

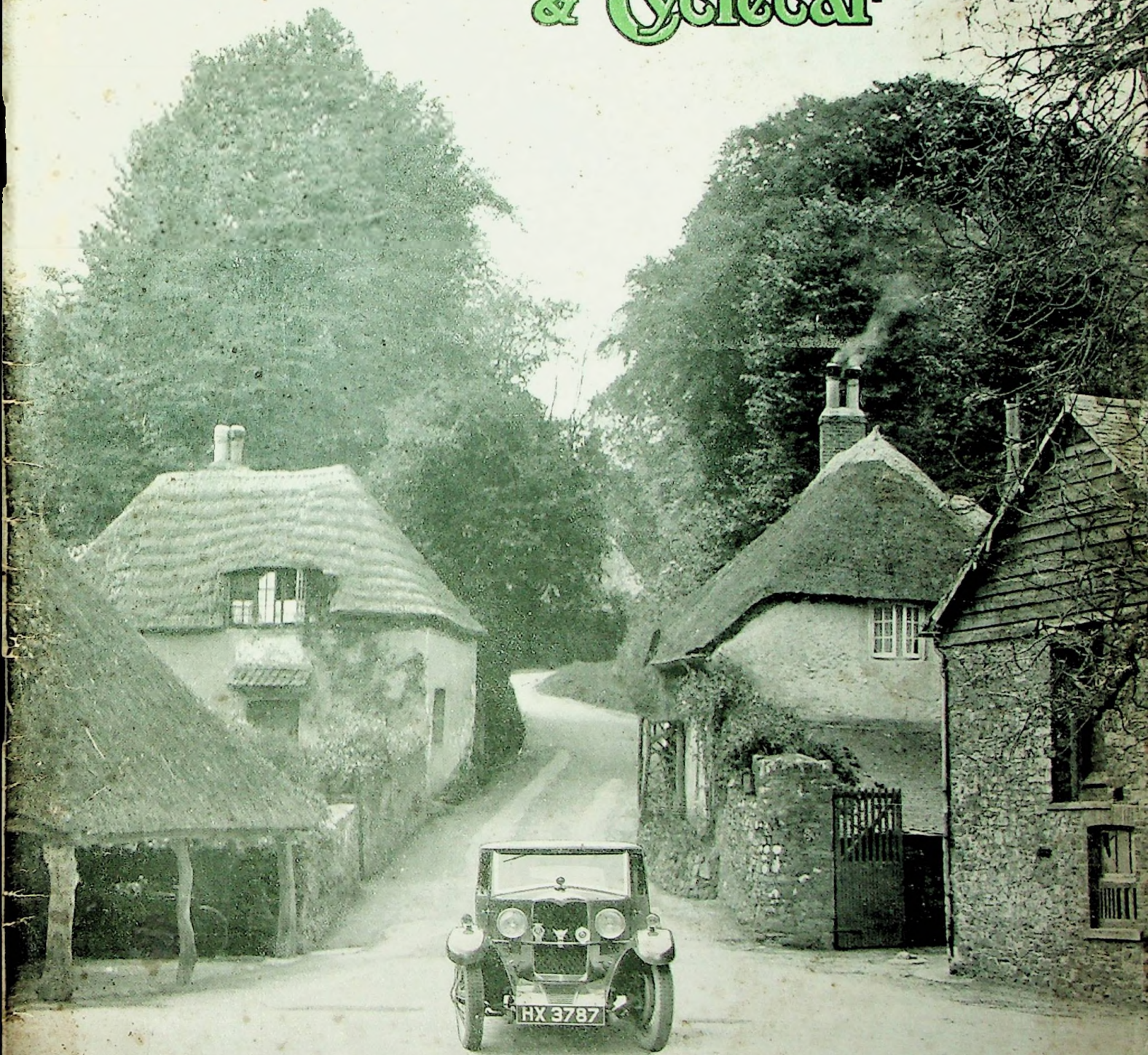
Odell

The Light Car & Cyclecar

3RD

The Only
Small Car
Journal
Founded 1912.

Vol. XXXVIII, No. 979
Friday Sep. 11, 1931
*Registered at the GPO
as a Newspaper*



THREE MILES FROM TORQUAY.

If you haven't seen Cockington Forge, you haven't seen Devon, is a claim which is often made. The old forge is now worked only one day a week, but, silent or busy, thousands of tourists pay homage to it.

◆◆ 1932 MODELS for Early Delivery ◆◆

AUSTIN
MORRIS
RILEY
STANDARD
TRIUMPH
TROJAN
WOLSELEY

Any make of
car supplied.

**THIS WEEK'S
BARGAIN.**

1931
AUSTIN SEVEN
SALOON
EXCELLENT
CONDITION **£75**

Sole London Distributors
for



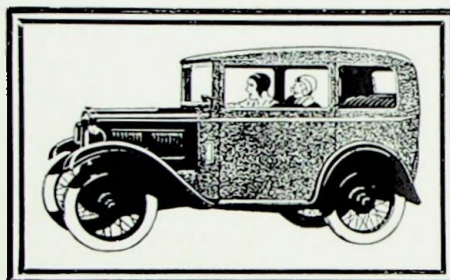
BODIES

Write for particulars.

BETTER VALUE THAN EVER



**1932
MODELS**



PRICE £118

Delivered on first
payment of

£6 - 9 - 9

(Plus Tax and Insurance)

**SPECIAL ARROW BODYWORK AT OLYMPIA MOTOR SHOW, Avenue
STAND 97a, J & K**

11, Hammersmith
Road - - W.14

(Opposite Olympia)

'Phone: Fulham 3477/8

**NORMAND
GARAGE LTD.**

92, Gloucester Road,
S.W.7

(Five doors from Gloucester Road Station)

'Phone: Frobisher 3037

Highest
Prices
in
Part
Exchange.

489, Oxford Street,
LONDON (BETWEEN SELFRIDGES
AND MARBLE ARCH) W.1

'Phone: Mayfair 6801/2.

OPEN UNTIL 6 P.M. SATURDAYS.

Low
Deferred
Terms
Arranged
in 48 Hours

LODGE

PLUGS

were chosen for

SCHNEIDER TROPHY

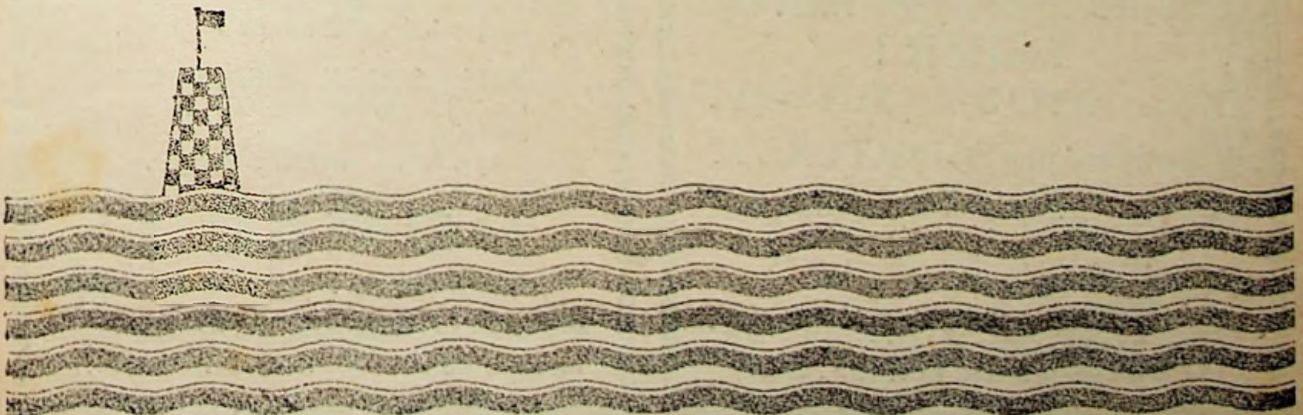
Supermarine S.6. Rolls-Royce engines.

WORLD'S AIR SPEED RECORD

Supermarine S.6. Rolls-Royce engines.

WORLD'S WATER SPEED RECORD

Miss England II. Rolls-Royce engines.

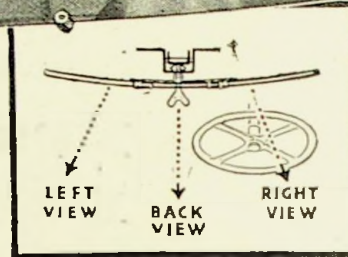


THREE MIRRORS IN ONE



160° RANGE OF VISION

In the Enots "Trioscope" you see everything on the road—left, right and behind. You know exactly "where you are" with other road users. When reversing into your garage or a car park you can see clearly where you are backing. Being convex the "Trioscope" has a distinct advantage over the old time mirror by reducing to a minimum the dazzle from headlights of overtaking cars. It is easily adjusted by means of one wing screw only (right at the front) to suit drivers of varying height. Mirror can be removed for cleaning and replaced in a moment. Fittings made rust-proof before cellulosed.



Complete with fitting

7'6
Replacement
Mirrors, 5'.

ENOTS TRIOSCOPE SALOON DRIVING MIRROR

Get one to-day and increase your margin of safety.

BENTON & STONE, LTD., 167, Bracebridge Street, Birmingham.

London: 108, Great Portland Street, W.1.

Gorbals

STUARTSON

Divide that Premium by FOUR!

You MUST Insure.

But why not pay QUARTERLY?
WITHOUT EXTRA COST.

EXAMPLE:	AUSTIN "7."	Third Party Risks.
Annual Premium	- - -	£4 0 0
Payable Quarterly	- - -	£1 0 0

QUARTERLY INSURANCE FOR ALL CARS, LORRIES AND MOTOR CYCLES. COMPREHENSIVE OR THIRD PARTY RISKS.

Write, Phone, or Call—
STUARTSON (INSURANCE) LTD.
34, Leadenhall Street, LONDON, E.C.3.
Telephones: Monument 2151/2, 4270.

MORGAN SPARES AND REPAIRS

Repairs and overhauls carried out by experienced Morgan mechanics. No job too small, no job too large.

FULL STOCK OF SPARES carried. Bring your car to the Specialists with over 20 years' experience with the Morgan.

HOMAC'S

The Official London Morgan Service Depot,
243-247, LOWER CLAPTON RD., E.5

Works: 46, London Road. *Phones: Clissold 9616 & 9617

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

£20 off.

Last year, that is, 1931, our De-Luxe coachbuilt saloon was £182 10s., with opening roof.

For 1932 our price is £162 10s., but in addition we give a rear petrol tank, etc., etc.

Also, we have at last satisfied ourselves almost, and the 1932 Jowett will be an eye-opener to everybody.

We really have excelled ourselves this year and our car will certainly be Master of the road.

(This advert. seems rather conceited, but we can't help that, it is true.)

At the other end of the scale we have the Short Saloon at £135.

Please write for full particulars.

JOWETT CARS LTD., IDLE, BRADFORD.

For 1932

JOWETT offer even more amazing **VALUE**

We have frequently said during the past 12 months: "You can't beat the Jowett for value." Well, it's been done—by the 1932 JOWETT! Just take a look at the models and prices below, and remember that the Jowett is a full-sized car giving luxurious accommodation for four full grown he-men . . . that the Jowett still has the lowest tax of any car and is the last word in economy to run.

Remember, too, that Godfrey's are Main Agents and Trade Distributors for Jowett cars in London. We can offer you the earliest possible delivery . . . the simplest of EASY TERMS . . . the best possible allowance for your present car and a SERVICE that's almost too good to be true. Come and see us or write for a copy of the new Jowett Catalogue.

LOWER PRICES—BETTER CARS

SALOONS

	Old Price	New Price
Short Fabric with rear tank and wire wheels	£142. 0	£135. 0
Long Coachbuilt with wire wheels	£175. 0	£155. 0
Long Coachbuilt de Luxe	£182.10	£162.10
Long Fabric de Luxe	£177.10	£157.10
Short Coachbuilt de Luxe	£164. 0	£150. 0

De Luxe Models are fitted with Magna type wire wheels, Pritchley sliding roof and petrol tank at rear, as standard equipment.

TOURERS

Long Coachbuilt Two-Seater	£152. 0	£145. 0
Long Coachbuilt Four-Seater	£152. 0	£145. 0

Both Touring Models are fitted with Magna type wire wheels and petrol tank at rear.

