILLMAN  
JOWETT  
MORRIS  
ROVER  
SINGER  
STANDARD  
TRIUMPH  
WOLSELEY  
Cars and other makes



1934 SINGER "9" de Luxe **£185**  
Saloon .. .. .  
On self-financed deferred terms, deposit £37 0 0  
and 12 monthly payments of .. .. £12 19 0  
or 18 " " " " .. .. £8 16 10  
or 24 " " " " .. .. £6 15 8

- Service after sales.
- Own financed deferred terms.
- Demonstrations without obligation.
- Maximum exchange allowances.

*The Service Company Ltd.*  
LONDON

LONDON'S CENTRAL CAR SHOWROOMS  
**273-274, HIGH HOLBORN, W.C.1.**

'Phone: Holborn 0664 (3 lines).  
Hours: Mon.-Fri. 9 a.m. to 6.30 p.m.

DEALERS SINCE 1889.  
Sats. 9 a.m. to 1 p.m.

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

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.

**A DEEP NOTE EXHAUST SYSTEM**

will give the BEST PERFORMANCE, ACCELERATION and TONE. These systems are scientifically designed to allow of the maximum power being developed with the least possible exhaust noise. 10 years of silencing experience is behind these designs, which comply with legal requirements.



Minor and Midget, 38/- . Austin 7, 37/6 . Hornet, Ford 8, 38/6 . Riley 9, Swift, Rover 16, Standard 9, Cowley 1932, Morris and Austin 10, 47/6 . New Ford, 57/6 . Talbot 14-15 h.p., Hillman 14, Morris, Oxford 6, Lea Francis, 87/6 . Alvis, 72/6 (as illustrated), 78/6. Complete with "Brooklands" cast Aluminium Fish-tails, O-tips, etc., ready to fit.  
**BURGESS Straight through SILENCERS.** Austin 7 and Minor, 21/- . Midget, 22/6 . Hornet 25/- . Magna, 35/- . Other makes to order.

**For utility and appearance!**



'BROOKLANDS' Fully Flexible Steering Wheels (all cars), 16 in. from 38/-, 18 in. from 40/- . Steering column extensions, HORNET, MIDGET, MINOR, 12/6, and 9, Triumph 7, Riley 9, Cowley, 70/- . Post 6d. "BLUEMEL" Oxford, 2/6. O. & A., 2/8. Klingerit, 16" Spring Wheel, black 4/- . Hornet, Magna, O. & A., 4/- . and colours, from 30/- . Klingerit, 5/- . Post 4d.

**"AERO" SPORTS SCREENS**  
In safety glass: polished aluminium frame with fittings, adjustable 12 in. x 6 in., 12/6. Instrument board fittings 2/6 extra. Special polished dashboards for fitting to J.2 cowl 8/6. Packing and carriage 1/8.

**CYCLE TYPE WINGS.**  
Deep, ribbed helmet section blades, with valances, brackets and stays for fitting, bright, Austin 7, 45/- . Minor Midget, 55/- . Midget J.2, 62/6, Standard 9, 70/- . Tears, 32/6. Others to order. Valances, for J.2 Midgets, bright, 35/-; black, 48/- pair.

**HIGH COMPRESSION GASKETS.**  
Austin 7, Midget and Minor, 2/- . O. & A., 2/6. Klingerit, 3/6. Standard, 4/6. Others, 32/6. Others to order. Valances, for J.2 Midgets, bright, 35/-; black, 48/- pair.

**Special Fittings for J.2 MIDGET.**

**LUGGAGE CARRIERS**, chromium plated, tubular, 33 ins. x 16 ins., folds to clear spare wheel, complete all fittings, 49/- .  
**VALANCES for FRONT WINGS.** Full valances from gear to chassis, giving complete protection. Ready to fit, bright 35/-, black 48/- .  
**MUDDLAPS**, 7/6 pair.  
**CYCLE TYPE WINGS**, to turn with front wheels, valanced, giving good protection; complete with stays, brackets and mudflaps, 62/6, bright.  
**TONNEAU COVERS**, covering whole of driving compartment, with "Zip" fastener in centre allowing either half to be open whilst the other is covered; in hood fabric to match, 39/- .

**V. W. DERRINGTON**

159, London Rd., Kingston-on-Thames Near Norbiton Station

Phone: KINGSTON 7320.  
Open 8.30 to 7.30.  
Wed. 1 p.m.

**INVINCIBLE**



**MOTOR POLICIES QUARTERLY**

without extra cost.

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

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

R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE.

IMMEDIATE COVER can be obtained from BRANCH OFFICES:

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

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

AGENTS WANTED

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

**"THE MOTOR MANUAL"**

The standard work on Motors and Motoring. Should be on the bookshelf of every owner driver. Right up to date.

**2/6 NET**

of all bookstalls and booksellers, or 2/10 post free direct from the publishers.



Temple Press Ltd., 5-15, Rosebery Avenue, 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 1/2 PINT TIN WILL MAKE THE WINGS OF YOUR CAR LIKE NEW.

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

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



# Button-holing.

The spoken, being more powerful than the written word, if only we could meet you face to face, and tell you of all the things that cause the Jowett "to brightly shine"★ amongst its competitors.

We could describe the thought given to the choice of steels and other materials.

The willing engine, the four-speed easy-change gearbox. The 12-volt lighting and starting.

The immense comfort and roominess of our specially built bodies.

Oversize tyres, strongly built and braced frame, stainless steel radiator, etc., etc.

We could then leave you to your slumbers, satisfied that the seed implanted would bear fruit and that you would become a Jowett owner. Not being able to do this, may we send our Catalogue. It is almost as good as the spoken word.

Prices from £150.

Tax £7.

**JOWETT CARS Ltd., IDLE, BRADFORD**

★ If W. S. Gilbert can split an infinitive, so can we. In which opera did he do so and through which character? A small prize to the first correct answer.

## TO NEW FRIENDS:—

For your future guidance,  
instruction and amusement become  
a regular reader of

# The Light Car & Cyclecar

The Only Journal in the World Devoted Exclusively  
to the Interests of Those who Own or Run Light Cars

### Regular Features include:—

All the Latest Motoring News.



Eve-of-the-Event Programmes of Sporting Events.



Test Run Reports of Current Models telling prospective owners just what they want to know.



Graphic illustrated descriptions of Motor Trials and Racing Events.



Touring articles — breezily written and highly informative.

*Also*

RICH MIXTURE, by "Focus," TECHNICAL ASPECTS  
by Louis Mantell, PRACTICAL ASPECTS by  
"Shacklepin," SPORTS JOTTINGS by "The Blower,"  
and AFFAIRS OF THE MOMENT, by The Editor.

EVERY FRIDAY

ONLY

**3<sup>D</sup>.**





**1934  
STANDARD  
NINE**

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

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

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

**SALOON** . . . . . **£ 135** (ex works)  
(Sliding roof £4 extra)

**SALOON DE LUXE** . . . . . **£ 152** (ex works)

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

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

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



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

BRITAIN'S DEPENDABLE CAR

# AUSTIN



You would not do this from choice, but here is an untouched photograph of an Austin car purposely driven into this position to show the sort of stress which the new cross-braced frame is built to stand.

## CROSS-BRACED FRAMES

*for greater strength*

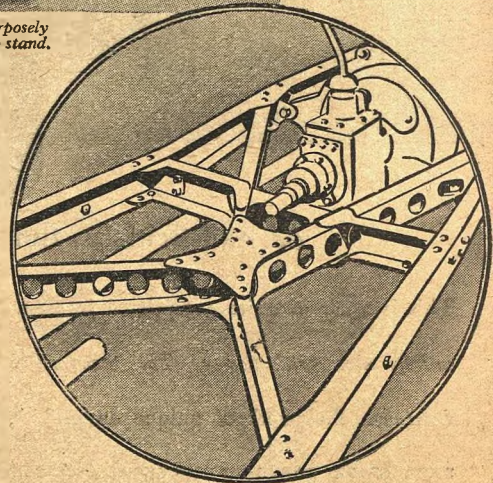
## SYNCHROMESH GEARS

*for silent changing*

### FEATURES THAT EMPHASISE AUSTIN'S INVESTMENT VALUE

Substantial advantages derive from the adoption of new cross-braced frames in the Austin range. The greater chassis rigidity and strength eliminate all possibility of chassis weave, and the chance of body-rattle developing is reduced to a fine minimum. Enhanced steadiness gives a feeling of absolute stability—the car holds the road at all speeds. The driver enjoys an even more complete sense of mastery through the pronounced ease of steering.

This development, combined with the introduction of Synchromesh gears on each model in the range, makes the Austin even more outstanding as a motoring investment. Those who are considering the purchase of a new car would be well advised to examine these, and the other refinements here listed, at their nearest Austin dealer's.



PRICES AT WORKS: Seven from £105 to £152. Ten-Four from £152 to £215. Light Twelve-Six from £200 to £305. Triplex glass throughout and Dunlop tyres.

The Austin Motor Company Limited, Birmingham and 479 Oxford Street, London. London Service Depots: 12, 16 & 20 h.p., Holland Park, W.11. 7 & 10 h.p., North Row, W.1.

**YOU BUY A CAR — BUT YOU INVEST IN AN AUSTIN**

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



SILENT  
WITNESS.

A unique photograph showing the skid marks of R. L. Duller's Bugatti made whilst the car was turning a complete circle at over 100 m.p.h., to crash finally into the side of the track, bounce into the air and fell a telegraph pole ere it came to rest. The driver was only bruised.

## At a Glance . . .

### Items of Interest to All

**NEXT AT OLYMPIA** is the Commercial Motor Show, which opens on Thursday next, November 2.

**THE B.A.R.C.'s** postponed Mountain Championship Meeting was held at Brooklands last Saturday.

**THE** results of the 500 Miles Race have now been issued in analytical form by the B.R.D.C. The price is 1s.

**ANOTHER SHOW STORY.** Salesman: "I'm selling this model by the dozen." Visitor: "And how much a dozen?"

**"HOW MUCH WATER** is needed to wash a car?" is a question that is puzzling the Wootton-under-Edge Parochial Committee.

**AMONGST THE MORE** interesting exhibits at the Century of Progress Exhibition at Chicago is a 300 h.p. electric motor which can be stopped in one second from full speed.

**DONINGTON** is to be still further improved during the winter; one of the main alterations, we gather, will be between the Farm and Starkey's Corner, where the course will be straightened.

No. 1090. Vol. XLII.

**LIGHTING-UP** time in London, tomorrow, Saturday, October 28, is 5.18 p.m.

**HOLIDAY** visitors from overseas during the months of July, August and September this year totalled 91,441, as against 87,706 for 1932.

**FORTHCOMING** social events. Friday, November 3, The Light Car Club's annual dinner and dance; Saturday, November 4, the M.C.C.'s annual function.

**WITHOUT COMMENT.** "You have quered the gear shift again! How often has a wife had this accusation flung at her by an irate husband?" asks a daily paper.

**A LETTER** in the correspondence columns of a daily paper suggests that motoring is now so simple that anyone can drive "even if he doesn't know a magneto from a mangle." Well, it all comes out in the wash.

**DISAPPOINTMENT** was caused when it was learnt that Nuvolari, who had actually practised on the Mountain circuit at Brooklands, would be unable to drive Lord Howe's Bugatti last Saturday. The car was eventually driven magnificently by Tarruffi.

**IT IS** now considered certain that the Berlin Motor Show will be held in the autumn of next year.

**TWO** prominent motor clubs held annual reunions in London last week. They were M.G. and Riley.

**"CAR PARK ATTENDANTS** are dissatisfied," says *The Birmingham Evening Dispatch*. A tip-ical grouse.

**A READER** complains of a roadside café where he and his passenger were given "an egg apiece which we simply couldn't eat." Two bad.

**"SOMBRE SABBATH GARMENTS"** are suggested by a contemporary as constituting a grave danger to pedestrians wearing them at night.

**ON** another page we state the case against the suggested reimposition of a speed limit. Obviously, such a limit would not be observed, and a law which cannot be enforced is a bad law.

**AN AUSTIN** Greyhound sports tourer figures in our front cover picture this week. Introduced during last summer this model, which has a modified "Twelve-Six" engine, is proving very popular.

**DURING** a test week in Hamburg it was shown that pedestrians and bicycles were responsible for more accidents than cars. Fines were imposed during the week, and a small matter of £1,700 was collected. The rate was 3s. for a motoring offence, 2s. for a cyclist at fault and 1s. for a misdemeanour by a pedestrian.

# AFFAIRS OF THE MOMENT

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

**T**HANKS to the good offices of Capt. Arthur Waite, I was able during the Show period to have a run in the Austin Sixteen fitted with the Austin Hayes transmission. The Austin Sixteen is, of course, outside the light-car class, but, arguing along logical lines, I cannot see any reason why, if the car proves to be the ultimate success which its debut foreshadows, we shall not see the Hayes system on the smaller models in the Austin range.

The thing that struck me most about this almost human transmission system is that it reduces the task of driving to very simple terms, and is, therefore, an invaluable addition to the cause of safer motoring; but, at the same time, it is of such an ingenious character that even the most expert driver might spend the rest of his life (more or less) finding out all kinds of new and astonishing things about it on the road.

—000—

**T**HE two little levers on the steering wheel, one controlling the top-gear ratio and the other engine revs., have the characteristics of a combination lock. You can set off one against the other to an infinite degree. For normal driving these two levers are set respectively at 10 o'clock and at 2 o'clock, and when they are in that position all one has to do is to move the equivalent of the gear lever into the forward notch, engage the clutch and depress the accelerator. The rest is done entirely by the transmission gear.

If you come to a traffic stop you simply push the clutch pedal down, apply the brake and stop. To move off you take your foot off the brake, let the clutch in in the ordinary way and tread on the accelerator.

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**W**ITHOUT doubt, the Austin Hayes system represents one of the biggest advances so far in transmission developments. Capt. Waite told me that the company has been experimenting with it in secret for the better part of two years. The device is not, therefore, being offered as a novelty, but something which has been well tried out.

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**I** WAS able also to sample the qualities of the new Lagonda Rapier. My run was taken under traffic conditions in the neighbourhood of West Kensington, so obviously it was impossible to test the top-gear performance of the car, but

if an easy "sixty" in third is any indication, then the claims made for the Rapier should be amply fulfilled. I think that the Lagonda people have been wise in arranging for the engine capacity to be just over 1,100 c.c. One shrewdly suspects that this has been done to discourage enthusiasts from entering the car in the racing arena and in competitions—but only for the time being. I should not be surprised if, at the end of 12 months, the capacity is readjusted so that the Rapier will take its rightful place in the 1,100 c.c. class.



"... presided over a brilliant gathering ..."

**B**ROOKLANDS, I think, has seldom provided such an exciting afternoon as it did last Saturday. I witnessed Duller's crash from start to finish, and it was with immeasurable relief that I heard of his escape from injury—and far worse. I thought that the most dreadfully impressive part of the whole incident was the slow, almost majestic downfall of the telegraph pole.

The mix-up at the Paddock bend immediately after the start of the Mountain Championship, too, was an almost incredible spectacle, and clearly points to the need for moving the starting line in a scratch "mountain" race much farther towards the Fork.

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**I** TALKED with Taruffi, Lurani and Castelbarco after the race, and when I asked Taruffi to give me his impressions I found myself the centre of a kind of Italian tornado—not in protest, I hasten to add, but in explanation of what had happened. Taruffi showed a spirit of true sportsmanship, for, apart from the chaos which ensued whilst Campbell's and Rose - Richards's cars were being manoeuvred out of the way, he had to come practically to a standstill at the Fork when he found himself faced round the corner with a car that had spun broadside, and was right in his path. Had that not happened he might have won.

Finally, I take off my hat to Mays for covering four out of five laps of a Mountain race in third gear (his clutch shaft having broken)—and winning it! His Riley revved at 7,700 for those four laps; think of it!

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**M**R. CECIL KIMBER presided over a brilliant gathering at the Park Lane Hotel last week when the M.G. Car Club met for their annual dinner and dance. I think it was the B.R.D.C. who "discovered" the Park Lane as an ideal venue for motoring functions, and certainly its popularity has increased by leaps and bounds. This is due in no small measure to the general organizing ability and unfailing courtesy of that perfect host and banqueting manager, Mr. F. Briscoe. At the M.G. function a friend of mine pointed to Briscoe and said, "Who is that fellow? He seems to be at all the motor 'do's' at the Park Lane Hotel!"

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**N**UVOLARI'S little speech in Italian, interpreted afterwards by Count "Johnny" Lurani, was one of the high spots of the evening.

## General Fixtures . . . . .

### October 27.

H.R.H. Duke of York to open Imperial Fruit Show, Bristol.  
Music Festival ends, Sheffield. Racing: Newmarket.

### October 28.

Music Festival ends, Blackpool. Arts and Crafts Exhibition ends, Oxford. Football (Association): Wales v. Scotland, Wales. (Rugby-Northern League): Wakefield v. Australia, at Wakefield. (Rugby Union): Harlequins v. Guy's Hospital, Twickenham; Cornwall v. Somerset, at Camborne; Devon v. Gloucestershire, at Exeter.

Geif. Open Meeting, Stoke Poges. Tennis: Dulwich Tournament ends. Pony racing: Northolt and Portsmouth. Racing: Naas November Handicap, Ireland; Alexandra Park; Pontefract.

## WHAT'S ON—AND WHERE

### November 1.

H.R.H. Prince of Wales to visit Edinburgh.  
Feeling Fair, Cumnock, Scotland. Brighter Homes Exhibition, Leeds (until November 12). Root, Fruit and Grain Show, Cheltenham Spa.

Football (Rugby Union): Kent v. Hampshire, at Blackheath; Northumberland v. Cumberland, at Gosforth; Leicestershire v. E. Midlands, at Leicester; Welsh Trial Match, at Llanelly; Midlands v. North, at Aberdeen.

### November 2.

H.R.H. Duke of York to attend charity boxing match at Town Hall, East Ham. Kubelek Recital, Bath. Championship Dog Show, Crystal Palace.

Seldom have I seen such incredulous amazement on the faces of those round me as when the astounding speed achieved by the Magic Midget at Montlhéry was announced. It does not seem so long since, in *The Light Car and Cyclecar*, we were asking whether 120 m.p.h. from a 750 c.c. engine would be possible. Now, it seems, we shall have to ask ourselves how long it will be before the 150 m.p.h. mark is passed. The announcement of the M.G. records was something in the nature of a

bombshell to a number of Pressmen, who had actually arranged to go over to Montlhéry on the following day to see the Midget "do its stuff," and who were, therefore, obliged to cancel their arrangements.

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At the Riley Motor Club's big gathering I had Sir William Sleigh as a neighbour. Readers of this journal will recall that Sir William figures very prominently north of the Border in a civic capacity

and that he has always been closely associated with the Scottish Motor Show. Following the success of Olympia, he told me that he thought the Scottish Show would be equally successful; in fact, Scottish traders are looking forward to a big share in the prosperity which next year promises.

The Riley Motor Club has, of course, grown to such immense proportions that the venue for this year's dinner had to be moved to the Park Lane Hotel.



IN THE SOCIAL SPHERE. — (Above) The M.G. Car Club's big gathering and (below) the annual "do" of the Riley Motor Club. Both functions were held at the Park Lane Hotel, London, during Show week.



# THE CASE AGAINST A SPEED LIMIT

*The recent increase in the number of road accidents has brought about the inevitable plea for a re-imposition of the speed limit. Much as we deprecate the present position, we do not believe that any limit of this kind will help; below we give the reasons why.*

**M**AJOR OLIVER STANLEY, Minister of Transport, has revealed a degree of clear-sighted vision that has led the whole motoring community to place every reliance in his ability to act wisely in matters affecting the happiness and welfare of the masses with which he is directly concerned in his administrative capacity. We feel, therefore, that he is fully qualified to deal with the critical position with regard to road accidents that has arisen, and to survey it from an impartial and entirely logical point of view. In the determined search for a remedy, however, wise people, whose aim is to endeavour to guide the hand of the Minister, are falling back on the threadbare argument that the real solution of the problem is the re-institution of the speed limit. It is feared that the apparent weight of public opinion in support of this suggestion may influence the Minister unduly—possibly against his better judgment—and we therefore outline the case as we see it in the sincere belief that it represents the views of the bulk of common-sense citizens, and should, in consequence, be included in the careful thought and deliberation which the authorities are devoting to the problem.

### Awaiting the Census.

We gather that the Minister will preserve an open mind on the question until the result of the census of fatal road accidents becomes known. From this we deduce that his decision will, in fact, be based on the conclusions he draws from this census, and that if speed appears to be a dominant cause of motor accidents, then, swayed by the opinions of a certain section of the public, he may entertain the idea of re-instituting a speed limit; yet Major Stanley himself very wisely pointed out in a recent speech that accidents could not be prevented by an Act of Parliament. Was he thinking of the efforts which are being made to turn his thoughts towards the speed limit?

It would appear to fit the case exactly for the reimposition of the 20 m.p.h. limit, or the imposition of a 40 m.p.h. limit, for the matter of that, would resolve itself into nothing more nor less than a proclamation and the



*The Minister of Transport.*

subsequent roping-in of people unfortunate enough to be caught in police traps. A 20 m.p.h. limit on the open road would be ignored to-day as it was ignored yesterday, accidents would *not* be reduced and a form of petty tyranny believed by all sensible folk to have passed into the limbo of forgotten things would be reintroduced.

In the speech to which we refer (made at the annual banquet of the Society of Motor Manufacturers and Traders) the Minister also stressed the facts that the public have to realize that motoring has come to stay, that the pedestrian of to-day is the motorist of to-morrow, and that a certain degree of reasonableness must be demanded of *all* road users.

Again, if we may interpret the Minister's thoughts, was he not hinting obscurely at the tremendous part which careless walkers are playing in this vital problem of road accidents?

We are approaching the problem without prejudice; we share the grave concern which is being expressed on all sides, and we are willing to do all in our power to assist the Minister. Decent-minded motorists would offer resistance to no reasonable scheme calculated to effect a material reduction in road accidents—but we are convinced that a speed limit would fail lamentably to fulfil all that is claimed for it. It would do worse, for it would merely resolve itself into a punitive measure, falling heavily on the shoulders of careful motorists, who constitute the greatest majority on the roads to-day, and who are suffering

suspicion and abuse because of the failings of the few.

If the speed limit is the wrong way of tackling the problem—as we firmly believe—then which is the right? It can be divided under two headings:—

First, the police must take action against dangerous drivers in full measure under the powers given to them. Once it became known that a vigorous campaign against dangerous driving was in progress all over the country, the immediate effect would exceed even the most sanguine expectations of those who are looking for a similar result following the reimposition of the limit.

Secondly, an *intensive* education of walkers—in newspapers, by posters, in cinemas and by wireless—must be launched, and careless walkers, like careless motorists, must be punished.

Beneficial results would not be immediately noticeable, but they would tell in the long run; in fact, the results in, say, two years' time would fully vindicate the confidence which calm-thinking people have in these measures.

### Dulled Instincts.

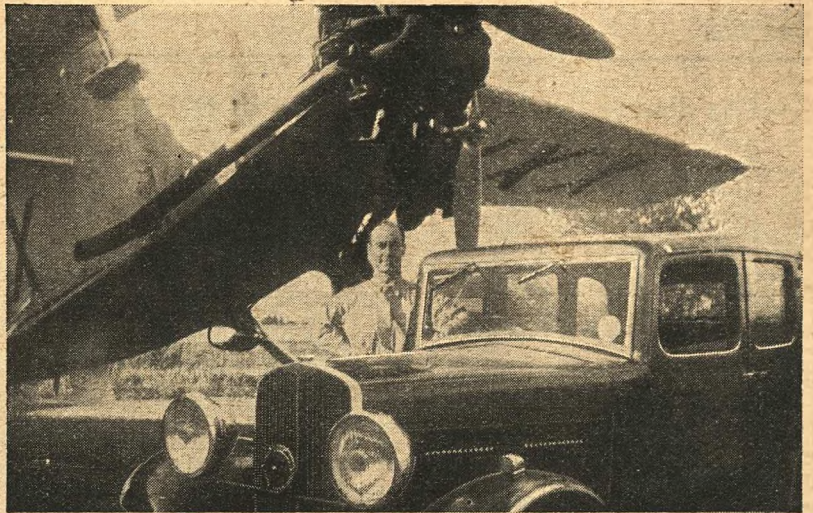
Consider: dogs are revealing a decreasing tendency to bound under the wheels of motorcars; they have become car-minded by the infallible instinct which guides the destinies of the animal world. Our advanced degree of civilization has, unfortunately, dulled our instincts of self-preservation, and in that we are proving ourselves lower than the faithful beasts which lick our hands. This is not a poisoned barb directed at pedestrians as distinct from motorists. We are all walkers at one time or another, just as, sooner or later, we all inevitably become motorists in our own cars or those of other people.

Commending the foregoing arguments to the Minister of Transport, we are content to leave the matter for the moment, knowing full well that any contribution to the discussion will be welcomed by him, and believing that he will take no action unless he is fully satisfied that every viewpoint has been examined, every argument thoroughly sifted, and every alternative to the hysterical demands for a return to the old speed limit most carefully considered.

# NEWS IN PICTURES

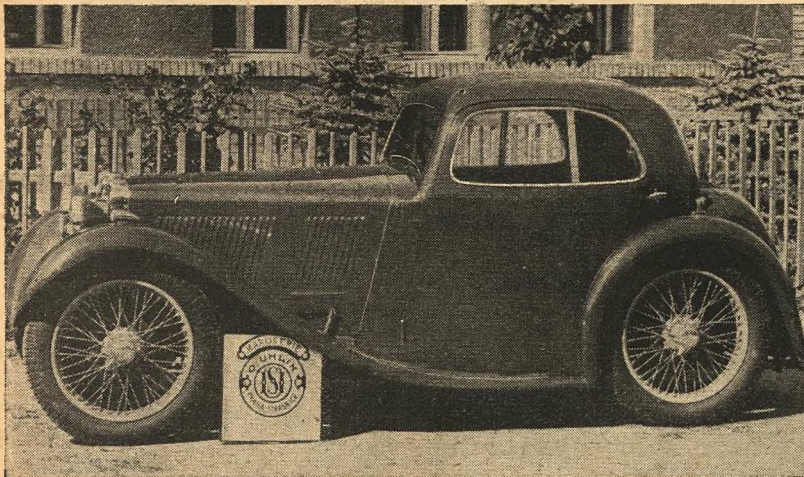
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AN AIRMAN'S CHOICE.

Mr. G. U. Allen, who, with Mr. P. G. Taylor, accompanied Mr. Ulm in his recent 6½-day record flight to Australia, photographed with his Triumph saloon in the shadow of the plane before departure.



A "FOREIGN BODY."

The unusual coupe body fitted to this M.G. Midget was built in Czechoslovakia and has attracted great popular interest. The speed and general performance of the car have created a deep impression.



The Bugatti Owners' Club speed trials at Lewes last Saturday (see page 729): Captain J. C. Davis (Delage) in action.



(Above) An unusual snap taken by a reader, Mr. D. A. Newberry, from the driver's point of view. The Ulster Austin has just overtaken the Wolseley Hornet in the foreground.



(Right) Two enthusiasts demonstrate the handiness of the Wilton Whippet folding caravan. It is priced at 59 guineas and hails from Newcastle.

NEWS

From North, South—

The Law To-day

NO. 38  
CONCERNING TYRES

**A**LL tyres of a motor vehicle or trailer must be maintained in such condition that they are free from any defect which might in any way cause damage to the surface of the road or danger either to persons in the vehicle or to other road users.

The important point in this connection is that badly worn tyres with smooth treads are liable to cause skidding and, therefore, danger to other road users. Thus, although smooth tyres are not expressly mentioned, they undoubtedly come within the scope of the regulation in question and there have been several cases of motorists being fined for their use. There is, in fact, a case on record where a motorist was fined for driving a car with a smooth tyre although the tyre in question was on the spare wheel and had only just been fitted following a puncture.

Another regulation concerning tyres states that every motor car exceeding one ton in weight unladen must be fitted with pneumatic tyres. This, however, does not apply until January 1, 1940, to any car registered on or before January 1, 1933, if tyres of soft or elastic material are fitted.

(Next week: Use of warning instrument.)

Now for "Photofreaks."

The winner of Photopuzzle No. 39 is Mr. D. R. D. Hartley, "Western Lawn," St. George's Road, Cheltenham, Glos., who correctly gave the make of car as Austin. This is the last of the series, but a new and attractive competition in the shape of "Photofreaks" will commence next week.

In this new competition a photograph will be published each week of a motoring object (or part thereof) familiar to every reader, but the picture will be taken from an unusual angle, which will make identification difficult. As in the case of Photopuzzles, a half-guinea prize will be offered each week.

R.A.C. Fog Discs.

During the forthcoming winter the R.A.C. paper fog discs will again be available gratis to members. Since the inception of this scheme, three years ago, nearly a million discs have been supplied. These discs are made in two sizes, and are available in sets of four, two of each size, to provide for both head and side lamps.

The Club wishes to emphasize that these discs are for temporary use only, and are provided for use in emergency. Supplies are kept in all R.A.C. branch offices and R.A.C. roadside telephone boxes.

Any member desiring to carry these discs as part of his permanent winter equipment may obtain a set from the secretary of the Club, Pall Mall, London, S.W.1, or from any R.A.C. office or R.A.C. guide.

B10

SUPERCHARGERS TO GO?

Drastic Continental Proposals to Make Racing Safer

**T**HE Continent is gloomy. There have been too many crashes this year, and something is to be done about it. The suggestions put forward in certain authoritative quarters are little short of revolutionary. They include the banning of superchargers altogether, the holding of races open only to cars of 2 litres and under, and the imposition of a minimum weight limit so that cars will not be quite so difficult to keep on the road, writes "The Blower."

Already there is talk of vehicles with maximum speeds of over 150 m.p.h. and weighing about the same as a Wolseley Hornet.

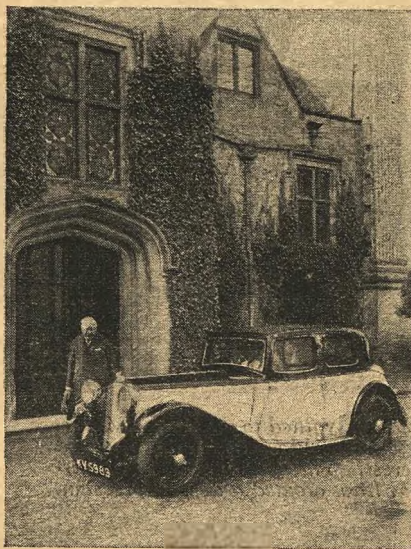
The Commission Sportive Internationale is deliberating all these things, and one gathers that they are going to limit the road speed of 1934 racing cars somehow or other. Races are

being won on road circuits at 90 m.p.h. If you sit still, with the R.A.C. T.T. in mind and dwell on that fact for a moment, you will gather what is troubling the Commission Sportive Internationale.

Another suggestion is that the Grands Prix should be run on very sinuous circuits where acceleration counts more than high maximum.

Both M. Lory, who made the straight-eight Grand Prix Delage, and M. Seemos, of the French Talbots, urge the abolition of superchargers. Chiron thinks the circuits should be altered. He thinks men capable of driving at 150 m.p.h. on the road are rare, and that slower courses would give many other drivers a show.

The pronouncements of the Commission will be received with interest.



Lord Leigh, chairman of the Triumph concern and Lord Lieutenant of Warwickshire, with his new Triumph Gloria outside his seat at Stoneleigh Abbey.

Poster Design Competition.

The Automobile Association of Bengal is organizing a competition with a prize of Rs.150 for the most suitable poster design in colours advertising the Association.

There is no entrance fee and the competition is open to all artists. Full particulars are available from the secretary, 40, Chowringhee Road, Calcutta. The competition closes on December 31.

Institution of Welding Engineers.

The syllabus for the 1933-4 session of the Institution of Welding Engineers is now available. Copies can be obtained from the hon. secretary at 30, Red Lion Square, London, W.C.1.

INTERNATIONAL FIXTURES, FOR 1934

British Racing.

- April 2.—B.A.R.C. Brooklands Meeting.
- April 28.—J.C.C. International Trophy.
- May 21.—B.A.R.C. Brooklands Meeting.
- May 30-June 1.—R.A.C. Isle of Man Races.
- June 9.—Midland A.C. Shelsley Walsh Hill-climb.
- June 23.—B.R.D.C. British Empire Trophy.
- August 6.—B.A.R.C. Brooklands Meeting.
- August 31-September 1.—R.A.C. T.T.
- September 22.—B.R.D.C. 500 Miles Race.
- September 29.—Midland A.C. Shelsley Walsh Hill-climb.
- October 6.—Derby and D. M.C. Donington Meeting.

Continental Racing.

- February 18.—Grand Prix of Pau.
- February 25.—Swedish Grand Prix.
- April 2.—Monaco Grand Prix.
- April 7-8.—Italian Mille Miglia.
- April 29.—Tunis Grand Prix.
- May 6.—Tripoli Grand Prix.
- May 20.—Casablanca Grand Prix.
- May 20-21.—Nimes Grand Prix.
- May 27.—Avus Meeting, Berlin.
- May 30.—Indianapolis 500 Miles Race.
- June 5.—Nurburg Meeting.
- June 5.—Lwow Grand Prix.
- June 10.—Royal Prix of Rome.
- June 16-17.—Le Mans 24-hour Race.
- June 17.—Penya Rhin Grand Prix (Spain).
- June 24.—Monza Grand Prix.
- July 1.—French Grand Prix.
- July 8.—Marne Grand Prix.
- July 15.—German Grand Prix.
- July 22.—Circuit of Dieppe and Ciano Cup (Italy).
- July 29.—Belgian Grand Prix.
- August 5.—Swedish Summer Grand Prix.
- August 12.—Nice Grand Prix and Grand Prix de la Baule.
- August 15.—Acerbo Cup.
- August 19.—Marseilles Grand Prix.
- August 26.—Comminges Grand Prix.
- September 9.—Italian Grand Prix.
- September 16.—Circuit of Vienna and Circuit of Crenona (Italy).
- September 25.—Spanish Grand Prix.
- September 30.—Circuit Masaryk (Czechoslovakia).

International Trials.

- January 20-26.—Monte Carlo Rally.
- June 16-17.—Austrian Alpine Trial.
- July 21-22.—German 2,000-kilometre Trial.
- August 7-12.—International Alpine Cup.

Continental Hill-climbs.

- March 29.—La Turbie (France).
- June 3.—Sezanne (France).
- June 17.—Kesselberg (Germany) and Pontedecimo-Giovi (Italy).
- July 22.—Gaisberg (Austria).
- August 5.—Klausen (Switzerland).
- August 19.—Hill-climb Championship (Germany).
- August 26.—Stelvio (Italy).
- September 2.—Fleac (Roumania).
- September 16.—Mont Ventoux (France).
- October 7.—Ziriberg (Austria).

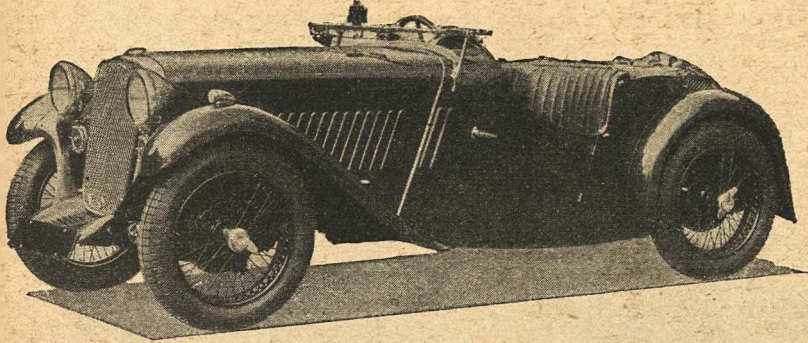


—East and West.

NEWS

## LE MANS SINGER NINE TESTED

## First Impressions of New Model



NOT BELIED BY ITS LOOKS. — The new Le Mans two-seater Singer Nine, the performance of which we found to be well in keeping with its attractive lines.

ANY driver who is in the habit of handling a variety of cars becomes accustomed to gauging speed fairly accurately and an occasional glance at the speedometer—if it is accurate—merely serves to confirm his estimates. In a few cars, however, the reading on the dial comes as a surprise, sometimes pleasant and sometimes otherwise. The new Le Mans two-seater Singer Nine is such a car and all the surprises it gives are of the pleasant order.

The car placed at our disposal was available for a short time only, as it was doing strenuous demonstration service at Olympia and, needless to say, was well booked up throughout the period of the Show. These remarks, therefore, must be regarded more as preliminary impressions than as a full road test report, which latter we hope to publish shortly.

**Immediately Felt at Home.**

On taking the wheel of the new Singer one immediately has that feeling of being at home which comes only when the driving seat, steering wheel, gear lever, body sides and all the rest come just where they should. The wheel, for example, is well raked and comes close to the driver, the doors are nicely cut away to clear the elbows without, however, giving one a feeling of sitting out of the car, the remote control lever is carried well back so that the left hand drops straight on to it from the wheel, whilst the racing-type hand brake is equally well placed.

Other points which help further to give one the feeling of being absolutely at home are the nicely arranged instrument board with 5-in. diameter speedometer and rev. counter (the latter placed just in front of the driver) and the well-placed fold-flat screen, which gives excellent protection as well as good visibility.

Reversing the car in the narrow road just outside Olympia immediately demonstrated the excellent lock (the turning circle is 32 ft.) and the stretch of traffic driving which followed served to drive home the impression that those responsible for the design of the

car know just how to arrange everything to give the driver maximum control.

The car is, of course, essentially a sports model, and one was prepared to make allowances for it being rather harsh and rough at low-engine speeds, but there is nothing of this sort about the new Singer. In spite of a compression ratio of 7 to 1, slight retarding of the ignition makes it possible to trickle along in top gear in the best town-carriage style if one is so minded. Alternatively full use can be made of the gears and traffic negotiated in the minimum of time.

Once moderately clear of traffic we let the car have its head, and it was then that the surprises mentioned at the outset began to be provided.

Accelerating away from a corner we kept the car in second gear just to see what it would do and suddenly realized with a shock that the rev. counter was already over the 5,000 mark, although the feel of the engine had given no suggestion of such high revs. Before changing into third we allowed the needle to go still farther, which it did with the greatest ease, reaching the 6,000 mark (37 m.p.h.) without any trace of valve bounce or other signs of distress.

**Over 60 m.p.h. in Third.**

A little later we tried exactly the same experiment in third, and here again the revs. came willingly and easily, but unfortunately the inevitable slow-moving vehicle got in the way before we could quite reach maximum revs., although the needle showed 5,900 r.p.m. before we had to slow down. Actually the figure mentioned represents just on 61 m.p.h. and there is little doubt that 6,000 r.p.m. would have been attainable had we been able to wait the extra two or three seconds before braking.

In top gear it was impossible to let the car have its head fully owing to traffic, but we were able to put the needle round to 4,900 r.p.m., which is equivalent to just on 67 m.p.h., and there was obviously more speed avail-

able. A maximum of 70 m.p.h. would, therefore, appear to be well within the capabilities of the car.

So much for speed. No acceleration figures were obtainable owing to the short space of time at our disposal, but, judging by the feel of the car, these should be very creditable.

Road holding is all that could be desired, whilst the same applies to cornering, the car settling down to it on a long, fast bend in a manner that only a good sports car will. Braking proved equally convincing and equally safe, thanks to the Lockheed system used.

The normal Singer Nine sports, which has had such a successful run during this season, is an attractive model with a good performance, but this new two-seater, with its dropped frame, balanced crankshaft, high-lift camshaft and close-ratio gearbox, seems as much in advance of it as the latter is of the normal touring model.

At £215 there seems little doubt that Singer and Co., Ltd., of Coventry, will find buyers for as many examples as they can make.

## 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.**—Baldoek-Stamford (Great North Road), (at Stilton, on Wansford By-pass, and at Stamford); Bedford-Kettering (north of Clapham and north of Finedone); Royston-Alconbury (south of Papworth); Chelmsford-Rawreth (at Great Baddow), will be completed approx. 31.10.33; Shenfield-Wickford (at Shenfield); Oxford-Cheltenham (at Eynsham); Wokingham-Camberley (at Wallington); Reading-Basingstoke (near Basingstoke); Leatherhead-Guildford (at West Horsley); Pebble Hill-Betchworth (at Pebble Hill); Wych Cross-Lewes (at Dane Hill); Cuckfield-Horley (between Balcombe and Pound Hill), now completed; Hurst Green-Heathfield (east of Broad Oak), now completed; Littlehampton-Worthing (in Poulvers Lane, Worthing), now completed; London-Canterbury (at Rainham); Sandwich-Deal (in High Street, Sandwich), will be completed approx. 28.10.33; Herne Bay-Whitstable (at Swalecliffe), will be completed approx. 28.10.33; Folkestone-Dover (at Maxton), will be completed approx. 28.10.33.

**Midland Area.**—Bromyard-Worcester (at Broadwas and Earl's Court Bank).

**Western Area.**—Gloucester-Chepstow (at Minsterworth); Gloucester-Tewkesbury (at Kingsholm Road, leaving Gloucester).

**Devon and Cornwall Area.**—Honiton Bridport (at New Inn Hill), now completed; Exeter-Teignmouth (at Teignmouth).

**South Wales Area.**—Cardiff-Port Talbot (at intervals), will be completed approx. 31.10.33; Cardiff-Newport (at intervals), will be completed approx. 31.10.33; Swansea-Llanelli (at Kingsbridge), now completed; Swansea-Cross Hands-Carmarthen (at Login Hill), will be completed approx. 31.10.33; Carmarthen-Red Roses (at Red Roses).

**East Midland Area.**—Farnsfield-Fosse Way (at Gunthorpe Bridge), now completed; Derby-Uttoxeter (at Etwell Village), now completed; Gosberton-Spalding (in Finchbeck Village), now completed; Spalding-Sutton Bridge (between Moulton, Whaplode and Holbeach), now completed.