ALL MODELS ARE FITTED WITH SAFETY GLASS WINDSCREENS, ELECTRICALLY OPERATED DIPPING HEADLAMPS AND ZENITH CARBURETTORS.

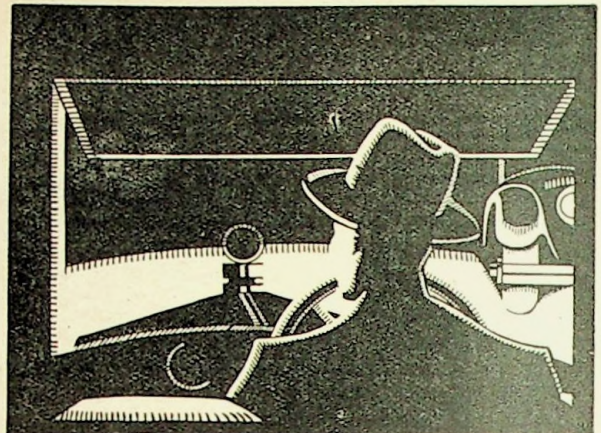
Godfreys

LTD

366, EUSTON ROAD, N.W. 1.

'Phone—Museum 3401.

And at Gt. Portland St. Stamford Hill. Croydon.



DIPPED AT THE FLICK OF A SWITCH

Philips Duplo Bulbs, specially designed to solve the dazzle problem, flood the road with powerful beams that can be dipped in an instant by a convenient switch.

There are also Philips Motor Bulbs for side lights and tail lights, in fact there is a suitable Philips bulb for every lamp socket on your car.

You can get them at your own garage and they are easily fitted to any type of car.

Use Philips Motor Bulbs—and See.

PHILIPS

HIGH EFFICIENCY GAS FILLED MOTOR BULBS

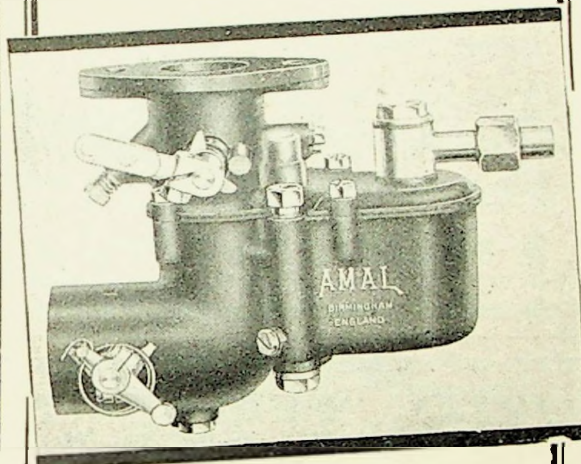
Philips Lamps Ltd., Philips House,
 145, Charing Cross Road, London, W.C. 2
 Electric lamp factories in England and Holland.

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

AMAL

CARBURETTER

**Success in the
Ulster T.T.**



An Amal Carburetter was fitted to the M.G. Midget driven by Mr. S. A. Crabtree, which gained 3rd place in the 1931 Ulster T.T.

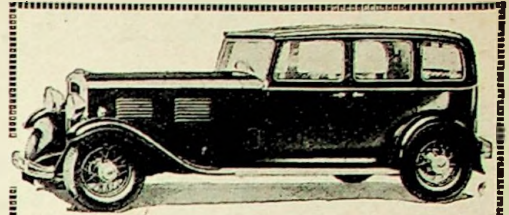
Write for full particulars of this successful Carburetter

**Amalgamated Carburetters Ltd.
Dept. L.C.8, Perry Barr,
Birmingham.**

AMAL

CARBURETTER
"Makes a good engine better"

MODERN CARS



1932 STANDARD "BIG NINE"
SALOON £205 (Bumpers extra),
or on "Service" own financed terms.
Deposit £22,
and 12 monthly payments of £14 7 0
or 18 " " " " £9 18 0
" 24 " " " " £7 10 4
or otherwise as arranged between
ourselves.

1932 MODEL STANDARDS AND ROVER

**IN SERVICE CO.
SHOWROOMS NOW!**

USED CARS

- 1927 AUSTIN, G.E. Cup, 2-seater Sports, maroon, nice order .. £38
- 1930 STANDARD, Teignmouth Sunshine Saloon, finished black, one owner, taxed .. £115
- 1929 ROVER, 10 h.p., Weymann Sunshine Saloon, black and red, one owner .. £92.10
- 1929 SINGER JUNIOR, Saloon, maroon, coachbuilt, one owner, taxed, choice of two .. £75
- 1930 MORRIS MINOR, Saloon, one owner .. £79
- 1929 JOWETT, short 4-seater, maroon, fabric .. £55
- 1931 MORRIS MINOR, fabric Saloon, finished blue, one owner .. £98

Best Possible Deferred Terms.

If you cannot possibly call, send for a copy of our latest Car Bargains List.

**Specialists in
A.J.S.
AUSTIN
JOWETT
MORRIS
ROVER
SINGER
STANDARD
TRIUMPH
CARS**

FREE TRIAL RUNS.

BEST PART EXCHANGE TRANSACTIONS.

The Service Company Ltd

273-274, HIGH HOLBORN, W.C.1

Phone: Holborn 0664 (3 lines).

Hours: Mon.—Fri. 9 a.m. to 6.30 p.m.

Established 1889

Sats. 9 a.m. to 1 p.m.

A quick and easy start

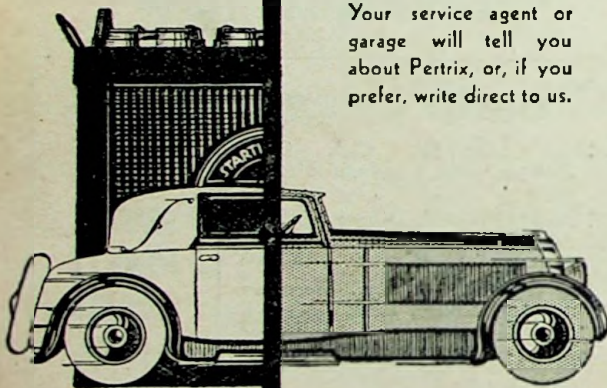


A touch of the starter switch . . . a short whirr . . . does your engine immediately leap to life?

No use blaming your starter if your engine doesn't pick up quickly, for if there isn't the power behind it, it cannot do its job. This is up to the battery.

You can always rely on a quick and easy start if your car is equipped with a Pertrix Battery.

Your service agent or garage will tell you about Pertrix, or, if you prefer, write direct to us.



Look for the Yellow Sign

PERTRIX BATTERIES

STARTING - LIGHTING - IGNITION

The Batteries you can trust

Advs. of Britannia Batteries Limited, Britannia House, 133 Shaftesbury Avenue, London, W.C. 2. Works: Redditch. Telephone: Temple Bar 7971 (5 lines). Telegrams: "Britannia, Westcent, London."

THE

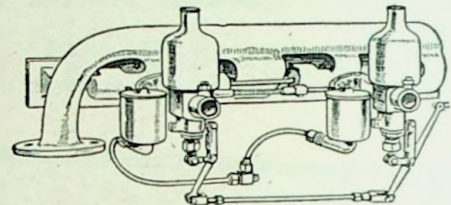
ALTA HEAD for SPEED and RELIABILITY

RELAY GRAND PRIX, units fitted to 1st unsupercharged Austin 7 to finish and to the 1924 Austin 7 which completed biggest mileage.



DEEP NOTE EXHAUST SYSTEMS, 37/8. BALANCED INDUCTION PIPES, 25/-, TERRY'S DOUBLE VALVE SPRINGS, 10/6. D.C. GASKETS, 2/-.

Wolseley Hornet Twin Carburetter Unit.



With high efficiency design inlet and exhaust manifold, giving an amazing increase of power, better distribution, resulting in very slow running on top gear and a much smoother power output. Acceleration and hill-climbing improved by 20-25%. 74 m.p.h. on top, 50 on second, 21 on 1st gear, 33 m.p.g. Complete unit includes special inlet and exhaust manifold, with twin 8 D. Carburettors, double petrol piping, special controls and ready to fit. £12 - 10 - 0, carriage 2/-.

Twin AMAT Downdraught Carburetter Unit, giving wonderful acceleration and speed, £14-10-0. DEEP NOTE EXHAUST SYSTEMS, 42/- REAR PETROL TANKS, complete with Petrolift and all fittings, £5-15-0. DOUBLE VALVE SPRINGS, 14/6 set.

V. W. DERRINGTON, 159, LONDON ROAD, KINGSTON - ON - THAMES.
Phone: 3720. Open 8.30-7.30. Wednesdays: 8.30-1

YES. WEATHERIT WILL MAKE your Hood waterproof, soft and pliable, and look like new. Any material. Will even dye khaki twill black. The only satisfactory preparation for fabric bodies.

NO. WEATHERIT WILL NOT make your Hood stiff or crack. Money back guarantee. **BLACK, BLUE AND KHAKI.**

Medium Tin, 2/6. Large Tin, 4/9.
If in doubt send 6d. in stamps for sample tin.

HEATH PLUGS, LTD., KENNINGTON CROSS, LONDON . . . S.E.11.
Phone: Reliance 1393.

How to Touch Up Cellulosed Cars



Send 6d. stamps to Celamel Works, Trevor Street, Birmingham, for this Book and Colour Card, and learn how easily you can touch-up or completely renovate your Cellulosed Car, Fabric Body or Wings. DEPOTS - London: 99, Pancras Road, N.W. Bradford: 68, Leeds Road. Glasgow: 32, Brunswick Street.

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

Arrow

THE LAST WORD IN MODERN COACHWORK

NOW,

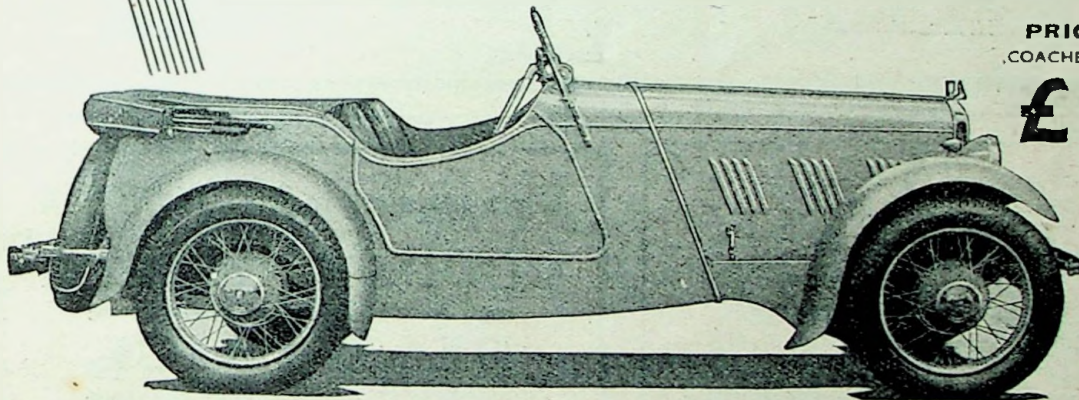
THE WOLSELEY HORNET ARROW 2/4-SEATER SPORTS—!

Time and experience must tell! Our Mr. A. P. Compton designed this body as far back as seven years ago, and it has been fitted by him with outstanding success, from that period to present date, on famous racing and sports chassis such as Bentley, Daimler, Talbot, Bugatti, Delage, Aston-Martin, etc., and due to the popularity of this body on the Wolseley Hornet Chassis during the 1931 season, we shall continue to list it in our range for 1932 with certain improvements as follows: Extra long bonnet and low scuttle line, wide doors cut forward to allow easy and dignified entry and exit, deep "cutaway" on both doors to enable arm to rest in comfort, entirely new type of wings giving sporting appearance with complete efficiency.

The all-weather equipment is now so close fitting, that when erected gives protection from the elements equal to a coupe without impairing the true sporting lines. Without a doubt this is an ideal "all-purpose" body that will please the most critical, be they the sports enthusiast, the fast touring man, or the family man.

The motorist of to-day, without a doubt, is returning to his old love, "the open body," where he can get the air, enjoy the speed bursts, sit low, comfortably and safely, also obviating that "boxed-in feeling" experienced in a closed car.

The Arrow Hornet 2/4-seater Sports is definitely the last word in modern coachwork, and combined with the performance of the Wolseley Hornet Chassis, which is too well known to be emphasised here, results in a motor car that is a pleasure to own. You have a speed about the 70 mark, extreme ease of handling, excellent driving and passenger comfort, powerful and certain brakes, and an efficient all-weather equipment.