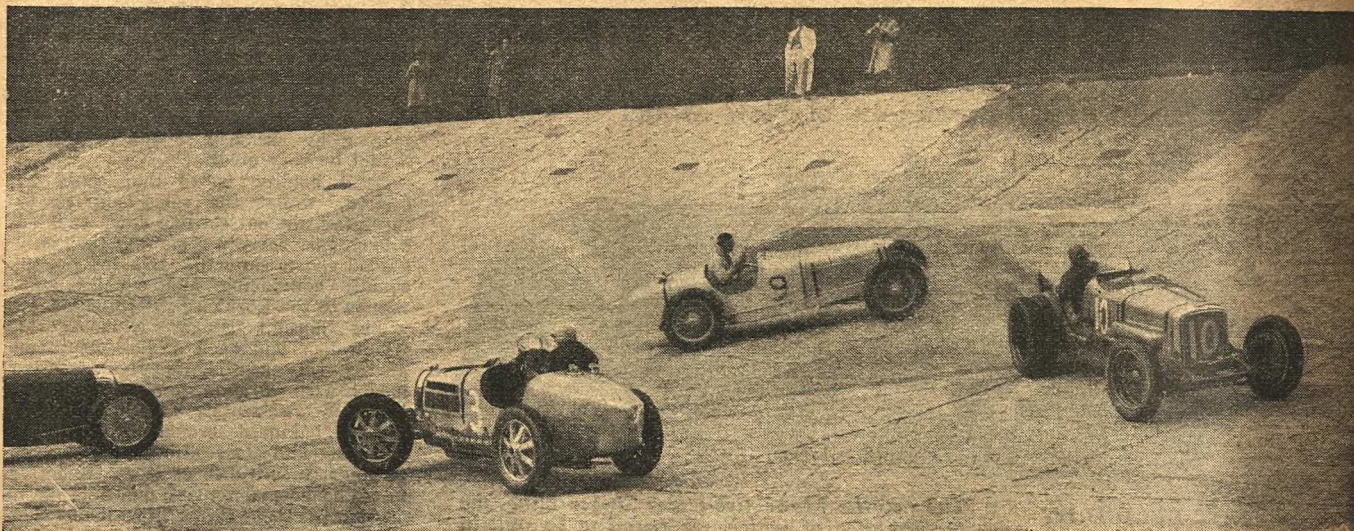
**North-Western Area.**—Bakewell-Newhaven (at Youlgreave), now completed; Matlock-Allreton (at Tansley), now completed; Carlisle-Greenhead (between 14th and 15th milestones), will be completed approx. 4.11.33; Grasmere-Keaswick (between first and second milestones), will be completed approx. 4.11.33; Penrith-Keswick (at Threlkeld), now completed; Chester-Whitchurch (at Chowley), now completed; Lancaster-Carnforth (at Bolton-le-Sands By-pass), will be completed approx. 28.10.33.

**Liverpool and North Wales Area.**—Mold-Ruthin (between first and third milestones).

**Scotland.**—Arrochar-Inveraray (at Cairndow), now completed.

NEWS

From North, South—



THE MELEE  
IN THE  
CHAMPIONSHIP.

A wonderful photograph of the amazing mix-up which occurred immediately after the start of the 10-lap Mountain Championship scratch race. T. E. Rose-Richards (Bugatti, No. 3) is seen skidding backwards after entering the Members' Corner too fast. Just about to dodge past him on the extreme left is Whitney Straight's Maserati. No. 10—Sir Malcolm Campbell (Sunbeam) is in the throes of his slide—caused by swerving away from the Bugatti—and is about to collide with Rose-Richards's car. Behind is Raymond Mays's Riley.

## BROOKLANDS: A DRAMATIC "CURTAIN"

### Two Spectacular Crashes But No One Injured—Straight Wins the Mountain Championship

THE last B.A.R.C. meeting of the year—that slightly melancholy function before the workmen arrive at Brooklands to tear up the concrete for its winter overhaul—was postponed from its original date of October 14 on account of bad weather, and was run on Saturday last, October 21. There was a good entry, a good attendance, splendid racing and weather, which, if not a continuation of the heat-wave to which Brooklands habitués have become accustomed this year, was at least not wet. It would not be too much to say that last Saturday's was the finest B.A.R.C. meeting of the season.

Except for two handicaps on the Outer Circuit, the programme consisted of six Mountain races. The star event was, of course, the annual scratch race for the Mountain Championship, and also of unusual interest were a Women's Mountain Handicap (the first ever held) and an Inter-Varsity Handicap. The day was marked by two crashes, both spectacular, one sensational, but neither of them resulting in injury to drivers.

Once again light cars dominated the racing. Of the eight events on the card, the Junior Long, the Senior Long, the Junior Mountain, the Inter-Varsity Mountain, the Senior Mountain and the Women's Mountain were all won by cars under 1,500 c.c. Light cars occupied all three places in the Junior Mountain, the Inter-Varsity race and the Senior Mountain, and were placed third in three other events.

Rileys won three events, and other wins went to Frazer-Nash (96.47 m.p.h.) and Alvis (90 m.p.h.) on the Outer Circuit; on the Mountain course to Austin (63.63 m.p.h.), 1½-litre Riley (71.59 m.p.h.) and Riley Nines (66.02 m.p.h. and 60.34 m.p.h.).

There were no neck-and-neck finishes. The first race—on the Outer Circuit—

was won by H. J. Aldington (Frazer-Nash), a scant 30 yards ahead of R. R. K. Marker's thunderous 4½-litre Bentley. The latter conceded the un-supercharged light car 31 secs. in the three laps (about 9 miles). A. Ashton-Rigby, driving one of the Relay Race M.G. Magnas, came in a good third, having received a start of 22 secs. from the Frazer-Nash.

The next race, a Senior Long Handicap (also on the Outer Circuit) was won at a rousing 90 m.p.h. by R. F. Oats, driving Charles Follett's Alvis "Firefly." Some 300 yards behind finished Marker and the Bentley, and close behind came R. G. Percival, in an old 3-litre Bentley.

It was in this race that R. L. Duller came to grief. His Bugatti must have been doing at least 120 m.p.h. as he came up to pass R. J. Munday's Munday Special very high up on the Members' Banking. He was closing on Munday as they tore round towards the Railway Straight. Just beyond the Big Bump by the bridge, with the Straight ahead, the Bugatti's tail dropped on the banking, and the off-side wheel went over the lip. Instantly the car commenced to slide down, swung round and, in a complete turn, swooped downwards across the track. Eventually the Bugatti hit the concrete kerb, leaped into the air and crashed into one of the telegraph poles on the inside of the track, snapping it like a reed. The car somersaulted, threw up a great cloud of dirt and came to rest.



Pietro Taruffi in action. He drove Earl Howe's 2-3-litre Bugatti and lapped the Mountain Circuit within ¼ sec. of the record.

—East and West

NEWS

When the first agitated officials reached the spot Duller was lying dazed, where he had fallen. Twenty minutes later the Weybridge Cottage Hospital reported that nothing had been broken. Duller had escaped with a shaking!

The next race was for the Mountain Championship and the Countess Drogheda Trophy, then held by Sir Malcolm Campbell. The field was reduced by three non-starters to eight cars—T. A. S. O. Mathieson's Bugatti, Whitney Straight's twin rear-wheeled 2½-litre Maserati, T. E. Rose-Richards's Bugatti, A. H. L. Eccles's Bugatti, Earl Howe's Bugatti, driven by the Italian visitor, Pietro Taruffi, Raymond

tracks, only just managing to keep his engine going. Mays rapidly man-handled his car out of the way, and Taruffi tore off after the dwindling speck which was the Maserati. Thereafter there were really only two cars in the race.

Lap by lap Taruffi strained every nerve and steadily closed on Straight, who, with his long lead, seemed to be taking things more easily. Brian Lewis drove well in third place some way back, and Eccles steadily fell into the rear.

When Straight crossed the line after the tenth lap Taruffi was but 60 yards behind. Straight's speed was 73.64 m.p.h. His lap record, put up last year, is 53¼ secs. Taruffi put in a lap in 54 secs. with a much slower car.

After this feast of perfect driving the next race was tame. R. F. Turner (Austin), however—who has fame at Donington—drove beautifully, and won comfortably at 63.63 m.p.h. C. A. Richardson (Riley), who had a start of 18 secs. over Dixon (Riley), finished not a length ahead of him and just snatched second place. The other outstanding feature of the race was W. G. Everitt's expression of amazement at the Fork when his car turned completely round.

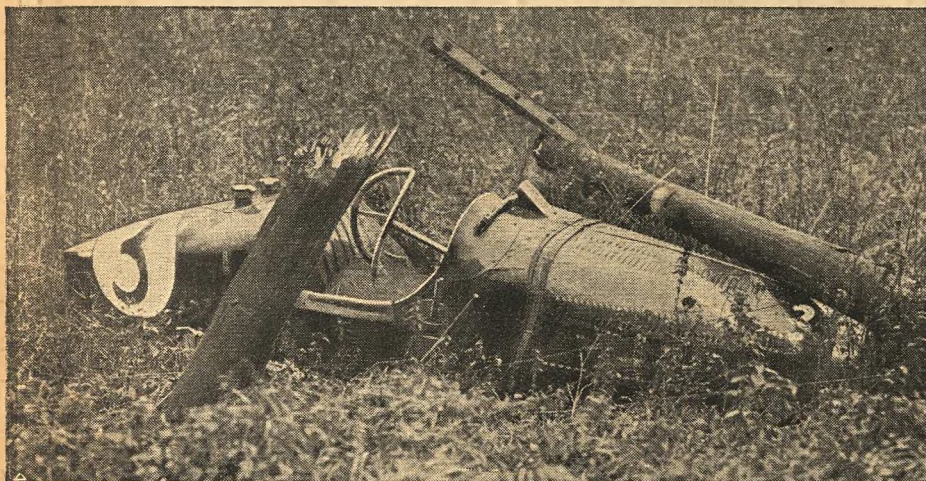
New class lap records for the Mountain circuit were put up in the Inter-Varsity race, which followed. Whitney Straight got his M.G. Magnette round at 69.74 m.p.h. (old record 69.05 m.p.h.), and Raymond Mays (1½-litre Riley) lapped at 74.68 m.p.h. (the 1,500 c.c. record was 73.13 m.p.h.).

In this race Oxford was represented by four cars—an M.G., two Frazer-Nashes and an Austin—against Cambridge's six—including the six-cylinder Riley and Straight's Magnette. The result was a "one, two, three" finish for Cambridge. Raymond Mays led the way from the fourth of the five laps (having started on scratch), and won at 71.39 m.p.h. by a good 500 yards.

The most astonishing part of the whole business was that, on the first lap, Mays broke his clutch-withdrawal shaft, and thereafter, for the better part of four laps, streaked along in third gear, his engine revving at 7,700!

Freddie Dixon (Riley) won the next race of five Mountain laps by over half a lap at 66.02 m.p.h., and Whitney Straight, again driving the Magnette, put up another 1,100 c.c. record at 70.67 m.p.h.

Freddie lent his car to Miss Rita Don (sister of Kaye Don) for the Women's race, and went along as passenger. Inspired, no doubt, by the company of this daring driver, Miss Don



"... AMID THE ALIEN CORN."

R. L. Duller's wrecked Bugatti and the telegraph pole it knocked down during one of the most sensational crashes ever seen at Brooklands. Duller was literally only grazed.

Mays's "Shelsley" six-cylindered Riley, Sir Malcolm Campbell's Sunbeam and the Hon. Brian Lewis's Alfa-Romeo.

The massed start was awe-inspiring. Then, as the pack swept in close formation into the Members' Corner, with high-pitched snarl of exhausts, Rose-Richards turned right round. Sir Malcolm swung wide, himself slid and, momentarily out of control, collided with the Bugatti broadside on. The cars bounced apart and spun to a standstill.

At the Fork Taruffi led. With Lewis on his tail, he streaked towards the Members' Corner again, where the two damaged cars stood forlorn. Here "caution" flags were waved frantically to Taruffi, who—like the rest of the pack—slowed right down, losing priceless seconds. As he accelerated past the obstruction Whitney Straight (Maserati) shot by, and led into the Fork turn, with Raymond Mays (Riley) close behind and Taruffi a close third.

Straight came out of the turn with his front wheels locked over, and the car shrieking in an outwards slide. Mays came fast, then his car spat and stopped—dead across Taruffi's bonnet. When a smash seemed inevitable the Italian, balked for the second time so early in the race, stopped dead in his



ROUND CHRONOGRAPH VILLA.

Second and third on the first lap of that memorable Championship race: Raymond Mays (Riley) and Whitney Straight (Maserati). Taruffi (Bugatti) had already passed. On the next lap at this corner Mays came to rest, and Straight went on to win.

NEWS

From North, South—

shot off the limit mark of 20 secs. and was never caught. She won by 150 yards at 60.34 m.p.h. from Mrs. K. Petre (Bugatti). Miss Cynthia Sedgwick (Frazer-Nash) held one or two incipient broadsides at the Fork very manfully, but had one or two lapses from grace.

In the last race of the day—a Mountain, of course—there was a field of some 20 cars, which always seemed to be going round the corners in a solid bunch. Their arrival in a snarling horde was almost terrifying, and more than one hardened official standing on the track moved back a pace. However, everyone sorted himself out without hitting anyone else or even going so far as to brush a tub.

Out of the ruck came forth T. A. S. O. Mathieson (Bugatti) at 69.51 m.p.h. A. H. L. Eccles chased him home (also in a Bugatti), and third came R. T. Horton (M.G. Magnette).

So, in the already gathering dusk, the meeting ended, and, as the shadows grew and a misty rain began to fall, the curtain fell on Brooklands, 1933.

THE RESULTS IN FULL

**The Woking Junior Long Handicap** (about nine miles).—1, H. J. Aldington (1,496 Frazer-Nash), handicap 1 min. 21 secs., won by 30 yards at 96.47 m.p.h.; 2, R. R. K. Marker (4,398 Bentley), handicap 50 secs.; 3, A. Ashton-Rigby (1,087 M.G.), handicap 1 min. 43 secs.

Also started:—Kaye Don (4,975 Bugatti, S.), scratch; E. J. Munday (4,310 Munday Special), 40 secs.; E. W. Dixon (1,089 Riley), 47 secs.; C. G. H. Dunham (2,511 Alvis), 1 min. 2 secs.; R. Jarvis (1,752 Alfa-Romeo, S.), 1 min. 14 secs.; S. Smith (1,496 Bugatti, S.), 1 min. 18 secs.; R. S. L. Boote (1,089 Riley), 1 min. 26 secs.; C. H. Masters (747 Austin, S.), 1 min. 33 secs.; C. Le S. Metcalfe (1,496 Abbott Nash), 1 min. 40 secs.; R. F. Oats (1,496 Alvis), 1 min. 51 secs.; R. G. Percival (2,996 Bentley), 1 min. 51 secs.; V. W. Derrington (1,271 Wolsley Hornet), 2 mins. 8 secs.; E. L. Meeson (1,185 Hillman), 2 mins. 29 secs.

**The Woking Senior Long Handicap** (about nine miles).—1, R. F. Oats (1,496 Alvis), handicap 1 min. 51 secs., won by 300 yards at 90 m.p.h.; 2, R. R. K. Marker (4,398 Bentley), handicap 40 secs.; 3, R. G. Percival (2,996 Bentley), handicap 1 min. 51 secs.

Also started:—T. H. Wisdom (8,464 Leyland-Thomas), 23 secs.; R. L. Duller (2,263 Bugatti, S.), 27 secs.; E. J. Munday (4,310 Munday Special), 40 secs.; Whitney Straight (1,087 M.G. S.), 44 secs.; F. W. Dixon (1,089 Riley), 47 secs.; C. G. H. Dunham (2,511 Alvis), 1 min. 2 secs.; A. Ashton-Rigby (1,087 M.G., S.), 1 min. 39 secs.

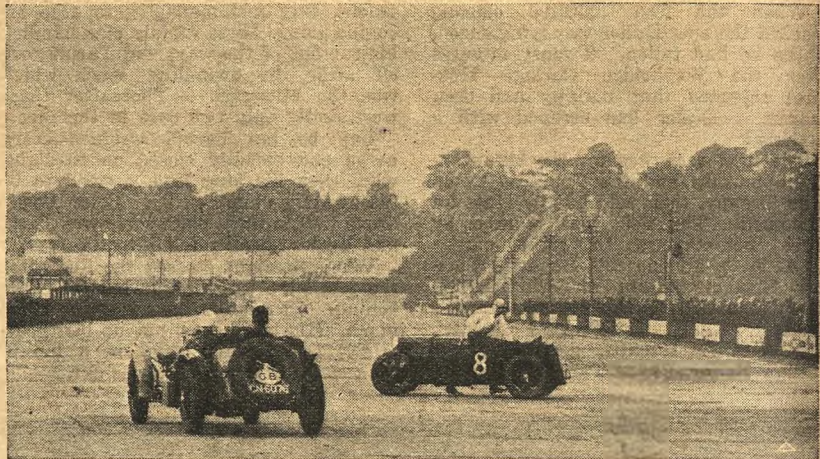
**The Mountain Championship** (about 12 miles).—1, Whitney Straight (2,514 Maserati, S.), won by 60 yards at 73.64 m.p.h.; 2, Pietro Taruffi (2,263 Bugatti, S.); 3, Hon. Brian Lewis (2,336 Alfa-Romeo, S.).

Also started:—T. A. S. O. Mathieson (2,263 Bugatti, S.); T. E. Rose-Richards (2,263 Bugatti, S.); A. H. L. Eccles (2,263 Bugatti, S.); Raymond Mays (1,486 Riley, S.); Sir Malcolm Campbell (3,976 Sunbeam, S.). This race was run from scratch.

**The Woking Junior Mountain Handicap** (about six miles).—1, R. F. Turner (747 Austin S.), handicap 34 secs., won by 150 yards at 63.63 m.p.h.; 2, C. A. Richardson (1,089 Riley), handicap 39 secs.; 3, F. W. Dixon (1,089 Riley II) handicap 21 secs.

Also started:—C. R. A. Grant (2,336 Alfa-Romeo, S.), scratch; H. J. Aldington (1,496 Frazer-Nash), owed 3 secs.; R. Bickford (2,120 Lancia), 21 secs.; E. K. Rayson (1,089 Riley, S.), 21 secs.; T. G. Moore (1,496 Frazer-Nash), 26 secs.; W. G. Everitt (847 M.G.), 26 secs.; T. A. W. Thorpe (1,496 Frazer-Nash), 26 secs.; K. W. Marten (847 M.G.), 26 secs.; A. R. Kennedy (847 M.G.), 26 secs.; D. M. Dent (1,496 Frazer-Nash), 26 secs.; P. M. Walters (1,089 Riley), 34 secs.; W. L. Thompson, Junr. (747 Austin S.), 34 secs.; G. H. Goodson (747 Austin, S.), 34 secs.; J. A. V. Bolster (1,089 Riley), 34 secs.; A. Powys Lybbe (1,496 Alvis), 51 secs.; G. B. C. Sumner (747 Austin, S.), 51 secs.

**The Oxford and Cambridge Mountain Handicap** (about six miles).—1, Raymond Mays (1,436 Riley, S.), scratch, won by 506 yards at 71.39 m.p.h.; 2, Whitney Straight (1,087 M.G., S.), handicap 5 secs.; 3, T. A. W. Thorpe (1,496 Frazer-Nash), handicap 35 secs.



AWKWARD MOMENT.

When you swirl round the Fork corner in a Mountain race and find this sort of thing there is no time to consider the matter in detail—as C. R. Grant (Alfa-Romeo) found when W. G. Everitt (M.G.) skidded round.

Also started:—K. D. Evans (747 M.G., S.), 15 secs.; R. J. W. Seaman (1,990 Bugatti), 25 secs.; Hon. P. Mitchell-Thompson (1,496 Frazer-Nash), 30 secs.; T. G. Moore (1,496 Frazer-Nash), 35 secs.; R. C. Vickers (1,496 Lea-Francis, S.), 42 secs.; K. M. G. Anderson (755 Austin, S.), 42 secs.; G. B. C. Sumner (747 Austin, S.), 1 min.

**The Woking Senior Mountain Handicap** (about six miles).—1, F. W. Dixon (1,089 Riley II), handicap 32 secs., won by 600 yards at 66.02 m.p.h.; 2, Whitney Straight (1,087 M.G., S.), handicap, 7 secs.; 3, H. R. Attwood (747 M.G., S.), handicap 17 secs.

Also started:—A. H. L. Eccles (2,263 Bugatti, S.), scratch; R. T. Horton (1,087 M.G. S.), 7 secs.; D. N. Letts (747 M.G. S.), 17 secs.; R. J. W. Appleton (1,496 Bugatti), 17 secs.; K. D. Evans (747 M.G., S.), 17 secs.; T. P. O. Tapper (1,496 Bugatti), 17 secs.; R. H. Eccles (1,496 Frazer-Nash), 20 secs.; R. Jarvis (1,752 Alfa-Romeo, S.), 23 secs.; R. E. L. Featherstonhaugh (1,484 Alfa-Romeo, S.), 23 secs.; V. W. Derrington (1,096 Salmson, S.), 27 secs.; R. L. Bellamy (1,496 Frazer-Nash, S.), 32 secs.; E. K. Rayson (1,089 Riley, S.), 45 secs.; P. M. Walters (1,089 Riley), 45 secs.; W. G. Everitt (847 M.G.), 37 secs.

**The Women's Mountain Handicap** (about six miles).—1, Miss Rita Don (1,089 Riley II),

handicap 20 secs., won by 100 yards at 60.34 m.p.h.; 2, Mrs. K. Petre (1,990 Bugatti), scratch; 3, Miss P. Altham (1,087 M.G., S.), scratch.

Also started:—Miss J. Houldsworth (1,990 Bugatti), scratch; Miss S. Gibbs (1,496 Bugatti), 5 secs.; Miss C. Sedgwick (1,496 Frazer-Nash), 5 secs.; Miss E. Ellison (1,496 Bugatti), 5 secs.; Mrs. K. N. Roe (1,496 Lea-Francis, S.), 11 secs.; Miss Fay Taylor (1,096 Salmson, S.), 11 secs.

**The Woking Lightning Mountain Handicap** (about six miles).—1, T. A. S. O. Mathieson (2,263 Bugatti, S.), handicap 20 secs., won by 75 yards at 69.51 m.p.h.; 2, A. H. L. Eccles (2,263 Bugatti, S.), handicap 20 secs.; 3, R. T. Horton (1,087 M.G., S.), handicap 27 secs.

Also started:—Whitney Straight (2,514 Maserati, S.), scratch; E. R. Hall (1,087 M.G., S.), 27 secs.; C. R. A. Grant (2,336 Alfa-Romeo, S.), 30 secs.; G. F. A. Manby-Colegrave (1,087 M.G.), 34 secs.; R. A. Yallop (1,087 M.G., S.), 34 secs.; C. T. Delaney (1,496 Lea-Francis, S.), 34 secs.; H. J. Aldington (1,496 Frazer-Nash), 30 secs.; R. J. W. Appleton (1,496 Bugatti), 37 secs.; D. N. Letts (747 M.G., S.), 37 secs.; H. R. Attwood (747 M.G., S.), 37 secs.; R. H. Eccles (1,496 Frazer-Nash), 40 secs.; R. E. L. Featherstonhaugh (1,484 Alfa-Romeo, S.), 43 secs.

WHERE THEY FREEZE ENGINES

Setting Carburettors for Ultra-cold Starting

THE ZENITH COMPANY'S NEW REFRIGERATOR

**D**IFFICULT engine starting in cold weather is a trouble which many motorists have suffered. Sometimes the fault is their own, whilst sometimes it can be laid at the door of the engine or carburetter manufacturer.

The Zenith Carburetter Co., Ltd., is evidently determined that their instruments shall be blameless, as they have just installed an elaborate refrigerator at their Stanhope Street, London, works in which ultra-cold starting tests on engines can be carried out.

The idea is that manufacturers standardizing Zenith carburettors shall send representative engines to the works so that a complete series of tests can be made. Thus an exact carburetter setting is arrived at which will ensure ready

starting even at such severe temperatures as 10 degrees of frost.

The refrigerator, part of which is shown in an accompanying photograph, is large enough to contain two engines, with the necessary auxiliaries, and to provide room for two testers to move around. The required degree of cold is produced by a normal type of refrigerating unit under full control from outside the cabinet. The freezing apparatus may also be set to work automatically so that a constant temperature is maintained for long periods.

It is customary for starting tests to be made at about 9 a.m. and 4 p.m., the engines being left in the refrigerator between these periods, and the predetermined low temperature maintained.

## —East and West

## NEWS

After each test the induction manifolds are slacked off in order to ensure that surplus petrol shall drain away and the plugs are removed. Before every test the temperature of the sump oil is taken, and this must be down practically to the refrigerator temperature, otherwise, of course, the engine is not properly cold.

As a general rule, the lubricating oil recommended by the manufacturers is used, although tests are sometimes made with other oils in order to see what difference there may be in the starting; the main differences in the various oils being shown, naturally, by the speed at which the starting motor rotates the engine. Also—as a general rule—a standard No. 1 grade of petrol is used, and here, again, the desires of the engine manufacturers are met with regard to the brand, but tests with low-quality fuels are sometimes made in order to see the effect upon starting time.

The condition of the starter battery is checked before the tests, and elaborate notes are made of other factors which may have an effect upon results. The speed at which the starting motor rotates the engine is checked by a rev. counter, and also by counting the number of revolutions that the distributor rotor makes in 10 secs. From this, of course, the r.p.m. of the engine is easily calculated.

The routine preparations having been made, the starter button and a stop-watch control are pressed simultaneously and the number of seconds which elapse before the engine fires are checked. Notes are also taken as to whether the engine continues to fire after the starter has cut out.

It will be clear, therefore, that after a sequence of tests of this kind an exact setting for the carburetter—at least, as regards its easy starting properties—can be arrived at regardless of whether the starting device takes the form of a strangler or of the newer "easy-start" jet system.

#### To Benefit Users.

When all of the details relating to any given make and type of engine have been collated, the carburetter manufacturers are in a position to turn out all instruments for that series on a production basis with the certainty that ease of starting will be identical with that of the test job.

The benefits of this arrangement will be felt not only by those who buy new cars, but also by owners of existing Zenith-equipped vehicles which may not be starting as readily as they could wish, because the tabulated details will enable the Zenith Co. always to set the starting devices for cold-weather conditions without the need for experimenting or for waiting until the cold weather really sets in, it being understood, of course, that if an engine will start at a very

low temperature it will be equally easy or even easier to start in the warmer weather.

Some interesting points arise out of the tests. We were struck mainly by the tremendous influence which oil plays on starting speed. With a certain light-car engine, and with a winter grade of oil not supplied by the manufacturers, the stiffness was such that only 32 r.p.m. could be obtained even with a freshly charged battery. This, of course, was entirely below any possible starting speed. A change of oil to that recommended by the engine makers brought the speed up to 60 r.p.m. and thus allowed ready starting.

#### Easier When Run In.

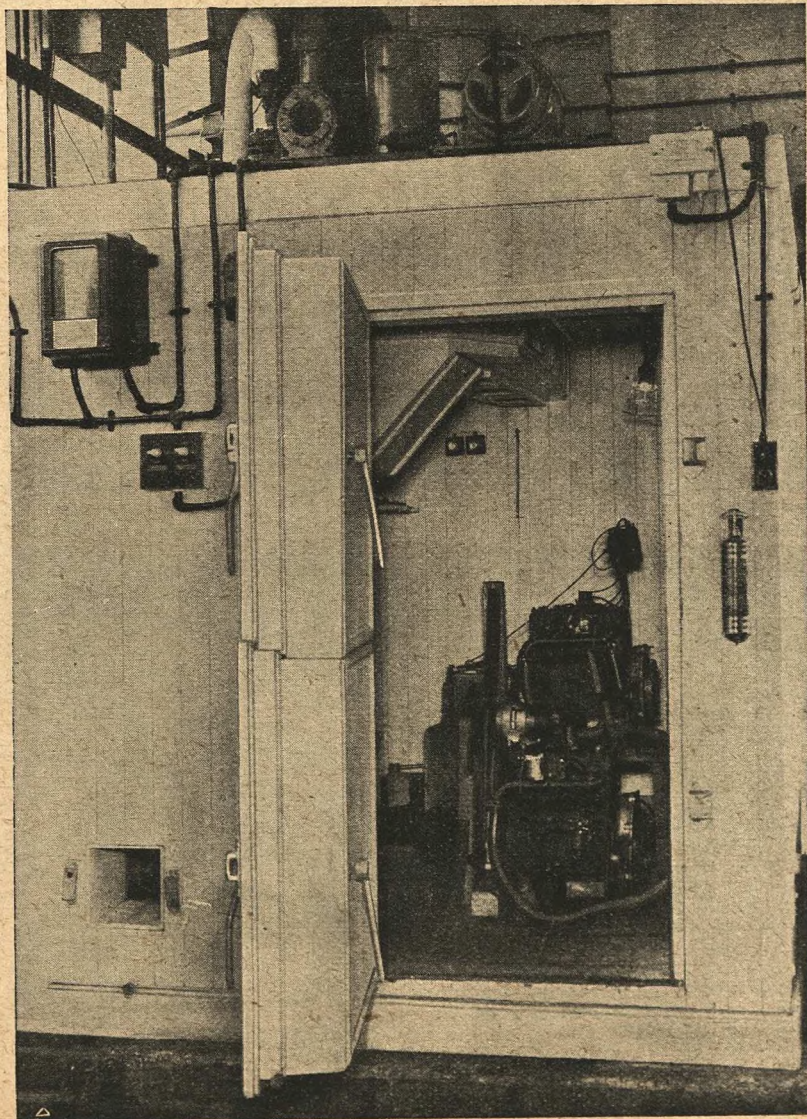
Similarly with two identical 10 h.p. engines—identical, that is, in make and type, but having had different periods of work, one being just off the assembly line, whilst the other had been in use in a car for some time. With the new engine the starter rotated the crankshaft at 168 r.p.m., whilst the run-in

engine rotated at 276 r.p.m., each engine being lubricated with the same brand of oil and working at the same low temperature, which, incidentally, was 26 degrees Fahr.

The ease of starting of the newer of these engines was demonstrated to us. Wrapped in a fur-lined coat, we watched the initial checking, and, when all was ready, pressed the starter button and the stop-watch. One second elapsed before the engine fired and continued to run—a most convincing demonstration.

On the routine tests the engine is allowed to run, after the starting time has been checked, to see if it tends to "pile up" or hunt. Further adjustments are then made, if necessary, to the carburetter setting to prevent hunting during the warming-up period.

No actual power-output or full-throttle tests are made as these are not required—the experiments relate only to problems which govern easy starting at lower temperatures than any which are normally experienced in this country.



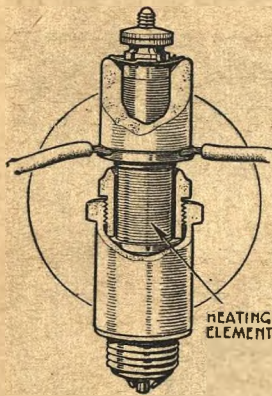
*The Zenith Co.'s cold-room with two Austin Ten engines ready for "freezing." The refrigerating plant can be seen on top of the cabinet with the controls to the left of the doors. Cold air from the plant is blown into the room through adjustable ports.*

## INEXPENSIVE PERMANENT JACKS

—And Other New Accessories

A NEW design of permanent jack, which sells at the very competitive price of 45s. for a set, has recently been placed on the market by Oto, Ltd., 37, Pavilion Road, Knightsbridge, London, S.W.1. Two jacks are used per car and they fit under the running board on each side, but are so arranged that the weight is taken on the chassis. The actual lifting portion of the jack is hinged at the inner end, and when not in use swings up horizontally, where it is quite unobtrusive and out of the way. The action is of the usual screw type and a long handle is provided for easy operation.

Owing to the fact that the jacks work on the chassis and not on the axles, raising the car naturally has the effect



of opening the leaves of the springs somewhat, which is, of course, an advantage from the lubrication point of view. Moreover, owing to the extension of the springs, the clearance between the wheels and the wings is increased, and this makes cleaning and washing easier.

Fitting is stated to be a simple matter, and the standard charge for this is only 4s. 6d.

### Electrically Heated Plugs.

THE Cooper Stewart Engineering Co., Ltd., announce that the price of their electrically heated Cooper sparking plugs has been reduced from 10s. to 6s. 6d.

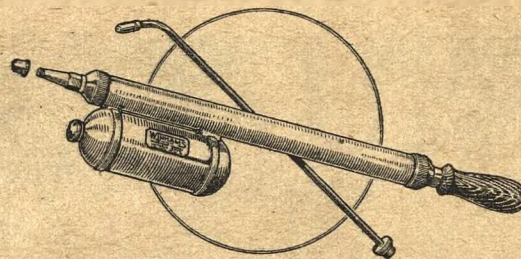
These plugs are unusual in that they contain an electrical heating element, which is connected up to the car battery and can be brought into action by the operation of a switch. It is not intended, of course, that the heating element should be switched on during the whole time that the car is running, but merely for three or four minutes before making a start from cold, the idea being to evaporate any condensed moisture which may have accumulated on the insulation while the engine has been standing. By this means it is claimed that a much easier start is obtained, whilst there is less chance of carbon

forming on the plug, owing to the fact that efficient combustion takes place immediately the engine starts instead of after two or three minutes, as may happen if the plug is damp.

Further details regarding these plugs can be obtained from the Cooper Stewart concern at 136-137, Long Acre, London, W.C.2.

### Well-made Spray Gun.

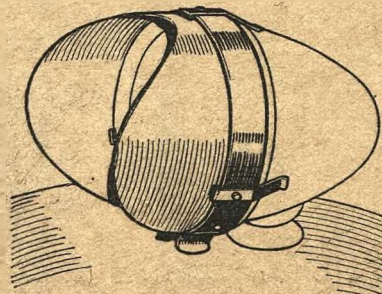
THE excellent practice of spraying the road springs, under-chassis parts, and so on, with penetrating oil has become very common, and several spray guns suitable for this work are on the market. A new type which is of distinctly more solid construction than the



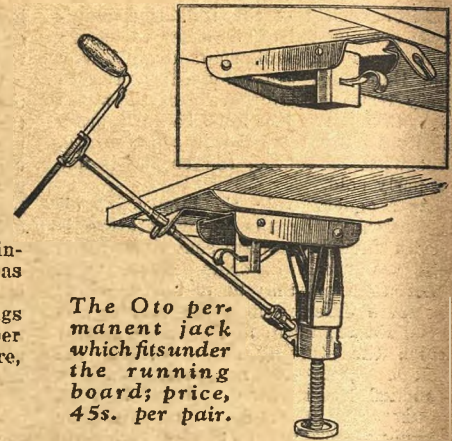
(Above) Winhams spray gun with extension nozzle for under-chassis lubrication. (Left) Now reduced in price to 6s. 6d. each—the Cooper electrically heated plug.

majority has recently been placed on the market by Winhams, Ltd., Hammond Works, Victoria Road, London, N.W.10. It sells at 12s. 6d., and is a very well made and finished job in heavy gauge brass.

An interesting feature is that it is arranged to give either a spray or a solid jet of liquid, and a particularly commendable point is that the spray is not produced in isolated spasms coinciding with the pump strokes, but in a steady jet which continues for several seconds after the actual pumping has ceased. A further useful feature is that a special curved extension



The Cameo side-lamp attachment; it is made of white celluloid and makes the lamp more readily visible from the side.



The Oto permanent jack which fits under the running board; price, 45s. per pair.

nozzle for reaching awkwardly placed spots is provided so that, even in the case of low-built cars, it should be quite easy to deal with springs, joints in the brake gear, and so on.

In addition to its use for spraying penetrating oil, it can, of course, be employed equally successfully by gardeners for treating plants or in the house for insecticide.

### A Lamp Attachment.

THE Cameo Luminous Signal Co., of West Avenue, Clacton-on-Sea, Essex, have recently introduced an inexpensive attachment for side lamps which enables drivers to tell at a glance whether their side lamps are alight or not, and, in addition, makes the lamps more readily visible to anyone approaching the car from the side.

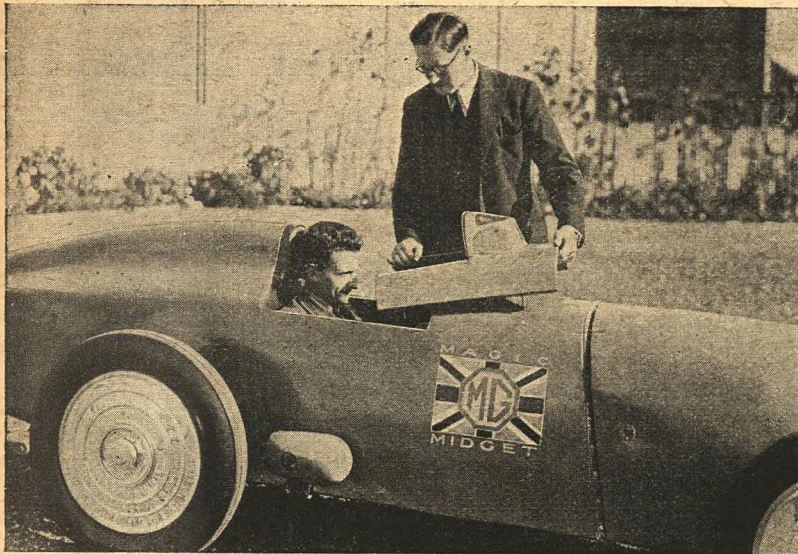
The device, which is known as the Cameo luminous signal and light indicator lamp attachment, takes the form of a white celluloid shade, which is carried in a spring ring that fits round the lamp rim. When the lamp is alight the celluloid naturally shows up white, even when viewed from a point well behind the lamp, thus making it quite easy, even in lighted streets, for the driver to know that it is still "on" and also serving to make the car easier to see from the side in badly lighted thoroughfares when the headlamps are not in use.

The price of this attachment is 1s. 6d. each, or 1s. 8d. post free.

### NEW AIRCRAFT MANUAL

All About Civil Aviation.

OUR associated journal, *The Commercial Motor*, has produced an excellent handbook entitled "Air Transport." This authoritative book sells at 3s. 6d. (by post 3s. 9d. from these offices). It contains all essential information for those interested in the ever-increasing development of civil aviation. The contents include details of passenger services, lists of aerodromes, tables of performances, data of British aircraft, official regulations and formalities, maintenance equipment, training and a glossary of aeronautical terms.



**THE AMAZING MIDGET.** — G. E. T. Eyston, who is too tall for the new body of the M.G. "Magic Midget," putting the lid on A. Denly, whose remarkable class H records are detailed below.

## MORE MIDGET MAGIC

130 m.p.h. From a 750 c.c. Car!

**D**RIVING G. E. T. Eyston's famous M.G. "Magic Midget" at Montlhéry on October 19, A. Denly succeeded in putting up 750 c.c. records which will mark an epoch for all time.

Subject to official confirmation, six records were broken at well over 120 m.p.h.! They were:—

- 1 kilom. at 125.62 m.p.h.
- 1 mile at 128.62 m.p.h.
- 5 kiloms. at 127.65 m.p.h.
- 5 miles at 127.80 m.p.h.
- 10 kiloms at 127.23 m.p.h.
- 10 miles at 125.43 m.p.h.

These records mean that the little car must have exceeded 130 m.p.h.—a prodigious speed which was astounding in any car, however large, a few years ago.

The new figures were announced at the M.G. Car Club dinner, held at the

Park Lane Hotel, London, on the same evening (see "Club Items"), and were received with great applause. None was more sincere in his congratulations than Capt. A. C. R. Waite, who, as chief of the Austin competition department, was present as an honoured guest. The M.G. actually lowered records set up by the Austin at Montlhéry only a few days previous.

G. E. T. Eyston was not driving the "Magic Midget" himself, for the simple reason that the new modifications and ultra-streamlining had made the car too small for him!

### National Benzole Properties.

The National Benzole Co., Ltd., are stressing the easy-starting properties of their National Benzole Mixture. This quality is, of course, of particular importance now that the winter is approaching and, coupled with the excellent anti-knock properties for which National Benzole Mixture is well known, gives the fuel a particular appeal. Benzole is now being obtained in very large quantities at gas works and coke ovens, and at the present time the well-known "Mixture" is the only motor fuel produced from coal in any considerable quantity in this country. The price, of course, is the same as that of normal No. 1 petrols.

### BUGATTIS AT LEWES Speed Trials Last Saturday

**T**HE Bugatti Owners Club held a highly successful speed-trial meeting at the Race Hill, Lewes, last Saturday, October 21.

The entry was good, the organization above reproach, and some creditable speeds were put up. The fastest car was R. G. J. Nash's Anzani-Nash, which clocked 20.4 secs. for the standing third-of-a-mile.

M. Jean Bugatti, son of *le patron*, was among the competitors.

The following are the provisional results:—

**1½-litre Touring.**—1, W. G. Lockey (Bugatti), 52.6 secs.; 2, L. G. Bachelier (Bugatti), 52.8 secs.; 3, J. Eason Gibson (Riley), 58.8 secs.  
**Over 1½-litre Touring.**—1, K. W. Bear (2.5-litre Bugatti), 51.2 secs.; 2, M. A. Benachi (3.5-litre Bugatti), 52.4 secs.; 3, Mrs. Garstin (3-litre Delage), 57.4 secs.

**1½-litre Sports.**—1, D. B. H. Robinson (1,496 c.c. Bugatti), 28.8 secs.; 2, A. J. Fedden (747 c.c. M.G. S.), 28.9 secs.; 3, H. L. Maddick (1,086 c.c. M.G. Magna), 29.4 secs.

**Over 1½-litre Sports.**—1, L. G. Bachelier (2.5-litre Bugatti, S.), 25.5 secs.; 2, Jean Bugatti (2.5-litre Bugatti, S.), 24.1 secs.; 3, J. K. Lawrence (2.5-litre Bugatti, S.), 27.7 secs.

**1½-litre Racing.**—1, R. G. J. Nash (Anzani Nash "The Spook," S.), 20.4 secs. (fastest run of the day); 2, Capt. J. C. Davis (Delage, S.), 24.6 secs.; 3, tie between C. R. Instone (998 c.c. G.N. Martyr) and F. J. Fielding (Bugatti, S.), with 25.4 secs. each.

**Over 1½-litre Racing (only two starters).**—1, A. Baron (3-litre Bugatti), 25 secs.; 2, C. Penn-Hughes (3-litre Talbot).

Special cup for fastest Bugatti Owners' Club member.—L. G. Bachelier (2.5-litre Bugatti).  
Brescia Cup for fastest Brescia Bugatti.—E. J. Allen (1½-litre Bugatti).