PRICE: Complete
COACHBUILT & CELLULOSED
£230

★ DEMONSTRATION GIVEN ANYWHERE IN GREAT BRITAIN THROUGH YOUR LOCAL AGENT.

ARROW COACHWORK ALSO FITTED ON—AUSTIN SEVEN MORRIS MINOR AND STANDARD "Little 9" CHASSIS.

SPECIFICATION:—

BODY FRAME—English ash. PANELLING—Hand-beaten steel, all joint: welded. UPHOLSTERY—English leather, stuffed pneumatic air bags. PLATING—Best chromium finish. SCREEN—Fold flat competition type, safety glass, fitted Tandem wipers. STEERING—Raked and extended, fitted spring wheel. FRONT BUCKET SEATS—Adjustable and tipping. COLOURS—Blue, Red, Green, Fawn and Black or combination of any two to choice. FINISH—Cellulosed and Polished brilliant. HOOD—Quick acting, 4-stick steel tube, covered bes: black Duck, lined speckled grey and fitted with hood bag. ALL WEATHER EQUIPMENT—Two front rigid side screens to open with doors, two non-rigid rear and tonneau cover. BONNET—Arrow extra long sloping and fitted louvres. BUMPERS—Full width front and rear. TOOL BOX—Slung in cradle under front floor boards. WINGS—Arrow Special cycle type with full front valences, not moving with wheels, very efficient. HEAD LAMPS—Mounted high rigidly on centre pillar and fitted with cross steel bar for badges. SPARE WHEEL—Slung in steel cradle direct off chassis at rear, instantly detachable. EQUIPMENT—Full kit tools, grease gun, standard lamp set, stop-light, dash lamp, etc.

PRICES FROM
£148

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE.

Name.....

Address.....

I am interested in
 ARROW FOURSOME AUSTIN MORRIS CHASSIS
 ARROW 2-SEATER HORNET STANDARD

(Please cross out Models not required.)



Any accredited motor agent will be pleased to have your enquiries.

A. P. COMPTON & Co., LTD.,

ARROW COACHWORKS,

BOSTON ROAD, HANWELL, W.7. Phone: EALING 261!—6570

AGENTS:

LONDON:

NORMAND GARAGE LTD.
489, Oxford St., W.1.

BIRMINGHAM:

FRANK HALLAM & Co.,
Bristol Street.

LIVERPOOL:

ROSCOE MOTORS
62, Roscoe Street

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

NEW EDITION—NOW READY

"THE MOTOR MANUAL"

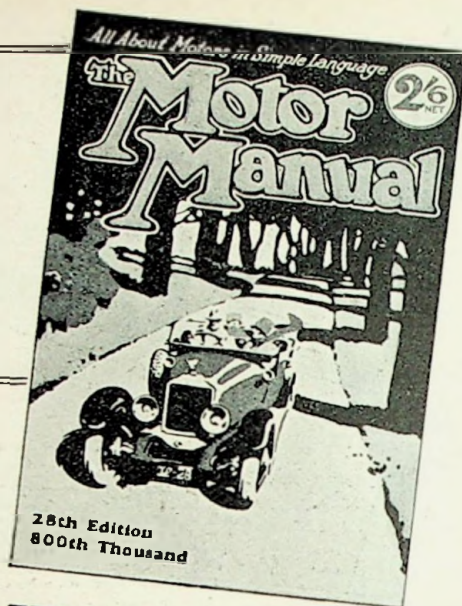
Revised in light of the latest motoring developments and of the terms of the Road Traffic Act

The new 28th edition of "The Motor Manual" is a complete guide to the modern car and its use. It is much enlarged and many additional illustrations are included. You will find in it everything you wish to know about present-day motors and motoring.

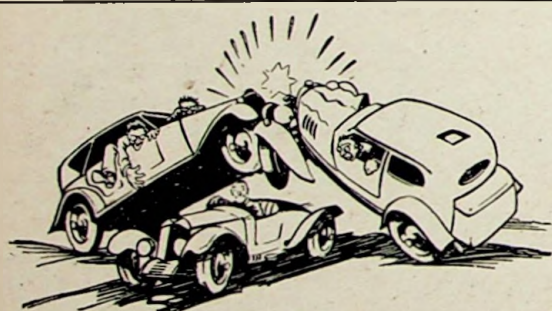
PRICE 2/6 NET

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

TEMPLE PRESS LTD., 5-15, Rosebery Ave., London, E.C.1.
Wholesale Agents E. J. LARBY, LTD., 30, Paternoster Row, E.C.4.



★ Well over three quarters of a **MILLION** copies sold!



ONE PASSES THROUGH THE WORST SAFELY—WITH A

DEFENCE POLICY

FULL COMPREHENSIVE POLICIES

Including Road Traffic Certificate, which is available on demand at the counter, or by return of post.

	Payable	Annually	Quarterly
8 h.p.	£100	£6 6 0	£1 13 0
Cowleys	"	£7 13 0	£2 0 0
12 h.p.	"	£8 7 6	£2 4 0

FULL THIRD PARTY POLICIES

with Road Traffic Certificate approximately ONE-HALF THE ABOVE RATES.

ANY Driver 12½ extra. 10% Reduction for No Claim Bonus.

Applications for agencies are invited.

DEFENCE LTD.,

Insurance Brokers,

40, King William Street, LONDON, E.C.4.

(This office is between the Monument and London Bridge.)

Tel: Mansion House 9022 (six lines).

And at 1, Manchester Road, BRADFORD. Tel.: 5342.

When you want to **SELL YOUR CAR**

SEND IT TO

GODDARD & SMITH

who are NOT dealers and get the

BEST PRICE

for you in their Auction Sales held every
— Monday (Cash same week). —

Advice on reserves free. Collection made.

THE MOTOR AUCTION MART

70, SEYMOUR PLACE, W.1

Padd. 0277-8 and 5605

STOP Those **PLUGS** **OILING UP.**



AN ESTABLISHED FITMENT
GOLD UNDER A GUARANTEE

F.E.W.
PLUG
ADAPTOR

PLUS

DEFINITELY CURES OILY PLUGS
& PERMITS SWEETER RUNNING
ENGINE. 2/6 EACH.

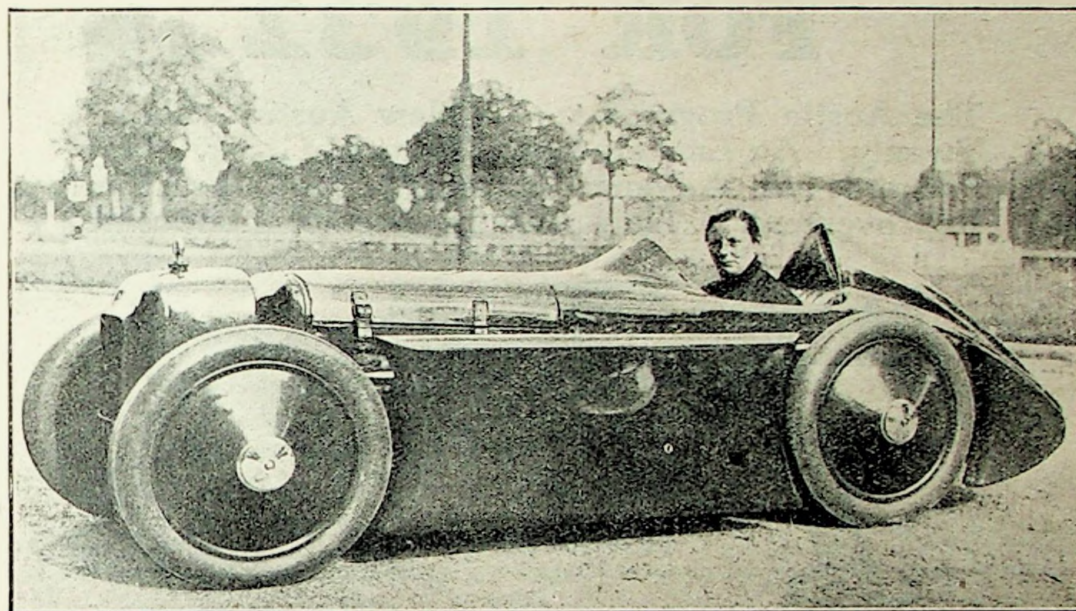
BETTER COMBUSTION
PERFECT TICKOVER

Also obtainable
at James
Gross's Depots.

AMALGAMATED ACCESSORIES LTD.
7, Tavistock Place, Russell Square, W.C.1

A S . D E P E N D A B L E . A S . A N . A U S T I N

Much the fastest
"baby" in the world!



THE
AUSTIN SEVEN

driven by Mrs. Stewart **BROKE** the following
INTERNATIONAL CLASS H RECORDS
at Montlhéry on September 8th, 1931

5 KILOMETRES	109'13 m.p.h.
5 MILES	109'06 m.p.h.
10 KILOMETRES	109'05 m.p.h.
10 MILES	108'95 m.p.h.

(Subject to official confirmation.)

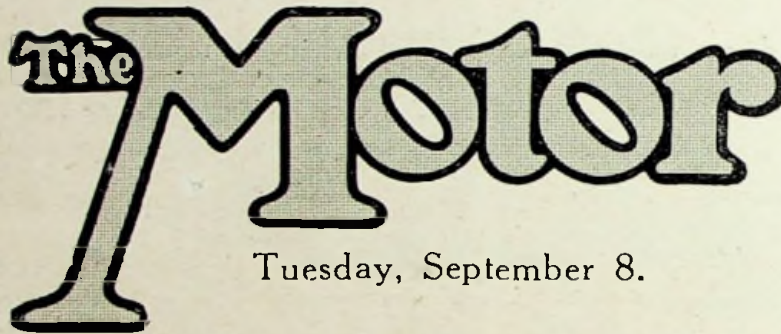
The record-breaking car has a side-by-side valve engine, similar in design to that of the standard Austin Seven you buy.

THE AUSTIN MOTOR COMPANY LIMITED, LONGBRIDGE, BIRMINGHAM

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

MORE NEW CARS FOR 1932

The Austin Programme: A New Austin "Short" Twenty. An Entirely New 12 h.p. M.G. Six. New Packards of Advanced Design. Isotta-Fraschini Improvements. New Auburn 7-seater Limousine.



OTHER 1932 FEATURES.

Stromberg Carburettors modified. New Metro Sliding Roof. New Silencer with unusual Features. Specialized Bodies for Rover Chassis. A Clever Scintilla Starter Motor. Features of the Carlite Caravans.

LARGE BODIES ON SMALL CARS.

A New Trend of Growing Importance.

WHERE TO GO, WHAT TO SEE.

Conclusion of an Exclusive and Popular Series of Descriptive Articles.

THE MOTOR SHOW: ANNUAL OR BIENNIAL?

The Influence and Advertisement of The Show.

"THIS MOTORING."

A New Contribution to the Literature of Motoring by the A.A. Secretary.

NATIONAL ECONOMY—TRUE AND FALSE.

The Folly of Closing the Road Fund.

THRILLS AT SHELSLEY WALSH.

Many Narrow Escapes at a Popular Hill Climb.

NEXT TUESDAY
September 15.

First Published Fully Illustrated Description of Entirely New **CROSSLEY NINE** and 9 h.p. B.S.A. Air-cooled **FOUR WHEELER** and other announcements.

NOW ON SALE . . . PRICE 4d.

Offices: 5-15, ROSEBERY AVENUE, LONDON, E.C.1.



BEST in the LONG RUN OR THE SHORT

"Solex" will give your car that feeling which is usually associated only with big cars—the flexibility—the speed—the amazing acceleration—but with this difference—ECONOMY.

If you already have an old "M" Type Solex we will make an allowance for it if, after 30 days' free trial, you decide to purchase. Your new Solex will then cost you only as follows:—

26 m/m size, £3-10-0. 30 m/m size, £5-0-0.

SOLEX

THE NO-TROUBLE CARBURETTOR

SOLEX LTD., SOLEX WORKS, 223-231 MARYLEBONE ROAD, LONDON, N.W.1.

Get the NEW 'F' Type 'Solex' & note the difference

Compare these RATES

10% reduction from these premiums if car driven by Owner or named driver only. Transfers from other Companies accepted without loss of bonus.

Full Value of car not exceeding	TREASURY RATING (excluding Fractions of Horse-power).							
	8	9	10	12	13	15	17	20
£100	7 0 0	7 7 0	8 7 0	9 7 0	10 7 0	11 7 0	12 1 0	12 18 0
£200	8 0 0	8 7 0	9 7 0	10 7 0	10 17 0	12 1 0	12 15 6	13 5 0
£300	8 17 0	9 4 0	10 0 0	11 4 6	11 14 6	13 1 6	13 8 0	14 8 6
£400	—	9 14 0	10 14 0	12 1 0	12 14 6	13 15 0	14 8 6	15 2 0

with what you are now paying.

The above premiums are for Comprehensive Cover. Third Party only—one-half of these rates.

It will be to your advantage to write for a prospectus and Specimen Policy which will be sent, without obligation, by return of post.

BIRMINGHAM: 45 Newhall Street. **CARDIFF:** 8, St. John's Square.

DERBY: 10, Trinity Street.

EDINBURGH: 15, View Forth Gardens.

MANCHESTER: Cromford House, Cromford Court.

SHEFFIELD: 2, Farnival Street.

North & South Insurance Corp., Ltd.

(ESTABLISHED 1909).

Head Office: **ORLEANS HOUSE, EDMUND ST., LIVERPOOL.**
LONDON: 310/312, Regent Street, W.1, and 40, King William Street, E.C.4

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



LONDON BY NIGHT — Many of London's finest buildings are being flood-lit at night during the holding of the International Illumination Congress. Here is a striking photograph of Thames House, seen from the opposite side of the river: it presents a wonderful spectacle.

A Postponed Meeting.

Our readers are reminded that the B.A.R.C. open meeting which was down in the calendar to take place to-morrow, Saturday, September 12th, has been postponed to October 17th. This action was taken as it clashed with the Schneider Trophy Contest.

A Novel "Talkie."

A talking picture was used to describe, point by point to Morris dealers, the various features of the new Morris range during conventions held last week at Cowley. The idea was originated by Mr. W. M. W. Thomas, who produced the film and undertook the running commentary. Some 1,500 distributors and dealers attended and each one had his menu card autographed by Sir William.

Rileys Not Supercharged.

Mr. Victor Riley, chairman and managing director of Riley (Coventry), Ltd., denies the rumour that the Rileys entered for the 500-Mile Race on October 3rd will be supercharged.

"I am convinced," Mr. Riley is reported to have said, "that supercharging is not yet a practical proposition to the everyday motorist, for it must defeat to some extent the aim of economy." This, by the way, is rather an interesting commentary on an editorial article which appeared in this journal last week, and in which we ourselves argued that the time is ripe for a further full investigation into the claims of superchargers. It will be instructive to have the views of other manufacturers.

No. 979. VOL. XXXVIII.

NEWS of the WEEK

The first photographs of a 10 h.p. Crossley (page 444).

How they cornered at Shelsley (page 445) and a complete report of the event (page 448).

The Hell Fire Club: an article with a touring flavour that will intrigue you (page 452).

What about the Budget? We indulge in a little straight talking under "Topics of the Day" on page 459.

Will a 750 c.c. machine lower the Brooklands 1,500 c.c. Hour record? Not so improbable as it sounds (centre pages).

Rumour Denied.

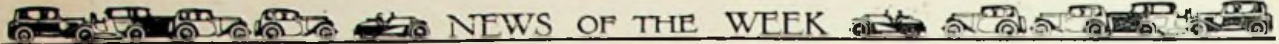
B.S.A. Cycles, Ltd., ask us to issue a categorical denial concerning the rumour that the B.S.A. three-wheeler will be dropped at the end of the 1931 season. As a matter of fact, the three-wheeler will occupy an important position in the 1932 range of B.S.A. products.

Cheaper Jowetts.

Of outstanding interest in the programme of Jowetts for the coming year is the announcement that the de luxe coachbuilt saloon will be reduced in price from £182 10s. to £162 10s. The equipment will, of course, include an opening roof, and in addition the car will have a rear petrol tank. The cheapest saloon in the range will be listed at £135.

No Official Banquet.

The Management Committee of the Society of Motor Manufacturers and Traders, Ltd., has come to the conclusion that the political uncertainty, combined with the world economic situation, justifies a departure from the past practice of commencing the Olympia Exhibition period with an official banquet. There will, therefore, be no banquet on October 14th, but the secretary of the S.M.M. and T. throws out the suggestion that as an alternative members should give the fullest possible support to the Motor Ball and Carnival held in aid of the Motor and Cycle Trades Benevolent Fund, which will take place at Grosvenor House on October 21st.



Anti-Dazzle Demonstration.

The R.A.C. is organizing a demonstration of anti-dazzle devices at Cambridge on September 17th in connection with the International Illuminations Congress which is being held at present in this country. Over 90 entries have already been received.

The Morris Minor Abroad.

Out of a possible maximum of 1,000 marks, a Morris Minor scored 966.9 in a reliability trial recently conducted by the Auckland (New Zealand) Automobile Association. The tests included dependability and petrol consumption, and the "A" class open event for small cars was won outright by the Morris Minor.

The Schneider Trophy.

Elaborate traffic arrangements are being made by the R.A.C. to deal with the crowds expected at the Schneider Trophy contest to-morrow, Saturday, September 12th. We reproduce on this page a map prepared by the R.A.C. showing recommended routes and the points adjacent to the course. Each of these latter have been allotted a special colour, and corresponding windscreen labels have been issued so that cars will be directed along the appropriate routes as they approach the congested areas. Special signposts will be erected in hundreds to guide traffic, and throughout the day R.A.C. guides will be at work directing traffic and patrolling the roads.

It is expected that no chaos will arise, and that traffic will flow smoothly both to and from the course.

The official Royal Aero Club car park in Portsmouth is under the direction of the R.A.C., and the fee for a car is 3s. 6d. Destination labels and car-park tickets are obtainable from the R.A.C., Pall Mall, London, S.W.1.

Triumph's Success in Australia.

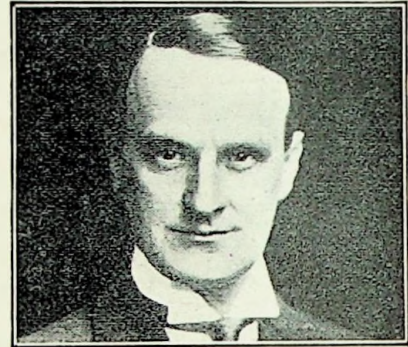
The Triumph Motor Co., informs us that a Triumph Super Seven has won its class twice out of three contests organized by the R.A.C.A., and that in two trials of the New South Wales L.C.C. Triumphs secured first and second place on both occasions.

Don't Pass That Tram!

The Swansea Stipendiary has expressed his determination to put down the offence of passing stationary trams in the borough, and owing to the prevalence of the offence five offenders who came before him recently were fined sums ranging from £15 to £25 and their licences suspended in two cases where accidents occurred through the knocking down of passengers alighting from the tram.

New Minister of Transport.

As stated in last week's issue, Mr. Herbert Morrison has resigned his position as Minister of Transport. Incidentally, both the technical and lay Press have paid tribute to the excellent work which Mr. Morrison accomplished. His



The man who has succeeded Mr. Herbert Morrison—Mr. P. J. Pybus, C.B.E., M.P., the new Minister of Transport.

NEXT WEEK

"Gadgets" that Make Winter Motoring Easier

(Its time to think about them NOW)

Fabric Saloons Not Dropped.

Notwithstanding the adoption of a half-panelled aluminium construction for Riley saloons in 1932, it has been decided that the famous Monaco and its bigger sisters, the Alpine and Stelvio, shall still be available in fabric. There will be no difference in price as between the two types, and the fabric bodies, like the others, can be obtained in a number of pleasing two-colour finishes.

A Plucky Guide.

An R.A.C. guide on traffic duty in Redruth recently gave a display of courage and determination in the best traditions of the Club. While at work he was run down by a car and his arm broken. Despite this he continued to direct traffic at this dangerous crossing for three and a half hours. On being relieved he was going home in a bus, and a car crashed into the bus. The guide at once went to the assistance of the occupants, despite his own injuries, after which he himself went to a doctor and was ordered immediately into hospital.

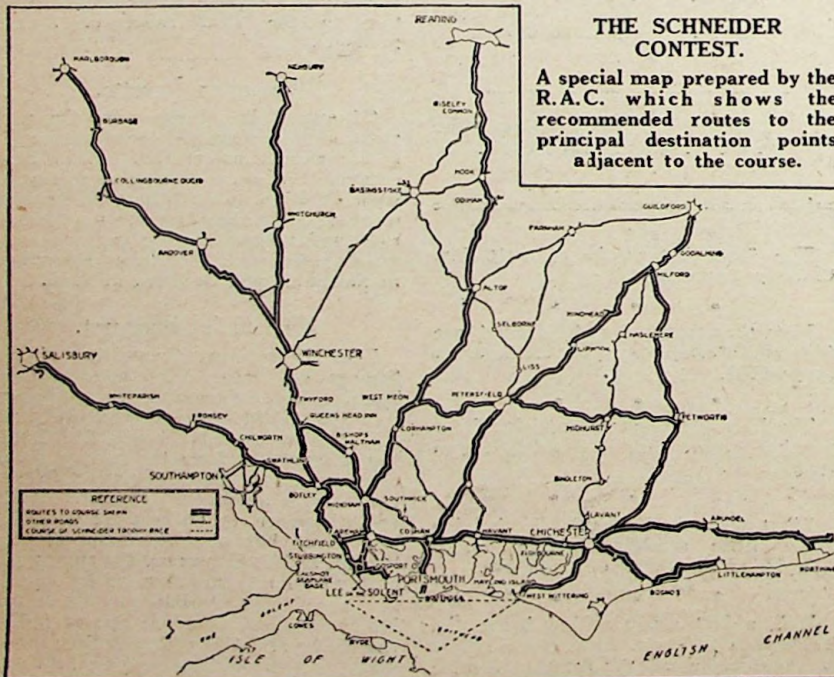
An Express Cruiser.

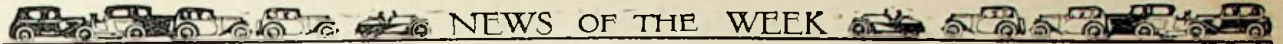
Details are given in our associated journal, *The Motor Boat*, of the largest express cruiser which has ever been built in Great Britain. The hull, which measures 70 ft. in length, was originally constructed three years ago for Miss M. B. Carstairs, the well-known woman motor boat racing pilot, who proposed to use the craft for making a record crossing of the Atlantic. Four 450 h.p. Napier Lion engines were to be used as the propelling machinery.

When this project fell through, the craft was sold and the new owner has had her converted at Shoreham into an express cruiser with luxurious accommodation. The boat is of the hydroplane type with no fewer than four steps, and a speed of 30 m.p.h. is anticipated with the pair of 375 h.p. Thornycroft engines which have now been installed.

THE SCHNEIDER CONTEST.

A special map prepared by the R.A.C. which shows the recommended routes to the principal destination points adjacent to the course.





“DRIVE YOURSELF” HIRING IN FRANCE

How a Popular System Works Abroad

FROM time to time we get inquiries from readers asking whether the “drive-yourself” hiring business exists in France and if so, whether, in certain circumstances, it would not be cheaper to hire a car than to take their own across the Channel.

There are two concerns in France which carry on the *Location Sans Chauffeur* business as it should be done. These are France Transport, 36, Rue Parmentier, Neuilly-sur-Seine, and Novex Location, 11, Rue de Champ de Mars, Paris. The first-mentioned is a subsidiary of the Rosengart concern, whilst the second works in conjunction with the French Ford organization.

Rosengarts for 8s. 4d. a Day

The methods of these two concerns are totally different, but both give excellent service. France Transport hire out Rosengart (or French Austin Seven) cars for 50 francs (about 8s. 4d.) a day, with a limit of 50 kilometres, or 70 francs a day with a limit of 100 kilometres. Accurate distance-recording instruments are fitted to the cars and additional kilometres are charged at 75 centimes per kilometre. For periods exceeding 10 days, specially cheap rates are quoted. A deposit of 2,000 francs (about £16) is required when taking a car out, this being handed back immediately upon the return of the car. Two and four-seater Rosengarts are available, but for the four-seater models an extra 5 francs per day is charged.