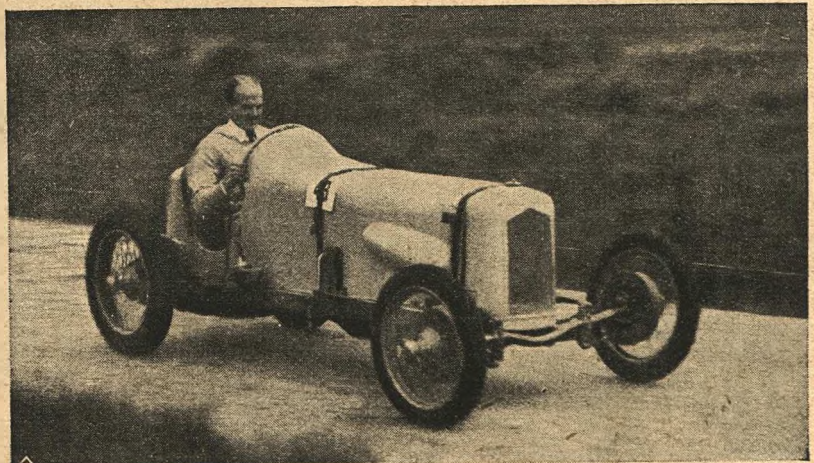
### Olympia Attendance.

The number of visitors who attended the Motor Show at Olympia this year was 234,255—the highest total since 1928, and over 48,000 more than last year.

The busiest day was Wednesday, October 18, when 41,520 people paid for admission.

### M.C.C. Sporting Trial.

The confirmed results of the recent M.C.C. sporting trial agree in every respect with the list published in this journal on October 20.



**"R. G. J." AT SPEED.** — Smiling happily to himself R. G. J. Nash (Anzani-Nash) streaks up the course at Lewes last Saturday to make fastest run of the day in 20.4 secs. See story on this page.

# LESSONS FROM LARGE CARS

## Random Notes Jotted Down During of the "Big Chaps" at Oly

With Sketches from "The Motor"

**A** FEW years ago there were marked differences between the manner of "doing things" on large cars compared with light cars, and a comparison was therefore of engrossing interest. Nowadays, however, the contrast is less defined, for light cars are designed on the scientific principles which have come to be regarded as standard practice, no matter what the size of the vehicle concerned. The lessons which large cars teach are, consequently, becoming fewer; in fact, one might go so far as to say that here and there the case is reversed, for experiments which are tried and found successful on light cars quickly appear on heavier models. Of this, the silent third pioneered by Rileys is an ever-present example.

In the following review, therefore, we can but touch on interesting examples of how accepted motor car practice is applied to large cars, nor need the subject be sub-divided and classified. Each example tells its own story, whether it be a simple point in connection with springing or something elaborate like the rear-engined Crossley. The latter marks a good jumping-off point.

The sketch clearly shows the general arrangements—and how vividly it recalls the experiments made by the G.W.K. concern, with a four-cylinder rear-engined model. The Crossley, however, incorporates a Wilson preselector box, whereas the G.W.K. had friction discs.

The engine-transmission unit of the Crossley is so compactly arranged that there is room at the back for a fair-sized locker. Apart from questions of weight distribution and general efficiency, the rear-engine car scores in the matter of accessibility, for on lifting the bonnet the engine is ready to hand, and is not screened by radiator or wings. The Crossley has its radiator in the conventional position at the front.

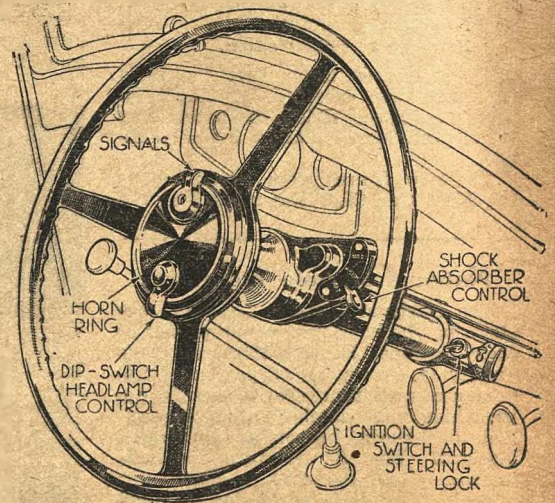
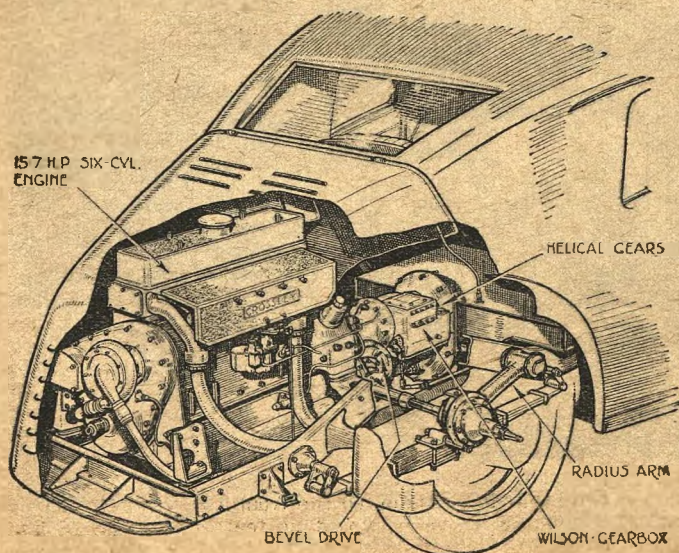
In the light-car world there is at present only one rear-engined car—the Trojan; but in addition to the experimental G.W.K., the Crouch enjoyed wide popularity with its twin-cylinder rear engine, whilst before the war, the G.W.K., also with a two-cylinder engine behind, was equally popular.

Mechanical servo brakes are by no means new. In the old days—as in the case of the Belgian Imperia, for example—the rear brakes were actuated by shoes applied to a drum on the propeller shaft behind the gearbox, the tendency of the drum to carry the shoes round with it exerting the necessary pull on the brake rods. The system, however, did not find favour with light-car manufacturers, largely on account of the extra complication it introduced, but also because it was found that whereas at, say, 30 m.p.h., the braking effort was adequate—in fact, very powerful—as the speed of the car decreased, so did the effectiveness of the brakes, until when the car was practically at a standstill braking efficiency had been reduced more or less to an alarming degree.

The principle is employed in perfected form on the 20-25 h.p. Rolls-Royce, a similar mechanism figuring on the new Bentley. In effect, the four-wheel brakes are coupled up with a servo motor consisting of a disc clutch driven from the gearbox. Application of the brake pedal brings the rear brake shoes into contact with the drums and also engages the clutch—the consequent drag being employed to operate the front brakes and also to add to the force with which the rear brakes are applied. Risk of skidding is eliminated by balancing mechanism; moreover, the servo effect is the same whether the car be travelling forwards or backwards.

The actuating mechanism of the front-wheel brakes of the Bentley is of a type not found on light cars, the basis of the action depending upon the movement of a lever pivoted to the dust cover of the brake assembly.

Rolls-Royce, by the way, have introduced for the new season an improved carburetter and an air cleaner and silencer. The last-named unit takes the form of a horizontal cylinder mounted just above and parallel with the cylinder head and connected by means of a



(Left) How the power unit, preselector box and final drive are arranged on the rear-engined Crossley—a new model announced just before the Show. (Above) The controls of the Humber Pullman: note the ingenious combined ignition lock and thief-proof device.



# R PRACTICE

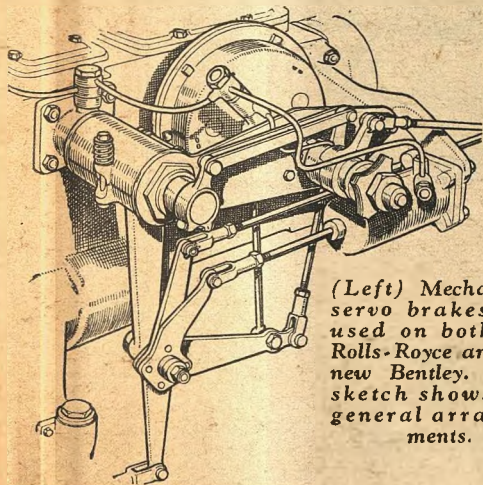
## an Inspection mpia

large bore pipe with the carburetter intake, the whole being a massive but very workmanlike unit.

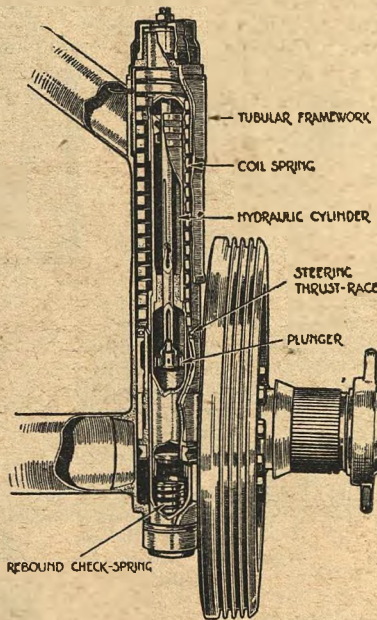
Sunbeams, by way of contrast, favour a down-draught carburetter mounted on a square-ended induction pipe, the latter being held in place by saddle clamps. This compact overhead valve engine of 12.8 h.p. is reminiscent of the best in light-car practice; in fact, it is interesting to observe that if the stroke were 3 mm. less, it would come well inside the light-car limit.

Chryslers, of course, are outstanding in that the chassis incorporates an automatic clutch mechanism which employs a small vacuum servo to withdraw the clutch so soon as the accelerator pedal is released. A novelty on the chassis is the C-shackle, which is of the threaded variety to minimize end movement and wear,

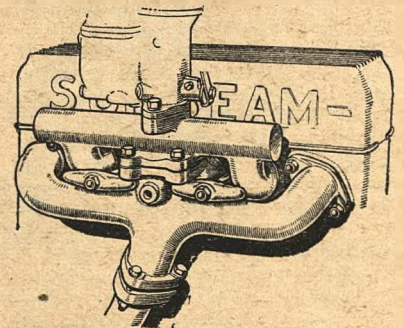
(Right) Independent front suspension has been a feature of the Lancia for many years. Here is the layout of the steering head as used on the latest cars.



(Left) Mechanical servo brakes are used on both the Rolls-Royce and the new Bentley. This sketch shows the general arrangements.



Increasing attention is being given to details in engine design, particularly in the direction of approaching more closely the ideal conditions for perfect combustion in the widely accepted meaning of the word. Above is the improved induction layout of the Rolls-Royce, and below, the comparatively simple but very efficient arrangement used on the 12 h.p. Sunbeam.



and which is carried in a very substantial bush-type bracket on the frame.

Talking of suspension reminds us that Lancias still adhere to independent front-wheel suspension in which helical springs are employed. In the light-car sphere, of course, the Morgan pioneered this principle, and the two have much in common. The Lancia, however, is more elaborate in that it incorporates an hydraulic cylinder.

In the matter of controls, large cars teach us very little for the modern light car is a triumph of ingenuity in this direction. There are features on the Humber Pullman, however, worthy of note. The direction indicators, for example, are operated by a thumb switch at "12 o'clock" on the steering wheel dial, whilst at "6 o'clock" there is a corresponding switch for operating the dipping headlamp.

Below the wheel, and mounted on the column, there is a shock-absorber control, whilst still farther down the column there is an ignition switch and a steering lock, the latter being ingenious in that it not only

provides a thief-proof device, but one which prevents an absent-minded owner from starting off and failing to discover that the wheel is locked until it becomes necessary to turn sharply one way or the other. One heard comments at the Show to the effect that manufacturers were going back to belt drive for the

various auxiliaries, such as dynamo and fan—and people wagged their heads over it. As a matter of fact, there is a distinct leaning nowadays towards this form of drive, for not only does it tend to damp out any interference with the balance of the engine as a whole, but it also enables a unit like the dynamo to be withdrawn without interfering with the functioning of the engine.

On the 20 h.p. Daimler a triple belt drive is employed, the three belts passing over a single pulley. Moreover, they are of the easily adjusted type. They are of Bramah belting, which was employed on light cars some years ago. Each link is slotted so that to undo the belt it is necessary only to slacken it off and undo a link, as one would undo the buttons of a coat.

One of the most notable surprises of the Show period was the announcement by the Austin Motor Co., Ltd., that it had adopted the Austin Hayes Selfselector transmission, which would be featured on the 16 h.p. model. The working of this very ingenious mechanism

**LESSONS FROM LARGE CAR PRACTICE . Contd.**

has already been described in *The Light Car and Cyclecar*, but a reference to one of the accompanying sketches will clearly reveal not only the principle of the drive, but the manner in which it is assembled within the housing, which, for want of a better term, we may call the gearbox.

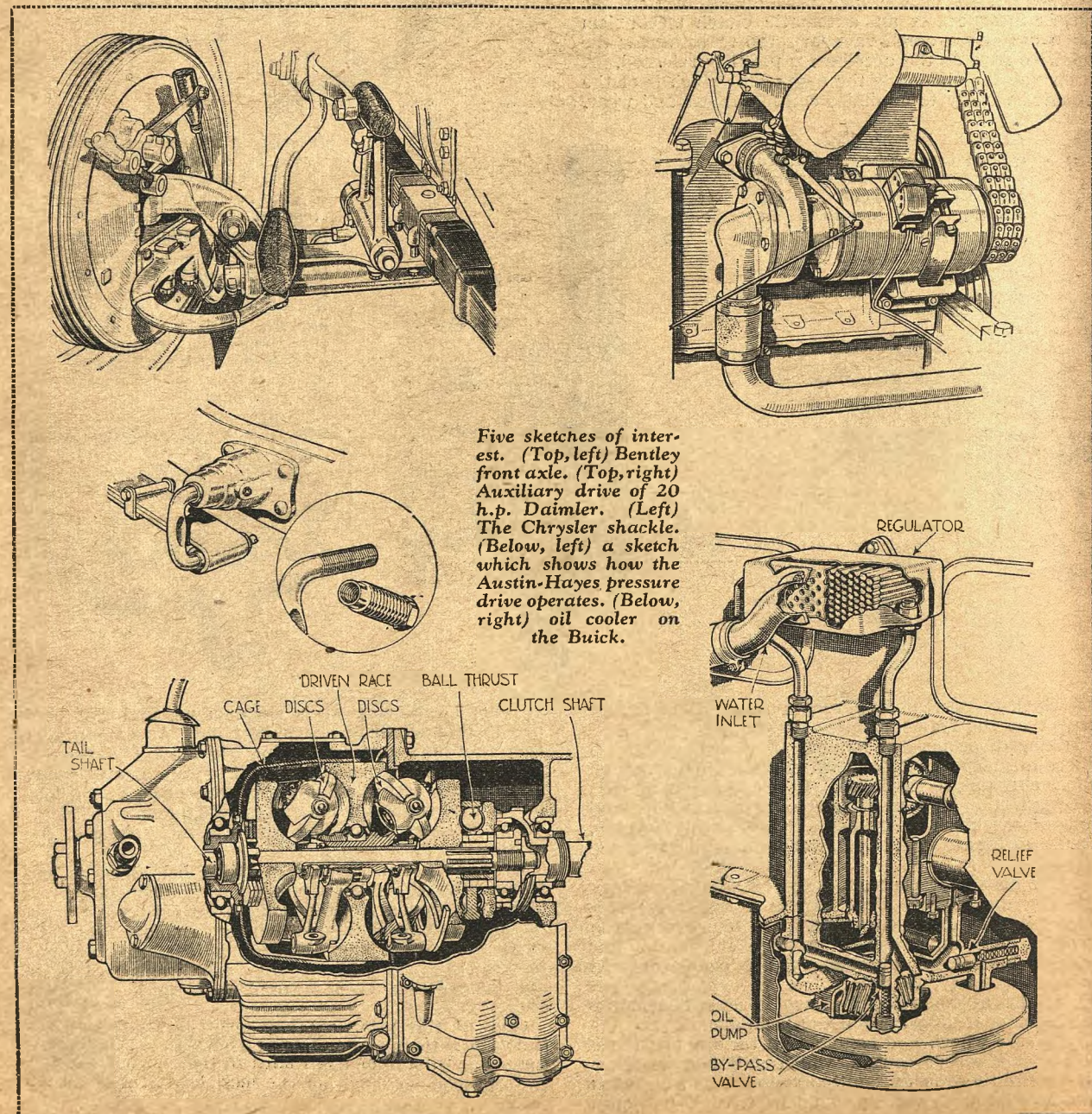
It is more than interesting to reflect that the Austin-Hayes Selfselector probably represents the long-awaited perfection of friction drive, and there will be many pioneers of this particular form of transmission who will recall their early struggles, but who will nevertheless rejoice because the faith they placed in the principle has been so fully justified. The Hayes gear cannot, of course, be compared in any way with the simple twin-disc drive of years ago, but the principle of varying the gear ratio is much the same.

Tremendous interest is being created in the possibility of oil filtering and oil-temperature regulation. It may be that before the Show of 1934 greater strides

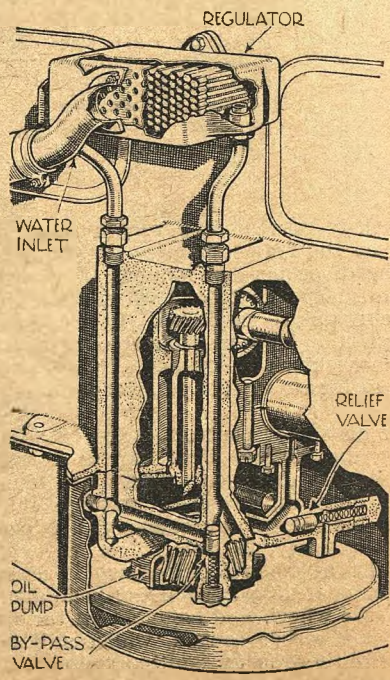
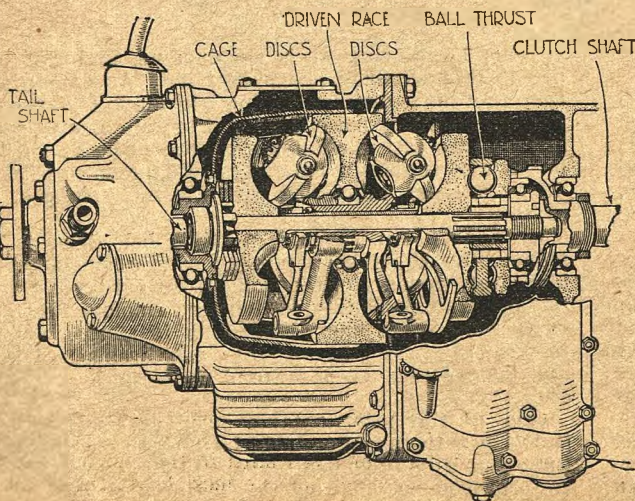
will have been made in the field of light cars in this direction than are at present evidenced. Oil filters are already standardized on certain makes of light car, but, as yet, none of them has an independent oil cooler.

In the meantime, one may comment on the thoroughness with which the designer of the Buick has tackled the problem of oil cooling. The oil is drawn from the sump and circulated through a diminutive honeycomb radiator, but instead of air, the cooling medium is the water which passes from the bottom of the radiator to the cylinder block, the honeycomb radiator acting as an interceptor.

The foregoing represents only a few examples of the ways in which everyday problems are being tackled by large car manufacturers. They will suffice to show that on larger and more elaborate chassis there is, perhaps, a better opportunity of exploring desirable principles, but it will be evident also, as we intimated at the beginning of this article, that the light car is not far behind in the general trend towards all-round improvement and efficiency.



Five sketches of interest. (Top, left) Bentley front axle. (Top, right) Auxiliary drive of 20 h.p. Daimler. (Left) The Chrysler shackle. (Below, left) a sketch which shows how the Austin-Hayes pressure drive operates. (Below, right) oil cooler on the Buick.





## The CHEDDAR GORGE

—Wherein is to be  
Found the Finest  
Rock Scenery in  
These Islands

By Alan Philip

through the rocks until in time the roof fell in to form the floor of the ravine to-day. Yet others tell of primeval earthquakes and upheavals of the rock in far-off times; but still the mystery remains. The gorge is visited by thousands who look in wonder upon its imposing workmanship, but have no answer for the baffling question.

The problem becomes even more perplexing when one visits the caverns that burrow far into the heart of the rock, with their mile-long passages and curtains of crystal drapery; where electric light sheds its glare upon mighty stalactites and stalagmites, hanging from the roof or rising as pinnacles from the floor, whilst through these grim caves thunder

the waters of rivers that never see the light of day.

From the moors above Cheddar Gorge, Burrington Coomb may be reached across the green heights of the Mendips. It is a wider and less imposing ravine than Cheddar, although it has an enhanced fame because it contains that "cleft" in the rock wherein, it is said, Toplady composed the verses of the familiar hymn "Rock of Ages," when driven there for shelter from a sudden storm.

### The "Cheddar Pink."

Burrington Coomb should be visited in June when the banks are clothed in yellow stonewort. Incidentally, in the Cheddar Gorge is found the "Cheddar Pink," a wild flower which is peculiar to the district.

In the village of Cheddar there is little worth seeing, save the old market cross with its surrounding arches and superimposed stonework for protection for the market salesmen in wet weather. It is the gorge that one goes to see. Cheddar is set in the midst of a beautiful region of Somerset, with green valleys and hills and roads that wind through old villages and under the shade of trees until in the end one wonders whether Somerset is not the most beautiful of all our English counties.

**T**HE motorist who comes upon Cheddar Gorge un-  
aware, or who visits it for the first time on a  
sunny day, will undoubtedly be amazed by this re-  
markable cleft in the Mendip Hills.

The entrance to the gorge is guarded by the curious natural formation of a crouching lion upon the summit of the rocks to the west, and for a mile the roadway winds upwards through the grandest rock scenery of its type in our country. On each side of the roadway the walls of rock rise 400 ft., their ledges and crevices affording foothold for trees and plants which clothe the rocks with verdant grace and beauty. The effect when the overhead sun gleams down at midday is one that almost surpasses the descriptive power of words; for with the wealth of foliage there is the mysterious sheen of light upon the moss that clothes the damp walls, and the flash of sunlight on the water that trickles from dark recesses to fall in miniature cascades from shelf to shelf.

The geological origin of this gorge is still a matter of dispute. Some suppose it to be the result of the age-long washing of the waves and the beating of the sea at a time when the ocean covered this portion of the land. Others speak of underground streams, which through untold centuries hollowed a vast chasm

# THE YEAR'S SPORT

## Results of Long Distance Races at Home and Abroad

Compiled by "THE BLOWER"

### British Racing.

#### THE J.C.C. INTERNATIONAL TROPHY. May 6. 250 Miles, Including Artificial "Handicap Bends."

**First:** Hon. Brian Lewis (2.3-litre Alfa-Romeo), 83.07 m.p.h.  
**Second:** E. R. Hall (1,086 c.c. M.G. Magnette), 82.77 m.p.h.  
**Third:** Mrs. E. M. Wisdom (1,086 c.c. M.G. Magnette), 81.24 m.p.h.  
**Fourth:** Earl Howe (1,086 c.c. M.G. Magnette), 79.81 m.p.h. **Fifth:** C. Goodacre (747 c.c. Austin), 78.03 m.p.h. **Sixth:** J. D. Barnes (747 c.c. Austin), 74.09 m.p.h. **Seventh:** H. Widengren (1,098 c.c. Amilcar), 73.63 m.p.h. **Eighth:** L. P. Driscoll (747 c.c. Austin), 72.64 m.p.h.

#### B.R.D.C. BRITISH EMPIRE TROPHY. July 1. Brooklands. On Handicap. India Trophy. (50 Miles.)

**First:** M. B. Watson (747 c.c. M.G. Midget), 101.23 m.p.h. H'cap: 3 mins. 36 secs.  
**Second:** K. D. Evans (747 c.c. M.G. Midget), 98.90 m.p.h. H'cap: 3 mins. 36 secs.  
**Third:** R. T. Horton (1,086 c.c. M.G. Magnette), 108.20 m.p.h. Scratch.  
**Fourth:** H. C. Dobbs (Riley), 103.11 m.p.h. **Fifth:** G. F. A. Manby-Colegrave (1,086 c.c. M.G. Magnette), 106.42 m.p.h. **Sixth:** G. H. S. Balmain (747 c.c. M.G. Midget), 80.85 m.p.h. **Seventh:** E. K. Rayson (1,089 c.c. Riley), 93.36 m.p.h.

#### Canada Trophy. (50 Miles.)

**First:** F. Hallam (1,492 c.c. Alvis), 102.48 m.p.h. H'cap: 4 mins. 48 secs.  
**Second:** C. T. Delaney (1,496 c.c. Lea-Francis), 95.41 m.p.h. H'cap: 6 mins.  
**Third:** E. O. Shuttleworth (2-litre Bugatti), 101.64 m.p.h. H'cap: 2 mins. 24 secs.  
**Fourth:** G. L. Baker (6-litre Minerva), 83.99 m.p.h. H'cap: 4 mins. 48 secs.

#### British Empire Trophy. (125 Miles.) Scratch Race.

**First:** Count S. Czaykowski (4.9-litre Bugatti), 123.58 m.p.h.  
**Second:** Kaye Don (4.9-litre Bugatti), 121.47 m.p.h.  
**Third:** G. F. A. Manby-Colegrave (1,086 c.c. M.G. Magnette), 106.38 m.p.h.  
**Fourth:** R. T. Horton (1,086 c.c. M.G. Magnette), 106.76 m.p.h. **Fifth:** F. Hallam (1,492 c.c. Alvis), 103.11 m.p.h.

#### R.A.C. MANNIN BEG.

#### July 12. Douglas, I.O.M. "Round-the-Houses." (230 Miles.)

**First:** F. W. Dixon (1,089 c.c. Riley), 54.41 m.p.h.  
**Second:** D. K. Mansell (746 c.c. M.G. Midget), 51.40 m.p.h.  
**Third:** J. L. Ford (745 c.c. M.G. Midget), 49.35 m.p.h.  
No other finishers.

#### THE MANNIN MOAR.

#### July 14. Same Circuit.

**First:** Hon. Brian Lewis (Alfa-Romeo), 64.23 m.p.h.  
**Second:** T. E. Rose-Richards (Bugatti), 63.61 m.p.h.  
**Third:** G. E. T. Eyston (Alfa-Romeo), 63.05 m.p.h.  
Kaye-Don (Alfa-Romeo), 57.04 m.p.h. Failed to complete course by one lap.

#### THE L.C.C. RELAY RACE.

July 22. Brooklands. 250 Miles on Handicap, Competed in Teams of Three Cars.

**First:** A. C. Hess's team (M.G. Car Club)—G. E. C. Martin, G. W. J. H. Wright and A. C. Hess (three 1,086 c.c. M.G. Magnas), 88.62 m.p.h. H'cap: 20 mins. 20 secs.  
**Second:** H. F. S. Morgan's team (three Morgans)—T. A. Rhodes, H. Laird and H. G. Lones. 89.01 m.p.h. H'cap: 12 mins.  
**Third:** V. H. Tuson's team—G. H. Robins (1,271 c.c. M.G. Magna), L. Levy (747 c.c. M.G. Midget) and V. H. Tuson (990 c.c. Fiat). 76.37 m.p.h. H'cap: 38 mins. 20 secs.  
**Fourth:** Capt. A. Waite's team (three Austins). L. P. Driscoll, J. D. Barnes and C. Goodacre. 91.60 m.p.h. H'cap: 5 mins. 20 secs.



In Great Britain!—this very "continental" scene is the Mannin Moar, which was run through the streets of Douglas, Isle of Man.

#### R.A.C. ULSTER T.T.

September 2. Ards Circuit. 478 Miles' Handicap.

**First:** T. Nuvolari (1,087 c.c. M.G. Magnette), 78.65 m.p.h.  
**Second:** H. C. Hamilton (746 c.c. M.G. Midget), 73.46 m.p.h.  
**Third:** T. E. Rose-Richards (2.3-litre Alfa-Romeo), 78.71 m.p.h.  
**Fourth:** E. R. Hall (1,087 c.c. M.G. Magnette), 75.18 m.p.h. **Fifth:** Earl Howe (2.3-litre Alfa-Romeo), 77.04 m.p.h. **Sixth:** W. R. Baird (1,088 c.c. Riley), 70.59 m.p.h. **Seventh:** G. F. A. Manby-Colegrave (1,087 c.c. M.G. Magnette), 72.77 m.p.h. **Eighth:** C. R. Whitcroft (1,486 c.c. Riley), 72.28 m.p.h.

#### PHENIX PARK MEETING.

September 16. Held by Irish Motor Racing Club in Dublin on Handicap. Mobile Trophy. 100 Miles.

**First:** F. O'Boyle (1,089 c.c. Riley), 67.90 m.p.h.  
**Second:** W. Sullivan (732 c.c. Sullivan Morris), 71.50 m.p.h., beaten by 1 min. 18 secs.  
**Third:** P. M. Berkery (3-litre Sunbeam), 68.80 m.p.h., 40 secs. behind Sullivan.

#### Joyce and Brady Trophy. 75 Miles.

**First:** A. H. Potterton (847 c.c. M.G.), 63.4 m.p.h.  
**Second:** W. J. Kavanagh (747 c.c. Austin), 65.5 m.p.h., beaten by 3 mins. 23 secs.  
**Third:** D. C. MacLachlan (1,039 c.c. Riley), 72.85 m.p.h., 19 secs. behind Kavanagh.

#### B.R.D.C. 500 MILES RACE.

September 16. Brooklands Outer Circuit. 181 Laps. Handicap.

**First:** E. R. Hall (1,087 c.c. M.G. Magnette, S.), 106.55 m.p.h.  
**Second:** C. E. C. Martin and L. F. Welch (1,087 c.c. M.G. Magna), 92.24 m.p.h.  
**Third:** C. Paul and P. Turner (1,089 c.c. Riley), 88.87 m.p.h.  
**Fourth:** T. S. Fotheringham (1½-litre Bugatti, S.), 94.50 m.p.h. **Fifth:** R. A. Yallop and E. Fronteras (1,087 c.c. M.G. Magnette, S.). **Sixth:** J. Zanelli (2.3-litre Alfa-Romeo). **Seventh:** Hon. P. Mitchell-Thompson and D. A. Aldington (1½-litre Frazer-Nash).  
Still running: G. W. J. H. Wright and Earl of March (M.G. Magna).

### Racing Abroad.

#### SWEDISH WINTER GRAND PRIX.

February 28. 230 Miles. Ramen Circuit.  
**First:** V. Widengren (2.3-litre Alfa-Romeo), 51.20 m.p.h. Record lap at 57.42 m.p.h.  
**Second:** Bjornstad (Alfa-Romeo).

#### TUNIS GRAND PRIX.

March 26. 290 Miles. Carthage Circuit.  
**First:** T. Nuvolari (Alfa-Romeo), 80.28 m.p.h. Won by 1.5 sec.  
**Second:** Borzacchini (Alfa-Romeo).  
**Third:** Zehender (Maserati), 20 secs. behind Borzacchini.

#### ITALIAN "1,000 MILES" RACE.

April 8-9. Brescia-Rome-Brescia

**First:** T. Nuvolari (2.3-litre Alfa-Romeo), drove single-handed, 67.46 m.p.h.  
**Second:** Count Castelbarco and Cortese (2.3-litre Alfa-Romeo), 65.58 m.p.h.  
**Third:** Taruffi and Pellegrini (2.3-litre Alfa-Romeo), 64.01 m.p.h.  
**Fourth:** Revelli and Dell'Orto (1,750 c.c. Alfa-Romeo), 60.79 m.p.h. **Fifth:** Tassi and Soffietti (1,750 c.c. Alfa-Romeo), 59.84 m.p.h.

#### Class Winners.

**Over 1,500 c.c.:** As above.  
**1,500 c.c.:** Berrone and Carraroli (Alfa-Romeo), 59.11 m.p.h. **1,100 c.c.:** 1. G. E. T. Eyston and Count Lurani (M.G. Magnette), 55.90 m.p.h.; 2. Earl Howe and H. C. Hamilton (M.G. Magnette), 56.82 m.p.h.; 3. Ambrosini and Menchetti (Fiat), 54.70 m.p.h.  
**Closed Cars:** Donnini and Berti (Alfa-Romeo), 57.49 m.p.h. **Utility Cars (Under 1,100 c.c.):** Ricci (Fiat), 53.88 m.p.h. **(Over 1,100 c.c.):** Marinelli and Tragella (Bianchi), 52.23 m.p.h.

#### MONACO GRAND PRIX.

April 23. 200 Miles. "Round-the-Houses."

**First:** Achille Varzi (2.3-litre Bugatti), 57.01 m.p.h.  
**Second:** B. Borzacchini (2.3-litre Alfa-Romeo), 56.50 m.p.h.  
**Third:** R. Dreyfus (Bugatti), 56.41 m.p.h.  
**Fourth:** Chiron (Alfa-Romeo). **Fifth:** Trossi (Alfa-Romeo). **Sixth:** Zehender (Maserati). **Seventh:** Williams (Bugatti). **Eighth:** Hartmann (Bugatti).

#### TRIPOLI GRAND PRIX.

April 30. 250 Miles.

**First:** A. Varzi (Bugatti), 2 hrs. 19 mins. 51 secs. **First 10 laps at over 110 m.p.h.**  
**Second:** T. Nuvolari (Alfa-Romeo), beaten by 1.5 sec.  
**Third:** Sir Henry Birkin (Maserati).  
**Fourth:** Zehender (Maserati). **Fifth:** Borzacchini (Alfa-Romeo).

#### GRAND PRIX OF BORDINO.

April 30. Circuit of Alassandria.

#### Two Heats and a Final.

#### First Heat (40 Miles).

**First:** T. Nuvolari (Alfa-Romeo), 89.64 m.p.h. Fastest lap. 92.24 m.p.h.  
**Second:** Brivio (Alfa-Romeo), beaten by 6 4-5 secs.

**Third:** Count Castelbarco (Alfa-Romeo).

#### Second Heat (40 Miles).

**First:** Minozzi (Bugatti), 73.61 m.p.h.  
**Second:** Count Trossi (Alfa-Romeo), beaten by 1 2-5 secs.  
**Third:** Valpura (Maserati).

#### Final (75 Miles).

**First:** T. Nuvolari (Alfa-Romeo), 71.74 m.p.h.  
**Second:** Count Trossi (Alfa-Romeo), beaten by 25 secs.  
**Third:** Brivio (Alfa-Romeo), 3 mins. 15 3-5 secs. behind Trossi.  
**Fourth:** Valpura (Maserati). **Fifth:** Minozzi (Bugatti).

#### AVUS MEETING.

May 21. Avus Track, Berlin.

Up to 1,500 c.c. (125 Miles).

**First:** Veyron (Bugatti), 113 m.p.h.  
**Second:** Burgaller (Bugatti), beaten by 1-3 sec.

**Third:** Earl Howe (Delage), 107 m.p.h.

**Fourth:** Ruesch (Alfa-Romeo).

R. T. Horton (M.G.) and J. D. Barnes (Austin) were first 800 c.c. cars to finish.

#### Over 1,500 c.c. (183 Miles).

**First:** A. Varzi (4.9-litre Bugatti), 129 m.p.h. Record lap—equalled by Czaykowski—136 m.p.h.  
**Second:** Count Czaykowski (4.9-litre Bugatti), beaten by 4.5 sec.  
**Third:** T. Nuvolari (Alfa-Romeo).

**GRAND PRIX OF PICARDIE.**

May 28. Circuit of Peronne. 122 Miles.  
 First: P. Etancelin (Alfa-Romeo), 84.51 m.p.h. Fastest lap at 86.91 m.p.h.  
 Second: R. Sommer (Alfa-Romeo), beaten by 2 mins. 27 4-5 secs.  
 Third: Lehoux (Bugatti), 4 secs. behind Sommer.

**2-litre Class.**

1. Bussienne (Bugatti), 75.88 m.p.h.  
 2. Couchin (Bugatti).

**1,500 c.c. (82 Miles).**

1. Madame Ilier (Bugatti), 71.63 m.p.h.

**THE TARGA FLORIO.**

May 28. 313 Miles. Madone Circuit, Sicily.  
 First: Brivio (Alfa-Romeo), 47.55 m.p.h.  
 Second: Balestrero (Alfa-Romeo), beaten by 24 mins. 45 4-5 secs.  
 Third: Carraroli (Alfa-Romeo), 7 mins. 43 secs. behind Balestrero.

**NURBURG GRAND PRIX.**

May 28. Nurburg Ring.  
 Over 1 1/2-litres (210 Miles).  
 First: T. Nuvolari (Alfa-Romeo), 70.42 m.p.h.  
 Second: M. Von Brauchitsch (Mercedes), 68.17 m.p.h.  
 Third: Taruffi (Alfa-Romeo), 3 mins. 15 secs. behind Von Brauchitsch.

**1 1/2-litres (210 Miles).**

First: Earl Howe (Delage), 64.29 m.p.h.  
 Second: Burgaller (Bugatti), 64.26 m.p.h.  
 Third: Veyron (Bugatti), 5 mins. 53 secs. behind Burgaller.

**800 c.c. (170 Miles).**

First: H. C. Hamilton (M.G. Midget), 59.76 m.p.h.  
 Second: Kohlansch (Austin), beaten by 24 mins. 17 secs.

**INDIANAPOLIS 500 MILES RACE.**

May 30. Indianapolis Speedway, U.S.A.  
 First: Louis Meyer (Tydol Special—8-cyl. Miller), 104.162 m.p.h.  
 Second: Wilbur Shaw (Mallory Special—4-cyl. Miller).

Third: Lou Moore (Foreman Axle Special—4-cyl. Miller).

Fourth: Chester Gardner (Sampson Radio Special—16-cyl. Miller). Fifth: H. Stubblefield (Abels Pink Special—Studebaker). Sixth: D. Evans (Art Ross Special—Studebaker).

**BOL D'OR.**

June 4. St. Germaine Circuit. 24-hour Scratch Race for Cars up to 1,100 c.c.  
 Fastest Car: De Gabardie (Amilcar), 438 laps (1,136 miles).

Car Class Winners: 500 c.c. Racing: Robail (Argo), 334 laps. 750 c.c. Racing: Menet (M.R.), 235 laps. 1,100 c.c. Racing: De Gabardie (Amilcar), 438 laps.

350 c.c. Sports: Dupont (Antony), 218 laps. 500 c.c. Sports: Floret (Colin), 229 laps. 750 c.c. Sports: Goux (Rosengart), 348 laps. 1,100 c.c.: Vernet (Salmson), 432 laps.

**NIMES GRAND PRIX.**

June 4. "Round-the-houses." 129 Miles.  
 First: T. Nuvolari (Alfa-Romeo), 69.32 m.p.h. Record lap with Etancelin at 71.23 m.p.h.

Second: P. Etancelin (Alfa-Romeo). Beaten by 58 2-5 secs.  
 Third: G. Moll (Alfa-Romeo). One lap behind.  
 Fourth: R. Sommer (Alfa-Romeo).

**FRENCH GRAND PRIX.**

June 11. Montlhery Road Circuit. 360 Miles.  
 First: G. Campari (5-litre Maserati), 81.49 m.p.h.

Second: P. Etancelin (2.3-litre Alfa-Romeo), 81.18 m.p.h. Beaten by 42 secs.  
 Third: G. E. T. Eyston (2.3-litre Alfa-Romeo), one lap behind.

Fourth: R. Sommer (2.6-litre Alfa-Romeo).  
 Fifth: G. Moll (2.3-litre Alfa-Romeo). Sixth: Villars (2.6-litre Alfa-Romeo).

**LE MANS 24-HOUR RACE.**

**June 17-18. Sarthe Circuit.**

**Ninth Biennial Cup (On Formula).**

First: R. Sommer and T. Nuvolari (Alfa-Romeo), 1,949 miles at 80.98 m.p.h.  
 Second: L. P. Driscoll and C. Penn-Hughes (1 1/2-litre Aston-Martin), 1,580 miles.

Third: Hon. Brian Lewis and T. Rose-Richards (Alfa-Romeo), 1,887 miles.  
 Fourth: A. C. Bertelli and S. C. H. Davis (1 1/2-litre Aston-Martin), 1,458 miles.

**11th Grand Prix d'Endurance (Scratch).**

First: R. Sommer and T. Nuvolari (Alfa-Romeo), 1,949 miles.  
 Second: Chinetti and Varent (Alfa-Romeo), 1,948 miles.

Third: Hon. Brian Lewis (Alfa-Romeo), 1,887 miles.  
 Fourth: A. Van der Becke and S. Peacock (Riley Nine), 1,600 miles. Fifth: L. P. Driscoll and C. Penn-Hughes (Aston-Martin), 1,580 miles.

Sixth: L. Ford and M. H. Baumer (M.G. Midget), 1,478 miles. Seventh: A. C. Bertelli and S. C. H. Davis (Aston-Martin), 1,458 miles. Thirteenth: J. S. Barnes and A. H. Langley (Singer Nine), 1,178 miles.

**BELGIAN 24-HOUR RACE.**

**July 1-2.**

**General Classification.**

First: L. Chiron and Chinetti (Alfa-Romeo), 1,739.96 miles at 72.50 m.p.h. Record lap by Chiron at 81.75 m.p.h.

Second: Stoffel and Sommer (Alfa-Romeo).

**Class Winners.**

1,100 c.c.: 1. Duray and de Gabardie (Amilcar), 1,295 miles. 2-litres: 1. Jockens and Crisay (F.N.), 1,459 miles. 3-litres: (as in general classification). 4-litres: 1. Desvignes and Mangin (Bugatti), 1,451 miles. Unlimited: 1. Narischkine and Thelussen (Graham-Paige), 1,385 miles.

**THE YEAR'S SPORT—Contd.**

**GRAND PRIX OF THE MARNE.**

**July 2. 248 Miles.**

First: P. Etancelin (Alfa-Romeo), 89.87 m.p.h.  
 Second: Wimille (Alfa-Romeo), beaten by 20 yards.

Third: R. Sommer (Alfa-Romeo).  
 Fourth: Whitney Straight (Maserati). G. Moll, who finished third, was disqualified.

**GRAND PRIX OF PENYA RHIN (BARCELONA CUP).**

**July 2. Spain. San Sebastian Circuit. 100 Miles.**

First: Juan Zanelli (Alfa-Romeo), 1 hr. 34 mins. 38 secs.  
 Second: Sameiro (Alfa-Romeo), 1 hr. 37 mins. 38 secs.

Third: Lehoux (Bugatti).

**BELGIAN GRAND PRIX.**

**July 9. Spa Circuit. 370 Miles.**

First: T. Nuvolari (Maserati), 89 m.p.h.  
 Second: A. Varzi (Bugatti). Beaten by 3 mins. 15 secs.

Third: R. Dreyfus (Bugatti), 33 secs. behind Varzi.

Fourth: Lehoux (Bugatti). Fifth: Siena (Alfa-Romeo). Sixth: Williams (Bugatti). Seventh: Sommer (Alfa-Romeo).

**DIEPPE GRAND PRIX.**

**July 16. Dieppe Circuit. Three-hour Race. General Category.**

First: M. Lehoux (Bugatti), 80.22 m.p.h.  
 Second: R. Dreyfus (Bugatti), 79.90 m.p.h.  
 Third: Count Czaykowski (Bugatti) 76.01 m.p.h.

Fourth: Earl Howe (1 1/2-litre Delage), 75.61 m.p.h. Fifth: Veyron (Bugatti), Sixth: Jacob (Bugatti). Seventh: Bussienne (Bugatti). Eighth: Scaron (Bugatti).

**2-litre Class.**

First: Count Czaykowski (Bugatti).  
 Second: Earl Howe (1 1/2-litre Delage).  
 Third: Veyron (Bugatti).  
 Fourth: Jacob (Bugatti). Fifth: Scaron (Bugatti).



Road racing in England—a scene at Donington Park, where car races were held for the first time this year.

**Over 2-litre Class.**

First: M. Lehoux (Bugatti).  
 Second: R. Dreyfus (Bugatti).  
 Third: Bussienne (Bugatti).  
 Fourth: Montier (Montier Special).

**GIANO CUP RACE.**

**July 30. Montenero Circuit. 150 Miles.**

First: T. Nuvolari (3-litre Maserati), 54.45 m.p.h.  
 Second: Brivio (2.3-litre Alfa-Romeo). Beaten by 8 mins. 31 secs.

Third: G. Campari (2-litre Maserati). 29 secs. behind Brivio.

**1,100 c.c. Class.**

First: Barbieri (Maserati), 47.36 m.p.h. Maseratis second and third.

**NICE GRAND PRIX.**

August 6. 189 Miles. "Round-the-houses."  
 First: T. Nuvolari (Maserati), 64.57 m.p.h.  
 Second: R. Dreyfus (Bugatti). Beaten by 1 min. 29 2-5 secs.  
 Third: Moll (Alfa-Romeo). One lap between second and third.

Fourth: Fagioli (Alfa-Romeo). Fifth: Lehoux (Bugatti). Sixth: Hon. Brian Lewis (Alfa-Romeo). Seventh: Felix (Alfa-Romeo). Eighth: G. Campari (Maserati).

**SWEDISH GRAND PRIX.**

August 6. 215 Miles. Vram Circuit.  
 First: Brivio (Alfa-Romeo), 77.12 m.p.h.  
 Second: Whitney Straight (Maserati). Beaten by 3 mins.

Third: Bjoernstad (Alfa-Romeo). Leaders were eliminated by a seventh lap crash.

**LA BAULE GRAND PRIX.**

August 13. Sand Race. 127 Miles.  
 First: Williams (4.9-litre Bugatti), 89.21 m.p.h.

Second: Lehoux (2.3-litre Bugatti). Beaten by 31 4-5 secs.  
 Third: Falchetto (2.3-litre Bugatti). 4 mins. behind Lehoux.

**Class Winners.**

2-litres: 1. Count Czaykowski (Bugatti).  
 1 1/2-litres: No finishers owing to a crash.

**ACERBO CUP.**

August 15. Acerbo Circuit. 189 Miles.  
 First: Fagioli (Alfa-Romeo), 87.82 m.p.h.  
 Second: Nuvolari (Maserati). Beaten by 2 mins. Record lap at 92.56 m.p.h.

Third: Taruffi (Maserati). 1 sec. behind Nuvolari.  
 Fourth: Varzi (Alfa-Romeo). Fifth: Earl Howe (Bugatti).

**1,100 c.c. Class.**

First: Whitney Straight (M.G. Magnette), 75.48 m.p.h.  
 Second: Barbieri (Maserati). Beaten by 1-5 sec.

**COMMINGES GRAND PRIX.**

August 20. 240 Miles. Comminges-St. Gauden Circuit.  
 First: Fagioli (Alfa-Romeo), 89.13 m.p.h.  
 Second: Wimille (Alfa-Romeo). Beaten by 1 min. 33 secs.

Third: Moll (Alfa-Romeo). 4 mins. 37 secs. behind the winner.  
 Fourth: Etancelin (Alfa-Romeo). Fifth: Villars (Alfa-Romeo). Sixth: Miquel (Bugatti). Seventh: Lehoux (Bugatti).

**MARSEILLES GRAND PRIX.**

August 27. Miramas Track. 310 Miles.  
 First: L. Chiron (Alfa-Romeo), 111.22 m.p.h.  
 Second: Fagioli (Alfa-Romeo). Beaten by 5 mins. 9 4-5 secs.

Third: G. Moll (Alfa-Romeo), four laps behind.  
 Fourth: Wimille (Alfa-Romeo). Fifth: Zehender (Maserati).

**ITALIAN GRAND PRIX.**

September 10. Monza Road Circuit. 310 Miles.  
 First: Fagioli (Alfa-Romeo), 77.34 m.p.h.  
 Second: T. Nuvolari (Maserati), beaten by 30 mins. 40 1-5 secs.

Third: Zehender (Maserati).  
 Fourth: Lehoux (Bugatti).  
 Earl Howe (Bugatti) and Whitney Straight (Maserati) also competed.

**MONZA GRAND PRIX.**

September 10. Run on Same Day and Circuit as Italian Grand Prix in a Series of Heats and a Final. Married by Deaths of Campari, Borzacchini and Czaykowski.

Heat 1 (16 Laps).  
 First: Count Czaykowski (Bugatti).  
 Second: G. Moll (Alfa-Romeo).  
 Third: Bonnetto (Alfa-Romeo).  
 Fourth: Whitney Straight (Maserati).

Heat 2.  
 First: Balestrero (Alfa-Romeo).  
 Second: Pellegrini (Alfa-Romeo).  
 Third: Mile. Helle-Nice (Alfa-Romeo).  
 (The four other starters crashed.)

Heat 3.  
 Five ran. Earl Howe (Bugatti) finished fifth.

Final (14 Laps).  
 First: Lehoux (Bugatti).  
 Second: G. Moll (Bugatti), beaten by 3 1-5 secs.

Third: Bonnetto (Alfa-Romeo), 8 secs. behind Moll.  
 Fourth: Whitney Straight (Maserati). Fifth: Balestrero (Alfa-Romeo).

**CIRCUIT MASARYK.**

September 16. Brno Circuit. 307 Miles. Over 1 1/2-litres.  
 First: L. Chiron (Alfa-Romeo), 63.56 m.p.h.  
 Second: Fagioli (Alfa-Romeo). Beaten by 3 mins. 40 secs.

Third: Wimille (Alfa-Romeo), 6 mins. 2 secs. behind Fagioli.

Under 1 1/2-litres.  
 First: E. Burgaller (Bugatti), 59.73 m.p.h.  
 Second: Sojka (Bugatti).  
 Third: Euesch (Alfa-Romeo). (Fastest 1,100 c.c. lap: H. C. Hamilton (M.G. Midget).

**SPANISH GRAND PRIX.**

September 23.—San Sebastian Circuit. 322 Miles.  
 First: L. Chiron (Alfa-Romeo), 83.82 m.p.h.  
 Second: Fagioli (Alfa-Romeo). Beaten by 4 mins. 25 secs.

Third: Lehoux (Bugatti), 17 mins. 28 secs. behind Fagioli.  
 Fourth: Varzi (Bugatti). Fifth: Wimille (Alfa-Romeo). Sixth: Dreyfus.

Fastest lap: Nuvolari (Maserati), 96.10 m.p.h.

# RICH MIXTURE

## Light Car Comment and Advice

by *Focus*

### A Winner.

SIR HERBERT AUSTIN scored a bull's-eye at the Show with the Hayes self-selector transmission. While everyone has been thinking in terms of synchromesh arrangements and epicyclic mechanisms, Sir Herbert has been quietly developing a gearbox which breaks entirely new ground. He has always favoured taking an original line and, judging from the immense interest which the Hayes box attracted at Olympia, one has very little doubt that Sir Herbert has found another winner.

Nobody will be at all surprised if the new box ultimately invades the Austin light car range. At present it is available only on the Sixteen.

### Joys of Easy Changes.

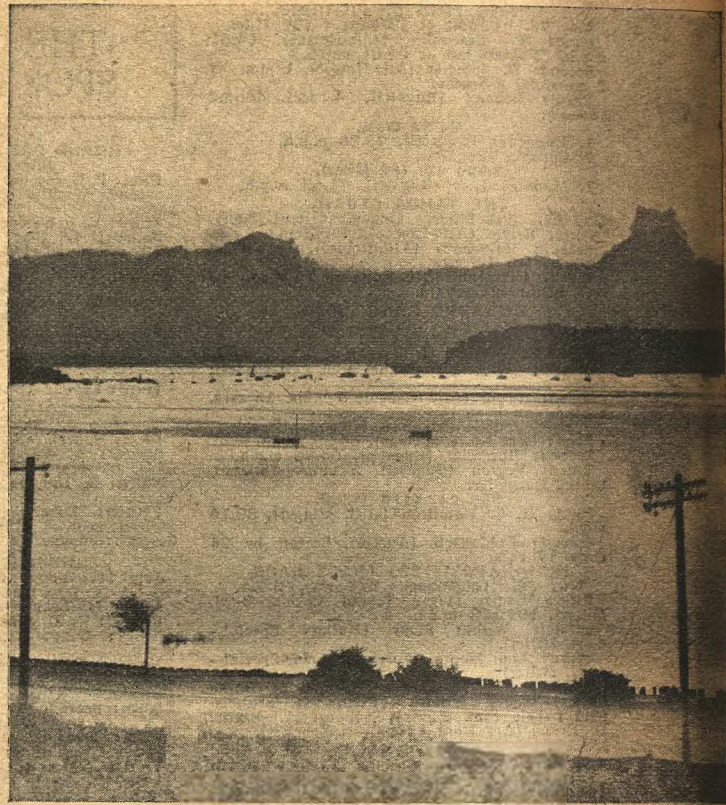
AT Olympia I heard it said on many occasions that the new transmissions are going to take all the interest out of driving, but I do not believe a word of it. I owned one of the first free-wheel cars to be made, and I bought one of the earliest self-changing-gear Armstrong Siddeleys. My experience was—and has been since—that a fool-proof gear change generally starts by being an interesting toy and develops into a boon which becomes progressively more pleasant.

I suppose the position is that in ceasing to get a kick from spectacular changes one acquires a new outlook in which one constantly revels in the mechanical ingenuity of the car. After all, our wives and sisters get equal satisfaction from a piece of sewing exquisitely fashioned with the aid of a machine as they do from one which has been patiently executed a stitch at a time by hand.

### A Feast of Mechanical Interest.

THE Commercial Vehicle Show, which opens at Olympia on November 2 and closes on November 11, is going to be of unusual mechanical interest. I know a number of folk who are going there not because they are connected in any way with buses and lorries but because they realize that the commercial vehicle chassis of 1934 are streets ahead in mechanical ingenuity even of the exhibits at the Car Show.

B24



I hear that Leylands have an infinitely-variable gear, that compression-ignition engines will be seen on many stands, and that in engine, transmission and suspension design generally the "heavies" will make some of us gasp. It is worth noting, incidentally, that automatic dynamo control of the kind which restricts the output to the actual requirements of the battery has been in use for some considerable time in the commercial-vehicle world. Its efficiency and general desirability were indeed accepted things long before the idea invaded the private-car world a couple of months ago.

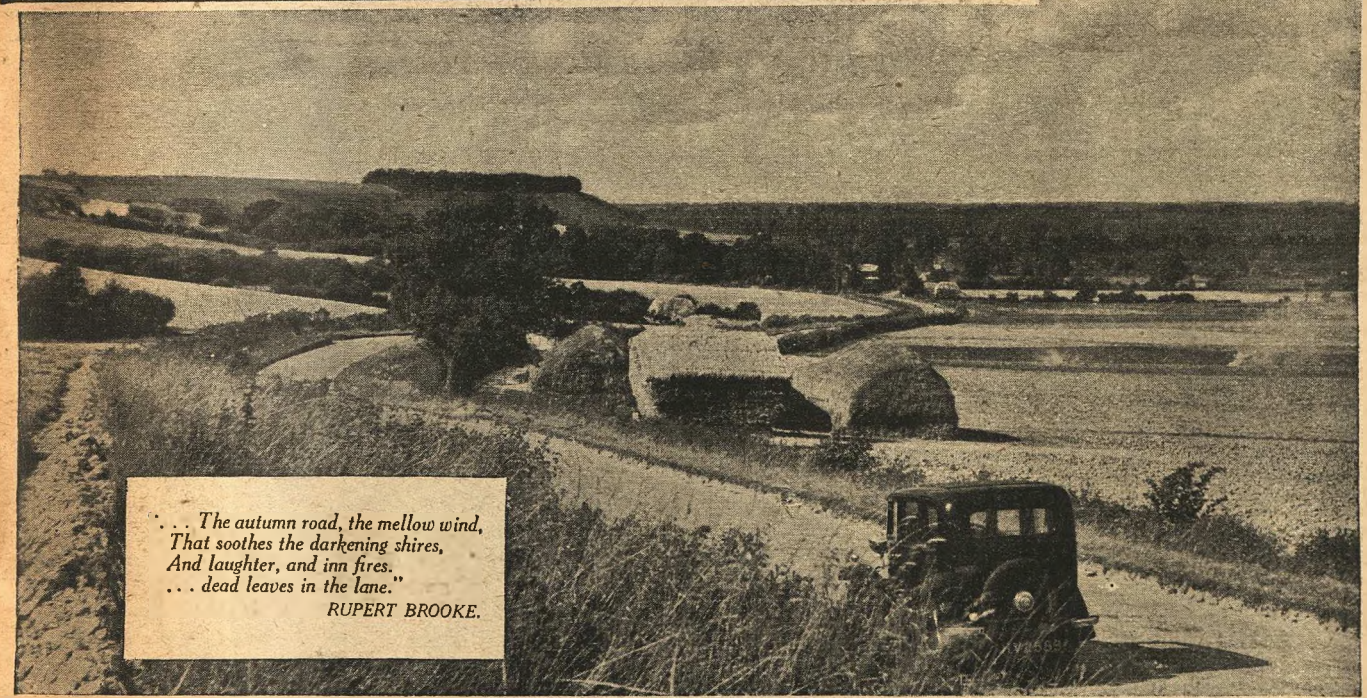
### The Carbon Monoxide Danger.

THE R.A.C. has circulated a bulletin calling attention to reports which it has received of drivers and passengers in saloon cars having been affected by carbon monoxide which has entered via ill-fitting floorboards or through the pedal slots. The Club suggests that when a closed car has a leaky exhaust system or a crankcase breather which discharges under the bonnet it is unwise to drive with the windows and the roof ventilator closed. My own experience is that in the case of nearly all such cars fumes are more troublesome—at any rate to the driver—when the windows are open than when they are closed. I have found that opening the front windows of nearly all small saloons tends at any speed to alter the atmospheric pressure inside the body in such a way that gases from the engine enter more freely than when the windows are closed.

Maybe my experience in this connection is unusual. It would certainly be very interesting if some patient soul who is possessed of the necessary apparatus were to conduct a series of experiments in connection with saloon ventilators. I feel sure

STORM AND CALM.

(Right) A stormy sunset scene over Poole Harbour, looking towards Studland Bay, with Branksea Island in the middle distance. Notice the curious clouds, giving an effect of tree-clad hills. (Below) Sharpenoe Hill and the countryside round Lilley Hoo, which Rupert Brooke loved so well. This is along the borders of Bedfordshire and Herts.



... The autumn road, the mellow wind,  
That soothes the darkening shires,  
And laughter, and inn fires...  
... dead leaves in the lane."  
RUPERT BROOKE.

that the results would show that opening the normal type of window does very little towards improving the purity of the air which is breathed by the driver and front-seat passenger.

**Among the Ancients.**

A VERY amusing way for southerners to spend Sunday, November 12, will be to accompany the veteran cars which will be taking part in the R.A.C. commemoration run from London to Brighton, where the first car is expected to arrive

shortly before lunch time. The youngest car in the run will be 29 years of age and the oldest will be nearly 40.

I have attended many of these veteran car runs and have always had an enjoyable day. One meets all manner of folk who have attained fame or merely disillusionment in the small car world, and most of the notabilities of 25 years ago turn out for the occasion.

If the Junior Car Club or The Light Car Club are seeking a bright idea for an interesting event

RICH MIXTURE . . . . . Contd.

I suggest that they might give consideration to organizing an outing for small cars of the 1912-1920 era. There must be many enthusiasts who are cherishing veterans which could take part in such an event, but which are not sufficiently ancient to figure in the R.A.C. run.

**Speed Limits.**

AT the time of writing hints are being dropped from high places concerning a possible re-imposition of speed limits. No doubt during the next few weeks committees will sit to discuss the matter and elderly gentlemen will write powerful letters to their favourite newspapers, which will gladly publish them.

One would have thought that the complete uselessness of the old 20 m.p.h. law, to say nothing of the futility of existing commercial-vehicle limits, would have been sufficient to convince Whitehall for the next decade that limits can serve no useful purpose. One has only to watch high-speed motor coach drivers exchanging their various codes and signals to realize how futile limits must always be.

**When Speed is Dangerous.**

THERE cannot be a motor coach driver in the country who does not habitually exceed the 30 m.p.h. limit which the law lays down. Most drivers keep to 29 m.p.h. when they are aware

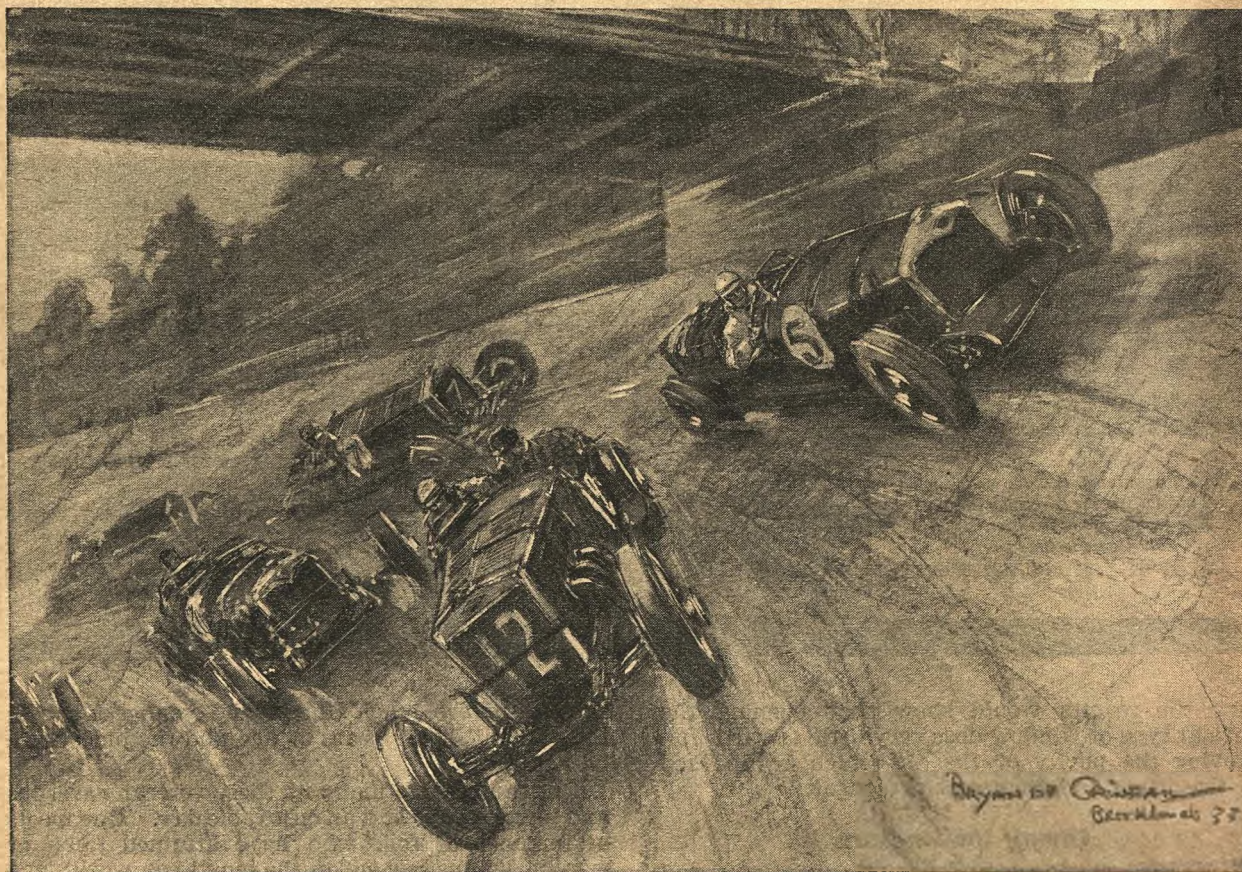
of the presence of traps or mobile police and; so soon as they reach a strip of road which they believe to be free from the likelihood of police interference, blind like blazes to make up the time which they have lost.

I think that the days have passed when it can be justly claimed that speed in itself is not necessarily dangerous, for one cannot help noticing that quite a number of accidents occur along roads which are straight, wide and comparatively free from traffic. The imposition of speed limits, however, will certainly not cut down the number of mishaps; the only way to do that will be to prevent drivers from going at 50 m.p.h. in places where 35 m.p.h. is the safe maximum, and at 15 m.p.h. where discretion points the need for a maximum of 10 m.p.h.

**A "Thank You" Sign.**

THE latest idea is a "courtesy signal" which looks like a stop lamp and which bears the lettering "Thank You" in a form which enables it to be illuminated when you wish to be polite to a driver whom you have just overtaken. Weathershields, Ltd., are marketing the gadget and no doubt will do well with it. I wonder whether they have given consideration to offering a similar conveyor of messages possessed of a more elaborate repertoire.

Surely the need which most drivers feel on the road is the ability to express observations which are much more forcible than "thank you."



WHEEL TO WHEEL.

An awe-inspiring moment in the last race of the season at Brooklands last Saturday. A bunch of cars is streaming out on to the Members' Banking in the Mountain circuit and is scrambling round in close company. The leader is D. M. Dent (Frazer-Nash), challenged by F. W. Dixon (Riley, No. 5).



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### Test Run Reports.

IN the immediate future we shall publish the first of our series of test run reports of 1934 models and, in connection therewith, a word of explanation may be desirable. Our aim is to provide the information for which the ordinary prospective owner is seeking, and with this in mind we test the cars under those conditions which the ordinary owner is likely to meet. We do not, for example, time the cars over the measured half mile at Brooklands, preferring to test acceleration, brakes, suspension, and so on under real road conditions. For the coming season, however, our reports will be amplified in one or two minor, but nevertheless important, respects. The steering gear reduction—interpreted by the number of turns of the wheel from full lock left to full lock right—will be included, and we shall also indicate the leg room and elbow room in the rear seats. We shall continue to state the *actual* weight of the model tested as certified by a weighing machine, and we shall lay due stress on ease of handling, general visibility, and so on. We commend our test run reports with every confidence. Written fairly and impartially, they will provide a ready means of appraisal and comparison. Finally, we must point out that we write of each car as we find it; if, in our opinion, there are faults the matter is taken up with the manufacturers—an honest course which almost invariably leads to investigation and rectification.

### Safer Motoring.

CRITICS of easier gear-changing and the like there are bound to be, but the compelling impression at the Show was that synchromesh, pre-selectors, free wheels, automatic clutches and so on were being well received. It is well that this should be so, for such devices spell progress, no matter how unpopular they may be with a proportion—and, we think, a small proportion—of honest enthusiasts. How many of these folk have actually driven a car boasting one or other of the refinements with which 1934 productions are so closely identified? Many may have enjoyed a brief run, but how can they pretend to judge the merits or demerits of a system on so short an acquaintance? In the old days friction drive was scouted because of its simplicity (apart from

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

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

## Topics of the Day

certain alleged mechanical disadvantages), but those of us who drove "disc" cars, not for a few hundred miles but for thousands, were loud in their praises. Modern transmission systems do not suffer from any mechanical defects, but few are so simple as the much-abused friction gear. Simplicity of operation goes hand in hand with safer driving, and who shall say—as we emphasized recently on this page—that we can afford to neglect anything tending to make motoring safer? Critics of modern developments must be dealt with firmly; if they had had their way in the past we should still lack refinements which, fortunately, have long since been accepted and approved.

### "Second-hand" Motoring.

THOUSANDS of folk attracted irresistibly to the Show must have come away sorrowfully realizing that new cars were not for them, yet bitten by the motoring bug. Inevitably their thoughts will turn in the direction of second-hand vehicles, and with equal certainty one may say that they will ask themselves whether or not a used car is a wise or safe investment. Without qualification we affirm that it is—provided that the most ordinary precautions to rule out the possibility of a bad bargain are taken. A purchase by private treaty may be favoured because it would appear to reduce the price by an amount equal to an agent's profit; but do not forget that, as a rule, it is the big agent who fixes the price and that private owners take the tip from him. A car bought in this way often requires looking over with an expert eye—another point that should not be forgotten. We are not decrying a sale by private treaty—which is excellent in every way—but caution should, obviously, be the watchword. The alternative is to patronize an agent. Here the prospective purchaser is not likely to go wrong—unless he gets into the hands of an unscrupulous dealer, and this he will not do if a firm that advertises in this journal is approached. Second-hand cars need not be despised, thousands of them are giving good service in the hands of their enterprising owners. They may lack all the latest refinements, but they are none the worse for all that; after all, they were once the latest fashion!

Technical Aspects

## CARBURATION DETAILS

Refinements Which Have Taken Place in  
Recent Years—The Need for Heat Control

By

L. MANTELL

I HAVE, in the past, touched at various times on points connected with carburation which, at that time, were ranked rather in the category of refinements than actual necessities.

In carburation especially, however, the mild suggestion of yesterday can, and frequently does, become the loud demand of to-day, and I can see, from the direction in which the straws are being blown, one point of design—not necessarily of the carburetter but rather in the tout ensemble of carburation—where socks will presently need pulling up.

Let me start at the beginning, however, so that all will see clearly the direction in which I think the finger of advancing technique is more and more determinedly pointing.

In the early days one could play fast and loose with all sorts of conditions which cannot be trifled with nowadays, because the power and speed ranges called for from engines of those days are vastly different from those demanded now.

Not long ago one was more than pleased with 30 b.h.p. from a 1,500 c.c. engine and never dreamed of mentioning peak speeds above the middle 3,000's. Induction systems were not very specially designed either as regards shape, diameter or heating. It was not necessary. They were not called upon to pass enormous charge volumes for small high revvers of low cubic capacity, and, even at low speeds, had, therefore, a fair measure of spare velocity so that deposition flat spots occurred only under very bad conditions of carburation, ignition and general engine tuning.

THIS has, however, been gradually changing for some time. The peaks expected from modern engines (unsupercharged) are nearly double those forthcoming from the motors of six or seven years ago; not only so, but the bottom-end "snap" and general performance are required just the same. Flat spots on the acceleration curve either "load" or "throttle" will not be tolerated, and petrol consumption also must be in general conformity with the weight and speed of the car.

The result of these growing needs was quickly and progressively seen in the gradual metamorphosis of carburetter and induction pipe details.

The former was modified to deal with low-velocity mixtures, for, of course,

when very high peaks were required, large-diameter pipe work was one of the first essentials, and as this, in turn, gave trouble through causing spray deposition at the full-throttle low-speed part of the curve it had to be handled by the suitable application of local heat. The need arose also for the provision of more sensitive means of low-speed fuel disintegration at the carburetter, resulting eventually in the pump and the down-draught types, both of which are methods of producing better fuel suspension under working conditions when there is neither sufficient fuel obtainable in the ordinary way, nor sufficient speed to break it up or hold it in suspension en route to the engine.

So much for the broad lines of general development; it is working well on the whole, but is only just keeping pace with the growing speed and power range of the engine.

And now we will examine a little closer the relationship of heat, velocity and spray suspension to each other.

THE ideal for power is a finely divided, well-suspended but unevaporated spray. Heat, in fact, is necessary only to reduce the surface tension of the fuel and admit of its finer disintegration and to keep the temperature of the walls in the neighbourhood of the junction of the riser and the main pipe to the point where piling by oscillation is prevented; in fact, the higher the speed and output the less becomes the necessity for heat, because mechanical turbulence and velocity will, at least in four-cylinder engines, do all the disintegrating and suspending that are required, and when the temperature has reached a point where it does this to the maximum effect any further rise will cause a *progressive power loss*.

Similarly, at the bottom end of the power curve the assistance of heat becomes progressively more necessary to maintain correct fuel suspension as the pipe becomes bigger and bigger to deal with increasingly greater ranges of mixture volumes.

If, for instance, one tries a bench reading on a modern high-output engine with a means of controlling the heating of the pipe some remarkable facts will

be noticed. At low speeds on high throttle quite a considerable application of heat will be required before a maximum power reading is obtainable, but as the load is taken off and the revs. rise the heat must likewise be reduced or power loss will result.

The effects of heat are even more strikingly shown when applied to the carburetter air intake, such as by preheated air from a controlled exhaust muffle. Excellent figures, both for power and economy, can be obtained low down by a degree of air preheating exactly suited to the charge velocity in the pipe, but if the same heating is kept up as the speed rises the power fades badly.

It must, in fact, be directly proportional to the load and, therefore, charge speed.

From this it will be evident that the greater the speed range of the engine and, consequently, its mean induction diameter, the greater becomes the necessity for automatic induction heat control.

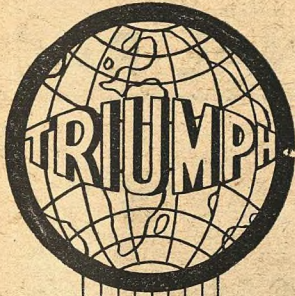
UNTIL now no serious attempt has been made to do this, and I very much doubt whether any searching bench tests have been carried out on cold pipes and preheated and controlled air to see exactly the action of the heat. I have seen enough desultory tests made to satisfy me fully not only that there is a lot to come from automatically controlled heating, but that the wider the speed ranges become the more necessary will it be to have control.

I have not gone into the subject sufficiently to say whether hot-spot control alone is necessary or hot-spot plus preheating for quicker action or, again, preheating alone. I do not think that the latter will do, and I do not think either that the metallic mass round the hot-spot can easily be reduced to a point where its action will be quick enough unaided, but the subject requires investigation.

Everything points to the desirability of controlled heat in the future—automatically I mean—and, of course, *rigorously static*, for the designer of to-day is evidently determined to turn the driver of to-morrow into a new specimen for which we must find a more apposite name than "driver." So, good Inventor, do be careful not to do anything rash that might suggest to his atrophied mind (so far as mechanics are concerned) that there is a carburetter or something requiring thought under his bonnet. The manufacturers, and especially the sales staff, will be cross.

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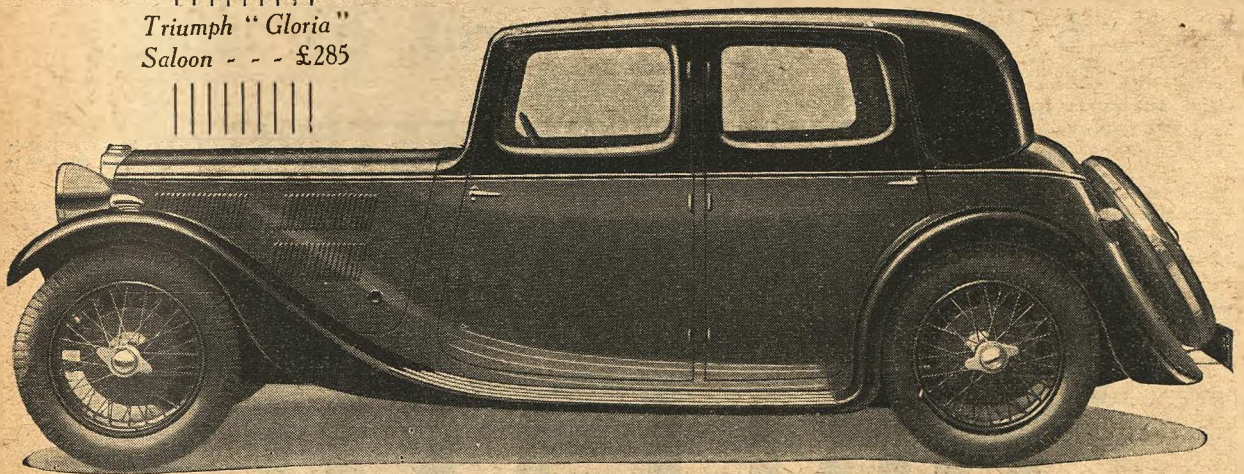
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## Practical Aspects

## AVOIDING EXHAUST FUMES

## The Need for Gas-tight Manifold and Silencer Joints—Slide Rule Valve Setting

By "Shacklepin"

A LITTLE time ago the question of exhaust-gas poisoning was dealt with at some length in this journal and last week the R.A.C. issued a warning to motorists relating to the danger of exhaust fumes in saloon bodies. It has been established that there is no simple or, shall we say, commercial method of eliminating carbon-monoxide entirely from the exhaust of a petrol engine, but at least we can make sure that all of the gas escapes from the tail-pipe instead of into the body.

It is surprising how many cars one can find with leaking exhaust manifold joints, and it is fairly certain that gas escaping at this point will find its way into the body.

New copper-asbestos gaskets are very inexpensive and quite easily fitted, so that there should be no hesitation in remaking the joint if there is the least doubt regarding the present one.

As a general rule, a leaking gasket will make itself known by a sort of intermittent hissing noise, as there is appreciable pressure in the manifold at the moment when an exhaust valve opens. It is possible, however, for leakage to occur without noise, but one can apply a simple test for manifold tightness.

Run the engine up to its working temperature and set the throttle to give a fairly fast idling speed. Then squirt a small quantity of thin oil into the air intake of the carburetter. This will be partially burnt in the engine and will give rise to an extremely smoky exhaust; so much so, that if the manifold gaskets be leaky some of the smoke will certainly be seen escaping. If desired, the exhaust tail-pipe can be partially blanked off during the test to set up an increased back pressure.

**Silencer Leakage.**

The joints of the silencer should not be neglected, because, as a rule, this unit is placed beneath the floorboards, and fumes can easily find their way into the body. Sometimes the union between the exhaust pipe and the silencer is of the sliding variety to allow for expansion and contraction of the pipe, and here is a point where the escape of fumes can easily occur.

The pipe must not be clamped so rigidly that movement is impossible, but the joint can be packed with graphited asbestos string so as to form an efficient stuffing box, just as one sees on the piston rod of a steam engine.

It is conceivable, of course, that crankcase fumes can contain carbon-monoxide gas; therefore, close attention should be given to the breather on the engine; it should be so arranged that the fumes escape well below the floorboards.

Even if there be no CO in the crankcase fumes, these, owing to their oily

smell, can be upsetting to passengers. There must always be some kind of oil-laden vapour escaping from the crankcase when an engine is running, but it becomes more objectionable in worn engines where the pistons are sloppy, and where the oil is not changed at the proper intervals. It should be borne in mind, also, that oily smells can be caused by escaping lubricant finding its way on to the hot exhaust pipe and

them, all of 3-ton to 7-ton capacity—were garaged in a basement and were brought up to street level on a lift.

It was the custom, first thing in the morning, for the drivers to start their engines and to leave them running to warm up whilst waiting their turn on the lift. No special ventilation scheme was adopted in the basement, and after about half an hour, with perhaps 40 out of the 50 engines running, the atmosphere began to get thickish.

I spent a year amongst this kind of thing, but do not recollect anyone suffering from so much as a headache. Perhaps we were lucky, or perhaps endowed by Nature with a capacity for resisting carbon-monoxide poisoning, and it may be taken that the carburettors and engines of those days—it was, before the war—were rather more prone to produce carbon-monoxide than anything we now have.

**Crank-angle Timing.**

I have been asked to describe the method by which an engine can be timed in degrees "off the flywheel."

The scheme is first to find the circumference of the flywheel in inches. This can be done either by passing a tape measure round it or by measuring its diameter and multiplying by 3.1416 in the ordinary way. A datum line must be made on some fixed central point on the engine, such as the top of the flywheel casing, and a similar line must be marked on the wheel rim.

This line should be exactly coincident with the vertical setting of the cranks—that is to say, with a four-cylinder engine the cranks must be precisely vertical, two up and two down. As a general rule, the line is already marked on the flywheel by the manufacturers, and alongside it will be the letters T.D.C., denoting, of course, top dead centre.

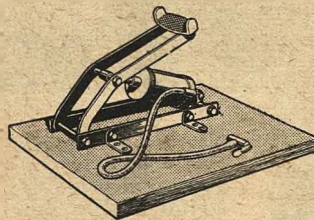
Having the required marks, the method of finding the crank angle in degrees is to multiply 360 by the distance of the T.D.C. mark from the flywheel casing centre line and divide by the circumference of the flywheel.

As an example, suppose the flywheel has a circumference of 60 ins., and we wish to find the angle of the crank when the T.D.C. mark and the datum line are 2 ins. apart. We multiply 360 by 2 and divide the result by 60, thus obtaining the answer, 12 degrees.

Those who are familiar with a slide rule will find that it can be set to give all required angles against flywheel measurements or vice versa. To 360 on scale A set the flywheel circumference on scale B; then for inches of flywheel movement on scale B read degrees on scale A; or, of course, the required degrees on scale A can be found in inches of flywheel movement on scale B.

**The Week's Best Hint.****Easier Tyre Pumping.**

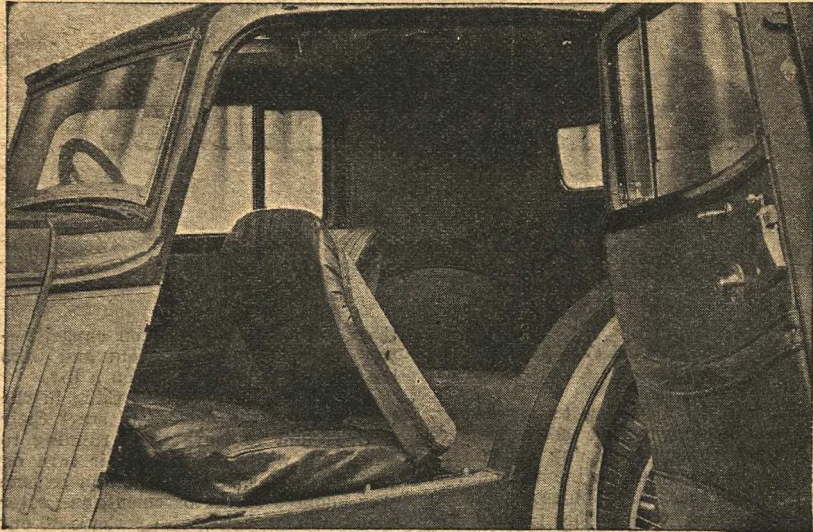
A FOOT-operated tyre pump has many advantages but it is apt to move about in use and sometimes to tip over. This can be avoided by mounting the pump to one side of a wide board, bolting it in place with angle brackets,



as shown in the sketch. By standing with the right foot on the plain part of the board whilst the left foot operates the pump perfectly steady action is assured. An arrangement of this kind is applicable only to the garage pump as it would be too cumbersome to carry on a car; but there is no reason why the pump should not be made readily detachable from the board for transport when there is not another in the tool kit.

there being "fried." The draught from the fan will almost certainly send the resulting smell into the body. It is well enough to drive with the windows open, as one is then quite sure that there will be no danger from breathing any fumes that may be present, but in the depth of winter one is not always very keen to sit in the cold draughts which open windows sometimes cause; therefore, a gas-tight exhaust system is to be recommended.

The sensitiveness of the human body to exhaust fumes varies considerably with the individual. I remember many years ago, when I was with a large transport concern, the vehicles—some 50 of



AN ATTRACTIVE  
SPORTS COUPE.

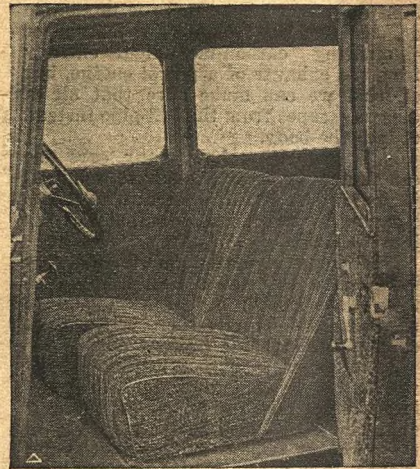
Mounted on the Singer Nine sports chassis, this body provides comfortable accommodation for two, whilst extra passengers can be carried.