The charges include third-party insurance up to 300,000 francs and a personal life and accident insurance on the hirer up to 100,000 francs. The deposit can, if necessary, be made in the form of a banker's guarantee or in bearer bonds, if the client so desires. The cars let out are in absolutely per-

fect condition. It may be mentioned that the standard bodies fitted to French Austin Sevens are unusually roomy and comfortable.

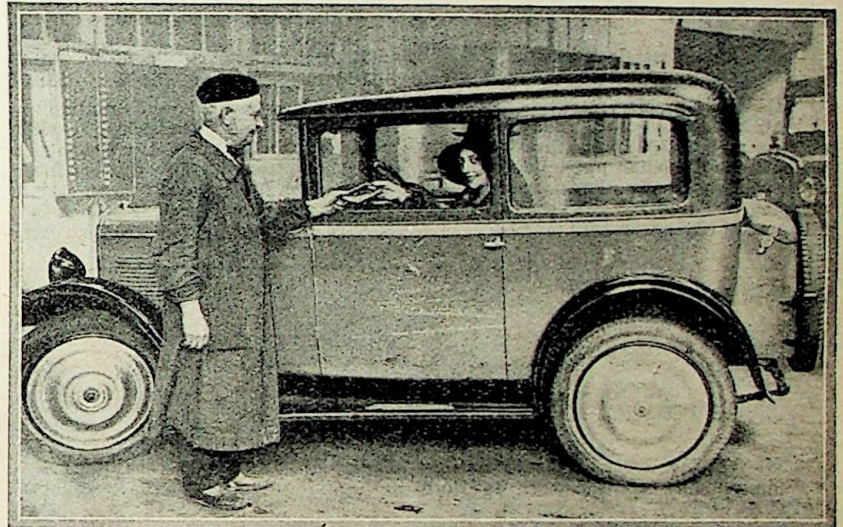
The Novex Location concern requires no deposit at all and gives an unlimited mileage. Ford roadsters and Ford saloons are let out by the week at 1,200 francs for a roadster, or 1,450 francs for a saloon; the rate for longer periods is considerably cheaper.

Owing to their insurance arrangements slightly higher rates are chargeable to visitors than to clients resident in France and the above figures repre-

sent “visitors” rates. This matter is, however, to be remedied next year.

The service given is really excellent and there are no formalities to be gone through. The customer simply goes to the garage, signs a form and drives the car away.

Now a word with regard to driving licences. English visitors not possessed of the French driving licence should go to the R.A.C. or A.A. and arrange for an examination for an international driving pass *before crossing to France*. This is most important, as a great deal of worry and delay will thus be saved.



OFF FOR THE DAY.

One of the Rosengarts (French Austins) which can be hired for 8s. 4d. per day. The foreman is handing over the “grey card,” without which no car may be used in France.

Too Frivolous!

“I will not have any frivolous cases against motorists in this court. We have got to protect motorists as well as anybody else.” The chairman of the bench, Mr. J. E. A. Squire, at Willenhall last week.

West Riding Roads

Several important road widening and improvement schemes are on foot in the West Riding, the routes involved being much frequented by motorists. For example, hosts of light car owners use the Harrogate and Boroughbridge and the Knaresborough and Wetherby county roads, which are to be improved at the junction at Bond End. The Keighley and Kendal county route is to be widened at Mill Bridge in the Skipton district. Stock Plain, near Pateley Bridge, is to be the scene of an enlargement of the Ripon road to Nidderdale. At Leeds Hill, Kippax, the Garforth

road will be made more suitable for its volume of heavy motor traffic. Similarly, the Castleford-Wakefield road is to receive attention at a point near the gates of Whitwood Hospital.

Another Postponement?

It is now rumoured that Wizard Smith may postpone his attempt on the land speed record until Christmas “at the earliest.” It had been hoped that an attempt would be made in October.

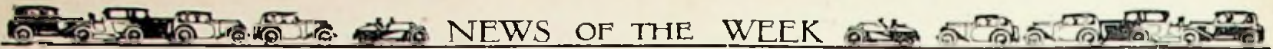
A Good Advertisement.

An enterprising Cumberland dealer recently effected a novel introduction of a new season's model by staging an unofficial reliability trial of 100 hours' continuous running. The car was one of the new Rover Pilots, and the course was a circular one through the heart of the Lake District. It is said that a distance of 2,300 miles was covered, the engine running non-stop for 96 hours.

The test concluded with four hours of continuous running up and down Kirkstone Pass.

London by Floodlight.

Extraordinary scenes were witnessed in the Metropolis last week when hundreds of people journeyed in their cars to see the floodlit buildings which mark the holding of the International Illuminations Congress in the Metropolis. The feast of light took one's mind back to the coronation of H.M. the King, when hundreds of thousands of people paraded the streets on foot in order to see the gaily illuminated buildings. The old order changeth, however, and a contrast was provided last week not only by the measures adopted for revealing all the glory of London's magnificent structures by night, but by the means of transport adopted by sightseers. By far the best advice that can be given to those who wish to make a tour of the floodlit area is—go on foot.



NEWS OF THE WEEK

AUSTIN'S MAGNIFICENT RUN

109.128 m.p.h. for 5 Kilometres



Mrs. Gwenda Stewart.

DRIVEN by Mrs. Gwenda Stewart at Montlhéry on Tuesday last, the single-seater 750 c.c. Austin Seven, in which Leon Cushman put up such a fine show at Brooklands recently, set up the amazing figure of 109.128 m.p.h. for five kilometres (flying start).

At the time of writing little is known of the actual details of the attempt, but it would certainly appear that the car had a trouble-free run, and its performance proves that it has more than warranted the optimism expressed by the Austin Motor Co., Ltd., in its possibilities and the unshaken faith in its powers which Captain Arthur Waite, racing manager and director of the company, has shown since the car was first built.

Details of the Class II records obtained are as follow:—

Distance.	Time.	Average Speed.
	mins. secs.	m.p.h.
5 kilometres ... 1	42.49	109.128
5 miles ... 2	45.4	109.06
10 kilometres ... 3	25.13	109.05
10 miles ... 5	30.44	108.95

To those who are familiar with Brooklands and Montlhéry, it will be obvious why the latter track was chosen for the attempt, for the surface of Brooklands is not nearly so smooth, and apart from the buffeting which a car receives, speed is lost through wheel-

spin. The track at Montlhéry is wonderfully smooth and, therefore, enables small cars of this type to be driven at their maximum speeds.

The next best figure for a distance of 10 miles is that of the M.G. Midget which, driven by George Eyston, averaged 101.87 m.p.h., five kilometres being covered at 103.13 m.p.h.—also at Montlhéry.

The Austin Seven which Mrs. Stewart drove is illustrated in our centre pages this week. Its specification is similar to that of the ordinary Brooklands model, i.e., supercharged side-valve engine and so on, but with the object of attaining the lowest possible build and thus reducing wind-resistance the line of the transmission is diagonal, as it were, the engine being well over to the off side, whilst the differential case is well over to the near side. This permits the driver to sit beside the propeller shaft and enables his seat to be almost level with the undershield of the car.

We hope to give a full description of the attempt in next week's issue.

An Entirely New Model

THE 10 H.P. CROSSLEY

Product of Pioneer Concern

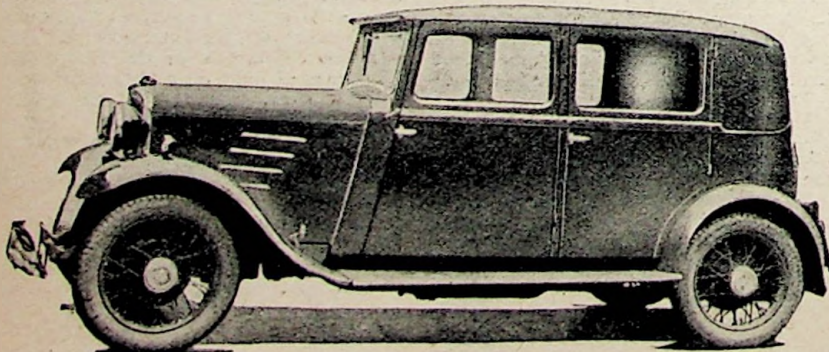
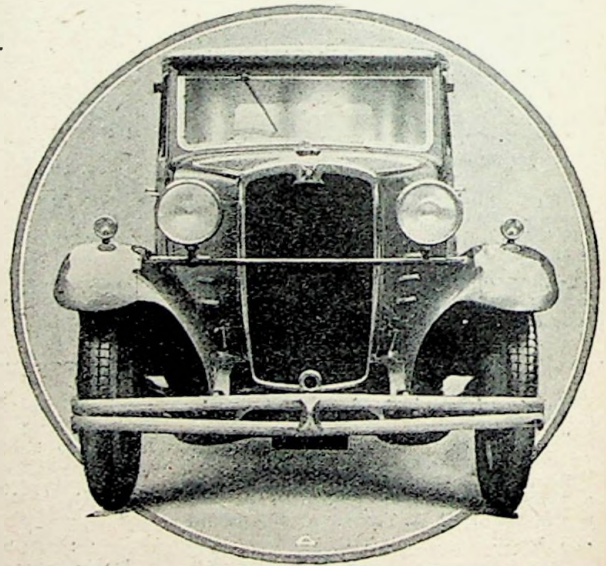
ONE of the most interesting announcements of the week is that Crossley Motors, Ltd., Gorton, Manchester, are producing a 10 h.p. light car. No delivery dates have yet been announced, but the car, it is said, will definitely be on view at Olympia.

We publish herewith the first photographs of the newcomer, the actual model shown being the family saloon, costing £265.

The specification of the 10 h.p. Crossley, in brief, is as follows:—Four-cylinder engine, 63 mm. by 90 mm. (1,122 c.c., 9.8 h.p.), overhead inlet valves, S.U. down-draught carburetter, three-bearing crankshaft, and thermosiphon cooling.

The drive is by a single-plate clutch

Two views of the latest very interesting addition to the range of British light cars. The Family model depicted costs £265 without sliding roof and is capable of over 60 m.p.h.

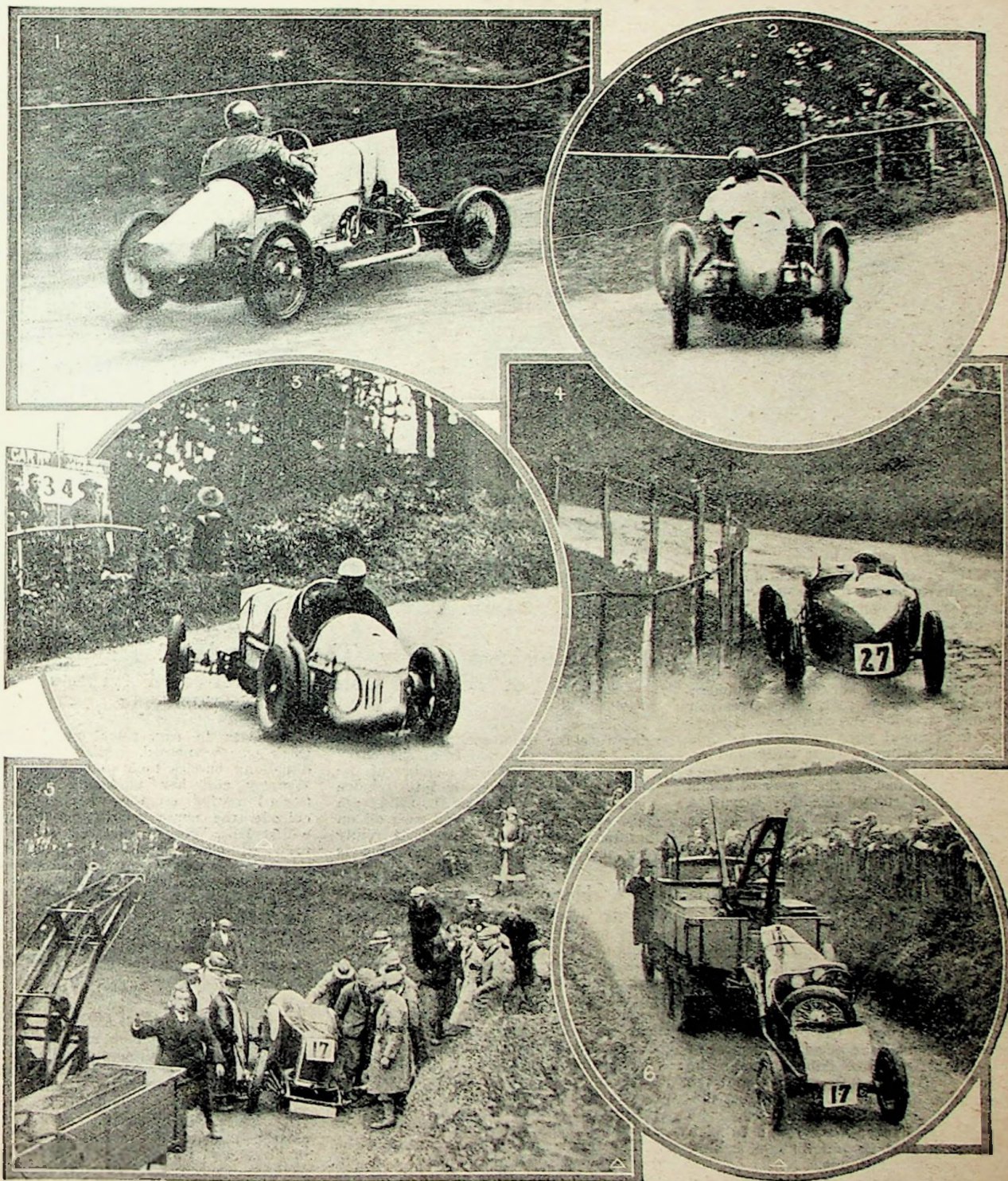


to a four-speed gearbox with silent third, the final drive being of conventional type. Steering is by worm and nut; semi-elliptic springs figure on the car as well as Silentbloc bushes and other up-to-date refinements. The Crossley is capable of over 60 m.p.h. and has an excellent performance on the lower gears.