# JUST A PE

## A Pictorial Review as Exemplified Saloons, of and Far



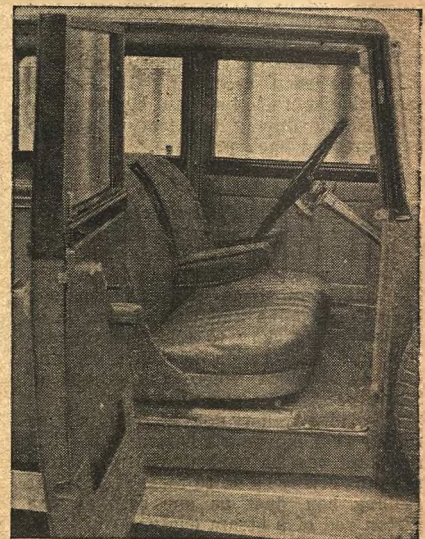
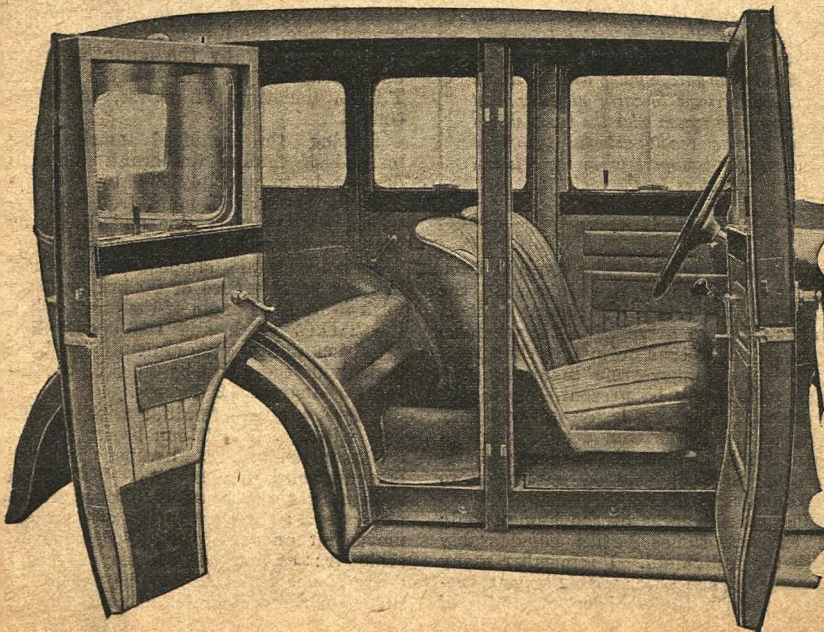
The Hillman Minx saloon de luxe is a good example of typical modern car comfort.



The driving compartment of the Jowett Kestrel saloon. The interior is exceptionally roomy for a car which comes within the 7 h.p. tax class.



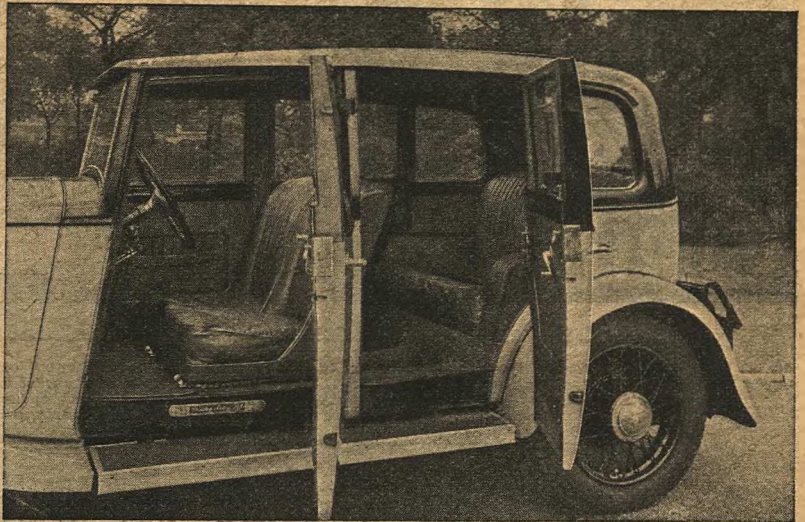
Really the B. provid fitted h



(Above) A folding armrest is provided in the front seat of the Armstrong Siddeley 12 h.p. sports saloon. (Left) Concealed door pockets are a feature of the Morris Ten-Six saloon. Note the wide doors openings.

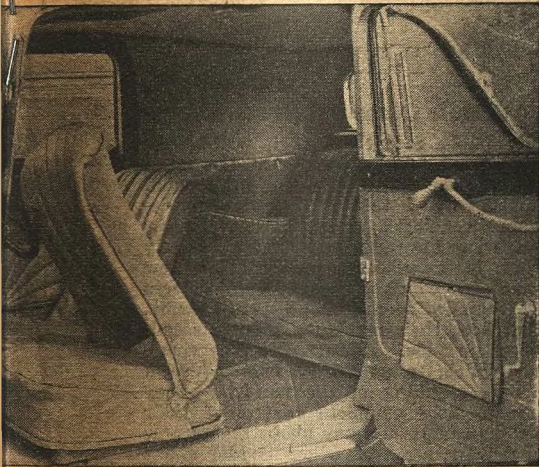
# EP INSIDE—

## Interior Comfort on Modern Small Both Sports Family Type

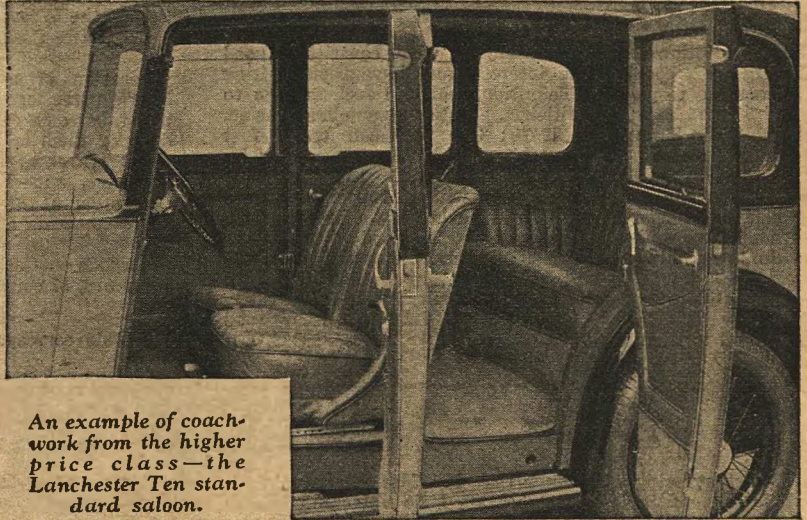


**THE CROSSLEY  
BUXTON SALOON.**

Like its more expensive sister, the Torquay saloon, the Crossley Ten Buxton model is an example of quality-finish combined with up-to-date practice.



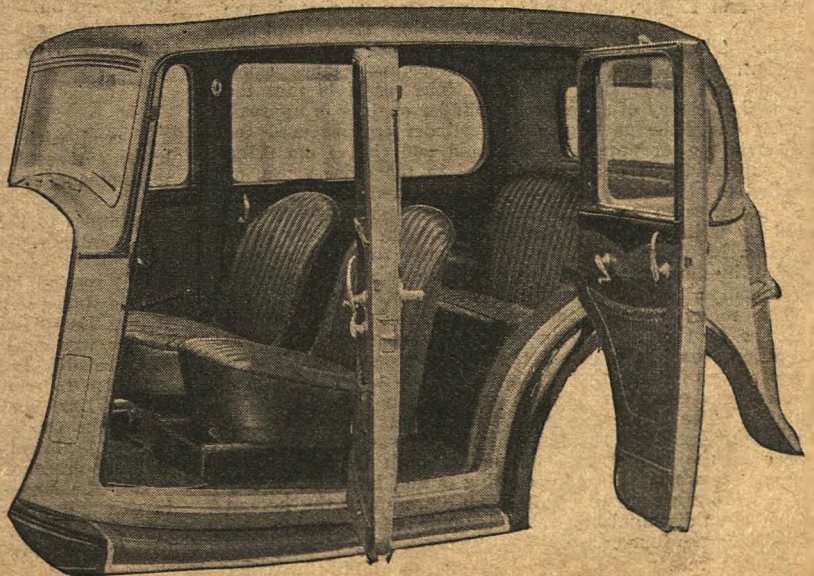
comfortable occasional seats are provided in S.A. Ten Peerless coupe. Wells are used to provide sufficient leg-room, and the door pockets are fitted with "Zipp" fasteners. The chassis, of course, is the Daimler fluid flywheel transmission.

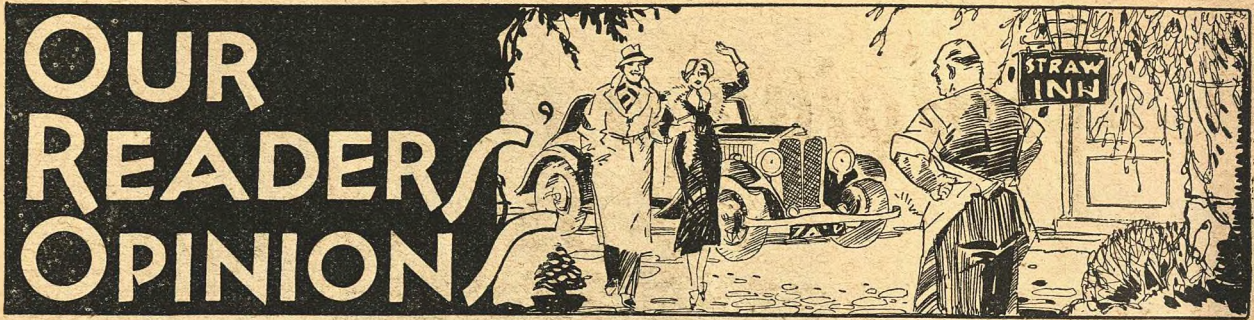


An example of coachwork from the higher price class—the Lanchester Ten standard saloon.



(Above) A feature not usually found in saloons is the remote control gear-lever used in the Triumph Gloria Ten saloon. (Right) The Standard Ten; note how the body is carried well out over the wheel arches.





# 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 and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. Please write only on one side of the paper and leave a wide margin.

## THE LAST WORDS ON GOOD DRIVING

In reference to the controversy on good driving, I think the best definition of a good driver is "one who never frightens anyone but himself." I would be glad to hear the views of an expert like "The Blower" on this subject.

F. P. BURGOYNE.

### The Criterion of Driving.

I have followed the discussion on what constitutes good driving with considerable interest, and have been waiting for someone to give the definition, which, I feel, is open to no criticism. But as no one has done so, Speed Again Enters here it is: One who can travel fast the Discussion. without harming his car or causing inconvenience or danger to other road users. Anyone can travel slowly without harming his car or causing danger and, provided he keeps well to the left, without inconveniencing others; but it takes a good driver to do these things at speed, and, the faster the pace, the more skill, judgment and road sense are required. Only a very small proportion of motorists indeed can drive really fast and still show consideration both to other road users and to their cars.

B.C.B.

### Which Class of Road User—

I noticed in a daily paper recently that a well-known insurance broker was reported to have said that the worst insurance risk nowadays is the youthful driver of a small sports car. I take it that this gentleman considers that these younger motorists are the worst drivers. Surely that is a mis-statement. The new generation of motorists—by which I mean those drivers between the ages of 18 and 28—are mostly enthusiasts, and take some care that both their machines and their conduct of them is the best possible. Admittedly, they sometimes travel at speeds which, to us "grey beards," seem excessive, but—I am only speaking of the majority—they also seem at all times to have complete control of their vehicles. That is more than one could say about the greater number 46-60-year-old drivers, some of whom dodder about the roads in the most painful manner imaginable, although there are, of course, plenty of exceptions.

ALMOST "GRANDPA."

\*\* This correspondence is now closed.—ED.

## How Many Cylinders?

Whilst agreeing with much that Mr. Mantell says in his article in your issue of October 20, I do not think he has said the last word on the subject. He states that the greater weight of charge that can be effectively burnt in a unit area (of combustion surface), the more perfect is the energy transformation from heat to work. This is broadly true, but it leaves out the time element, which is of the utmost importance, since small engines run faster than big ones. The result is that the thermal efficiency of small multi-cylinder engines is approximately the same as large single-cylinder engines used for industrial power purposes. I should add that I am using the expression "thermal efficiency" in the older sense, as applied to all heat engines, and not in the restricted sense of "power from a given volume of combustion space" as used by writers on motoring subjects. On carefully reading Mr. Mantell's article, I am not sure that he has succeeded in disentangling these two meanings, although he is, of course, perfectly aware of the difference himself.

The really essential difference between the four and the six is that the latter is free from the half-period vibration, sometimes called the "octave component," and there is no doubt that if a four and a six of equal quality are compared, the six will have a better dynamic balance. The eight can do no more, and I agree with him that eights have no justification, except to smooth the power curve in the largest type of engine, such as those used for marine work. Power-smoothing is not, however, of any great importance up to about 1,500 c.c., and as the human body cannot distinguish between dynamic balance and power-smoothing, the four may easily be mistaken for a six.

The real reason for the introduction of small multi-cylinder

engines was to cheat the volumetric rating used in competitions. Combustion volume is not directly related to power, as so many engineers imagine, and continental designers resorted to increasing the number of cylinders so as to get more power from 1,500 c.c. or 1,100 c.c. of combustion space. This went on until, as actually reported in *The Light Car and Cyclecar* at the time, one firm designed a double-six engine of 1,100 c.c. only! I think this was about 1926.

VERITAS.

### "Ridiculous" Eight-cylinders?

I read with great interest (as always) Mr. Mantell's latest "Aspect," but there is a point on which I would like to comment. "Straight-eights," he wrote, "always annoyed me; the pointlessness of their inception . . . their dynamic balance . . . is absurd . . . ridiculous . . . carburation well-nigh impossible . . ." I would remind Mr. Mantell of at least one fairly efficient eight-cylinder light car—the old Grand Prix 1½-litre Delage. Before Earl Howe had his smash at Monza last year, his Delage was easily the fastest 1½-litre car in this country, and probably in Europe.

I seem to remember another straight-eight which so long ago as 1927 achieved a speed over the mile of 164 m.p.h. No doubt this car also suffered from impossible carburation and absurd balance, and was a growth of the multi-cylinder craze of the period.

But the horse-power developed has not been approached in so small a car even in these enlightened days.

I wonder if Ettore Bugatti, the Alfa-Romeo designers, and Signor Maserati know how wrong their thinking is?

MULTUM IN PARVO.



# Judging a car TO-DAY means:



# Judging its PEAK "9" performance!

The 9 h.p. Riley from £298.  
Dunlop Tyres and Triplex  
Glass. New model details  
from Riley (Coventry) Ltd.,  
Coventry, & 42 North Audley  
Street, London, W.1.



EVERY car "performs." What car, then, reaches PEAK performance? With a Riley "Nine" you have bought a 9 h.p. car only in as far as OFFICIALLY RATED horse-power is concerned. In all other respects PEAK performance lifts it far out of the 9 h.p. class; gives it speed, comfort, safety; protects you against the rapid depreciation of the ordinary car; makes, in short, a real "motorist" of you.

The new features of the new Nine: new frame, new engine mounting, new lines, new one-shot lubrication and PRESELECTAGEAR all help in maintaining PEAK performance.

Why envy the Riley owner its possession? Be one yourself.

## most successful car in the world

RILEY (COVENTRY) LIMITED, COVENTRY, & 42 NORTH AUDLEY ST., LONDON, W.

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

OCTOBER 27, 1933.



## MIDGET ATTAINS WORLD'S FASTEST BABY CAR SPEED

Mr. G. E. T. Eyston's Magic Midget, driven by Mr. A. Denly, attained the remarkable speed of 128.62 m.p.h. at Montlhery on October 19th, breaking the following International Class "H" Records:—

1 Kilometre at 128.62 m.p.h.	5 Miles at 127.80 m.p.h.
1 Mile at 128.62 m.p.h.	10 Kilometres at 127.23 m.p.h.
5 Kilometres at 127.65 m.p.h.	10 Miles at 125.43 m.p.h.

*(Subject to Official Confirmation)*

### USING

WAKEFIELD  
**Castrol**

*The World's Fastest Oil*

OUR READERS' OPINIONS . . . . . Contd.

**Making a Car Thiefproof.**

With reference to Mr. Mantell's "Technical Aspect" in your issue of October 13, I have long been considering the idea of making a car thiefproof by so arranging the gear lever that it could be removed easily. A refinement of this scheme is to make the gear lever serve as an umbrella or walking stick when removed.

**Removing the Gear Lever.**

This suggestion usually meets with ridicule from my friends, and I confess I have not personally adopted it. However, a device which would keep one dry and, at the same time, protect one's car, would seem to offer certain advantages.

MERLIN.

**Oil Gauges.**

Reverting to previous correspondence on the subject, I cannot agree with "Focus" that the oil gauge on a car is valueless. Its function is to show that there is no defect in the oil-pressure system and to give warning of such defect in time to enable a driver to avoid the worst consequences. If the gauge is largely ignored, it is because oil-circulation breakdowns have become so rare that they are not worth looking out for, but I do not think this is altogether the case. Air pilot instructors still tell their pupils that the oil-pressure gauge is the most important instrument in the machine. The risks against which it gives warning are certainly greater in the case of aircraft, but I do not hold that the car driver can, or does, ignore them.

**The Meaning of Oil Pressure.**

On the contrary, I find that many drivers worry too much about the degree of oil pressure. Pressure, per se, does not matter so long as there is a good oil circulation. It is not the gauge pressure but the wedging action of the oil which holds the bearings apart. Engines will run well with very different pressures in the pump system, provided the oil supply is sufficient, just as a lawn can be watered well from a 10-lb. or a 100-lb. supply. There is, of course, a minimum in each case.

The pressure generated in an oil-circulation system naturally varies greatly. It increases with pump speed and with the viscosity of the oil, and diminishes as the pump slows down or the oil gets thinner. Oil viscosity in turn changes with temperature. These fluctuations are often lessened by fitting a relief valve, but, as a rule, they are not obliterated by it. In any case, it is absurd to suppose that the oil which gives the highest pressure is the best. On the contrary, it may be too thick to circulate well, and parts of the engine may be starved in consequence.

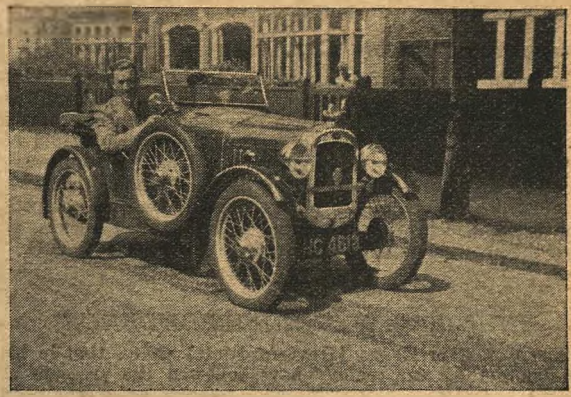
The oil-pressure gauge should therefore be treated principally as a flow indicator. A fall to zero reading or a drop of pressure which is not attributable to speed or oil viscosity is a sign of something wrong. Otherwise one need not worry. There are other far more important aspects of the lubrication question, such as the cleanliness and freedom from dilution of the oil, and, above all, its inherent lubricating quality and suitability for the engine.

I do not quarrel with "Focus" in his advocacy of sump-level indicators, although I maintain that owners should never be encouraged to rely on such a device until its absolute reliability is beyond dispute. The maintenance of correct sump level is more than a matter of keeping well above the danger point. An under-filled sump produces higher oil

(and therefore bearing) temperatures, causes more dirt to circulate through the bearings, and accelerates the harm due to dilution and deterioration of the oil.

My own feeling is that the dipstick should not be neglected. Not only is it a supremely reliable indicator, but it also shows something of the condition of the oil.

S. E. BOWREY, B.Sc., M.I.P.T., F.I.C.  
Chief Chemist, Alexander Duckham and Co., Ltd.



Mr. F. H. Burt's sports two seater, which consists essentially of a Salmson body on an Austin Seven chassis. (See letter below.)

**A Two-seater Sports Car.**

No doubt some of your readers will be interested in a conversion which I effected to a 1924 Austin Seven chummy last winter. An old two-seater Salmson body, a pair of

**Made From An Austin and a Salmson.**

Morris headlamps and some other articles I bought cheap at a car-breaker's. After lowering the tail of the body and painting it, I mounted it on the Austin chassis, which it fitted very well. I tuned up the engine and altered the rake of the steering column. The final job was to alter the original windscreen, after which I was very pleased with my labours.

F. H. BURTT.

**The 1½-litre Engine.**

In your Editorial in last week's issue dealing with the 1½-litre engine, you write: "With little to guide them those who finally decided the limiting factor acted with extraordinary foresight and wisdom." It

**Do We Owe It to Racing?**

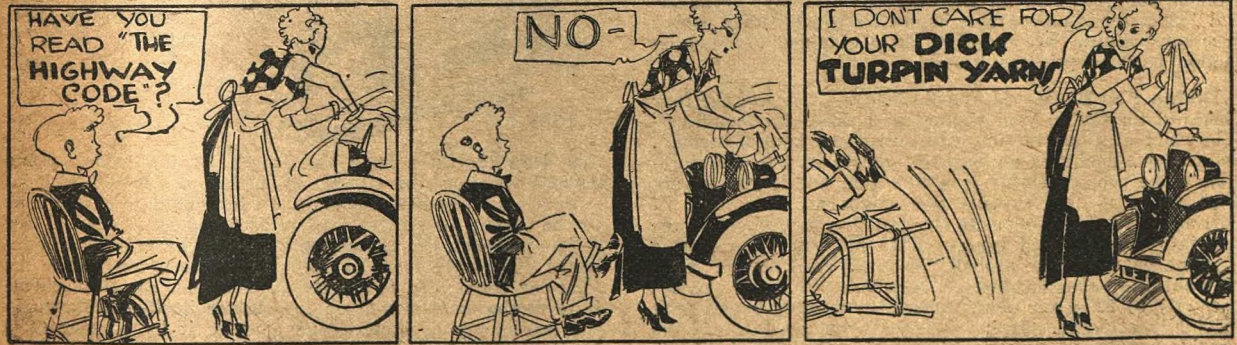
may not be out of place to point out that we owe the 1½-litre engine, as we do many other excellent things, to road

racing. If my memory is correct, when road racing was resumed in France after the war, the formula was, first, for 3-litre engines. It was soon found that cars with engines of this size could be made so powerful and fast as to be dangerous, and few drivers were to be found to handle them. The result was a change of formula to one of 2 litres, which produced the wonderful Ballots. After that, with the idea of "improving the breed," the formula was further reduced to 1½ litres, or 1,500 c.c. engines. H. R. POPE.

\* \* The light-car limit of 1,500 c.c. was fixed before, not \* after, the war.—Ed.

POP, PIP AND PANSY

Pip Asks Another Question



—and receives an equally surprising answer!

OUR READERS' OPINIONS . . . . . Contd.

**Appreciation.**

I would like to thank you for inserting my wish for an Austin Seven handbook in your "Readers' Wants" column. I received a copy from a gentleman living in Cheshire. The tyre-pressure information supplied by your Technical Department was also greatly appreciated by  
A. PALMER.

**Tyres for a Racing Car.**

I would like to offer my advice to Mr. Bolster in his difficulty of securing suitable tyres for his racing car. As his machine is too light for twin rear wheels, an alternative method of getting more grip would be  
"Use a Larger Section." to fit larger tyres. I believe his present size is 26 by 3.50. I would, therefore, advise him to have 27 by 4.40 competition tyres, which will, of course, fit his present wheels, as both the above sizes fit 19-in. rims.  
D.H.C.

**CONDENSED CORRESPONDENCE**

The Rev. Ivor Evans (Haverfordwest) writes that in his opinion not all car makers have followed the precepts of weight reduction which "Focus" upholds so strongly in "Rich Mixture." He also says that he has a Peugeot which

is now three and a half years old, and which is a very comfortable car. He much regrets the passing of this marque from the British market.

An indignant reader from Harrow writes that as the owner of a 1924 light car he wishes to register a protest at the impatience of the modern driver. When taking his family out for a drive his nerves get torn to shreds with the shrieks of the electric hooters of other motorists, who seemingly cannot wait for him to get off the crown of the road. His wife's sister's son has made the suggestion that a hooter which could be made to produce suitable noises should be fitted, pointing to the rear, on his car, saying that such is an invaluable cure for drivers who suffer from irritability when they are temporarily delayed.

**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.*

SINGER.—An instruction book for the 1926 10 h.p. model.—P. A. King, "Ilford," Fielding Road, Maidenhead, Berks.

FIAT.—An instruction book for the 1926 8 h.p. model.—William Lang, 22, Don Street, Old Aberdeen.

CITROEN.—Readers' experiences of the 1926 7.5 h.p. model, also an instruction book for the above model.—H. Highman, S, Council Houses, East Stour, Gillingham, Dorset.

LEA-FRANCIS.—An instruction book for the 1927 12-22 h.p. model.—J. McDougall, 41, Morrill Street, Hull.

**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.*

**Protecting Brake Cables.**—H.J. (Leeds).—Exposed brake cables should be greased or smeared with oil from time to time to protect them from rust. Probably the best treatment is to "paint" them occasionally with boiled linseed oil, having first cleaned the cables.

**Front-wheel Drive.**—A.G.McD. (Liverpool).—The question of whether or not front-wheel drive is superior to rear-wheel drive is still a very controversial one, and the whole subject is somewhat involved. At present there are a few front-wheel drive cars on the market, including the Derby and B.S.A. three-wheeler.

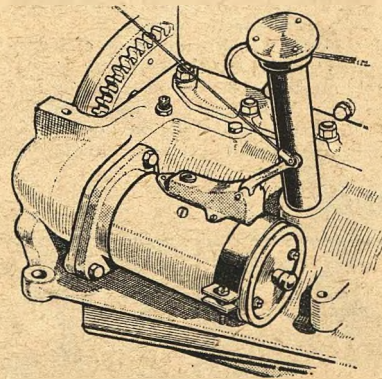
**Anti-freezing Mixture.**—A.S. (Luton).—If you add glycerine to the water in the cooling system of your car in the proportion of one part to four parts of water, you will not be likely to experience any trouble with cracked cylinders owing to freezing: the solution mentioned is proof against any temperatures likely to be encountered in this country. Use either pure glycerine or one of the proprietary anti-freezing solutions sold for the purpose; ordinary "commercial" glycerine often contains impurities which attack rubber hose connections. We ourselves have obtained every satisfaction from proprietary brands.

**Broken Fan Blade.**—M.A. (Sheffield).—If one of the four blades of the fan on your engine has broken you should certainly not continue to run with only three blades, because, as you have doubtless noticed, this causes very severe vibration. The proper remedy is a new fan, but if you do not wish to go to this expense you might try the effect of cutting off the blade opposite the fracture, so converting the fan into a two-bladed type. This may not be quite so efficient, but will quite probably be found satisfactory. Considerable care should, however, be taken to balance the fan correctly by filing the points where the missing blades were originally attached. If it is correctly balanced the blades should remain in any position when the fan is freely mounted on its axis.

**Gearbox Lubrication.**—M.C. (Canterbury).—Unless your car is an old one, having a gearbox designed for grease, you should use gear oil for its lubrication. Heavy grease sets up a very considerable drag, which is reflected slightly in the performance of the car.

**Carburettor Setting.**—C.C. (London, N.16).—If your carburettor is set for average conditions, no alteration should be necessary for the winter; if, however, it is set for maximum economy, you will probably find it desirable to fit a slightly larger main jet.

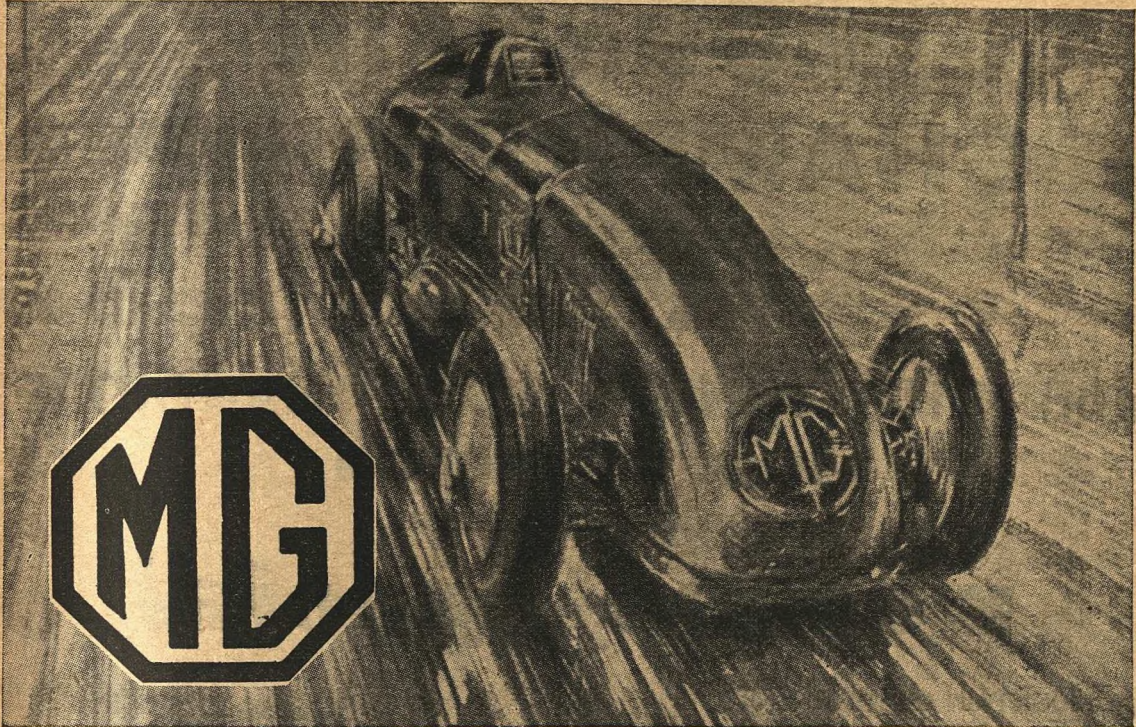
**Starter Switch Position.**—D.D. (Inverness).—The reason why some makers fit the starter switch on the floorboards is to keep the main leads between the battery and the starter as short as possible. This is desirable because there is always some drop in voltage when a current is passed through a cable, owing to the resistance of the latter, and



How the starter switch is mounted on top of the starter motor and operated by a Bowden control from the fascia board on the Austin Seven. (See reply to "D.D.")

this drop increases with the length of the cable. Some makers overcome the trouble by fitting a solenoid switch; with this arrangement the main starter switch is placed near to the battery or starter, and is actuated by a solenoid (or electro-magnet), the switch for which is placed on the fascia-board. Thus, the leads to the button have to carry only the light current needed to operate the solenoid. Another scheme is to fit the main switch on the starter itself—as shown in the accompanying sketch—and connect it by a wire to a knob on the fascia-board, something after the style of a carburettor strangler control.

# 128.62 m.p.h.



Capt. G. E. T. EYSTON'S  
**“MAGIC MIDGET”**

driven by A. W. DENLY at Montlhery Track, Oct. 19th, 1933

## AGAIN PRE-EMINENT!

### INTERNATIONAL CLASS H RECORDS

1 Kilometre	- - -	128.62 m.p.h.
1 Mile	- - -	128.62 m.p.h.
5 Kilometres	- - -	127.65 m.p.h.
5 Miles	- - -	127.80 m.p.h.
10 Kilometres	- - -	127.23 m.p.h.
10 Miles	- - -	125.43 m.p.h.

*(Subject to Official Confirmation)*

## THE WORLD'S FASTEST 750 c.c. CAR

Issued by the Publicity Department of the M.G. Car Company Limited, Abingdon-on-Thames.

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

# SIX WINS OUT OF EIGHT !

At Brooklands, Saturday, October 21st, including the spectacular

## MOUNTAIN CHAMPIONSHIP

**WHITNEY STRAIGHT**  
on a Maserati

and **THE JUNIOR LONG HANDICAP**  
**H. J. ALDINGTON**  
on a Frazer-Nash

### *won on special*

- MOUNTAIN CHAMPIONSHIP.  
Whitney Straight. Maserati.
- JUNIOR LONG HANDICAP.  
H. J. Aldington. Frazer-Nash, who also  
used Essolube.
- JUNIOR MOUNTAIN HANDICAP.  
R. F. Turner. Austin.
- SENIOR MOUNTAIN HANDICAP.  
F. W. Dixon. Riley.
- WOMEN'S MOUNTAIN HANDICAP:  
Miss Rita Don. Riley.
- LIGHTNING MOUNTAIN HANDICAP.  
T. A. S. O. Mathieson. Bugatti, who  
also used Essolube.



### **RACING CARS—**

### **REGULAR CARS—**

### **YOUR CAR—**

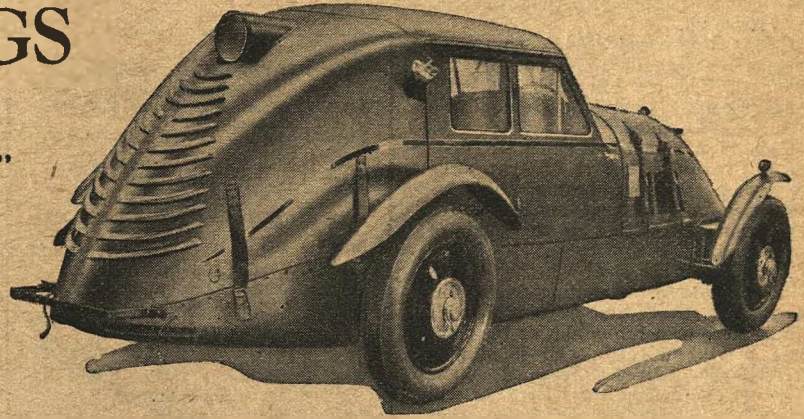
will climb better and faster on

## **WINTER GRADE PRATTS ETHYL**

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

# SPORTS JOTTINGS

By  
 "THE BLOWER"



**S**TORY (told in the Far East round the camp fire): Once upon a time—though this really is *not* a fairy story—there was a man whose job it was to see that a Certain Make of Car won as many trophies as possible. About the same time there was an Apprentice Observer and also a trial in which teams vied one with another for the custody of a certain Magnificent Award.

So it chanced that at this trial the Apprentice Observer found himself practising the peculiar rites of his calling, while beside him stood the Man whose job (and so on), but who was known to him only as one of the Great Ones.

Anon there arrived on the hill before them a Car of the Certain Make in which the Man was interested, and it paused there for a short while. Whereupon the Apprentice, following the custom of his kind, faithfully inscribed the legend "Stopped Momentarily." Seeing him thus busily engaged, the Man who was known to the Apprentice simply as one of the Great Ones, inquired as to his purpose.

Learning thus the nature of the inscription, the Man whose job it was (and so on) explained to the Apprentice the error of his ways. Albeit with great kindness, patience and tolerance, yet also with some firmness did the Man point out that a pause so brief must surely be no stop at all.

So it came to pass that the Apprentice with great diligence obliterated his first inscription and substituted for it the letters O and K, thinking to himself, "Verily he is indeed one of the Great Ones. Fortunate am I to be aided by such a personage on such an occasion." \* \* \*

All of which is either very amusing or extremely sad, according to one's point of view—and the fact that it made no difference to the destination of the Magnificent Award is neither here nor there. \* \* \*

**H**OW rarely one comes across a writer of fiction who, in dealing with cars, displays anything but the remotest acquaintance with them. Usually the hero desperately throws out the clutches, or the heroine holds the threshing 40 h.p. monster to the road at a breath-snatching "sixty" or (the other extreme) the sleek, long, low machine careers round right-angled bends at over ninety in Cyril's tense grip.

These thoughts are instigated by my reading (somewhat belatedly I must admit) Eric Linklater's "Poets Pub." This hilarious book contains a fine description of three cars involved in a chase North and of the storm which

broke over them in wildest Yorkshire. Anyone who has experienced such a storm on those bleak moorland roads will appreciate:

"The headlights threw into the oncoming dusk dim pearly shafts slashed with diamond-bright arrows. Raindrops pattered on the weatherproof hood, and, as he could find no side curtains to put up, rain drove steadily in at Mr. Wesson, who sat on the windward side."

And this passage I commend to those who, caught in a sudden squall, have fought to put up a recalcitrant hood. Although this refers to a borrowed motor-coach, the effect is the same.

"The storm harried them as they worked, shrewdly beating their faces, getting with cold hands under their coats, spilling colder runnels of water down their arms as they toiled with the unwieldy hood.

"No sooner had they unfurled the canvas from its saug casing than the wind, with a whoop of joy, filled it alderman-full and tore it from their hands. They seized its flapping edges, hauled it and swore at it; the wind slackened; they drew it down. Then, with a howl the wind came back.

"With bleeding fingers they fought the wind and the rowdy canvas . . . and the wind slapped their faces; their ties were whipped out; the rain ran down their sleeves and tickled their armpits."

At this point, as in real life, they began to curse and to swear.

Can any of you remember a night like this?

"The road was black as earth and the lights scarcely showed its difference from the black moor on either side. The silver rain-arrows in the gleam dazzled him. Somewhere at the bottom of the hill a river sang its drinking-song, and the wind harped wildly in the birches. The road blurred before him, seeming to split in two." \* \* \*

Why this literary rumpus? Because I like it, oaf. Aroint thee!

**C**ONTINENTAL Notes. The Rumour heard earlier this year that Philippe Etancelin would give up racing after this season seems liable to follow the fate of most rumours—and be disproved. It now appears that he has acquired two new cars—a single-seater Alfa-Romeo and a single-seater Maserati—for 1934. Whoops!

The Geneva Salon will be held from March 16 to March 25.

Louis Chiron's contract with the Scuderia Ferrari expires at the end of this year. It is not known yet whether he will join them again for next year,

*When G. E. T. Eyston 'is not breaking light car records he is apt to do so with this sort of thing. This is his new 130 h.p. Diesel-engined car with which he hopes to beat America's 100.75 m.p.h. for the mile.*

but it would cause little surprise if he did. \* \* \*

Rumour hath it that Monza will not see the Italian Grand Prix next year. It is said that the Pescara Circuit (of Acerbo Cup fame) will be used instead.

Poor Caracciola, who broke his thigh in practising for the Monaco Grand Prix early this year, and has been on his back ever since, is to undergo an operation. If successful, it is hoped that the German driver will be at the wheel again next season.

Comotto (Alfa-Romeo) won the recent Prince of Piedmont Cup—an 8-hour race on an unguarded circuit between towns near Naples—at an average of 55.73 m.p.h. Bonnetto (Alfa-Romeo) was second 2 mins. 9½ secs. later, and Farina (Alfa-Romeo) was third. The rest of the order was: Carraroli (Alfa-Romeo), Strazza (Lancia), Belucci (Maserati), another Alfa and another Maserati.

There was one smash in which Ippolite hit a cart.

"**H**OW sweet the moonlight sleeps upon this bank," as the motor bandits quoted before they robbed it.

**T**HE Universities of Oxford and Cambridge will come to grips on the question of the reliability of their motorcars on November 18, according to present arrangements, and the battleground will be the area round and about Alms Hill, Henley (but not including Alms Hill, Henley).

Chains are to be permitted—significant, I feel.

**I**N the general crowding out which has afflicted this journal during the recent Show period, wherein sundry articles promised in advance have not made their bow until a later date, even

SPORTS JOTTINGS . . . Contd.

these humble columns did not escape, and in referring recently to the 1934 Monte Carlo Rally I was unable to deal with a New Thing which the organizers have invented.

Owing to several causes (in which accidents were not unconsidered) the Mont des Mules hill-climb is being dropped and a Coupe de Monte Carlo is to be substituted.

This is a somewhat elaborate driving test involving figures of eight, stopping and reversing, braking and acceleration, and it must not, saith the regulations, be treated in the spirit of gymkhana.

It is not made clear whether marks will be deducted for smiling during the test, but I gather that anyone wearing a false nose or a funny hat, at the same time waving a rattle and playing a gramophone will be frowned upon. Whether one competitor I know of will succeed in persuading the officials that his nose is not a false one is a worrying question.

However, here is the test (in which no passengers may be carried).

- (a) The driver stands a couple of yards away from his car; (b) on the word "go" he gets in and starts up; (c) he describes a figure of eight in a given area (38 metres by 17 metres); (d) he drives on for 250 metres, halts, reverses and returns parallel with his former route for 400 metres; (e) he pulls up as rapidly as possible; (f) he reverses and crosses the finishing line backwards—all this against the watch.

\* \* \*

**WORKMEN** with picks and shovels, ropes, pieces of concrete, and other appliances of their trade, will descend upon the Great Concrete Saucer on November 6 and proceed to pick it up and put it down again better than it was before. During these activities members will be permitted to use those portions of the track not obstructed and every effort will be made to keep at least half a mile clear at all times.

The Paddock club-rooms will be closed on the same date, and will re-open in the spring. No meals will be available during this period, with the exception of sandwiches. There is, however, always a ray of light in the deepest darkness—the Members' Bar will be open at the usual hours, except all day on Mondays and after 1.30 p.m. on Wednesdays.

During the close season B.A.R.C. members are entitled to use the Brooklands Aero Club premises, as the latter club has very kindly elected the B.A.R.C. as honorary members of the Brooklands Aero Club during this period.

Those who feel deeply on the subject of historical personages will be interested to learn that a fireworks display will be held at the track on Saturday November 4 (although the purists will point out that the event commemorated actually took place on November 5). After the pyrotechnics there will be a dinner and dance.

\* \* \*

**SUNG** by the rival marque:  
"My heart leaps up when I behold  
A rainbow in the sky,  
But how it sinks when I behold  
A Fizzig passing by."

# CLUB ITEMS AND SPORTING EVENTS

## FORTHCOMING EVENTS.

- October 28.**  
J.C.C. Dinner-dance at the Park Lane Hotel, London.  
Scottish Sporting C.C. Half-day Anniversary Trial.  
N.W. London M.C. Coventry Cup Trial.  
Ulster A.C. Reliability Trial.
- October 29.**  
Banking and Insurance M.A. Reliability Trial.  
Brighton and Hove M.C. Chandler Cup Trial.  
Gipsy M.C. Social Run.  
Southern Jowett L.C.C. Rally.  
London Eagle M.C. Social Run.  
Rochester, Chatham and D. M.C. President's Trophy Trial.  
W. Middlesex Amateur M.C. Captain's Run.  
Wood Green and D. M.C. Freak Hill-climb.
- October 31.**  
G.S.M.A. Social Evening.
- November 3.**  
The Light Car Club. Annual Dinner and Dance.
- November 4.**  
Riley M.C. Cotswold Six Trial.  
M.C.C. Annual Dinner and Dance.  
West Hants L.C.C. Night Trial.

## M.G. CAR CLUB.

IT is significant of the flourishing state of the M.G. Car Club that in its second year of existence some 400 guests should attend the annual Show Time Dinner. During the course of an unusually gay evening (and early morning!) at the Park Lane Hotel, London, it was mentioned that the membership of this young and vigorous one-make club is "rising 700."

Among those present were Mr. Cecil Kimber, managing director of the M.G. Car Co., Ltd. (in the chair); Count Lurani, Tazio Nuvolari, Count Castelbarco, Pietro Taruffi (who had come over from Italy for the occasion), Earl Howe, Mr. Victor Riley, Capt. A. C. R. Waite, and many well-known racing and trials drivers.

The evening went with a swing from start to finish. Speeches were brief (a miniature traffic signal saw to that), and the general gaiety was heightened by the bland John Tilley, the vivacious Waters Sisters, and the "pukka sahib" clowning of the Western Brothers.

In his response to Capt. Blair Watson's toast of "The Club," Mr. Cecil Kimber was able to announce the sensational records set up that day by "The Magic Midget," which were received with thunderous applause. Mr. S. C. H. Davis, of *The Autocar*, proposed "The Sport," and in his reply Mr. Victor Riley, managing director of the Riley concern, asked whether competitions were developing a purely freak car and called for more truly standard car racing.

Nuvolari was prevailed upon to address the gathering in a few words of liquid Italian; he sat down amidst a tumult of applause, and Count Lurani, in excellent English, thanked the company on behalf of his fellow-countrymen for their welcome that night.

Dancing continued until after 2 a.m., when a particularly pleasant evening came to a close.

## RILEY MOTOR CLUB.

MR. VICTOR RILEY presided over a gathering of no fewer than 460 members and friends of the Riley Motor Club at the Park Lane Hotel on Friday, October 20. The visitors included Lord Howe, Sir William Sleigh and Mr. Cecil Kimber. Sir Malcolm Campbell was, unfortunately, unable to be present.

The toast of the evening was "Our Honoured Guests," and Mr. Edward Reeves, the energetic secretary of the club, had the novel but eminently practical idea of including in the menu the names of some 52 Riley drivers who had been conspicuous in the realm of sport and whose exploits were duly recorded beneath their names.

Mr. Victor Riley paid just tribute to them all, the responses being in the able hands of Major Hailey Gardiner and Lt.-Com. C. R. Whitcroft.

Sir William Sleigh proposed the toast of the club, and in doing so he proudly recalled the fact that the Riley M.C., which is the largest one-make club in the world, was actually formed in Edinburgh.

Mr. Edward Reeves responded, after which it fell to Mr. Cecil Kimber to propose the health of the chairman. Again, amidst a storm of cheering, "V.R." rose to his feet to acknowledge the tributes so generously paid to him by the head of the big rival concern.

Without more ado the floor was cleared for dancing, which continued until the early hours of the morning. A cabaret show, in which the artistes were Naunton Wayne, and Elsie Bower and Billy Rutherford, contributed very greatly to the enjoyment of a brilliant function.

## W.A.S.A.

The results of the recent London-Exeter Trial are as follow:—

Sir William Morris Trophy (for cars up to 1,100 c.c.): Miss L. Hobbs (Riley). Lord Decies Trophy (1,500 c.c. cars): Miss D. Montague-Johnstone (M.G. Magna). The W.A.S.A. Trophy (over 1,500 c.c. cars): Miss S. Richardson (Ford V-8). The Army and Navy Stores Trophy for the best novice was not awarded.

**First-class Awards:** Miss E. V. Watson (M.G. Midget), Mrs. M. M. Riley (M.G. Midget), Miss P. Goodban (Singer Nine), Miss L. Hobbs (Riley), Miss D. B. Evans (M.G. Midget), Miss S. Richardson (Ford V-8).

**Second-class Awards:** Miss D. Montague-Johnstone (M.G. Magna).

**Third-class Awards:** Mrs. Stanton (Riley), Miss B. Marshall (Morris Minor), Mrs. Lysley (Riley).

**Retired:** Miss B. Daniell (Wolsey Hornet), Mrs. Needham (Frazer-Nash), Miss Bean (Aston-Martin), Miss P. McOstrich (Talbot).

**Early at Checks** (no award): Miss Champney (Riley), Miss B. G. Reece (Riley).

## HADLEIGH AND D. M.C. AND L.C.C.

The recent social evening, the first of a monthly series, held at the club headquarters, proved a great success.

A highly enjoyable and well-attended social run to Windsor was held on October 8, including a trip up the river in a motor launch. The party returned to London for tea, and attended a performance at the London Pavilion. Details will be announced shortly regarding the Hadleigh Hundred, described as "a motor trial that is different."

## BANKING AND INSURANCE M.A.

The association is holding its Autumn Trial on Sunday, October 29, starting from "The Barn," Hertingfordbury, at 1 p.m. This will be the first event of this nature organized by the association since its formation nearly a year ago.

The course will be a fairly easy circuit of about 20 miles, which must be covered twice at 20 m.p.h. The association is continuing its policy of arranging a fixture each week-end, and it is hoped that in the near future a weekly club night will be included. Full particulars can be obtained from the joint hon. secretaries, Mr. D. P. China, Worpole Close, Harrow, and Mr. W. Darkin, 3, Hawthorn Road, Sutton, Surrey.

## FRAZER-NASH CAR CLUB.

Members of the Frazer-Nash Car Club are reminded that they are eligible to become affiliated members of the Boomerang Club, Remenham Hill, Henley-on-Thames, simply by signing a form which is obtainable from the secretary of the Frazer-Nash Car Club, Mr. H. H. Cundey, 6, Neville Street, Onslow Gardens, London, S.W.7.

## M.G. CAR CLUB.

A treasure hunt "or some such informal event near London" will be held on Sunday afternoon, November 26. Members of the club have been invited to compete in the Sunbac Shell Cup Trial on November 11, and the North-West London M.C. London-Gloucester Trial on December 9. The former event starts from the "Hundred House," near Stourbridge, and finishes at Belbroughton, whilst the latter starts on the evening of December 8 from Staines and finishes somewhere in Gloucestershire on the following day.

The hon. secretary is Mr. A. C. Hess, Friars Cottage, Clive Road, Esher, Surrey; the hon. trials secretary is Mr. R. M. Mere, 38, Great Cumberland Place, London, W.1.

## BARNSBURY PIONEERS M.C.

The next club fixture is the "J.B.T." Trial, which is to be held on November 5. The winner of the recent map-reading contest was L. Jones, with R. Burton and E. Fleet runners-up in that order.

## SOUTHERN JOWETT L.C.C.

There will be a rally on Bookham Common at 11.30 a.m. on Sunday next, October 29. A series of competitions will commence at 1 p.m.

The annual lunch and general meeting will be held on Sunday, November 26. Details will be published later.

Hon. secretary, Mr. E. A. Dudley-Ward, 17, Nibthwaite Road, Harrow.

## WEST HANTS L.C.C.

An all-night reliability trial is to be held on Saturday, November 4, open to other affiliated clubs in Southern England. Three-wheeled and four-wheeled cars are alone eligible to compete. The event will start from the Pier Approach, Bournemouth at 10.16 p.m. and finish on the following day (6.30 a.m.) at Barnstaple.

Entries close to-morrow, October 28. The fees are 5s. for W. Hants members and 7s. 6d. for others.

Hon. Trials Secretary's address, Woodlands, Kinson, Bournemouth.

## N.A.L.G.O. (MET. DIST.) M.C.

A party will visit the road-racing meeting at the Crystal Palace to-morrow, October 28. The meeting place will be the Parade, Crystal Palace, at 2 p.m.



OCTOBER 27, 1933.

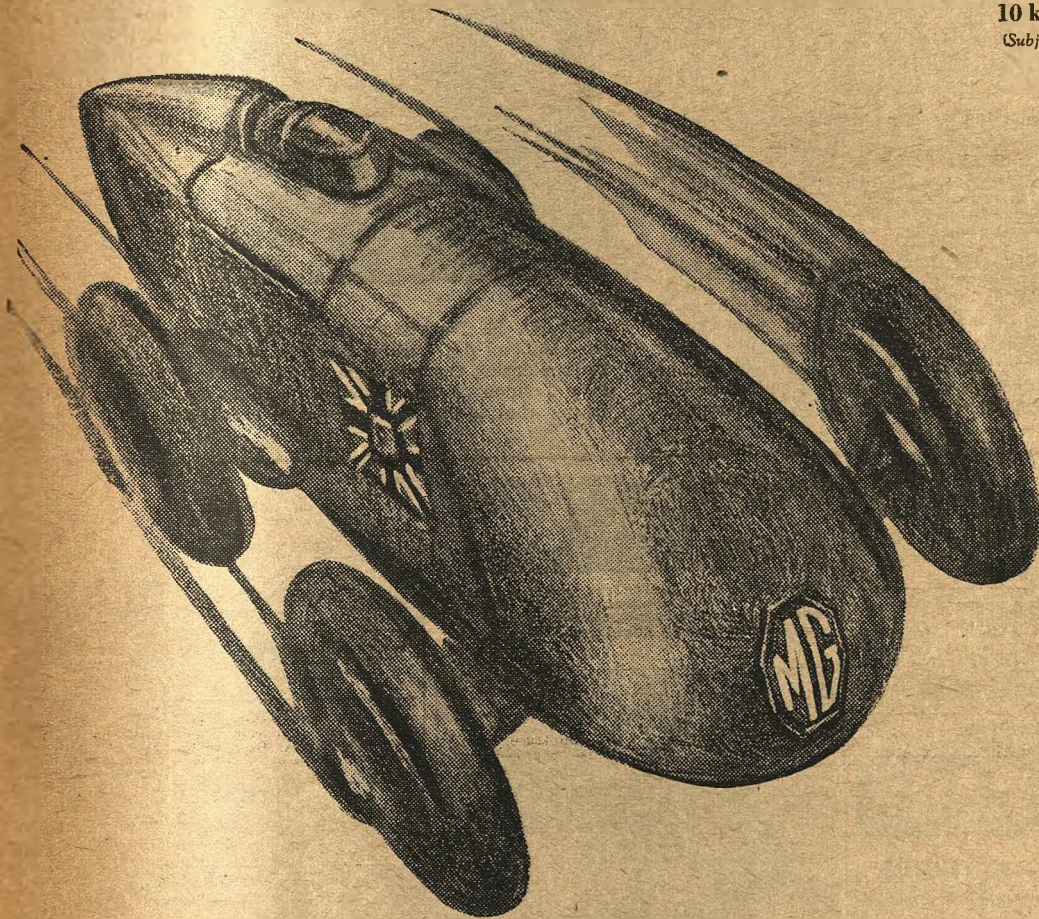
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## AROUND THE TRADE

Gamages, of Holborn, London, E.C.1, offer replacement air cushions for Austin Sevens and Morris Minors at 3s. 11d. each.

James Neale and Sons, Ltd., of Graham Street, Birmingham, have recently issued a new catalogue of their Raydyot motor accessories, which include spot and fog lamps, direction indicators, mirrors, and so on.

A. F. Ashby, of Watford Way, Hendon Central, London, has added an engine-testing dynamometer to his extensive equipment and is now in a position to undertake high-efficiency tuning for touring or racing cars.

Bluemel Bros., Ltd., of Wolston, near Coventry, have just issued two new folders dealing with their Bluemel registration number plates with white "Firmoid" coated letters and figures, and their spring-arm steering wheels, which are supplied in a range of attractive colours.

In the Mountain meeting at Brooklands last Saturday, the Senior Long Handicap, the Senior Mountain Handicap and the Women's Mountain Handicap were won by users of Castrol. This oil was also used in the "Magic Midget" during its recent remarkable record runs.

The Society of Motor Manufacturers and Traders, Ltd., has recently published "The Buyers' Guide to the Motor Industry of Great Britain, 1933-34," a classified directory giving information as to the source of supply of the majority of items used in the construction and maintenance of all types of motor vehicle, aircraft and so on. Copies can be obtained from the Society at 83, Pall Mall, London, S.W.1. There is no charge, but 3d. should be enclosed for postage.


Several new and interesting lines in accessories are listed in the October issue of the Cadison Bulletin issued by R. Cadisch and Sons, Ltd., of 5 and 6, Red Lion Square, London, W.C.1.

Now that the season of really hard rain approaches, direction indicators are becoming more than ever necessary. Eugen Forbat, 28-29, Southampton Street, London, W.C.2, offers "Hella" swinging-arm indicators at 21s. per pair.



Mr. C. R. F. Engelbach, O.B.E., who is Works Director of the Austin Motor Co., Ltd., and President of the Institute of Automobile Engineers for the year 1933-34.

Mr. C. E. Noel-Storr, managing director of the Gapac Co., Ltd., of 11, Willow Avenue, Barnes, London, S.W.13, is considering the purchase of an active (working) interest in a London garage, provided that he can find an opening in one that is in a good financial condition.



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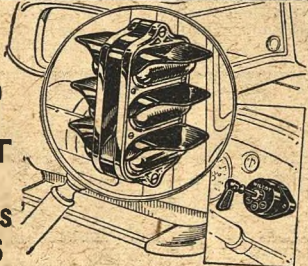
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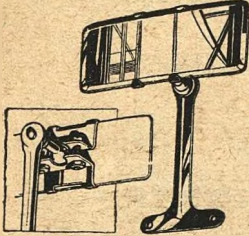
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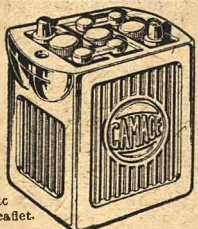
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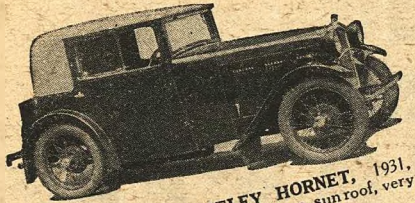
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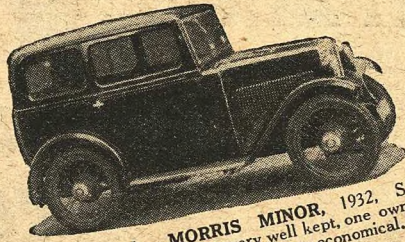
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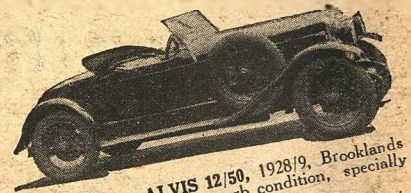
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- 89** Pounds. M.G. Midget, 1930-31, sports Coupe, dual finish bodywork, interior to match, tip-top condition. Choice 3 others.
- 99** Pounds. M.G. Midget, 1931, sports 2-str., faired dumb irons, cycle guards, all extras, exceptionally fast.
- 69** Pounds. MORRIS Minor, 1931, sports 2-str., streamline tail, wire wheels, fullest equipment, very attractive. Choice 5 others.
- 75** Pounds. MORRIS Minor, 1932, S.V., 2-str., bodywork practically unmarked, Magna wire wheels, fully equipped. Choice 2 others.
- 89** Pounds. MORRIS Minor, 1932, Arrow sports Coupe, particularly attractive bodywork, excellent throughout, very well kept.
- 99** Pounds. RILEY 9, 1930, sports 2-str., excellent tyres, 4-spd., silent third, fullest equipment. Choice 5 others.
- 69** Pounds. RILEY 9, 1928-9, sports 2-str., special dual finish, particularly attractive, tip-top throughout. Choice 3 others.
- 69** Pounds. SWIFT 10, 1931, 2-str., Magna, wire wheels, rear tank, 4-spd., fullest equipment, a real quality car.
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- 49** Pounds. TRIUMPH Super 7, 1929-30, sports 2-str., very attractive bodywork, wire wheels, excellent tyres, tip-top performance.
- 89** Pounds. TRIUMPH Super 7, 1932, 2-str. all latest equipment, spare hardly used, well equipped, particularly well kept.
- 79** Pounds. WOLSELEY Hornet, 1931, E.W. sports 2-str., V screen, low built, Magna wire wheels, superb performance. Choice 4 others.

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### TOURERS AND SALOONS

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- 49** Pounds. AUSTIN 7, 1930 Saloon, very well kept, tip-top throughout, all extras. Choice 3 others.
- 99** Pounds. ALVIS, 1929, 4-door sports Saloon, very attractive, all extras, wire wheels, excellent tyres. Choice 4 others.
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- 89** Pounds. HUMBER, 9'25, 1929, 4-door de Luxe, coachbuilt Saloon, very attractive finish, interior to match, practically unmarked.
- 79** Pounds. JOWETT 7, 1930-31, Black Prince, 4-door long Saloon, wire wheels, excellent tyres, bodywork and equipment almost as new.
- 69** Pounds. JOWETT 7, 1931, long Tourer, coachbuilt body, late narrow radiator, many extras, very attractive. Choice 2 others.
- 99** Pounds. LEA-FRANCIS, 1930, 12/40, low built sports, 4-door Saloon, wire wheels, excellent tyres, practically unmarked throughout.
- 99** Pounds. LEA-FRANCIS, 1929, 12/60, hyper sports Tourer, supercharged, amazing performance, cost over £600, recently overhauled.
- 99** Pounds. M.G. Midget, 1930-31, Sportsman's Coupe, sun roof, dual finish, interior to match, particularly attractive. Choice 3.
- 79** Pounds. MORRIS Minor, 1932, S.V. Saloon (illustrated), small mileage, excellent tyres, fully equipped, very economical. Choice 4.
- 49** Pounds. MORRIS MINOR, 1930, Saloon, well kept, all extras, chromium fittings, very attractive. Choice 8 others.
- 99** Pounds. ROVER 10/25, 1932, special sports Tourer, very attractive, low built, body, excellent performance, practically unmarked.
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- 99** Pounds. RILEY 9, 1930, Biarritz special, 4-door sports Saloon, twin carburettor, host of extras. Choice 3 others.
- 75** Pounds. SINGER 8, 1932 de Luxe 4-door Tourer, practically unmarked, one owner, 4 speed, rear tank, very small mileage.
- 89** Pounds. STANDARD Big 9, 1931-2, 4-door de Luxe Saloon, well equipped, all extras, particularly well kept. Choice 4 others.
- 99** Pounds. TRIUMPH, 1931-2, special Tickford Saloon, full drop top, coachbuilt body, superb performance. Choice 3 others.
- 99** Pounds. WOLSELEY Hornet, 1931, E.W. coachbuilt special Sportsman's Coupe (illustrated), practically unmarked, superb performance.

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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 Sic)—		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.....							

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## RATES.

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

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

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

## REGULATIONS.

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

## NOTICES.

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

## DEPOSIT SYSTEM.

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

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

## CLOSING TIME.

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

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

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

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

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

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

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.C., £30!!! All aluminium, streamlined two-seater, 1928 registration, rev. counter, very fast. Dennmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-461

ALVISES. All under £100. See page 20. 90-384

ALVIS, £57 10s!!! 12.75 h.p. front-wheel-drive super-sports two-seater, black and cream, chromium-plating, wire wheels, four-speeds, i.w.b., full touring equipment, 100 m.p.h., speedometer, spring steering wheel, etc., lovely engine, answer to an enthusiast's prayer!!! Snip. Written guarantee; terms. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 90-482

ALVIS. Genuine 12-50 h.p. o.h.v. four-seater sports, new hood, 65 to 70 m.p.h., mechanically perfect, £29 10s!!! Camden Motors. New show-rooms, 138 Cricklewood Broadway, Gladstone 1652. 90-524

ALVIS. Gatehouse Motors for 12-50 h.p. o.h.v. Alvis cars. Ten saloons, sports, two and four-seaters, etc., in stock, £25 to £125. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. 90-558

AMILCARS. All under £100. See page 20. 90-385

AMILCAR 1928 Grand Sports two-seater, £39. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-508

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—  
£55!!! 1928-9 surbaisse underslung two-seater, ribbed cycle wings, large sump, very low and attractive, red and cream, 75 m.p.h.

£35!!! Grand Sports two-seater, black and green, chromium-plating, wire wheels, pressure oiling, Aero screens, i.w.b.

£32!!! Grand Sports two-seater, white and red, chromium throughout, i.w.b., Aero screens, wire wheels, etc.

£30!!! Grand Sports two-seater, green and chromium, i.w.b.

£18!!! Super-sports two-seater, blue and chromium, new hood. Vee screens, well-based wheels. Terms; guarantee. Spares and service. 30a Highgate Road, N.W.5. Gulliver 2251-2. 90-483

AMILCAR, 70 m.p.h. 1926 Grand Sports streamlined three-seater, pressure oiling, overhauled, recently repainted, guaranteed, £27 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 90-656

AMILCAR, 75 m.p.h. Grand Sports surbaisse, streamlined two-seater, overhauled and guaranteed, £30; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 90-654

ARMSTRONG SIDDELEY. Cookes Motors offer 1932 12-6 de luxe saloon, sliding roof, self-changing gearbox, etc., cost over £300, clearance price £179 10s. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 90-1865

ASTON-MARTIN, £57 10s!!! Cheapest ever offered. Super-sports four-seater, i.w.b., wire wheels, cycle wings, four-speed, close-ratio gearbox, 90 m.p.h., speedometer, rev. counter, Brooklands hub-caps, etc., full touring equipment, new battery, three new tyres, etc., very fast and excellent job. Written guarantee. Terms, exchanges. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 90-480

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

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

AUSTIN Seven 1933 coachbuilt saloon, taxed December, £75. Ratcliffe Bros., 200 Great Portland Street, W.1. Museum 3603-4. zzz-648

AUSTIN 1930 7hp tourer, £38. Ratcliffe Bros., 200 Great Portland Street, W.1. Museum 3603-4. zzz-651

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

AUSTIN Seven. At 92 Gloucester Road, S.W.7. Frob. 3037-8. 1933 saloon, excellent mechanical and body condition, dark blue, any trial, £75. Normand Garage, Ltd. Open 8-8, Saturdays included. Sundays 9-1. zzz-681

AUSTIN Seven, £42 10s!!! 1930 tourer, in excellent mechanical condition, any trial or examination. Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5323). zzz-690

## IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

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

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

**AUSTIN**, Ulster supercharged Seven, two-seater, two-tone blue, terrifically fast, excellent condition, £125; motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 90-668

**AUSTIN** Seven, 1930 coachbuilt saloon, five new Michelin comfort tyres, Triplex, really sound car, taxed, £37 10s. K.J. Motors, Bromley, Kent. Havensbourne 3456 and 7. 92-702

**AUSTINS**. All under £100. See page 20. 90-386

**AUSTIN** Seven. Naylor and Root.  
30 models in stock.  
See page 17 for list.  
Satisfaction assured.  
Naylor and Root, Austin specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 90-516

**AUSTIN** Seven, £39!!! 1930 (July) sunshine Wydor saloon, fabric, brown and black, taxed year, complete set tools, radiator muff, etc., etc., excellent throughout, 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 90-x610

**AUSTIN** Seven, 1928 Wydor saloon, red, leather upholstery, rebored, brakes relined, five-lamp set, new battery, really good condition throughout, £27 10s. Owner, 41 Church Hill Road, Walthamstow. 90-n991

**AUSTIN**, £48; exchanges!!! Genuine 1931 model saloon, very nice car, any test welcomed. Chidley, 579b High Road, Tottenham. Phone 2920. 90-649

**AUSTIN** Seven, 1928 Cup model, excellent order, new hood, recently repainted and overhauled, several extras, exceptionally smart, £30. Carter, "Clifton," Church Road, Parkstone, Dorset. 90-n987

**AUSTIN** Seven sports two-seater, 1930, mechanically perfect, condition and tyres excellent, very fast, snip, £42 10s.; terms considered, 153 Fairfax Road, Harringay, N. 90-n988

**AUSTIN** Seven tourer, 1932, long wheelbase, unscratched, £68. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2623. 90-549

**AUSTIN** Seven Cup model, 1928, tuned engine, £32; exchanges. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2623. 90-550

**AUSTIN** Seven, £38. 1929 (July) coachbuilt saloon, leather upholstered, smart, private. Write, Woodward, 28 Hamilton Street, N.W.1. 90-n976

**AUSTIN** Seven, 1931 sunshine, maroon, one owner, splendid condition, genuine bargain, £55; Saturday, Sunday morning; weekdays, 7 p.m. Crabb, 342 Malden Road, North Cheam. 90-n974

**AUSTIN** Seven tourer, 1929, taxed, insured, genuine bargain, fully equipped, £35. 75 Thorneyhedge Road, Gunnersbury, W. 90-n975

**AUSTIN** Seven, Swallow, £49 10s.!!! Very late 1929 duo-tone saloon, five new Fort Dunlops, condition absolutely as new, unique car. Below.

**AUSTIN** Seven, 1931 series saloon, excellent condition, cellulosed, as new, one owner, £54. Below.

**AUSTIN** Seven chummy, excellent tyres, hood and sidescreens, 1928, very fine throughout, £25; another, £24. Camden Motors. New showrooms, 136-138 Cricklewood Broadway. Gladstone 1652. 90-528

**AUSTIN**, 1928, 7 h.p., Cup model sports two-seater, £29; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 90-519

**AUSTIN** Seven, 1930 Wydor saloon, moderately used, 35 guineas; another, with sunshine roof; also 1928 four-seater, licensed, only 19 guineas. Below.

**AUSTIN** Seven, 1931 Mulliner sunshine coupe, most attractive, licensed, 52 guineas. Below.

**AUSTIN** Seven, 1931 coachbuilt saloon, nice condition, 49 guineas. Exchanges, easy payments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 90-491

**AUSTIN** Seven, £25; 1927 coachbuilt saloon, good condition, taxed; another, Mulliner saloon, 1928, £27 10s. Parwood, East Hill, Wandsworth. 90-484

**AUSTIN**, £62 10s.; 1930 Swallow saloon, excellent condition throughout. Parwood, East Hill, Wandsworth. 90-485

**AUSTIN** Seven, 1929 fabric saloon, taxed year, excellent condition, £35. Morgan Hastings, Ltd., 212 New King's Road, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5523). zzz-680

**AUSTIN** Ten, drop-head coupe, finished dark blue, brand new and unregistered, £165, list price £195. Paul and Co., 114 Great Portland Street. Museum 8464-5. 90-478

**AUSTIN** Seven, 1932 de luxe saloon, sun roof, etc., excellent condition throughout, unscratched, £75. Bruton Garages, Ltd., 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 90-1811

**AUSTIN** Seven, 1930 Mulliner sports two-seater, taxed year, bucket seats, black and red, £52 10s. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Exchanges, deferred. Cars bought courteously for cash. 90-1802

**AUSTIN** Seven, 1932 coachbuilt saloon, brown, excellent condition throughout, £65.

**AUSTIN** Seven, 1931 coachbuilt sunshine saloon, spotless condition, £59. Easy payments. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4635. 90-446

**AUSTIN** Seven, 1932 series saloon, finished maroon, taxed, super condition throughout, £65. Below.

**AUSTIN** Seven, 1929 Wydor saloon, taxed, very carefully used, really excellent condition throughout, £37 10s. Exchanges, deferred terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 90-442

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

**AUSTIN** Seven. Rennos 1927 coachbuilt saloon, dynamo, starter, front-wheel brakes, mirror, ammeter, speedometer, oil gauge, spare wheel, luggage grid, good condition, 25 guineas; £5 down, 2/6 monthly. 232-3-4 Upper Street, Islington, N.1. Near Tubes. Phone, North 4467-8. 90-536

**AUSTIN** Seven tourer, 1926, sound order, appearance slightly shabby, £11 10s.; exchanges, deferred. Millar's, 365 London Road, Mitcham. Phone 0829. 90-532

**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. 57 Sheen Lane, Mortlake (Station). Prospect 3332. 90-1877

**AUSTIN**. Ward and Company offer:—  
£42 10s. 1930 Austin Seven, Wydor saloon, spotless condition; choice of three; from £45 10s.; self-financed hire-purchase payments; exchanges, terms. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1862

**AUSTIN** Seven, 1933 tourer, blue, perfect condition throughout, genuine mileage 2,900, taxed December, insured January, £85. Jackson's Garage, Westgate-on-Sea, Kent. Phone 51. 90-1851

**AUSTIN** Seven, 1932 de luxe model sunshine saloon, new condition, £69. Below.

1934 Austin Ten de luxe saloon, synchromesh, new last Wednesday, fully taxed, indistinguishable new. Below.

1935 Austin Ten de luxe saloon, practically new, small mileage, £123. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 90-1850

**AUSTIN** Sevens. Earls for bargains.

**AUSTIN** Seven, 1927 tourer, three new tyres, taxed, £14.

**AUSTIN** Seven, 1929 coupe, recellulosed, black and green, £26.

**AUSTIN** Seven, 1930 Wydor saloon, in new condition, taxed, £37.

**AUSTIN** Sevens. Earls, 75 Heath Street, Hampstead, N.W.3. Phone 3287. 90-1846

**AUSTIN** Ten, 1933 de luxe saloon, condition as new, £135. Paul, Sawyer and Co., 72 Great Portland Street. Museum 1925. 90-1831

**AUSTINS**. McCarthy's Motors (1925), Ltd., offer the following Austin bargains with written three months' free service guarantee:—  
1932 7 h.p. coachbuilt saloon de luxe, overhauled and fitted with five brand new tyres; choice of four; £80.  
1932 7 h.p. Tickford folding head saloon, beautiful condition, bargain, £85.  
1933 7 h.p. coachbuilt saloon de luxe, spotless condition, taxed to December, £95.  
1933 10 h.p. de luxe saloon, new tyres, condition as new, £130.  
Several earlier models at reasonable prices with the same guarantee.

All the above have been through our workshop and overhauled by Austin mechanics, and can be inspected at our Austin showroom, 28 Queen's Road, Bayswater, W.2. Phone, Bayswater 0044-5. 90-529

**AUSTIN** Seven!!! Vale special. First registered 1932, completely equipped chassis, including Solex down-draught carburetter, remote control, slap-down windscreen, new oversize tyres, etc.; we understand that this car has special forced-feed crankshaft, high tensile rods, special head and pistons, and to be capable of well over 70 m.p.h., an exceptional motor offered at £85. Camden Motors. New showrooms: 136 Cricklewood Broadway. Gladstone 1652. 90-522

**AUSTIN** Seven, 1928-29 Swallow sports two-seater, cream-green, chromium, 1932 condition, quite genuine, no further use, 35 guineas. Lawrence, 30 Petersfield Road, Hallgreen, Birmingham. 90-n959

**AUSTIN** Seven, over £60 less than cost, 1932, long wheelbase, de luxe coachbuilt saloon with sliding roof, air cushions, leather upholstery, safety glass, cellulosed blue, with narrow line, taxed, insured, very carefully used, small mileage, as new, absolutely genuine, £74. 8 Bathurst Mews Sussex Square, Paddington, W.2. 90-n944

**AUSTIN**, £16. Chummy, 1926, low mileage, perfect. 103 Holmdene Avenue, S.E.24. 90-n937

**AUSTIN** Seven, 1928 sports two-seater, fast, £25; exchanges. 199b Upper Richmond Road, Putney. 7673 90-n955

**AUSTIN** Seven, 1931 coachbuilt sun-roof saloon, finished maroon, completely equipped and in marvellous condition throughout, offered open to any trial, A.A. or R.A.O., and with written guarantee, £59; exchanges and best possible terms. Below.

**AUSTIN** Seven, 1930 chummy, finished brown, excellent condition throughout, taxed year, £45; exchanges and terms. Below.

**AUSTIN** Seven, 1927 chummy, very good condition throughout, tyres good, £25. Below.

**AUSTIN** Seven, 1930 chummy, finished brown, wonderful condition, £42 10s.; exchanges and terms. Barter and Rowson, 202 East Hill, S.W.18. Battersea 3065. 90-1813

**AUSTIN** Seven, 1929 saloon, exceptional condition throughout, £30.  
1928 Austin Seven tourer, exceptional condition and appearance throughout, fitted with all new oversize tyres, taxed, £22 10s.  
1928 Austin Seven, Cup model, fast, in good order, £22 10s.; exchanges and deferred terms. Haskins, 155 Labroke Grove. Park 5541. 90-1815

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. Speechleys, Specialized Austin dealers. Below.

We buy and sell Austin cars in faultless condition only. Below.

1934 Austin Seven, sunshine de luxe, mileage 200, unscratched, full guarantee, £110. Below.

1935 Seven sunshine saloon de luxe, rear tank, four speeds, small mileage only, spare unused, £89. Below.

1932 Seven sunshine saloon de luxe, long chassis, one owner, just back from Austin works, bargain, £79. Below.

1932 Seven Swallow saloon de luxe, dual brown, an extremely beautiful car, in superlative condition, £84. Below.

1931 Seven Swallow saloon de luxe, ebony and ivory, safety glass, bumpers, tyres unmarked, absolutely complete, exceptional condition, £74. Below.

1931 Seven four-seater, blue, very small mileage, complete equipment, splendid condition, £55. Below.

1930 Seven, Mulliner, £165; sunshine saloon de luxe, real leather upholstery, in perfect condition throughout, £42. Below.

1930 Seven coupe, coachbuilt, reconditioned, a very reliable car and ideally suitable for a lady driver, extremely smart, £39. Below.

1929 Seven, Wyder saloon, black, red upholstery, very good tyres, faultless mechanically, smart appearance. £56. Below.

1928 Seven saloon. The mechanical condition of this car is amazingly good and can be thoroughly recommended. Full three months' guarantee, £22. Below.

Full list upon request. Below.

Three months' "Same-as-maker" written guarantee issued with every car, irrespective of price. Below.

A comprehensive selection of Austin Sevens always on show. Exchanges at full value; hire-purchase. Below.

Speechleys, 395 Edgware Road, Paddington, W.2. Open 9-9 all the week; Sundays, 10-1. Ambassador 1300. 90-1826

**AUSTIN** Ten, 1934 saloon de luxe, blue, mileage 200, £145. Speechleys, 395 Edgware Road, W.2. Ambassador 1300. 90-1822

**AUSTIN**, 1933 7 h.p. tourer, blue, one owner, new and faultless condition throughout, £79. W.J.O. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 90-1829

**AUSTIN** Seven!!! 1931 long saloon, sun roof, taxed, coachbuilt, £55; 1930 coachbuilt sports coupe, taxed, £45. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-454

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

£8 deposit or 82 guineas cash. Late 1933 two-seater, fawn, four speeds, one owner, very small mileage, absolutely brand new condition.

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

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

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

£5 deposit or 55 guineas cash. Late 1931 coachbuilt saloon, blue, exceptional condition.

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

£5 deposit or 52 guineas cash. 1931 chummy, one owner, very exceptional condition.

£5 deposit or 49 guineas cash. Late 1930 Arrow sports two-seater, black and cream, exceptional condition.

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

£4 deposit or 39 guineas cash. Late 1929 sports two-seater, exceptional condition.

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

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

£3 deposit or 25 guineas cash. Late 1926 Cup model, black and red, very good condition.

£3 deposit or 23 guineas cash. Registered 1928 chummy, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 90-634

**AUSTIN** Ten, £12 deposit or 125 guineas cash. 1933 model, de luxe saloon, maroon, sunshine roof, Triplex, 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. 90-622

**AUSTIN** Seven, 1932 two-seater, year's tax, 4,000 miles only, as new, £72.

**AUSTIN** Seven, 1931 de luxe saloon, taxed, well shod, £52 10s.; motor-cycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 90-594

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

**AUSTIN**. Newnham for good Austins at right prices; few examples below, but full list on request. Self-financed terms and generous exchange allowances.

1932 7 h.p. coachbuilt saloon, beautiful little car, £65.

1931 7 h.p. coachbuilt saloon, absolutely first-class throughout, £52.

1930 7 h.p. Swallow sports saloon, moderate mileage only, £55.

1928 7 h.p. coachbuilt saloon, exceptional appearance, etc., £22.

1933 Ten de luxe coachbuilt sun saloon, genuine showroom example, £125.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 90-611

**AUSTIN** Seven, 1932-3 coachbuilt two-seater, blue, originally registered March 1, 1933, mileage 7,500, one owner, as new, guaranteed three months, £69 10s. Harry Nash, below.

1932 De Luxe sunshine saloon, maroon, real leather upholstery, several extras, actual show model, absolutely as new, £69 10s. Harry Nash, below.

1932 De Luxe longwheelbase sunshine saloon, blue, small mileage, splendid throughout, £69 10s. Harry Nash, below.

1932 Longwheelbase coachbuilt saloon, blue, carefully used and maintained, perfect throughout, £69 10s. Harry Nash, below.

1931 coachbuilt saloon, maroon, one owner, show model, carefully used, 1933 condition throughout, £59 10s. Harry Nash, below.

1931 coachbuilt two-seater, wide body, blue, indescribably nice, £57 10s. Harry Nash, below.

1927 (late) Chummy, blue, one owner since new, perfectly maintained, fully equipped, genuine snip, £19 10s. Harry Nash, 348 King Street, Hammersmith. 90-1912

**AUSTIN**, £42 10s.; terms, exchanges!!! 1929-30 Swallow saloon, ball change, taxed, very attractive appearance, in splendid condition. 368 Hornsey Road, N.19. Archway 3294. 90-1908

**AUSTIN** Seven, 1930 Stadium two-seater, rebored, taxed, beautiful condition, £45; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.). (Hampstead 0523.) Open Sundays, 11.30-2. 90-583

**AUSTIN**. A.Z. Motors for Austin Sevens. Below.

Chummies: 1925, £15; 1927, £19; 1931, £45.

Saloons: 1929, £27 10s.; 1930, £42 10s. Terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.). (Hampstead 0523), and at 62 High Road, Chiswick, W.4. Open Sundays, 11.30-2. 90-579

**AUSTIN** Seven, 1932 de luxe saloon, £72; 1931 de luxe saloon, £58; both taxed and insured; 1929 chummy, £30; exchanges and deferred. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 90-555

**AUSTIN** Sevens. 25 in stock, including: 1931 tourer, in super condition, taxed December, insured comprehensively to June, 1934, £49. Below.

Ulster supercharged Austin Seven two-seater, 85 m.p.h., exceptional condition throughout, new tyres, £48. Below.

Taylor 1930 super-sports M.G. Type two-seater, very fast and low, splendid condition, £40; several other two-seaters, £16-£25. Below.

£26. 1929 Mulliner saloon, taxed December, insured to January, nice condition; several other saloons, £19 to £30. Below.

£18. 1928 tourer, original condition throughout; several others, £12-£25. Austin Specialists, 245 Maida Vale, Kilburn, W.9. 90-1890

**AUSTIN**, £155; shop-soiled, 10 h.p. de luxe saloon, unused, unregistered; full specification. Parker's, Ltd., Bradshawgate, Bolton. 90-518

**AUSTIN** Seven. Whitby's of Acton offer:—

£22 10s. 1928 Gordon England Cup two-seater, fine condition.

£26. 1928 tourer, finished royal blue.

£55. 1931 saloon, Wyder, coachbuilt, excellent condition, recently rebored.

£75. 1932 de luxe saloon, sliding roof, long chassis, finish fawn and black, tax paid, one owner, perfect order.

£85. 1933 saloon de luxe, in opal blue.

£92 10s. 1933 saloon de luxe, royal blue, taxed and insured, only run 4,000 miles, as-brand new.

Whitby's of Acton are Austin official dealers. We welcome any motor-cycle, car or three-wheeler in exchange, and, of course, have the latest 1934 models on show. 24 monthly payments if desired. 1-7 The Vale, Acton, W.3. She. 1513. 90-501

**AUSTIN** Ten, 1933 sunshine de luxe, dark blue, bumpers, grid, unsoiled order, mileage 5,000, taxed, £132. Below.

1933 sunshine saloon de luxe, dark blue, moderate mileage, 100% mechanically, coachwork unblemished, £128. Below.

1932 (July) sunshine de luxe, maroon-black, one owner throughout, small mileage, as new, including tyres, taxed, £120. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011, Evenings 8, Saturday 6, Sunday 10-1. 90-422

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

(continued)

**AUSTIN** Seven, 1932, long chassis model de luxe saloon, sun roof, taxed for year, as new, £79. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 90-561

**AUSTIN** Ten, 1933 model de luxe, sun saloon, £119. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 90-547

**AUSTIN** Seven, 1933 sunshine saloon de luxe, dark blue, one private owner, new January, quite unblemished throughout, £95. Below.  
1933 coachbuilt saloon, dark blue, leather upholstery, mileage 11,000, faultlessly kept, £85. Below.

1932 (January) sunshine saloon, long chassis, blue, leather upholstery, four brand new Dunlops, insured December, owner returning India, £75. Below.

1932 coachbuilt saloon, dark blue, one change only, very carefully used, any trial, guaranteed, £68. Below.

1931 coachbuilt sunshine saloon, dark blue, leather upholstery, very clean and sound, taxed, £60. Below.

1930 saloon, brown, hide upholstery, ball change, unblemished appearance, very attractive order, £45. Below.

1930 four-seater, lawn-black, one private owner since new, good battery, brakes, etc., £40. Below.

1929 (February) Wide-door saloon, black-red, leather, three new tyres, grid, very reliable, £37. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-437

**AUSTIN** Ten-Four 1933 saloon de luxe, black with green leather upholstery, in excellent condition throughout, serviced by Austin Motor Co., Ltd., nominal mileage, owned by a member of the staff of "The Light Car and Cyclecar," £125. Smith, care of "The Light Car and Cyclecar," 5-15 Rosebery Avenue, E.C.1. 91-372

**AUSTIN** Twelve-Six. £65; 1931 four-door coachbuilt saloon, low mileage, splendid condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 90-416

**AUSTIN** Seven, Avon Swan sunshine coupe, late 1929, £47. 79 Amberwood Rise, New Malden. 90-n899

**AUSTIN** Ten-Four. Two special value saloons, 1932 green de luxe, sun roof, hide interior, bumpers, excellent tyres, splendid condition in every way, taxed to December £110; 1933 lawn de luxe, sun roof, hide interior, bumpers, beautifully maintained by one owner, perfect in every way, £130; one-fifth deposit, balance monthly; trial anywhere. Premier Motor Co., Aston Road, Birmingham. Phone, Aston Cross 5822. 90-381

**AUSTIN** Seven saloons. Midland buyers. Premier offer 1933 black de luxe, sun roof, green hide, perfect condition throughout, £95; 1932 lawn de luxe long wheelbase, sun roof, hide interior, innumerable extras, splendid tyres, perfect condition, £80; 1931 royal blue, complete equipment, excellent tyres, splendid condition throughout, £55; one-fifth deposit, balance monthly. Trial anywhere. Premier Motor Co., Aston Road, Birmingham. Phone, Aston Cross 5822. 90-382

**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.** family three-wheeler, good condition, £62. 7 Berkeley Road, Kingsbury, N.W.9. Col. 8312. 90-n359

**B.S.A.**, £140!!! 1933 sportsman's Peerless coupe foursome, 65 m.p.h., perfect £215 model. Denmans, 132-5 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-466

**B.S.A.**, 1932 (April) super-sports coachbuilt two-seater, Blue Star engine, red-black, mileage 9,000, V screen, Triplex, superb condition throughout, £75. Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. 90-434

**B.S.A.**, 1933 B.S.A. three-wheeler, coachbuilt sports, finished green with Vee screen, mileage under 4,000, positively as brand new, £88 cash; exchange, terms. Whitty's, B.S.A. Agents, 1-7 The Vale, Acton, W.3. She. 1513. 90-500

**B.S.A.**, 10 h.p., 1933 four-seater, mileage 3,000, owner bought saloon, taxed, guaranteed condition, £95. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 90-543

**B.S.A.** Absolutely last available!! Brand new, unregistered, shopsoiled 1933 B.S.A., 9 h.p. open four-seater sports, red, listed £160, clearing £129 10s.; makers' full guarantee. Harry Nash, 348 King Street, Hammersmith. 90-1913

**B.S.A.**, £11 deposit or 115 guineas cash; four-wheeler, 1933, 9 h.p. four-cylinder four-seater, green and black, one owner, small mileage, practically brand new; exchanges. Rowland Smith, below.