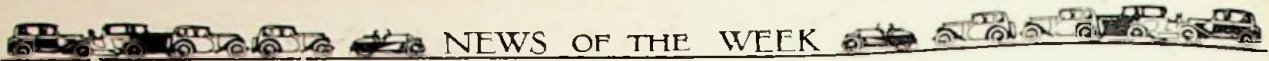
The radiator, it will be seen, carries the familiar Crossley emblem and bumpers are fitted.

No fewer than six models will be available, the prices ranging from £265 to £310 for the semi-sports coupé. The sliding roof is an extra.

HOW THEY CORNERED AT SHELSLEY

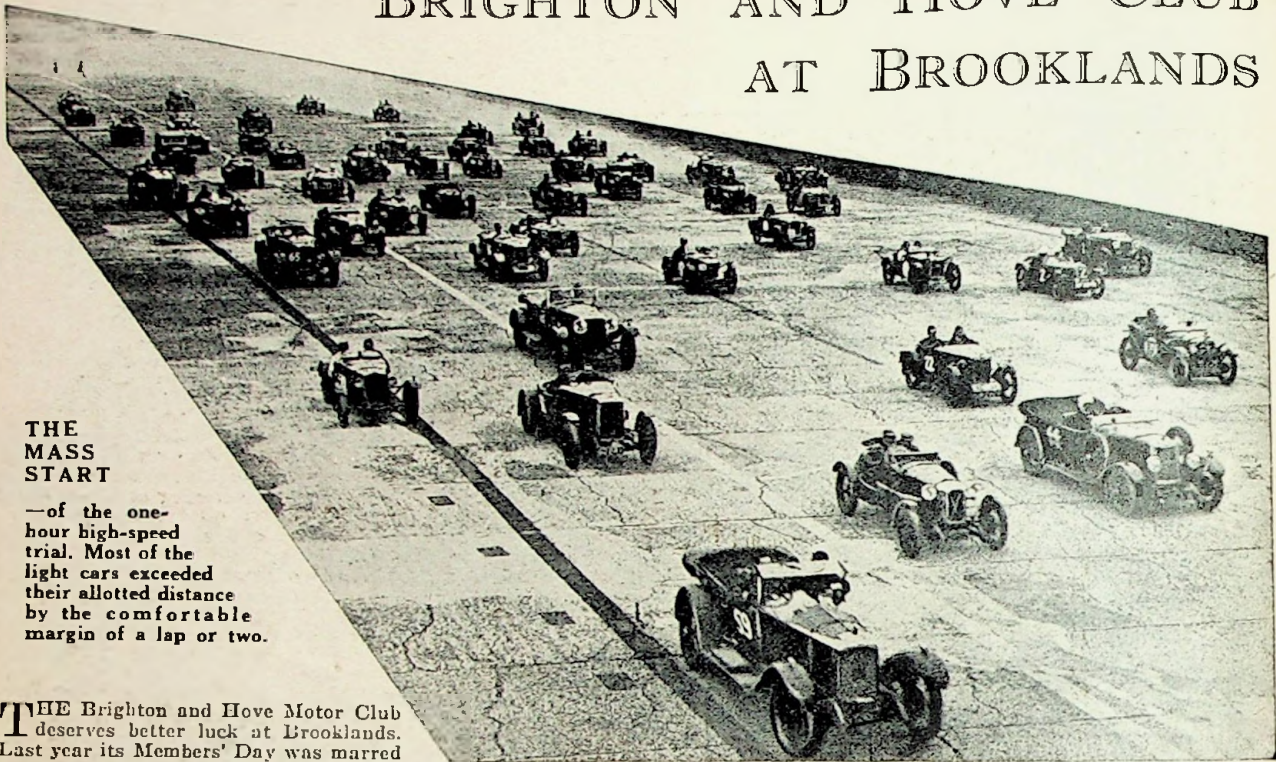


The rain-soaked road accounted for some hectic driving. Photographs 1 and 2 show how B. H. Davenport skidded in the "Spider"; in the second picture he is almost broadside on. (3) "The Terror" being "flung" round the corner by R. J. G. Nash. The twin rear wheels do not entirely prevent broadsiding! (4) T. N. Gold (Bugatti) takes the bend very close in without skidding. (5 and 6) K. S. Peacock's Lea Francis being removed from the course after he had cornered on three wheels! The meeting is fully described on page 448.



NEWS OF THE WEEK

BRIGHTON AND HOVE CLUB AT BROOKLANDS



THE MASS START

—of the one-hour high-speed trial. Most of the light cars exceeded their allotted distance by the comfortable margin of a lap or two.

THE Brighton and Hove Motor Club deserves better luck at Brooklands. Last year its Members' Day was marred by an unfortunate accident, whilst this year the event—which took place on Saturday last—was run off on one of those biting cold and drizzly days that are now typical of our English summer; the sort of day, in fact, that makes you think of firesides and armchairs. Everyone went about with red faces or blue faces—according to their individual reactions to the cold—and the thudding of stamping feet or the swish of hands being vainly rubbed together formed a kind of sotto voce background to the intermittent roar of exhausts.

In short, a day, when you want to be anywhere but at Brooklands.

However, it was Members' Day and members were determined to enjoy it, no matter what the weather was like.

The "One-hour Blind."

The programme started in the morning with a one-hour high-speed reliability trial for cars—at least, that is how the programme described it, but, as everyone knows, the proper description is a "one-hour blind," and most of the competitors are out to "win the race." Fifty-two cars started, and the distinction of covering the greatest distance fell to D. A. Aldington, who motored his Frazer-Nash round to such good effect that he put 30 laps behind him in the 60 minutes.

Excellent runs were also made by J. H. P. Clover (M.G. Midget) and A. Baker (Salmson), both of whom scored 25 laps. The 550 c.c. class, incidentally, was required to cover 17 laps, the 1,100 c.c. class 20 laps, the 2,000 c.c. class 22 laps, and the unlimited class 23 laps.

Then followed a similar event for motorcycles, after which there was a

relay race for cars, each team consisting of two cars paired from the entry list by ballot. The first member of the team had to complete a lap, remove a sparking plug, and hand it to his team mate, who had to fit it and rush off on the final lap; all of which is really very simple—except that the plug is hot!

Heroism Rewarded!

This event attracted a very good entry and was run off in two heats and a final. In the second heat P. Fotheringham Parker (Alvis) distinguished himself by removing his plug with the engine still running—it refused to stop—and his little act of heroism was rewarded by his team mate, G. T. Pillitz (Lagonda) coming home first.

The first three teams in each heat took part in the final, which resulted in a win for Fotheringham Parker and Pillitz, with K. D. Evans (Alfa-Romeo) and A. L. Baker (Salmson) second.

The third, and last, car event of the day was the Brighton road race, in which each competitor had to cover five laps, stopping at the end of each to do some pit work. After the first lap a wheel had to be changed, after the second a fresh plug had to be put in, and after the third a quart of water had to be added to the radiator, whilst the fourth and last pit stop was for the purpose of adding a pint of oil to the sump.

Enthusiasts Enjoy Their Members' Day in Spite of Bitterly Cold Weather and Drizzle

Needless to say, some frenzied pit work was witnessed, whilst some real ding-dong battles took place. Miss V. Worsley and her passenger (Austin Seven) scored on the wheel-changing episode, the passenger lifting the car whilst Miss Worsley placed a specially prepared chock under the axle, the whole being carried out in a very neat, well-drilled manner. J. H. P. Clover (Moullhery M.G. Midget) and M. H. Morris-Goodall (Aston-Martin) also scored through the design of their cars, the external oil fillers of these models saving many valuable seconds on the oil-filling stop.

A Fast Lea-Francis.

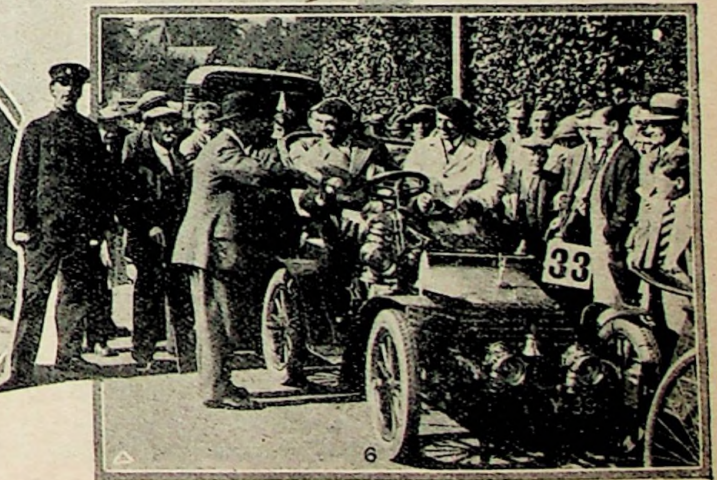
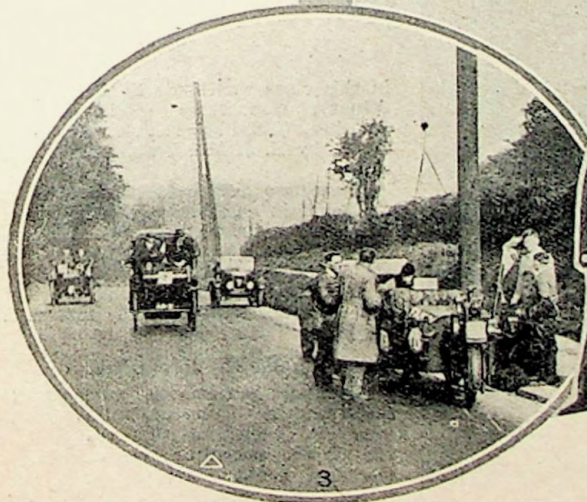
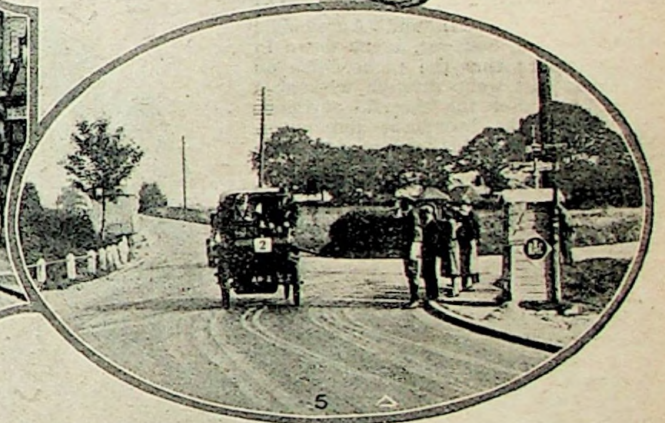
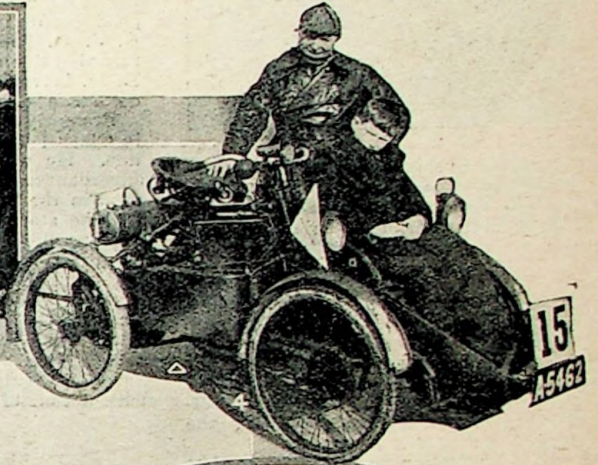
The event was run off in three heats and a final, the winners of the heats being J. H. P. Clover, M. H. Morris-Goodall and A. N. L. MacLachlan (supercharged Lea-Francis). The first two heats, incidentally, were very closely contested, but MacLachlan had it all his own way, and repeated his fine performance by another walk-over in the final. T. A. S. O. Mathieson (O.M.) was second, with D. A. Aldington (Frazer-Nash) third.

So ended one of the chilliest meetings at the track. The competitors, however, all thoroughly enjoyed themselves, which, after all, is the main thing on a Members' Day.

(See "Club Items" for results.)

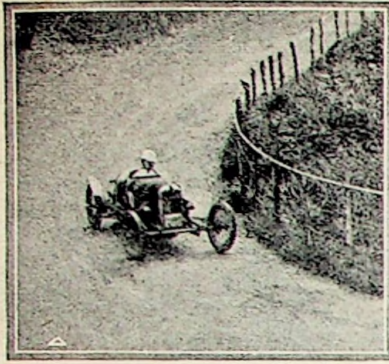
VETERANS—BUT STILL GOING STRONG

“Old Stagers” Again Take to the Open Road
—Ancient and Modern Seen Side by Side



Scenes on the Veteran Car Club's London-Eastbourne run which started at 9 a.m. from Croydon Aerodrome last Tuesday. (1) No. 7, Mrs. Miles's 1897 Benz at the start. (2) No. 29, S. F. Bennett (1908 Cadillac) and H. J. F. Parsons (De Dion Bouton) passing through Caterham. (3) Near Godstone. No. 16, E. E. Duncan's 1898 Cyclon, being overtaken by C. H. Perrin's 1895 Daimler Cannstatt and S. J. Upton's Clement Talbot. (4) No. 15, S. A. McCarthy's 1899 De Dion Quad. (5) At Felbridge Crossroads. An R.A.C. guide salutes a real veteran. (6) The Mayor of East Grinstead hands J. H. Wylie (1903 Wolseley) a letter for conveyance to the Mayor of Eastbourne.

Thrills and Spills AT SHELSLEY



G.N.-type vehicles are very popular amongst Shelsley competitors and nearly always perform well. Here is E. J. Moor cornering in one of his two "Wasps."

ONCE again the "amateur" meeting at Shelsley Walsh was run off in the rain; not, perhaps, quite such heavy rain as last year, but bad enough to mar the enjoyment of the spectators and to prevent the setting up of new record times for the climb.

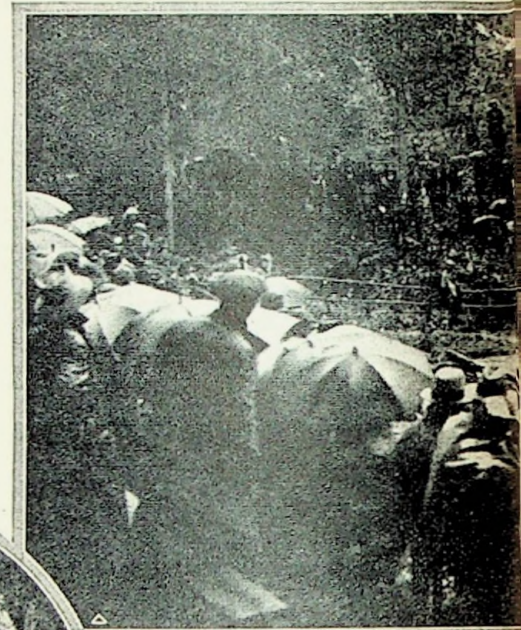
An organization so complete as that created by the Midland Automobile Club does not, however, break down in bad weather; thus the proceedings on Saturday last went through without a hitch. And ever the cheerful optimism of "Vox," the broadcast announcer, gave the crowds fresh hope of a little blue sky.

Whilst on the subject of broadcasting we feel that a word of praise is due to "Vox" and to Messrs. Harrison and Norris, who erected the equipment. The

Villiers-Supercharge; he made only one run, and his time was 46 secs. Very good performances were made also by R. J. G. Nash—holder of the British record (43½ secs.)—in "The Terror," B. H. Davenport in "Spider," and Van de Becke (Becke Special).

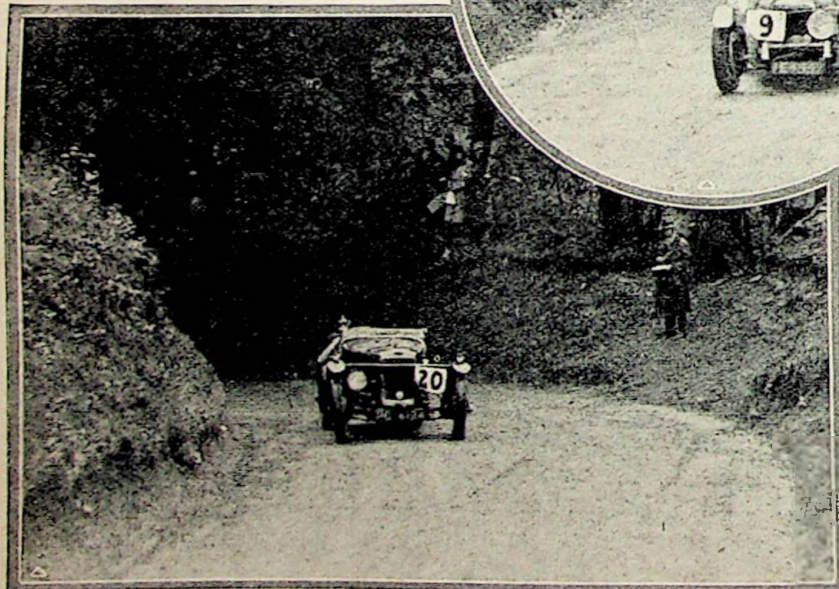
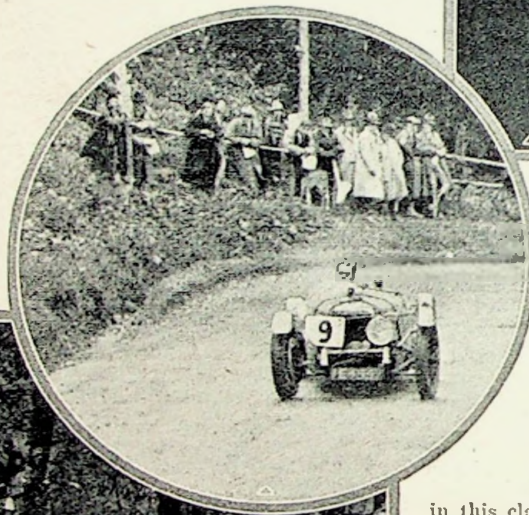
Promptly at 1.30 p.m. the first man in Class I (up to 850 c.c.) came to the line. He was E. R. Hall driving the supercharged M.G. Midget which he used in the T.T. Getting off the mark well he stormed the hill in good style, clocking 56½ secs., and thus qualifying for a second run.

It cannot be said that the speeds in Class I were very thrilling; in fact, most of the drivers took 70 secs. and over, thus losing their chance of a second run. R. F. Turner (Austin Sever S.) gained second place to Hall with a time of 65½ secs.



AS THE SPECTATORS

In general the top bends at Shelsley for competitors and spectators. Mrs. Wisdom (Frazer-Nash) corner by T. B. Wood in his Brooklands umbrellas the crowds watch R. J. "Terror." T. G. Moore (Frazer-Raymond Mays roared up in his time of



in this class was made by E. G. Sharp (Gnat), who came up in 51 secs. Another G.N.-like vehicle, Wasp II, driven by E. J. Moor, was only 1½ secs. slower.

These two cars were skidded around the bends in true Shelsley style, but the G.N. Akela, driven by A. D. Anderson, after making a brave show on the lower slopes of the hill, came almost to a standstill on the corner, coughed a little and then accelerated to the top. Time 70½ secs.

Shelsley Favourites.

Agitated movements amongst the multi-coloured golf umbrellas in the members' enclosure indicated that, so far as the spectators were concerned, the fun could start at once when "Vox" announced that soon "Terror," "Spider" and the Becke Special would be in the limelight.

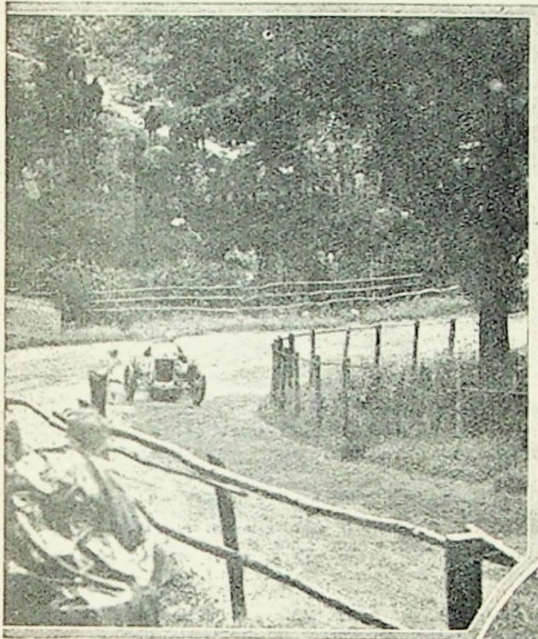
First, however, came J. L. Burton (Bugatti S.), whose engine was emitting a wonderful exhaust note. His time was 57 secs. F. J. Fielding (Bugatti) was much faster, rounding the bend in a wild skid and taking only

loud speakers were well arranged, and speech was exceptionally clear.

It was almost a foregone conclusion that, in the rain, nobody would lower the record of 42½ secs. set up in July, 1930, by Hans Von Stuck. The driver who came nearest to it last Saturday was Raymond Mays in his three-litre

Rather more fun and some higher speeds were provided by Class II (851 c.c. to 1,100 c.c.), in which there were five starters. T. B. Wood (Brooklands Riley) set the ball rolling, and his well-judged cornering seemed likely to result in a better time than the 58½ secs. that he clocked. The best time

A Cold and Rainy Day does not Prevent the "Amateur" Meeting being Fully Enjoyed—No Record Times but Plenty of Excitement—A Wheel Off at Speed



SEE THEM CLIMB

provide the most excitement, both Here are shown, from left to right, ing very neatly, an example followed model Riley. From under their G. Nash skidding the bend in "The Nash) was fast but steady, whilst Villiers Supercharge, making best the day.

51 sec., whilst Mrs. Wisdom (Frazer-Nash) was just $\frac{1}{4}$ sec. slower than Fielding. She took the bends in excellent style.

Mrs. Wisdom, incidentally, holds the ladies' record for Shelsley; this she set up at the meeting in July, 1930, her time being 50 secs.

"The Terror" in Action

A series of angry roars coming through the loud speakers indicated that R. J. G. Nash had "The Terror" on the starting line and was all ready for the timekeeper's "Five, four, three, two, one, go!" Nash "went" with good effect, and roaring up to the S-bend took it in two mighty skids, which, however, were well controlled. His time was 47 $\frac{1}{2}$ secs.

The next "star performer" was Van de Becke, whose long, bright-red Becke Special was a stirring sight as it slid round the bends in the unavoidable broadside manner. Perhaps owing to Van de Becke's nonchalant handling of his car he seemed faster than Nash; actually, however, he was $\frac{1}{4}$ sec. slower.