£9 deposit or 95 guineas cash. B.S.A., 1933, 9 h.p. four-cylinder coachbuilt Special Sports three-wheeler, black and green, one owner, very small mileage, spare unused, brand new condition, taxed; exchanges. Rowland Smith, below.

£6 deposit or 62 guineas cash. B.S.A., 1932 three-wheeler, Family model, black and red, small mileage, very exceptional condition; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-621

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

(continued)

**B.S.A.**, £65; 1932 Blue Star engine and three-wheeler, original tyres, V screen, taxed; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 90-592

**B.S.A.**, 1933 special sports, £115 model, coachbuilt three-wheeler, red and black, guaranteed almost new, small mileage, one owner, genuine bargain, £81 10s. Harry Nash, 348 King Street, Hammersmith. 90-1914

**B.S.A.** Naylor and Root, Ltd.,  
Largest stockists of B.S.A.s in England. Pay a visit to our showrooms and allow us to demonstrate any model without obligation. Generous allowance made for your present car, motorcycle or three-wheeler. Three months' guarantee with all models. Bargain list on request.

Deferred terms. A wealthy man is not judged to-day by his bank balance, but his credit. Obtain your B.S.A. on credit terms by paying only 25% deposit, including insurance, and extending the balance over 18 months. We shall be pleased to quote.

Any model sent 200 miles for free trial without obligation to purchase. State model and price at which interested. This is a bona-fide offer and we would like you to take advantage of it. Write with instructions to-day.

1933 special sports, four-cylinder, duo tone, choice seven, from 95 guineas.

1933 special sports, twin, coachbuilt, black and green, as new, 89 guineas.

1932 special sports, coachbuilt, Blue Star, black and green, 76 guineas.

1932 special sports, coachbuilt, black and red, several extras, 79 guineas.

1931 special sports, fabric, Blue Star, chromium lamps, etc., 62 guineas.

1933 Standard T.W. 33-1, black and red, 3,000 miles, as new, 81 guineas.

1932 sports, Blue Star, chromium lamps, black and red, choice of four, 67 guineas.

1931 sports, Vee screen, black and red, carrier, etc., taxed, 58 guineas.

1931 sports, black and red, new tyres, overhauled, smart, 59 guineas.

1932 de luxe, flat screen, black and red, one owner, taxed, 65 guineas.

1931 de luxe, flat screen, good tyres, very clean car, 55 guineas.

1933 family, coachbuilt, red, 3,000 miles, as brand new, 85 guineas.

1932 family, fabric, black and red, well equipped, as new, 68 guineas.

1931 family, black and red, one owner, nice condition, taxed, 60 guineas.

Economy is assured if you buy a B.S.A. three-wheeler. Read what one customer said: "I am very pleased with the performance of the B.S.A. three-wheeler and had no difficulty whatever in driving it first time. The petrol consumption is very low—it averaged 69 m.p.g. for the run of 276 miles down from London." What better recommendation can one ask?

Naylor and Root, Ltd., largest stockists of B.S.A. three-wheelers in England. 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. 90-507

**BUGATTI**, 75 m.p.h.; late 1926, 12 h.p. modified Brescia super sports two-seater, recently repainted, new tyres, entirely overhauled, extremely attractive car, tax paid, £45; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 90-653

**BUGATTI**, £11 deposit or 115 guineas cash. 1930 model 1½-litre type 40 sports four-seater, blue, cycle-type wings, pointed tail, carefully used, very exceptional condition; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-646

**CITROEN** Seven, £7, two-seater, excellent condition. 37 Avenue Gardens, W.3. 90-n943

**CLYNO** 11.9, £12 10s.; 1927 four-seater, good order throughout. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1860

**CLYNO** Nine, 15 guineas; 1928-29 fabric four-seater, practically un-worn tyres, very good condition; terms, exchanges; list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-620

**CLYNO** two-seater, 1928, new tyres, mechanically perfect, £25. Autos Holmes, Fulham Cross, S.W.6. Fulham 4927. 90-636

**COVENTRY-VICTOR**, £6 deposit or 59 guineas cash. Late 1933, 7.49 h.p. water-cooled twin Family three-wheeler, two speeds and reverse, electric starter, speedometer, clock, all-weather equipment, one owner, run a few miles only, brand new condition, taxed, cost about £100; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-619

**FIATS**. All under £100. See page 20. 90-387

**FORD** 8 Tudor 1933 saloon, choice three, from £87 10s. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-509

"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** Eight, 1933 saloon, taxed year, brown, excellent condition, £89; exchanges and terms. Barter and Rowson, 202 East Hill, S.W.18. Batterssea 3065. 90-1812

**FORD** Eight, £85!!! saloon, like brand new. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-463

**FORD**, £9 deposit or 95 guineas cash. Late 1933, 8 h.p. Tudor saloon, red, leather upholstery, one owner, very small mileage, brand new condition; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-617

**FORD**, 1933, 8 h.p. Tudor saloon, new December, brown, mileage 9,000, regularly maintained by ourselves, taxed, £90. Below.

1933, 8 h.p. Tudor saloon, brown, new end 1932, one owner, carefully used, very reliable, £85. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-451

**FORD**, 1933, 8 h.p. Arrow sports four-seater, finished black and green, lavish equipment, mileage 4,000, really fast, as new, £120; exchanges, deferred terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 90-441

**FORD** Eight, Newnham's offer 1933 saloon, excellent condition, £85; self-financed hire purchase. 156 Streatham Hill. Tulse Hill 6222. 90-1840

**FORD** Eight, 1933 model Tudor saloon, finished dark brown, excellent condition, £87 10s.; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 90-1844

**FORD**. See "Andrew of Mortlake" first.

All cars taxed, insured and guaranteed; self-financed terms from £8. No references! No security! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 90-1882

**FORD**, 1933 Eight saloon, taxed year, very clean, interior blue coachwork, £88; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 90-593

**FORD**. Cooke's Motors offer practically new, 1933 8 h.p. Tudor saloon, £89. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 90-1871

**FRAZER-NASH** Cars have for disposal several used cars, which have been reconditioned and mechanical fitness guaranteed; full particulars on application to Falcon Works, London Road, Isleworth. Hounslow 0011-2. zzz-524

**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. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-645

**FRAZER-NASH**, £29 10s.!! Special competition model, two-seater, finished Le Mans green, front and rear petrol tanks, two carburettors, outside flexible exhaust pipes, Vee screens, wire wheels, outside hand-brake, hood and full towing equipment, hot-stuff job, wonderful performance; terms. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 90-481

**FRAZER-NASH**, 1927 two-three-seater, excellent low-pressure tyres, knock-off caps, four speeds and reverse, cycle wings, hood, starter, etc., terrific performance, body requires painting, £75. Camden Motors. New showrooms: 136 Cricklewood Broadway. Gladstone 1652. 90-523

**FRAZER-NASH**, 1928 super sports four-speed Frazer-Nash V, test body, good condition, £110 or near offer. Apply, Adlards Motors, 3 Keswick Road, Putney. Phone, Putney 2334. 90-x606

G.N., o.h.v. twin Brooklands. Particulars from Howell, College House, Wimbledon Park, S.W.19. 90-n980

**HILLMAN**, £115!!! Minx de luxe saloon, bumpers, Triplex, like new. Denmans, 132 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-467

**HILLMAN**, 1933 Minx sunshine saloon, blue-black, mileage 7,800 only, quite unblemished, any trial and guarantee, taxed December, £123.

1932 (June) family saloon, dark blue, mileage 11,000, one private owner, A1 lot, guaranteed, £105. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-428

**HILLMAN**, 1933 Minx saloon, in splendid condition, £110. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 90-1849

**HILLMAN** Minx, 1932 (June) saloon de luxe, sun roof, one owner, £117 10s. Paul and Co., 51-53 The Mall, Ealing Broadway. W.5. Ealing 4633-4. 90-567

**HILLMAN**, 1933 Minx sports four-seater, nominal mileage, practically as new throughout, taxed December, £120; terms, exchanges. Makin and Harrison, 492 Chiswick High Road, W.4. Chiswick 0558. 90-1899

**HILLMAN** Minx, £10 deposit or 105 guineas cash. Late 1932 coachbuilt saloon, very carefully used, practically new condition; exchanges, list. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-616

**HILLMAN** Minx, 1935 black de luxe sunshine saloon, brown hide, bumpers, sun roof, safety glass throughout, mileage 4,000, taxed to December, fully guaranteed, exactly as new in every way, £140; one-fifth deposit, balance monthly; trial anywhere. Phone, Aston Cross 5822. Premier Motor Co., Aston Road, Birmingham. 90-380

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

**HUMBER** Nine, 1928 two-seater, repainted, two owners only, £25. Trojan Autos, Surbiton Road, Kingston 6177. 90-409

**HUMBERS**. All under £100. See page 20. 90-388

**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** for sale and wanted. Any condition. Repairs. The original Jowett experts. King's Head Garage, King's Head Hill, Chingford, Silverthorn 1496. 100-72

**JOWETTS**. All under £100. See page 20. 90-389

**JOWETT** 1930 coachbuilt four-door saloon, £49; also five other Jowetts. See also page 17. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 90-510

**JOWETTS**. 1929 Black Prince coachbuilt saloon, excellent condition, £59. Also 1929 short-chassis tourer, taxed, £25; exchanges, 199b Upper Richmond Road. Putney 7673. 90-n955

**JOWETT**. The 1934 models actually in stock at F.O.C.H., Ltd. Come to F.O.C.H. and see this wonderful car. Highest allowances. Below.

F.O.C.H., Ltd., Jowett specialists. Comprehensive selection of guaranteed used Jowetts always in stock. Send for free list.

F.O.C.H., Ltd. 1933 model 7 h.p. Kestrel four-door sunshine saloon de luxe, black and green, rexine, one owner, very carefully used, magnificent condition, taxed, 135 guineas.

F.O.C.H., Ltd. 1930 7 h.p. short-chassis saloon, blue, f.w.b., rexine, exceptional condition, 49 guineas.

F.O.C.H., Ltd. 1929 (May) 7 h.p. short-chassis four-seater, maroon, very good condition, 29 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days 9-9, Sundays 9-1. 90-1819

**JOWETT**, £29!!! saloon, February, 1929, registration, taxed. Frazier Garage, Oakley Street, Waterloo, S.E. Hop 5411. 90-460

**JOWETT**, late 1926 long four-seater, 14,000 miles only, one owner since new, bargain, £12 10s. Earl, 75 Heath Street, Hampstead, N.W.3. 90-1847

**JOWETTS**. Now that the Show is over, if you want to be in clover write to Pater, the Jowett specialist, for new and used Jowetts. Good allowances for used Jowetts. 1933 Kestrel, £155; 1933 saloon, £135; 1932 saloon, £95; 1926 tourer, £23; 1926 two-seater, £12. Pater, Jowett Specialist, Bedford. 3319 phone. 90-1801

**JOWETT**, 1932 Blackbird long sunshine saloon de luxe, blue, leather upholstery, one private owner since new, first-class condition, £105. Below.

1929 (March) saloon, maroon, leather upholstery, grid, one owner buying larger car, £35. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-432

**JOWETT**, 1933 new, shopsold, long saloon, finished dark blue, £145. Edwards' Motors, Dorking, Surrey. 90-n900

**JOWETT**, late 1929 de luxe long saloon, excellent condition, £35. Lloyd, Jeweller, Knighton, Radnor. 90-n824

**JOWETT**, 1933 long saloon, delivered August, taxed to January, unscratched, bargain, £135; yours in exchange. Buntings, Wealdstone, Harrow. 90-658

**JOWETT**, 1932 long de luxe saloon, one owner, condition like new, £105; yours in exchange. Buntings, Wealdstone, Harrow. 90-659

**JOWETT**. Cars or vans, new or used. Buntings of Harrow will serve you best. 90-660

**JOWETT**, 1927 1/2 long tourer, new battery and three tyres, £20. 4 Woodland Gardens, Isleworth. 90-n989

**JOWETT**, July, 1932, long saloon, coachbuilt, taxed to end of year, one owner, in very good order and condition throughout, £100. Goodwin's Motor Agency, Ltd., 180-4 Newhall Street, Birmingham. 90-x608

**JOWETT**, £25; 1928 long four-seater tourer, beautiful appearance, engine perfect, dipping headlights, many extras, 45 m.p.g., 50 m.p.h., new battery, taxed, insured, any trial. Brett, 22 Clifton Road, Welling. Avenue 4114. 90-n972

**JOWETT** Seven, 1927 long four-seater, full equipment, good condition, £15. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 90-613

**JOWETT**, 1929 four-door long chassis saloon, taxed, in perfect condition throughout, £45. Terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Ry.). (Hampstead 0523.) Open Sundays 11.30-2.0. 90-586

**JOWETT**, 1927 short chassis two-seater, taxed, splendid condition, £14. 245 Maida Vale, Kilburn, W.9. 90-1886

**JOWETT**. "Andrew of Mortlake" offers:—

Saloons 1928-31, from £25. Taxed, insured, guaranteed. Self-financed terms from £8. No references! No security!! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 90-1878

**JOWETT**, long two-seater, two-colour brown, quiet runner, pulls well, economical, good mechanical condition, taxed December, 15 guineas. White, 75 Stapleton Hall Road, Stroud Green, London, N.4. 90-n600

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

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

**LEA-FRANCIS, £20!!!** All aluminium sports four-seater, fast and smart car. Frazier Garage, Oakley Street, Waterloo, S.E. Hop 5411. 90-464

**LEA-FRANCIS, £55;** 1929, 12-40 h.p. four-door low-built sports saloon, Rudge wire wheels, leather upholstery, four-speeds, magnificent condition; exchanges; deferred. 86 Acre Lane, Brixton. Phone 3401. 90-417

**LEA-FRANCIS, 1930, 12-40 sports, o.h.v. engine, four-speeds, pretty low-built four-door saloon body, sunshine roof, two spare wheels, finished duo-brown with furniture hide upholstery, cream wire wheels, £85.** Bartlett, 27a Pembridge Villas, Notting Hill Gate. 90-521

**LEA-FRANCIS, £22 10s.;** 1927 semi-sports tourer, good tyres, sound throughout; another, £27 10s. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1863

**LEA-FRANCISES.** All under £100. See page 20. 90-390

**LEA-FRANCIS, 1928, 12 h.p. four-seater, low chassis model, very fast, £39.** Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 90-542

**LEA-FRANCIS.** Lists free. Terms, exchanges. Rowland Smith. Below. £5 deposit or 55 guineas cash. 1928 model, 1½-litre supercharged Hyper sports four-seater, brown, cream wire wheels, very fast, carefully used, exceptional condition.

£3 Deposit or 35 guineas cash. Late 1928 12-40 h.p. super-sports two-seater, dickey, blue and red, very good condition.

£4 Deposit or 39 guineas cash. 1928 12-40 h.p. sports tourer, maroon, exceptional condition.

12 Guineas. 1925 12-22 h.p. four-seater, very good condition.

Rowland Smith High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9. Sundays, 9-1. Hampstead 6041-6. 90-618

**LEA-FRANCIS, 12-40, 1927 four-seater, wire wheels and full equipment, very good condition, taxed, £25.** Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 90-614

**M.G. Midget, 1931 8 h.p. sunshine coupe, one owner, perfectly sound condition, £110.** Ratchliffe Bros., 200 Gt. Portland Street, W.I. Museum 8603-4. zzz-652

**M.G.s.** All under £100. See page 20. 90-391

**M.G. Midget 1930 sports coupe, sun roof, etc., £85; six other Midgets.** See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-512

**M.G. Magna, £150!!!** 85 m.p.h., racing camshaft and many extras, finished Nile blue. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-470

**M.G. Midget, 100 guineas!!!** 1932, in 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. 90-459

**M.G. Magna, £140!!!** 1932 foursome sports coupe, beautiful order, specially tuned.

£135!!! 1932 M.G. Magna four-seater, overhauled, like a new car. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-471

**M.G. Midget.** Speechley's, specialized M.G. dealers. Below.

1934 J.2, racing green, full de luxe equipment, L-type wings, bargain. Below.

1931 Midget two-seater, black, one owner, irreproachable condition throughout, immaculate appearance, original tyres, £85. Below.

Full list upon request. Exchanges; hire-purchase. Below.

Speechley's, 395 Edgware Road, Paddington, W.2. Open 9-8 all the week, Sundays 10-1. Ambassador 1300. 90-1827

**M.G.** Broadway Motors, the M.G. People.

1932 Midget two-seater sports, black cellulose, Brooklands wheel, two spotlights, very fast, £105.

1932 Magna open International two-four-seater, black and blue, exceptional condition, taxed, £150.

1932 Magna Abbey, open International two-four-seater, grey and blue, unscratched, one owner, £150.

1932 Magna, sportsman's sun coupe, black and grey, taxed, small mileage, £155.

1932 Magna University four-seater, drop-head coupe, green, with beige upholstery, taxed, exceptional condition, £165. Motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.I. Welbeck 8874. 90-666

**M.G.,** Montlhery, unsupercharged, special 1932 job, fitted 1933 head, Laystall crankshaft, Martlett pistons, four new tyres, over 70 in third, excellent condition, £190 or close offer. Cope, 5 Orchard Grove, Orpington, Kent. 90-x604

**M.G.,** 1932 Midget, red, panelled body, new tyres, folding hood and side screens, excellent condition throughout, taxed year, £110. Jarvis and Sons, Ltd., Victoria Crescent, S.W.19. Phone, Wimbledon 2526. 90-411

**M.G.,** 1932 Magna open two-seater, Jarvis body, in grey-red, one owner, taxed year, excellent condition, £130. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 90-412

**M.G. Midget J2, 1933 two-seater, duo-blue, specially tuned engine, with polished ports, etc., £145.** Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 90-45

**M.G. Midget, 1930 (June) two-seater, black-cream, large sump, good tyres, most attractive, taxed year, £72.** Below.

1930 Sunshine sportsman's coupe, black, blue leather upholstery, complete equipment, selling for private owner, £78. Smith and Hunter, 407 Edgware Road. Ambassador 1011. 90-424

**M.G. Midget, 1929 sports two-seater, 1930 engine, chromium-plated, numerous extras, £65; easy terms.** Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 90-444

**M.G.,** 1933 J2 two-seater, duotone blue, taxed December, fitted Ashby steering wheel, clock, etc., splendid condition, genuine bargain, £145; also 1930, 1931 and 1932 two-seaters, from £60. Exchanges, deferred. Smith Auto Co., Ltd., 145 London Road, Croydon. 90-479

**M.G. Midget, £64!!!** Late 1930 sports two-seater, 18-in. spring wheel, stoneguard, many extras, immaculate condition, very fast. Camden Motors. New showrooms: 138 Cricklewood Broadway. Gladstone 1652. 90-525

**M.G. Brooklands Motor Co.,** Specialists in M.G. cars, offers:-

1933 M.G. Midget J3, supercharged, colour two-tone blue, real leather upholstery, Dunlop tyres, Rudge-Whitworth wire wheels, fitted with many extras, mileage 6,000, as new throughout, £195. Below.

1932 Magna foursome coupe, colour black and grey, small mileage, exceptional condition throughout, £145. Below.

1932 Magna foursome coupe, colour black and brown, small mileage, late property of Earl of March, £145. Below.

1932 Magna foursome coupe, colour black and green, green leather upholstery, £150. Written guarantee; exchanges and private deferred terms. 331 Euston Road, N.W.1. Museum 3143-4. 90-1856

**M.G. Midget, £87 10s.;** 1931 two-seater, several extras, new condition throughout. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1859

**M.G.,** £159 10s.; 1933 J1 two-four-seater, full equipment, small mileage, extremely fast; exchanges, terms. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1853

**M.G. Magna, £129 10s.;** 1932 sports four-seater; another, in exceptional condition, taxed, positively as new, £139 10s. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1852

**M.G. Magna, Cookes Motors offer 1932 sports coupe, as new, bargain, £135.** 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 90-1868

**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 3552. 90-1881

**M.G. Magna, Renno's 1932 foursome sports coupe, sun roof, 1933 improvements, specially tuned, sun visor, Bosch double wipers, colour double blue, beautiful car, like new, 159 guineas. 232-3-4 Upper Street, Islington, N.1. Near Tubes. Phone, North 4467-8. 90-537**

**M.G.,** 1932 series Midget coachbuilt two-seater, black, blue upholstery and wheels, beautiful condition throughout, £110. Sandford's Service Station, Kingston Road, Leatherhead. Phone 78. zzz-700

**M.G.,** £7 deposit or 69 guineas cash. Midget, 1930 model sports two-seater, blue, big sump, exceptional condition. Exchanges; list. Week-days, Saturdays 9-9 Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-615

**MORGANS.** List free. Terms; exchanges. Rowland Smith. Below.

£9 deposit or 95 guineas cash. 1933 Super-sports, specially tuned racing o.h.v. J.A.P., black and cream, three speeds and reverse, spare wheel, electric starter, hood, upswep exhausts, excellent condition, taxed.

£5 deposit or 55 guineas cash. Late 1932, Family, water-cooled J.A.P., f.w.b., cycle-type wings, reduced steering, one owner, carefully used, very exceptional condition.

£4 deposit or 39 guineas cash. September, 1929, Aero, J.A.P., f.w.b., hood, reduced steering, exceptional condition.

£3 deposit or 35 guineas cash. Late 1930, Family, J.A.P., f.w.b., exceptional condition.

£3 deposit or 35 guineas cash. 1929 Family, 8 h.p. w.c. J.A.P., f.w.b., electric starter, rigid side curtains, exceptional condition, taxed.

£3 deposit or 25 guineas cash. 1929 two-seater, 8 h.p. J.A.P., blue, f.w.b., hood, speedometer, very good condition.

£3 deposit or 22 guineas cash. 1927 model Family, J.A.P., dynamo, f.w.b., carefully used, very exceptional condition.

£3 deposit or 19 guineas cash. Aero J.A.P., 1928 chassis, four-speed-and-reverse gearbox, f.w.b., dynamo, cycle-type wings, foot accelerator, reduced steering, straight-through exhaust, running order, taxed.

12 guineas. 1925 de luxe, w.c. o.h.v. Anzani, dynamo, electric starter, very good condition.

12 guineas. Late 1927 two-seater, J.A.P., dynamo, f.w.b., hood, very good condition, taxed.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 90-635

**MORGAN** Family, water-cooled J.A.P., electric lighting and starting, oversize tyres, new hood, visor, perfect, £35. Kennings, Ltd., Wolverhampton Street, Walsall. 90-n941

**MORGAN, 1912; Family model, w.c., dynamo lighting. 19 Holmdene Avenue, Herne Hill (Brixton 0384).** 90-400

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

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

**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 Rd., E.5. Phone, Clissold 9616-9617. zzz-955

**MORGAN**, 1925 (July) Family four-seater, w.-c., J.A.P. engine, good tyres, recommended, £15. Smith, 407 Edgware Road. 90-453

**MORGANS.** Homac's 1933 super-sports 1,100 c.c. racing J.A.P. engine, three-speeds and reverse, interchangeable wheels, capable 100 m.p.h., extra large battery, folding one-piece screen, many extras, absolutely as new, taxed, £120.

Homac's 1930 Family, a.-c. J.A.P. engine, starter, £37 10s.

Homac's 1929 Aero 10-40 o.h.v. engine, just repainted, perfect, £49 10s.

Homac's 1929 Family 8 h.p. J.A.P. engine, a.-c., f.w.b., just repainted and overhauled, £35.

Homac's 1927 Aero, o.h.v. J.A.P. engine, perfect condition, £39 10s.

Homac's 1927 Aero, o.h.v. Anzani engine, new tyres, f.w.b., faultless, £37 10s.

Homac's 1927 Aero, 8 h.p. J.A.P. s.v., dynamo, f.w.b., remarkable condition, £29 10s.

Homac's 1927 Family a.-c. J.A.P., faultless condition, £25.

Homac's 1926 Family, 8 h.p., w.-c. J.A.P., really excellent order, £17 10s.

Homac's, Official Morgan Agents, 243-247 Lower Clapton Road, Clapton, E.5. Phone, Clissold 9616-9617. 90-1850

**MORGAN**, £12; 1925 Family, J.A.P., dynamo, exceptional condition. Maynards, 241a High Road, Wood Green. 90-1835

**MORGAN**, Aero Family sports, 1928 model, w.-c., just overhauled, insured and taxed end of year, £18. Write appointment: 61 Park Road, Worcester Park. 90-x605

**MORGAN**, 1933 super sports, 5,000 miles, as new, £115. H. A. Saunders, 350 Euston Road, N.W.1. Museum 4511. 90-1904

**MORGANS**, 1924 de luxe 8 h.p. Blackburne, water-cooled, all good tyres, Lucas dynamo, £10.

1924 Family 8 h.p. J.A.P., fully equipped, £14.

1925 De Luxe 10 h.p., water-cooled, mag., £16.

1927 Family 8 h.p., air-cooled J.A.P., equipped, £25.

1929 Family 8 h.p. air-cooled J.A.P., equipped, £32.

1930 Family 8 h.p. air-cooled J.A.P., equipped, £40.

F. H. Douglass, the Morgan Specialist, St. Mary's Square, Ealing 6470. 90-1907

**MORGAN.** Naylor and Root, Ltd.

Largest Morgan stockists in England.

1933 Super-sports, choice of three, from 98 guineas.

1932 Super-sports, choice of five, from 79 guineas.

1931 Super-sports, M chassis, 67 guineas.

1930 Super-sports, M chassis, 59 guineas.

1928 Super-sports, nice condition, 45 guineas.

1932 Sports, o.h.v., three-speed, etc., 75 guineas.

1933 Sports, s.v., three-speed, as new, 79 guineas.

1930 Aero, s.v., M. chassis, etc., 49 guineas.

1929 Aero, o.h.v. J.A.P., maroon, 45 guineas.

1929 Aero, s.v. J.A.P., saxe blue, 39 guineas.

1928 Aero o.h.v. J.A.P., extras, 36 guineas.

1928 Aero, s.v. J.A.P., duo green, 34 guineas.

1927 Aero, s.v. J.A.P., f.w.b., blue, 26 guineas.

1933 Family, three-speed, 950 miles, black, 85 guineas.

1932 Family, three-speed, starter, etc., 66 guineas

1931 Family, M. chassis, starter, etc., 53 guineas.

1928 Family, s.v. J.A.P., starter, etc., 25 guineas.

1927 Family, s.v. J.A.P., very smart, 20 guineas.

1930 De Luxe, s.v., fwb, repainted, 29 guineas

1928 De Luxe, s.v., starter, super clean, 19 guineas.

Your present car, motorcycle or three-wheeler taken in exchange; deferred terms for the balance. You need only pay 25% deposit, including insurance, balance 18 months. Let us quote. Three months' guarantee on all over £40.

Any model willingly sent up to 200 miles absolutely free and without obligation for demonstration to genuine inquirers. Write, stating model and at what price required, also convenient 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. 90-506

**MORRIS** Minor, F. G. Smith (Motors), Ltd. Self-conditioned Morris Minors, 1929 saloons from £35; 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** Minor, 1932 s.v. two-seater, four brand-new tyres, unscratched condition, taxed, £65. Morgan Hastings, Ltd., 212 New King's Road, Fulham, S.W.6 (Putney 7611), and 95 New Bond Street, W.1 (Mayfair 5323). zzz-689

**MORRIS**. All under £100. See page 20. 90-392

**MORRIS** Minor. Speechley's specialized Morris dealers. Below.

We buy and sell Morris cars only in faultless condition. Below.

1933 Sunshine saloon de luxe, black and green, negligible mileage, brand-new condition, £89. Below.

1933 Two-seater, black and green, tyres unworn, spare unused, several extras, perfect condition, £78. Below.

1931 Sunshine saloon de luxe, coachbuilt, black, bumpers, safety glass, faultless order, £59. Below.

1931 Two-seater, s.v., grey, very carefully used and maintained in beautiful condition, £49. Below.

Full list upon request. Below.

Three months' "same as maker" written guarantee issued with every car, irrespective of price. Below.

A comprehensive selection of Morris Minors always on show; exchanges at full value. Hire-purchase. Below.

Speechley's, 395 Edgware Road, Paddington, W.2. Open 9-8 all the week, Sundays 10-1. Ambassador 1300. 90-1825

**MORRIS** Minor, F.O.C.H., Ltd. 1930 model 8 h.p. coachbuilt sunshine saloon, brown, safety glass throughout, bumpers, one owner, very carefully used, taxed, 49 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 90-1818

**MORRIS** Minor. 1932 coachbuilt saloon, in very exceptional condition throughout, taxed until December, an amazing bargain, £70; exchanges or deferred terms. Haskins, 155 Ladbroke Grove, Park 5541. 90-1814

**MORRIS** Minor, 1932 two-seater, as new, low mileage, one owner, £59; exchanges, deferred. 199b Upper Richmond Road. Putney 7675. 90-n951

**MORRIS** Family Eight, 1932 coachbuilt saloon, as new, £82; exchanges, deferred. 199b Upper Richmond Road. Putney 7675. 90-n952

**MORRIS** Minor 1932 saloon, 7,000 miles only, unscratched and mechanically perfect, £79. Autos Holmes, Fulham Crescent, S.W.6. Fulham 4927. 90-638

**MORRIS** Minor, 1933 (May) sunshine coachbuilt saloon, brand-new condition, mileage 3,000, taxed, £85. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 90-544

**MORRIS** Minor 1932 two-seater, £65; 1933 coachbuilt four-speed saloon, sun roof, £89; also nine other Morris Minors. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-511

**MORRIS** Family Eight. Speechley's, specialized Morris dealers. Below. 1932 Family Eight sunshine saloon de luxe, one extremely careful owner, original tyres, as new, without scratch or blemish, £79. Below.

Full list upon request. Written three months' guarantee; exchanges, hire-purchase. Below.

Speechley's, 395 Edgware Road, Paddington, W.2. Open 9-8 all the week, Sundays 10-1. Ambassador 1300. 90-1824

**MORRIS** Ten. £12 deposit or 125 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. 90-631

**MORRIS** Minor, 1931 coachbuilt saloon, almost new condition, one owner, taxed, £55. Trojan Autos, Subitton Road, Kingston 6177. 90-410

**MORRIS** Minors. Lists free. Terms, exchanges. Rowland Smith. Below.

£8 Deposit or 79 guineas cash. Late 1932 coachbuilt sunshine saloon, one owner, carefully used, practically new condition.

£6 Deposit or 59 guineas cash. 1932 model, two-seater, green, excellent condition.

£5 Deposit or 55 guineas cash. 1931 fabric saloon, exceptional condition.

£5 Deposit or 55 guineas cash. 1931 model four-seater, carefully used, very exceptional condition.

£5 Deposit or 52 guineas cash. Late 1930 o.h.v. sports two-seater, black and red, exceptional condition.

£5 Deposit or 49 guineas cash. 1930 coachbuilt sunshine saloon, beige, exceptional condition.

£4 Deposit or 45 guineas cash. Late 1931 two-seater, one owner, very good condition.

£3 Deposit or 29 guineas cash. 1929 model, fabric saloon, practically unworn tyres, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturday, 9-9. Sundays, 9-1. Hampstead 6041-6. 90-633

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

(continued.)

**MORRIS** Family Eight. £8 deposit or 85 guineas cash. 1932 model 4-door coachbuilt sunshine saloon, one owner, carefully used, exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-652

**MORRIS.** Jarvis, of Wimbledon, for second-hand Morris cars. Special bargain this week. 1935 Morris Minor, sliding-roof saloons, choice of three, taxed year, £85. Victoria Crescent. Phone 2526. 90-45

**MORRIS** Minor, £75; 1935, four-speed, coachbuilt saloon, sunshine roof, splendid condition. Below. 90-418

Morris Minor, £37; 1930 fabric saloon, four new tyres, extras, magnificent condition. Exchanges; deferred. 86 Acre Lane, Brixton. Phone 3401. 90-418

**MORRIS** Minor, £29; exchanges!!! Genuine 1930, with two-seater and van body, excellent condition throughout. Chidley, 579b High Road, Tottenham. Phone 2920. 90-652

**MORRIS** Minors. Compare our prices. Kirk and Co. "Three-Months-Written-Guarantee" with our used cars. 90-572

85 Guinea. 1932 Family Eight sun saloon.

55 Guinea. 1931 coachbuilt sun saloon.

45 Guinea. 1930 tradesman's light van, recellulosed.

45 Guinea. 1930 model coachbuilt sun saloon.

32 Guinea. 1930 model o.h.v. fabric saloon.

Extensive selection of other cars.

Kirk and Co. Communicate with us. Distance no object. 22, 49 Praed Street, W.2. Paddington 6049. Close 8 p.m. Sundays 10 a.m. to 1 p.m. 90-572

**MORRIS** Minor, 1932, s.v. Arrow occasional open four-seater, black-red, carefully used and maintained, very attractive car, £79 10s. Harry Nash. Below. 90-572

1932 s.v. coachbuilt saloon, blue oversize tyres, magnificent throughout, small mileage, guaranteed three months, £77 10s. Harry Nash. Below.

1931 Coachbuilt sunshine saloon, dark maroon, fully equipped, bumpers, etc., splendid condition; £57 10s. Harry Nash. Below.

1931 s.v. coachbuilt two-seater, grey, one owner, very smart, excellent throughout, £45 10s. Harry Nash, 348 King Street, Hammersmith. 90-1315

**MORRIS** Minor, 1930, four-seater, taxed, insured, bargain, £37. Fred Guy, 198 Kinross Street, near Blue Hall, Hammersmith. Riverside 4652. 90-553

**MORRIS.** Newnhams for good Morris cars at right prices. Few examples below but full list on request. Self-financed terms and generous exchange allowances.

1933 Family Eight coachbuilt sun saloon, moderate mileage only, £112.

1931 8 h.p. o.h.v. fabric saloon, particularly smart little car, £48.

1930 8 h.p. coachbuilt sun saloon, first-class appearance, etc., £42.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 90-610

**MORRIS** Family Eight sun saloon, taxed, fine condition, £90; motor-cycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 90-672

**MORRIS** Family Eight, 1932 sunshine saloon, four-door, blue, kept in most perfect condition, any trial, guaranteed, £90. Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. 90-436

**MORRIS** Minor, 1933 model, two-seater, four-speed, finished green and black, excellent condition, one owner, £78; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 90-1843

**MORRIS.** Special offer!!!

£81 10s. 1933 Morris Minor coachbuilt saloon, sun roof, four-speed, low mileage, fully equipped; another, taxed, £86 10s.

£42 10s. 1930 Morris Minor saloon, small mileage, excellent condition. Ward and Company, 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1854

**MORRIS.** Cookes Motors offer 1932 8 h.p. sportsman's four-seater coupe, colour grey and black, cost over £180, as new, £97. 10 Lower Grosvenor Place, S.W.1. Victoria 9750. 90-1874

**MORRIS** Minor. Cookes Motors offer 1933 de luxe saloon, practically brand new, £94; also 1932 sunshine saloon, £75. 10 Lower Grosvenor Place, S.W.1. Victoria 9750. 90-1873

**MORRIS** Minor. "Andrew of Mortlake" offers:-

Saloons and open models, 1928-32, from £25; taxed, insured; guaranteed. Self-financed terms from £8. No references! No security!!! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3532. 90-1879

**MORRIS** Minor, 1930 coachbuilt sunshine saloon, 52 guineas. Elite Motors, 959 Garratt Lane, Tooting, S.W.17. Phone, Wimbledon 2925. 90-531

**MORRIS** Minor. Rennos 1930 saloon, dynamo, starter, four-wheel brakes, chromium radiator, safety glass, spare wheel, bumpers, screen wiper, mirror, electric horn, ammeter, dash lamp, speedometer, oil gauge, taxed, splendid condition, 47 guineas or terms. 252-54 Upper Street, Islington, N.1. Near Tubes. Phone, North 4467-8. 90-535

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

(continued.)

**MORRIS** Minor, 1931 saloon; choice of four, from £52 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 90-1842

**MORRIS** Family Eight, 80 guineas. 1932 four-door coachbuilt sunshine saloon, blue finish, small mileage, quite unsoiled; exchanges, terms. Maynards, 241a High Road, Wood Green. 90-1834

**MORRIS** Minor, 1931, 8 h.p. tourer, colour blue, good hood and side-screens, tax paid, first registered 1930, £45. Beechings, Ltd., Farnborough, Hants. Phone 279. 90-1835

**MORRIS** Ten, 1933 series black sunshine saloon, complete equipment, maintained in perfect condition by one owner, taxed to December, three months' guarantee, £118; one-fifth deposit; trial anywhere. Premier Motor Co., Aston Road, Birmingham. Phone, Aston Cross 5822. 90-383

**MORRIS** Minor, 30 guineas; exchanges!!! 1930 saloon, chromium, exceptionally good condition, any trial. 368 Hornsey Road, N.19. Aichway 3294. 90-1909

**MORRIS.** A.Z. Motors for Morris Minors. Below.

Saloons: 1930 fabric, £42 10s.; 1930 coachbuilt, sun roof, £50; 1931 coachbuilt, sun roof, £56 10s.; 1933 coachbuilt, sun roof, s.v., £85.

Two-seater: 1931 sports, £52 10s. Terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.) Hampstead 0523. And at 62 High Road, Chiswick, W.4. Open Sundays 11.30-2. 90-580

**MORRIS** Minor, 1933 sunshine saloon coachbuilt, one owner, four-speed gearbox, £87 10s. Auriol Engineering Works, Ltd., 536 Goldhawk Road, W.6. Riverside 1306. 90-562

**MORRIS.** 1932 Family Eight sunshine saloon de luxe, four-door, long chassis, blue, like new, £90; guaranteed exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. 90-1894

**MORRIS** Minor, 1933 sunshine saloon, black-green, small mileage, as new throughout, one private owner, £90; another, direction indicators and other extras, £92. Below.

1933 two-seater, blue, new April, 5,000 miles, spare unused, good as new, taxed, £84. Below.

1933 two-seater, blue, four-speed, mileage 7,000, full guarantee, quite unblemished, £82. Below.

1932 (July) sunshine saloon, blue, first-class mechanically, coachwork A1, usual guarantee, £75. Below.

1932 (April) two-seater, black-green, good order throughout, coachwork unblemished, any trial, £67; another one private owner, taxed year, £69. Below.

1931 (July) two-seater, blue, red leather upholstery, one private owner, spotless order, £52. Below.

1930 (May) Arrow sports two-seater, green-cream, bumpers, radiator mull, very attractive, £55. Below.

1930 Sunshine saloon, black-green leather, very good tyres, safety glass, grid, splendidly kept, taxed, £45. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-458

**MORRIS** Minor, 1930 coachbuilt safety sun saloon, in first-class condition, licensed, 44 guineas; also 1933 coachbuilt sun saloon, almost new condition, 85 guineas; exchanges, easy payments. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 90-492

**MORRIS** Minor, 1931 s.v. coachbuilt saloon, sun roof, Triplex, new tyres, bargain, £59. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Exchanges, deferred. Cars bought courteously for cash. 90-1806

**MORRIS** Minor, 1933 coachbuilt sunshine saloon, finished green and black, four-speeds, beautiful condition throughout, £90. Below.

**MORRIS** Minor, 1932 coachbuilt sunshine saloon, finished black, taxed, whole car in magnificent condition, £80. Below.

**MORRIS** Minor, 1930 saloon, finished blue, numerous extras, including bumpers, luggage carrier, etc, taxed, faultless condition, £46; exchanges, deferred terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 90-443

**MORRIS** Ten, 1933 sunshine saloon de luxe, green, full equipment, first-class throughout, £125. Smith and Hunter, 407 Edgware Road, Ambassador 1011. 90-423

**PEUGEOT** coupe, 1927 6.4 h.p., good condition, £10. Miners' Arms, Duntun Green. 90-n942

**RENAULT** Nine, 1927 tourer, really good little car, repainted, f.w.b., £15. 16a Temple Gardens, Golders Green. Speedwell 2836. 90-661

**RENAULTS.** The following cars carry our usual guarantee; deferred terms, exchanges. Welham Renault Sales and Service, Surbiton Hill Road, Surbiton. Elmbridge 1873.

1931. 13 h.p. Speed Four saloons, £65 to £75.

1929 12 h.p. Monasix saloon, five-seater, new tyres, taxed, £40; also sports tourer, £40.

1929 9-15 h.p. coachbuilt saloon de luxe, blue, tax paid, £40.

1928 9-15 h.p., as above, £30.

1928 12 h.p. Monasix Weymann saloon, tax paid, £30. 90-1911

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the  
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

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

**RHODE** Hawk 1928-9 10.8 h.p. sports four-door saloon, finished in black and red, wire wheels, leather upholstery, four-speed box, a smart and reliable car, fully equipped, £22 10s.; exchanges, deferred terms. 339a Goldhawk Road, Hammersmith, W.6. Riverside 5115. 90-1841

**RILEY** specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

**RILEY** Nine. 1932 Monaco saloon, sunshine roof, unmarked, finished black and green, taxed, absolutely as new, £180; terms, exchanges. G. Wilkin, 26 London Road, Kingston. Phone 0722. zzz-611

**RILEY** 1928 Monaco saloon, black and red, good appearance and running order, £58. Newnams, 164 Fulham Palace Road, W.6. Fulham 0071. zzz-641

**RILEYS.** All under £100. See page 20. 90-393

**RILEY**, £85!!! 1930 brown saloon, Monaco, perfect order. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-458

**RILEY** Nine, 1934 Monaco, mileage 400, low price for immediate sale. Edwards, 395 Edgware Road, W.2. 90-1823

**RILEY** Nine, 1930 sports two-seater, high-compression engine, exceptional condition, £85, taxed.

1931 Monaco, Plus series, black, twin carburettors, special engine, £135, taxed; exchanges. Thomas, Central Garage, Kempston, Bedford. 90-n940

**RILEY**, 1930, two-carburettor Monaco saloon, black and red, taxed, £95; motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 90-669

**RILEY** Nine, 1930 Monaco, blue and cream, one owner, exceptional condition, taxed, £89. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7.

**RILEY.** Cookes Motors offer 1929 Nine Biarritz saloon, good condition, £75. Brighton Road, Sutton. Sutton 5800. Open Sundays. 90-1869

**RILEY.** Ward and Co. offer!!!

£87 10s. 1930 Riley Nine Monaco saloon, several extras, any inspection.

£126 10s. 1931 Riley Nine Monaco four-door saloon, carefully used, in 1933 condition, small mileage, genuine bargain, ex. terms.

£167 10s. 1932 Riley Nine Monaco coachbuilt saloon, small mileage, positively as new; another, special series, twin carburettors, etc., £177 10s. Ward and Co., 5 Upper Richmond Road, East Putney. (Wandsworth.) Putney 2818. 90-1856

**RILEY** Nine, late 1929 (1930 series), Mark 4 saloon, condition absolutely unmarked, stonewashed, etc., unrepeatable, £69 10s. Camden Motors, new showrooms, 136-138 Cricklewood Broadway. Gladstone 1652.

**RILEY** Nine, Mark III, special Monaco saloon, exceptional appearance and condition, only 55 guineas; exchanges entertained, deferred. Norringtons, 245 Goldhawk Road, Shepherds Bush. Riverside 2365. 90-488

**RILEY** Nine 1930 Monaco saloon, spotless condition throughout, genuine bargain, £95. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Exchanges, deferred. Cars bought courteously for cash. 90-1804

**RILEY** 1932 (May) Monaco sunshine saloon, brown-ivory, hide upholstery, mileage 10,000, faultless mechanically, any trial, £175. Below.

1930 Monaco saloon, blue, leather upholstery to match, good tyres, Triplex throughout, clean and well kept, £95. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-426

**RILEY** 1932 9 h.p. panelled saloon, absolutely spotless, 175 guineas. Another, 149 guineas. S. D. C. Taylor and Co., Ltd., 6 Kendrick Place, South Kensington, near South Kensington Underground Station. Kensington 8965. 90-405

**RILEY** Alpine 1933 grey de luxe saloon, grey hide, sun roof, mileage 8,000, just returned from Riley works after complete service inspection, guaranteed identical to new in every possible way, one owner, ski mascot, taxed to December, magnificent car, £275; terms with pleasure; trial anywhere. Phone, Aston Cross 5822. Premier Motor Co., Aston Road, Birmingham. 90-379

**RILEY**, November, 1932, 9 h.p. Monaco coachbuilt sunshine saloon, finished blue and black, excellent condition, £162 10s.; exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 90-641

**RILEY** Nine sports tourer, 1928, £45; also Monaco saloon, £55; choice six Rileys. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-513

**RILEY** Nine, 1929 model Monaco saloon really splendid condition, tyres new, any trial, £55. 243 Maida Vale, Kilburn, W.9. 90-1885

**RILEY** Nine, 1931 saloon, Plus model, small mileage, new condition, £125; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.) (Hampstead 0523); and at 62 High Road, Chiswick, W.4. Open Sundays, 11.30-2. 90-581

**RILEY** Nine. £16 deposit or 165 guineas cash. 1932 Gamecock two-seater, cream and red, very carefully used, practically new condition; exchanges. Rowland Smith. Below.

£9 deposit or 89 guineas cash. Riley Nine, late 1930 Monaco saloon, black and cream, sunshine roof, carefully used, very exceptional condition; exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-630

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

**ROVER**, £80!!! 1931 coachbuilt sun roof saloon, overhauled, rebored, new pistons fitted this week. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-462

**ROVERS.** All under £100. See page 20. 90-394

**ROVER** 9-20, 1927 sports two-seater, polished aluminium, fast, sporty, £25; also 1928 10-25 four-seater tourer, £27; exchanges. 199b Upper Richmond Road. Putney 7673. 90-n954

**ROVER**, 1930 10-25 Weymann de luxe saloon, leather upholstery, taxed, exceptional condition throughout, one owner, £57 10s.; exchanges and deferred terms. Haskins, 155 Ladbroke Grove. Park 5541. 90-1816

**ROVER** Ten, £135, 1932 sports four-seater, speed model, cutaway driver's side, 70 m.p.h. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-472

**ROVER**, £50, 1930 series 10 h.p. sun-roof saloon, rebored, special pistons, by makers. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-474

**ROVER**, 10-25, privately owned sportsman's coupe, black and red, first registered February, 1932, four-speed box, eight-gallon rear tank, four new Fort Dunlops, spotlight, Hunt's indicators, radio optional extra, really lovely condition, £70. Phone, Museum 3953. 90-e599

**ROVER** Ten, 1931 sportsman's coupe, small mileage, £65. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 90-546

**ROVERS.** Unused!!!

£152 10s. 1933 Rover Ten four-door family saloon, four-speed, coachbuilt, sun roof, fully guaranteed, fully equipped to makers' specification, various colours; self-financed hire-purchase payments.

£92 10s. 1932 Rover Ten coachbuilt sun saloon, new condition throughout. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1855

**ROVER** Ten, 1931 coachbuilt sunshine saloon, Magna wire wheels, one owner, taxed December, bargain, £65. Earl, 75 Heath Street Hampstead, N.W.3. 90-1848

**ROVER** Ten, 1932 de luxe coachbuilt saloon, Magna wheels, sunshine roof, small mileage, £90. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Exchanges, deferred. Cars bought courteously for cash. 90-1807

**ROVER**, 1929 10 h.p. sportsman's coupe, wire wheels, rear luggage container, leather upholstery, £47 10s., real bargain, cash, exchange or terms. Whitbys, 7 The Vale, Acton, W.3. She. 1513. 90-499

**ROVER**, 1933 coachbuilt sunshine saloon, 10 h.p., four-speed, unused and unregistered, shop-soiled, £200 list price, to clear, £165. Below.

1932 10-25 coachbuilt sunshine saloon, four-speed, rear tank, leather upholstery, very complete, taxed, £115. Below.

1931 10-25 sunshine saloon, maroon, leather upholstery, good tyres, clean and well-kept, taxed, £75. Below.

1930 (May) 10-25 sunshine sports coupe, black-green, one private owner since new, most attractive, £55. Below.

1929 (June) 10-25 sunshine sports coupe, maroon, Andre bumpers, direction indicators, horn ring, grid, one private owner throughout, £48. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-430

**ROVER** brand-new Ten special sun saloon, maroon, free wheel, clutchless gear change, floating power, a revelation in sweet running and power, list £253, accept £198. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 92-695

**ROVER** 1933 10 h.p. saloon, four speeds, new and unregistered, makers' guarantee, genuine bargain, £155. Baxter, 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 90-374

**ROVER** 1930 10-25 sun saloon, good tyres, exceptionally clean condition, £60. Bruton Garages, Ltd., 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 90-810

**ROVER** Nine, £14 10s., sports two-seater, 1927, fully equipped, bargain. 17 Drewstead Road, Streatham. 90-x607

**ROVER**, £20; exchanges!!! 9 h.p. de luxe four-seater, real beauty, taxed. Chidley, 579b High Road, Tottenham. Phone 2920. 90-650

**ROVER**. £8 deposit or 85 guineas cash. Pilot, 1932 model, fabric sportsman's coupe, sunshine roof, black and red, carefully used, almost new condition; exchanges. Rowland Smith. Below.

£8 deposit or 85 guineas cash. Rover Ten, 1932 model, coachbuilt saloon, maroon, carefully used, practically new condition; exchanges. Rowland Smith. Below.

£6 deposit or 59 guineas cash. Rover Ten, late 1931 fabric saloon, black and red, carefully used, exceptional condition; exchanges. Rowland Smith. Below.

12 guineas. Rover Nine, 1925, four-seater, carefully used, good condition; terms, exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. Hampstead Tube. Hampstead 6041-6. 90-623

**ROVER.** A.Z. Motors for Rover Tens. Below.

Saloon, 1928, four-door, £32 10s.; coupe, 1929 sportsman's, sun roof, £42 10s.; two-seater, 1927 9 h.p. sports, taxed, special bodywork, cycle-type wings, cut-away running-boards, very fast, £27 10s.; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Railway). Hampstead 0523. And at 62 High Road, Chiswick, W.4. Open Sundays 11.30-2. 90-582

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

**ROVER**, 1931 10-25 sun saloon, most distinctive appearance, etc., £269. Below.

1930 10-25 de luxe four-door sun saloon really attractive throughout, £259.  
 Newnham House, 237 Hammersmith Road, London, W.6. Riverside 90-605 4646.

**ROVER**, 9 h.p., two-seater sports, green and cream f.w.b., etc., £22, taxed and insured, £8 down, 12 payments of £1 8s. 4d.; exchanges. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 90-556

**ROVER**, 1931 10 h.p. saloon, de luxe, exceptionally good condition throughout, £89, fully guaranteed; exchanges, deferred. Truscott for Saloons, 175a Westbourne Grove, W.11. 90-1895

**SALMSON** sports two-seater, smart and fast, repainted, good hood, rebored, taxed, £22 10s.; exchange. 7 Manson Mews, Queen's Gate, S.W.7. Ken. 5915. 90-n957

**SALMSON**. Vadum Co., specialists since 1925 in 9.5 h.p. twin-camshaft, Salmson, tuned by us to cruise 50-55 m.p.h.; 35-40 m.p.g., efficient overhaul, good used spares, deferred. Open Saturdays.

33 guineas. 1927 Grand Prix streamline San Sebastian racing body, balloons, large f.w.b., Aero screens.

69 guineas. 1930 (July) long-tail Grand Prix two-seater, special hood and screen, stoneguards, beautiful appearance and condition, under-slung.

59 guineas. 1930 (May) registration Grand Prix full four-door saloon, large f.w.b., splendid balloons, cowled radiator, rear trunk, many extras. 42 guineas. Superb 1928 1/2 Grand Prix four-door saloon, large f.w.b., maroon, really handsome car.

34 guineas. 1927 (October) Grand Prix, long-tail streamline two-seater, Vee screens, concealed hood, licensed December.

37 guineas. 1927 series Grand Prix Special, four-speed close-ratio, ball-bearing engine, revolution counter, 60 m.p.h. on third, immaculate coachbuilt streamlined body.

12 guineas. 10.4 twin camshaft semi-sports four-seater, smart, good tyres.

**SALMSONS** urgently wanted. Vadum Co., 352 High Road, Willesden Green, N.W.10. Willesden 2469. 90-590

**SALMSON**. 12 guineas. Late 1926 10 h.p. o.h.v. two-seater, red and cream wire wheels, very good condition; terms, exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-629

**SALMSON**, 80 m.p.h., 1929 model, twin overhead camshaft, Grand Prix, 9.5 h.p., under-slung chassis, overhauled and specially tuned, new tyres, guaranteed, £52 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 90-6587

**SALMSON**, 70 m.p.h., 1929 Grand Prix sportsman's saloon, tax paid, overhauled, perfect condition, guaranteed, £52 10s.; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 90-655

**SALMSON**, £7 10s.; sports two-seater; perfect. Phone, Padd 0555. 90-n990

**SINGER**, 1933 sports coupe, first registered August last, one owner, taxed December, almost as new, £160. Ratcliffe Brothers, 200 Gt. Portland Street, W.1. Museum 8603-4. zzz-653

**SINGER**, 1930 8 h.p. four-door coachbuilt saloon, one owner, small mileage, excellent condition throughout, genuine bargain, £50. Baxter, 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 90-375

**SINGERS**. All under £100. See page 20. 90-395

**SINGER**, 1931 Porlock sports, rebored, new pistons, Brico rings, gudgeons, valve springs, full insurance to May, taxed, 60 guineas. Camp, 46 Pembroke Road, Muswell Hill, N.10. 90-c598

**SINGER**, 1927 tourer, 10 h.p. f.w.b., very good condition, £12 10s.; exchanges, deferred. Millar's, 365 London Road, Mitcham. Phone 0829. 90-533

**SINGER**. "Andrews, of Mortlake," offers:-  
 Saloons and open models, 1928-32, from £20, taxed, insured, guaranteed; self-financed terms from £8. No references! No security! Generous exchanges. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 90-1880

**SINGER**. Cookes Motors offer 1932 8 h.p. Junior saloon, £80; also 1932 9 h.p. de luxe saloon, £95. Both in exceptionally good condition. Brighton Road, Sutton, Surrey. Phone, Sutton 3800. Open Sundays. 90-1364

**SINGER**. Cookes Motors offer 1932 10 h.p. de luxe saloon, unscratched, £95; also 1932 9 h.p. Kaye Don saloon, £95. Brighton Road, Sutton Sutton 3800. Open Sundays. 90-1870

**SINGER** Eight, 1931 coachbuilt saloon, beautifully maintained, small mileage, taxed, £59. Trojan Autos, Surbiton Road. Kingston 6177. 90-408

**SINGER**, £28 10s. 1929 Junior two-seater, double dickey, all-weather equipment, new hood, recently overhauled; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1857

**SINGER**, 1932 and late 1931 9 h.p. saloons, sun roof, coachbuilt, four speeds from £60 to £90. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-456

**SINGER**, £105!!! 1932 10 h.p. de luxe sunshine saloon, unsoiled. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-475

**SINGER**, 1930, 8 h.p. Porlock two-seater sports, very smart and in exceptional condition throughout. tyres good, taxed, £42 10s.; exchanges and deferred terms. Haskins, 155 Ladbrooke Grove Park 5541. 90-1817

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

**SINGER!** Save pounds!!!

152 Guineas. New, unregistered, fully guaranteed 1933 de luxe model, 9 h.p. saloon.

153 Guineas. 1933 9 h.p. super-sports sunshine coupe, cream and red, indistinguishable from new.

105 Guineas. 9 h.p. special de luxe model, sunshine saloon, magnificent throughout, £32 10s.; Senior four-door saloon, bumpers, etc. 1934 Models for immediate delivery from stock. Chantry Motors Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 90-663

**SINGER**, 1932, 8 h.p. sunshine saloon de luxe, tools, taxed, excellent condition, guaranteed, £72; deferred payments. 9a Stratford Road, Earl's Court. Western 5931. 90-664

**SINGER** Nine saloon de luxe, 1932 (June), perfect, small mileage, £110. Box 8154, care of "The Light Car and Cyclecar." 90-x609

**SINGER** Junior, 1931 coachbuilt sun saloon, exceptional condition, 59 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush, London. 90-489

**SINGER** Junior. 1929 four-seater, in superb condition, excellent tyres, many accessories, cellulosed maroon, one owner, £37 10s.; three months' written guarantee; own simple hire-purchase system; references, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffels Motors, White Hart Lane, Barnes, S.W.13. Prospect 5649. 90-502

**SINGER**, 1932 (July) 10 h.p. sunshine saloon, dark blue, leather upholstery, mileage 8,000, attractive, £105. Below.

1931 (March) sunshine saloon, blue, cream wheels, loose upholstery covers, mileage 17,000, just repainted, very attractive, £60. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8 Saturday 6, Sunday 10-1. 90-429

**SINGER** 1931 Junior saloon, sun roof, etc., £55; 1929 Junior tourer, £22; eight other Singers. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-514

**SINGER** Eight, 1929 Porlock sports two-seater, reconditioned, £30; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Railway). Hampstead 0523. Open Sundays 11.30-2. 90-587

**SINGER**, 9 h.p. sun saloon, 1933, brand new, makers' guarantee, to clear, £137 10s.; exchanges and deferred. See below.

**SINGER**, 10 h.p. sun saloon, late 1931, like new, £65; also 1928 tourer, £17 10s. Penge Motors, Green Lane, Penge. Sydenham 0604. 90-1905

**SINGER**. Newnams for good Singers at right prices. Few examples below but full list on request. Self-financed terms and generous exchange allowances.

1932 Nine coachbuilt sun saloon, blue, really beautiful condition, £95.

1931 8 h.p. coachbuilt sun saloon, exceptionally smart little car, £55.

1929 8 h.p. coachbuilt saloon, excellent appearance, remarkable opportunity, £55.

1931 Ten de luxe coachbuilt sun saloon, first-class example, £69.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 90-609

**SINGER**, 1933 9 h.p. super-sports two-four-seater, blue and cream, mileage 5800, indistinguishable from new, £137 10s.; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 90-595

**SINGER** Junior, £6 deposit or 65 guineas cash. 1931 model, coachbuilt sunshine saloon, carefully used, very exceptional condition; exchanges. Rowland Smith. Below.

£6 deposit or 59 guineas cash. Singer Ten, late 1931 coachbuilt sunshine saloon, exceptional condition; exchanges. Rowland Smith. Below.

£3 deposit or 19 guineas cash. Singer Junior, 1927, four-seater, blue, very good condition; exchanges, list. Week-days, Saturdays, 9-9; Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-628

**SINGER** Ten 1927 two-seater, good order, £10.  
 10 h.p. four-seater, £10. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 90-571

**SINGER** Junior 1929 four-seater, insured, in really wonderful condition, £30. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 90-554

**SINGERS**. Compare our prices. Kirk and Co. "Three-Months' Written-Guarantee" with all used cars.

45 Guineas. 1930 saloon, chocolate cellulose.

42 Guineas. 1930 Porlock sports two-seater.

38 Guineas. 1930 model tourer, very attractive.

35 Guineas. 1929 saloon, grand condition.

Extensive selection of other cars.

Kirk and Co. Communicate with us. Distance no object. 22, 49, Praed Street, W.2. Paddington 6049. Close 8 p.m.; Sundays 10 a.m. to 1 p.m. 90-573

**SINGER** Nine, 1933 sports coupe, black and green, 5,900 miles, positively as new, at £148. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 90-576

**SINGER**. A.Z. Motors for Singer Eights. Below.

Saloons: 1930 coachbuilt, wire wheels, £45; 1931 coachbuilt, wire wheels, sun roof, £52 10s.. Terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Railway) (Hampstead 0523), and at 62 High Road, Chiswick, W.4. Open Sundays 11.30-2. 90-583

**SINGER**, £50; exchanges!!! 1930-31 de luxe coachbuilt saloon; almost as new. Chidley, 579b High Road, Tottenham. Phone 2920. 90-651



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

**SINGER** Junior, 1930 saloon, coachbuilt, nice condition, £39; also 1929 tourer, £29; exchanges, terms. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 90-643

**SINGER** Junior, 1931 open four-seater tourer, like new, £52 10s.; exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 90-640

**SINGER**. Actual mileage 9,500, 1932, 8 h.p. Junior sunshine saloon, in every way equal to new, with written guarantee, £89. Below.

1933 Singer Nine sunshine saloon, mileage 8,500, with unblemished appearance and magnificent mechanical condition, with written guarantee, £115. Harold Simons, Ltd., 311 Euston Road, N.W.1. Museum 4128-29. 90-642

**SINGER** Junior, 1928 tourer, maroon and black, like new, £25. Autos Holmes, Fulham Cross, S.W.6. Fulham 4927. 90-637

**S.S.2** sports Standard coupe, brand-new condition, first registered November, 1932, small mileage, open to any examination, £135. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 90-545

**S.S.2** Standard, 1932 coupe, sun roof, taxed, one owner, moderate mileage, almost as new, £128. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 90-568

**STANDARD**, 1929 (July) 9 h.p. saloon, taxed December, excellent condition, £45; instalments, exchange. Ernest Sutton, 79 Davies Street, W.1. Mayfair 4748. zzz-602

**STANDARDS**. All under £100. See page 20. 90-396

**STANDARD** Nine, £45!!! Teignmouth saloon, 1929, sun roof, splendid order. Denmans, 132 Long Acre, W.C. Open Sunday morning. Temple Bar 8135. 90-455

**STANDARD**, 75 guineas!! 1931 Big Nine saloon, sun roof, perfect. 105 Guineas!! 1932 Big Nine Standard coachbuilt sun saloon. 95 Guineas!! 1932 Standard Big Nine two-seater, like new. 140 Guineas!! 1933 Standard Big Nine sun roof saloon, like new. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-457

**STANDARD**, 1932, Little Nine de luxe sunshine, taxed, insured July, 1934, £90. 91 Goodhart Way, West Wickham, Kent. 90-n945

**STANDARD**, 1932 Little Nine sun saloon, spotless condition, £95; motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 90-671

**STANDARD**, 1931 Big Nine sunshine saloon, taxed year, bumpers and luggage grid, £69. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Exchanges, deferred. Cars bought courteously for cash. 90-1805

**STANDARD**. Cokes Motors offer Standard cars--1933 Big Nine de luxe saloon, £139; 1931 Big Nine two-seater and dickey, like new, £85; 1932 Little Nine sunshine saloon, £99; 1933 Little Nine de luxe saloon, £124. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 90-1866

**STANDARD** 1932 Arrow Sports four-seater, one owner, £83; exchanges. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2623. 90-551

**STANDARDS**. List free. Terms, exchanges. Rowland Smith. Below. £11 deposit or 115 guineas cash. 1933 model, Little Nine de luxe coachbuilt sunshine saloon, unworn tyres, one owner, practically new condition.

£9 deposit or 95 guineas cash. 1932 model, Big Nine coachbuilt sunshine saloon, maroon and black, exceptional condition.

£9 deposit or 89 guineas cash. 1932 Little Nine coachbuilt sunshine saloon, black and red, carefully used, practically new condition.

£8 deposit or 79 guineas cash. Late 1931 Big Nine fabric sunshine saloon, carefully used, very exceptional condition.

£6 deposit or 59 guineas cash. Nine, 1930 model, fabric sunshine saloon, carefully used, exceptional condition.

£3 deposit or 35 guineas cash. Nine, 1929, two-seater, dickey, exceptional condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-3, Sundays 9-1. Hampstead 6041-6. 90-627

**STANDARD**. Newnhams for good Standards at right prices; few examples below, but full list on request. Self-financed terms and generous exchange allowances. A limited number of brand-new 1933 models of various types available at most attractive prices.

1933 Little Nine de luxe coachbuilt sun saloon, almost as new, £128.

1932 Little Nine de luxe coachbuilt sun saloon, beautiful little car, £98.

1933 Big Nine coachbuilt sun saloon, absolute showroom example, £135.

1932 Big Nine coachbuilt sun saloon, most exceptional appearance, etc., £105.

1931 Big Nine coachbuilt sun saloon, really attractive throughout, £79. Newnhams, Standard Specialists, 237 Hammersmith Road, London, W.6. Riverside 4646. 90-608

**STANDARD** Nine, 1930 saloon, sun roof, Teignmouth, long chassis, £57 10s.; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Ry.). (Hampstead 0523); and at 62 High Road, Chiswick, W.4. Open Sundays 11.30-2. 90-585

**STANDARD** Ten, 1932, in excellent condition throughout, £110, full guarantee. Evans (Wimbledon), Ltd., Alexandra Road. Wimbledon 3606. 90-1896

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

**STANDARD** Nine, 1930 four-door coachbuilt sun saloon, taxed for year, excellent condition, £59. Below.

**STANDARD** Nine, 1930 model, Teignmouth saloon, sun roof, good tyres, £49. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 90-560

**STANDARD** 1930 Teignmouth saloon, sun roof, £59; also 1932 Little Nine Avon sports two-seater, £115. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-515

**STANDARD**, 1933 model Big Nine sun saloon, black and green, faultless condition, £138; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 90-1845

**STANDARD** Nine, late 1930 de luxe sunshine saloon, hide upholstery, wire wheels, chromium lamps, etc., £59 10s.!! Camden Motors new showrooms, 136-138 Cricklewood Broadway. Gladstone 1652. 90-526

**STANDARD**, £63. 1930 Nine sunshine saloon, rebored, good tyres, perfect condition. Parwood, East Hill, Wandsworth. 90-486

**STANDARD** Big Nine, 1930 coachbuilt sunshine saloon, as new, £69; easy terms. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 90-445

**STANDARD**, 1932 Big Nine de luxe sunshine saloon, black-cream, full equipment, faultless mechanically, £110. Below.

1932 Little Nine de luxe, black-cream wheels, privately owned throughout, superb order, taxed, £98. Below.

1931 (May) Big Nine sunshine saloon, black-red, leather upholstery, wire wheels, bumpers, grid, one private owner, beautifully kept, £80. Below.

1930 Teignmouth sunshine, black-brown, wire wheels, good tyres, attractive order, taxed, £62. Below.

1929 Teignmouth sunshine, new tyres, excellent order throughout, good battery, efficient brakes, £48. Below.

1928 9 h.p. sunshine saloon, leather upholstery, good tyres, clean and well-kept, taxed, £40. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 90-425

**STANDARD**, Avon Special 1931 close-coupled coupe sunshine roof, excellent condition, £95; another, £110. S. D. C. Taylor and Co. Ltd., 6 Kendrick Place, South Kensington, near South Kensington Underground Station. Kensington 8963. 90-406

**SWIFT**. Newnhams for good Swifts at right prices; few examples below but full list on request. Self-financed terms and generous exchange allowances.

1931 10 h.p. Paladin coachbuilt sun saloon, moderate mileage only, £98. 1931 10 h.p. sports coupe, most attractive appearance, etc., £59.

1930 10 h.p. Migrant sun saloon, blue, really beautiful condition, £62.

1930 10 h.p. drop-head coupe, very exceptional opportunity, £42.

1929 10 h.p. Paladin coachbuilt saloon, particularly smart and generally attractive, £48.

Newnhams, Swift Specialists, 237 Hammersmith Road, London, W.6. Riverside 4646. 90-607

**SWIFT** Ten, 1926 two-seater and dickey, f.w.b.s, full equipment, £9. Central Auto-Service, 15-17 Putney Bridge Road, Wandsworth. Phone Putney 4466. Open Sundays. 90-612

**SWIFT**, 12 guineas. 1927 10 h.p. four-seater, f.w.b., very good condition; terms, exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-626

**SWIFT** 10. Newnhams offer 1931 sun saloon, first-class throughout, £82; self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 90-1859

**SWIFTS**. All under £100. See page 20. 90-397

**SWIFT**, 1931 Cadet, 8 h.p. saloon, sunshine roof, coachbuilt, blue, splendid condition, taxed, £49; exchange. 7 Manson Mews, Queen's Gate, S.W.7. Ken. 5915. 90-n958

**SWIFT**, £25. 1929 coupe, dickey, wire wheels, good tyres, runs well, fair appearance. 19 Holmdene Avenue, Herne Hill. Brixton 0384. 90-401

**SWIFT**, 8 h.p. Cadet, 1931 coachbuilt saloon, most attractive condition. Licensed, 52 guineas; exchanges, deferred. Norringtons, 245 Goldhawk Road, Shepherd's Bush, London. 90-490

**SWIFT**, 1926 9 h.p. two-seater, f.w.b., balloon tyres, new hood, very good condition throughout, taxed to December, £9. Park Garage Showrooms, 544 High Road, Leytonstone. 1937. 90-1898

**SWIFT**, 1930 fabric sunshine saloon, maroon, wire wheels, exceptional condition, one owner, £60. Leeds and Oxley, 13 Park Crescent Mews East, W.1. Welbeck 7067. 90-1891

**SWIFT** Ten, 1929 four-door saloon, leather upholstery, £40; terms, exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Railway). Hampstead 0523. Open Sundays 11.30-2. 90-589

**TALBOT**, £11; L10 series 10-23 tourer, new battery, two new tyres, magneto and coil (coil just rewound and new points fitted), dynamo and starter overhauled at a cost of £3 10s., paintwork excellent, car taxed end of year and insured June 1934; trial given. Baily, 35 Courtfield Road, S.W.7. Frobisher 2094. 90-n975

**TALBOT** 1926, 12-23 drop-head coupe, excellent condition, new Dunlops, taxed, £37 10s. Leeds and Oxley, 13 Park Crescent Mews East, W.1. Welbeck 7067. 90-1892

**"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES."** By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

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

**TALBOT** 10-23 four-seater, excellent mechanical order, £10. Paul and Co., 51,53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 90-570

**TRACTA**, 1930 (September), 11 h.p. f.w.b., ultra low-built super-sports, 80 m.p.h., two-seater, drop-head coupe, very attractive car, with an amazing performance bargain. £85; taxed. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Phone, Mountview 4444. 90-557

**TRIUMPH**. New and used Triumphs in stock. Second-hand Triumphs always wanted. Bablake Garage, Ltd., Queen Victoria Road, Coventry. zzz-721

**TRIUMPH** Ten, 1933 sun saloon, showroom soiled, wonderfully equipped, including incorporated hydraulic jacking system, list £225, reduced £195; exchange, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. zzz-606

**TRIUMPH**, 1931 super seven tourer, one owner, exceptionally good condition, £67 10s. Ratcliffe Bros., 200 Great Portland Street, W.1. Museum 8603-4. zzz-654

**TRIUMPH**. Morgan Hastings, Ltd., Triumph specialists, offer the following brand-new 1933 models, fully guaranteed:—  
New 9 h.p. de luxe saloon, list £198, choice of two, £165.  
New Southern Cross Abbott coupe, list £299, one only, bargain, £225.

£120!!! 1933 Super Eight de luxe coachbuilt sunshine saloon, very small mileage.  
£115!!! 1932 9 h.p. four-door coachbuilt sunshine saloon, mileage 9,000.

£85!!! 1932 8 h.p. coachbuilt sunshine saloon.  
£67 10s.!!! 1931 7 h.p. sunshine saloon.

£39!!! 1929 7 h.p. de luxe four-seater tourer.  
1933 9 h.p. four-door coachbuilt sunshine saloons, choice of four from £125.

Morgan Hastings, Ltd., 212 New King's Road, Fulham, S.W.6 (Putney 7611), and 95 New Bond St., W.1 (Mayfair 5323). zzz-691

**TRIUMPH** 8. Newnams offer 1931 sun saloon, exceptional value, £65; self-financed hire-purchase. 136 Streatham Hill, Tulse Hill 6222. 90-1838

**TRIUMPH** 8. Newnams offer 1932 pillarless saloon, £88, splendid condition; self-financed hire-purchase. 136 Streatham Hill, Tulse Hill 6222. 90-1837

**TRIUMPH** 8 h.p. 1930 safety saloon, very well kept, finished black with red wire wheels, only 48 guineas; also 1930 de luxe two-tone blue two-seater, most attractive, 50 guineas; exchanges, easy payments. Norringtons, 245 Goldhawk Road, Shepherds Bush, London. Riverside 2365. 90-493

**TRIUMPH**. £85. 1932 12 h.p. two-seater, with dickey seat, magnificent condition, taxed and complete, bargain; exchanges and deferred terms. Sydney G. Cummings, 101 Fulham Road, London, S.W.3. 90-495

**TRIUMPH**, 7 h.p. de luxe tourer, 1929, nice little car, £35 cash or small deposit and terms. Taylors, London Road, Kingston. Kingston 1263. 90-534

**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 5332. 90-1883

**TRIUMPH**. Cookes Motors offer 1930 van, £30; 1930 7 h.p. saloon, £49; also 1931 12 h.p. Scorpion, good running order, bargain, £49. Brighton Road, Sutton. Sutton 3800. Open Sunday. 90-1872

**TRIUMPH**. Cookes Motors offer 1932 Scorpion 8 h.p. four-door pillarless saloon, as new, £89. Brighton Road, Sutton. Sutton 3800. Open Sundays. 90-1875

**TRIUMPH**, £7 deposit or 69 guineas cash. Super Seven, late 1931, two-seater, dickey, duo-blue, one owner, carefully used, very exceptional condition. Exchanges. Rowland Smith. Below. 90-624

£7 Deposit or 69 guineas cash. Triumph Super Seven, 1931, fabric sunshine saloon; exceptional condition. Exchanges. Rowland Smith. Below. 90-624

£5 Deposit or 52 guineas cash. Triumph Super Seven, 1930 (registered 1931), fabric saloon, brown and cream exceptional condition. Exchanges. List. Week-days, Saturdays, 9-9. Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 90-624

**TRIUMPH** Super Eight pillarless coachbuilt saloon, sun roof, one owner, definitely as new, £105; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 90-596

**TRIUMPH** Seven, 1930 tourer, coachbuilt four-seater, £45; terms; exchanges. A.Z. Motors, 180 West End Lane, N.W.6. West Hampstead (Met. Rly.). Hampstead 0523. Open Sundays, 11.30-2. 90-584

**TRIUMPH**. Newnams for good Triumphs at right prices. Few examples below but full list on request. Self-financed terms and generous exchange allowances. A limited number of new 1933 models of various types available at most attractive price.  
1933 Southern Cross sports coupe, small mileage only, £175.  
1933 Ten de luxe sun saloon, genuine showroom example, £155.  
1933 Super Nine de luxe sun saloon, beautiful car, £125.  
1932 Super Eight coachbuilt sun saloon, one owner, £89.  
1931 Super Seven coachbuilt saloon, maroon, most attractive throughout, £62.  
1930 Super Seven saloon, really good appearance and running order, £48.  
Newnams, Triumph Specialists, 237 Hammersmith Road, London, W.6. Riverside 4646. 90-606

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

**TRIUMPH**. Ratcliffe Bros., specialists, offer several good used Triumph cars. 200 Great Portland Street, W.1. Museum 8603-4. zzz-647

**TRIUMPH** Super Seven saloon 52 guineas; 1930, pneumatic upholstery, hydraulic brakes, chromium plating, nice appearance and condition, genuine bargain. "Three months written guarantee." Kirk and Co., 22, 49 Praed Street, W.2. Paddington 6049. Close 8 a.m. Sundays 10 a.m. to 1 p.m. 90-574

**TRIUMPH** 1930 tourer, taxed year, spotless condition, excellent hood, etc., £49. Gatehouse Motors, Ltd., 8 Highgate Village, London, N.6. Phone, Mountview 4444. 90-559

**TRIUMPHS**. All under £100. See page 20. 90-398

**TRIUMPH** Super Nine, 1932 coachbuilt saloon, small mileage, one owner, excellent condition, any trial, three months' guarantee. £98. Tamplins, 66 York Street, Twickenham. Popesgrove 2251. 90-403

**TRIUMPH** Super Nine de luxe sun saloon, list £198, brand new, unregistered, in black and green, one only, price £168. Tamplins, 66 York Street, Twickenham. Popesgrove 2251. 90-402

**TRIUMPH**, 1931 Super Seven sunshine saloon, wire wheels, one private owner throughout, most attractive, taxed, £65.

1931 (March) Super Seven saloon, black-red, leather upholstery, recently thoroughly overhauled, coachwork in 1933 condition, unmarked. £60. Smith and Hunter, Ltd., 407 Edgware Road. 90-433

**TRIUMPH** Seven, £60. 1931 two-seater sports body, black and cream, many extras, smart and excellent condition. Parwood, East Hill, Wandsworth. 90-487

**TRIUMPH**, 1930 Super Seven de luxe saloon, Triplex all round, new tyres, bargain, £55. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Exchanges, deferred. Cars bought courteously for cash. 90-1803

**TRIUMPH**, 1929, Super Seven saloon, taxed, £45; sound. Woodcote, Harper Lane, Radlett. 90-n938

**TRIUMPH**, 1930 two-seater Super Seven, new hood, repainted, a very smart car, £44. 7 Manson Mews, Queen's Gate, S.W.7. Ken. 5915. 90-n956

**TRIUMPH**. F.O.C.H., Ltd. 1933 model 9 h.p. Super Nine de luxe sunshine saloon, blue and grey safety glass, one owner, very small mileage, brand-new condition, taxed, 129 guineas.

F.O.C.H., Ltd. 1930 model 7.8 h.p. Super Seven saloon, exceptionally smart Salmons Tickford body black and green, f.w.b., wire wheels, pneumatic Rexine upholstery, extraordinarily good condition throughout, taxed, 62 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 90-1820

**TRIUMPH**, £90!!! 1932 Scorpion saloon, sun roof, 12 h.p., first-class order. Denmans 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-473

**TRIUMPH** Nine, £95!!! 1932 coachbuilt de luxe saloon, sun roof. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6. 90-468

**TRIUMPH**. 70 Guineas. 1931 8 h.p. de luxe model, coachbuilt sunshine saloon, bumpers, etc., super condition.

85 Guineas. 1932 8 h.p. pillarless coachbuilt sunshine saloon de luxe, sun visor, etc., excellent throughout. Chantry Motors, Ltd. 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 90-662

**TRIUMPH** Scorpion four-door sun saloon, taxed, very fine condition, £99; motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 90-670

**TRIUMPH** 1931 Super Seven saloon, sun roof, £65; 1930 Tickford saloon, £59; 1932 pillarless saloon, sun roof, £95. See also page 17. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 90-517

**TRIUMPH**, £87 10s. 1932 Scorpion two-seater, unscratched, emphatically indistinguishable from new. Ward and Co., 5 Upper Richmond Road, East Putney (Wandsworth). Putney 2818. 90-1861

**TRIUMPH**. Basil Roy, Ltd., offer comprehensive stock of slightly used and shop-soiled cars. Consult us first. 161 Gt. Portland St., W.1. Welbeck 1138. 90-644

**TRIUMPH**, 1930 saloon, excellent condition throughout, good runner, tyres good, £45; exchanges or deferred terms. Haskins, 155 Ladbrooke Grove. Park 5541. 90-639

**WINDSOR**, 10-15 h.p., rebuilt and unregistered, sports two-seater, special engine, wire wheels, five new 27 by 4.40 tyres, new hood, etc., guaranteed, £48. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 90-569

**WOLSELEY** Hornet. £50!!! 1931 coachbuilt saloon, sun roof, fast and smart. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-476

**WOLSELEY**. £80!!! 1931 Abbey Hornet, international sports, very fast. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-469

**WOLSELEY** Hornet. £150!!! 1933, two months old, engine just run in, new car guarantee. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 90-465

**WOLSELEY** Hornet, 1932 super-sports E.W., special two-four-seater, special close-ratio four-speed gearbox, many other extras, colour blue and cream, taxed, faultless and new condition, £129. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 90-1828

**WOLSELEY** Hornet. F.O.C.H., Ltd. 1933 12 h.p. E.W. Daytona Special two-four-seater, black and green, twin carburetors, one owner, very small mileage, practically new condition, 179 guineas.

F.O.C.H., LTD. 1933 model 12 h.p. coachbuilt sunshine saloon, one owner, very exceptional condition, 139 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 90-1821

**"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).

**WOLSELEY** Hornet. £115. 1932 coachbuilt sun saloon, small mileage, one owner, positively as new throughout; exchanges, terms.

£179 10s. 1933 Wolseley Hornet Daytona Special Sports tourer, small mileage, numerous extras, specially tuned engine. Ward and Co., 5 Upper Richmond Road, East Putney. (Wandsworth.) Putney 2818. 90-1858

**WOLSELEY** 1931 70 m.p.h. Hornet sports two-four-seater, finished in black and green, Magna wheels, special instruments and concealed hood, flat folding windscreens, pneumatic upholstery, five new tyres, paintwork unscratched. £75; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 90-520

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**WOLSELEY.** Cookes Motors offer Hornets. 1931 E.W. sports four-seater, as new, £95; 1933 special sports four-seater, cost over £300, £195; also 1933 special sports coupe, £210; 1931 sports body two-seater, £50. 10 Lower Grosvenor Place, S.W.1. Victoria 9730. 90-867

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**WOLSELEY,** £135; 1933 de luxe coachbuilt saloon, sun roof, spotless condition, taxed; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 90-591

**WOLSELEY** Hornet, £13 deposit or 132 guineas cash. 1933 model, coachbuilt sunshine saloon, green, un worn tyres, carefully used, almost new. Exchanges. Rowland Smith. Below.

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**WOLSELEYS.** All under £100. See page 20. 90-399

**WOLSELEY** Hornet, £421/11 1930 September coachbuilt saloon, blue and black, taxed year, spring wheel and many extras, excellent condition. 18 Kynance Mews, Gloucester Road, S.W.17. Western 4078. 90-x611

**WOLSELEY** Hornet, 1933 de luxe sunshine saloon, taxed, excellent condition, guaranteed, £122; deferred payments. 9a Stratford Road, Earl's Court. Western 5931. 90-665

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**NEW LIGHT CARS AND CYCLECARS**  
(continued).

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Croydon: 189 Handcroft Road. Phone, Thornton Heath 2468. zzz-257

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**MORRIS** Minor in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376-482 High Rd., Streatham, S.W.16. Phone, Streatham 8480. zzz-602

NEW LIGHT CARS AND CYCLECARS  
(continued).

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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. 90-448

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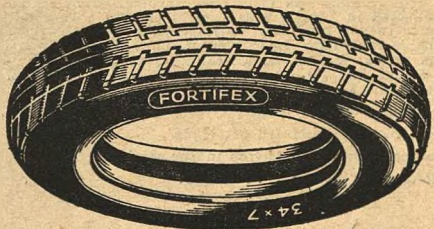


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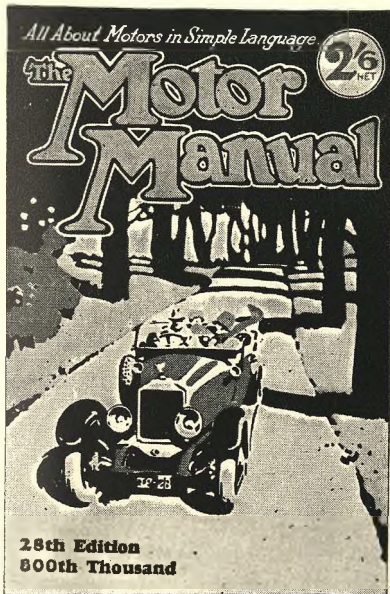
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