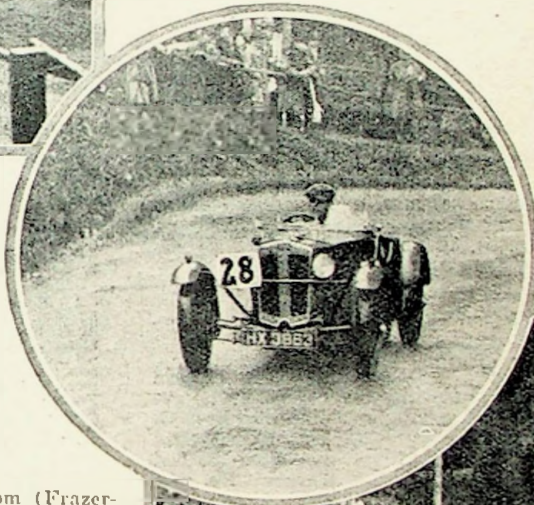
It is interesting here to mention that

Van de Becke is said to be out for the Shelsley record next year, and is already making his preparations. He "knows" the hill as well as anybody and, in addition, is well acquainted with high-speed work. It was he who drove the s.v. Morris Minor at over 100 m.p.h. at Brooklands on August 10th last.

It was not B. H. Davenport's day out last Saturday. "Spider" sounded as healthy as ever, and Davenport handled it in his usual very skilful manner, but, somehow, there was a loss of time and he had to be content with 49 $\frac{1}{2}$ secs.

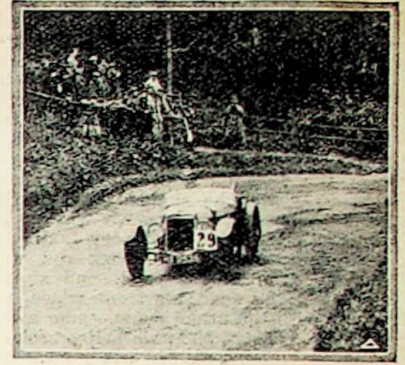
The sports category of Class III would have been won by Mrs. Wisdom, but she was competing for the Ladies' Cup only, thus the winner was H. Kidston, brother of the late Commander Glen Kidston.

Kidston had no practice run up the



hill and had, in fact, never before driven at Shelsley. He handled his Frazer-Nash in fine style, however, and his time of 52 $\frac{1}{2}$ secs. must be regarded as remarkably good.

Another very respectable Frazer-Nash effort was made by T. G. Moore, who was competing for the International



Although making his first acquaintance with Shelsley, H. Kidston (Frazer-Nash) steered a very true course with scarcely a trace of skidding, and won his class.

Cup. He won this on time, clocking 54 secs., but was disqualified on the protest of another competitor in that a portion of the hood of his car was missing. Actually, the hood was of the Continental collapsing variety, and although the hoops were there the cover was not. The race was won, therefore, by E. R. Hall (M.G. Midget), whose time was 56 $\frac{1}{2}$ secs.

Tremendous Power.

No very striking speeds were put up by the large cars, except that of Raymond Mays, as already recorded. His Villiers-Supercharge appeared to have vastly more power than could safely be unleashed on the corners, and it is interesting to speculate upon the possible speed of this car up a straight hill.

In all 26 cars qualified for a second run, and as, when half time came, the rain had stopped and the road had begun to dry in places, everybody expected that faster climbs would be made. In this they were disappointed, but, instead, they were treated to a series of hectic skidding spectacles.

Class 1—represented only by E. R. Hall (M.G. Midget) and G. N. Stead (M.G. Midget)—went away from the start in a fairly normal manner, and Hall improved his previous time by 1 sec. Stead, however, took 88½ secs.

Thrills, in the shape of skids on the bends, came in plenty, but it was left to K. S. Peacock (Lea-Francis) to provide the real hair-raiser. After getting away well he skidded and hit the bank before the corner, which he rounded close in and not very fast.

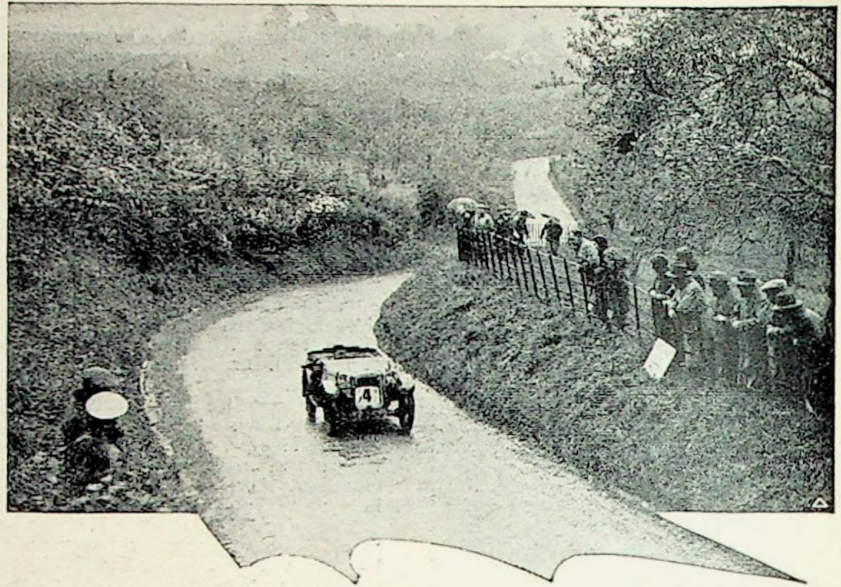
At that moment the track rod was seen to drop in the road, and simultaneously the near-side front wheel, together with the brake drum, came away from the chassis, the axle being broken.

At first, Peacock did not appear to be aware of his loss as the Lea-Francis carried on on three wheels along the bank before finally subsiding on to the axle end and coming gently to rest.

As time went on the surface of the road from the starting line to about 20 yards ahead became coated with slimy mud brought from the paddock in the tyre treads. The spinning wheels flung and spread the mud most effectively, and it is probable that the longer times taken by most competitors on their second runs were due largely to excessive wheelspin at the start.

So hectic did tail wag become, in fact, that the police warned spectators from the railings adjacent to the start, fearing lest a car might get out of control and go off the road.

Thus ended another wet but very enjoyable "Shelsley" meeting.



D. Henderson (Austin T.T.) going well on the lower slopes of the hill where only a few spectators congregated. On so cold a day the radiator-blanking effect of his large number card was probably an advantage.

PROVISIONAL RESULTS.

Up to 850 c.c.

Racing.—1, E. R. Hall (M.G. Midget, S.), 56 1-5 secs.

Sports.—1, E. R. Hall, as above; 2, R. F. Turner (Austin, S.), 65 2-5 secs.

851 c.c. to 1,100 c.c.

Racing.—1, E. G. Sharp (Gnat), 51 1-5 secs.; 2, E. J. Moor (Wasp III), 52 4-5 secs.

Sports.—1, T. B. Wood (Riley), 58 2-5 secs.; 2, R. J. Beattie Seaman (Riley), 78 2-5 secs.

1,101 c.c. to 1,500 c.c.

Racing.—1, R. J. G. Nash (Frazer-Nash, S.), 47 3-5 secs.; 2, A. W. Van der Becke (Becke Special, S.), 48 2-5 secs.; 3, B. H. Davenport (Spider), 49 1-5 secs.

Sports.—1, H. Kidston (Frazer-Nash, S.), 52 1-5 secs.; 2, T. H. Wisdom (Frazer-Nash, S.) and T. G. Moore (Frazer-Nash, S.), 54 secs.

1,501 c.c. to 2,000 c.c.

Racing.—1, N. A. Carr (Bugatti, S.), 48 4-5 secs.; 2, T. S. Fotheringham (Bugatti), 54 1-5 secs.

2,001 c.c. to 3,000 c.c.

Racing.—1, R. Mays (Villiers Supercharge), 46 secs. (Fastest time of the day.)

Sports.—1, A. N. Spottiswoode (Rover), 61 2-5 secs.; 2, I. Waller (Alvis), 62 secs.; 3, L. W. de V. Sadleir-Jackson (Bugatti, S.), 64 3-5 secs.

3,001 c.c. to 4,500 c.c.

Racing.—1, R. Mays (Invicta), 50 3-5 secs.; 2, A. D. Anderson (Vauxhall), 57 2-5 secs.

Sports.—1, R. Mays (Invicta), 50 3-5 secs.; 2, A. H. L. Eccles (Invicta), 54 3-5 secs.

Team Event.

1, Bugatti Owners' Club (F. J. Fielding, 51 4-5 secs.; N. A. Carr, 48 4-5 secs.; and A. N. Spottiswoode, 50 3-5 secs.), total, 151 1-5 secs.; 2, Sunbac team (B. H. Davenport, Spider, 49 1-5 secs.; K. S. Peacock, Lea-Francis, 52 4-5 secs.; and E. G. Sharp, Gnat, 51 secs.), total, 155 secs.; 3, R. J. G. Nash's team (R. J. G. Nash, Frazer-Nash, 47 3-5 secs.; T. H. Wisdom, Frazer-Nash, 54 secs.; and T. G. Moore, Frazer-Nash, 54 secs.), total, 155 3-5 secs.

Ladies' Cup.

1, Mrs. T. H. Wisdom (Frazer-Nash, S.), 52 secs.; 2, Miss R. Northcroft (M.G. Mark II), 67 4-5 secs.

International Race Cup.

1, E. R. Hall (M.G. Midget, S.), 56 1-5 secs. (T. G. Moore, driving a Frazer-Nash, made fastest time, but was excluded owing to a technicality.)

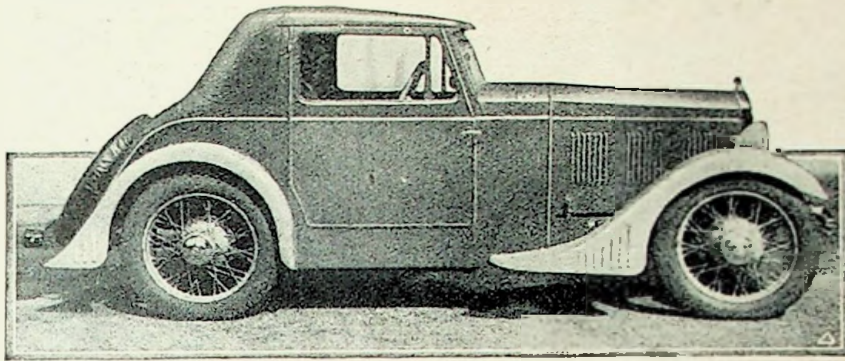


The art of skid correction as exemplified by E. G. Sharp (Gnat) after rounding the last corner. He won Class II (Racing).



What We Think of

THE ARROW HORNET COUPÉ



PLEASING LINES. — A side view of the Arrow Hornet which emphasizes its unusual but very attractive lines.

ILLUSTRATED on this page is the 1932 edition of the Arrow Wolseley Hornet coupe, which will be exhibited at Olympia, and is provisionally priced at £240—if Hornet chassis prices remain unaltered.

The body illustrated is a standard Arrow product, by A. P. Compton and Co., Ltd., Arrow Coachworks, Boston Road, Hanwell, London, W., builders of the range of Arrow bodies on such popular chassis as the Austin Seven, Morris Minor and Standard Little Nine.

The actual coupe illustrated—which is the property of a director of the concern—recently won a second prize in the Ramsgate Concours d'Elegance.

The body weighs about 3 cwt. and is carried out in cellulosed panelling over a stout ash frame. The long bonnet has received a pleasing emphasis, and the long and graceful sweep of the tail—inside which, incidentally, is a very roomy boot accessible from within—continues the streamline motif of the design. The doors are wide, the step is low, and there are no running boards.

In the latter connection it is note-

worthy that the front wings keep the body very clean in wet weather.

A Pleasing Interior.

Within, the car is no less pleasing than its striking exterior. The two pneumatic seat cushions are wide, and are laid almost on the floor. A single squab, well raked, runs right across the body.

Our road test of the model was carried out by a "six-footer," who found a car in which he was really comfortable. The flexible sports-type steering wheel is brought well back on a specially extended and well-raked

On the Road with a Very Attractive Example of the Coachwork Specialist's Art

column, and the gear lever has been cranked for easy reach.

The interior is tastefully equipped. Polished rosewood, real furniture hide—in blue to match the blue two-tone colour scheme of the car—are used, and a thick pile carpet is provided.

Generous Equipment.

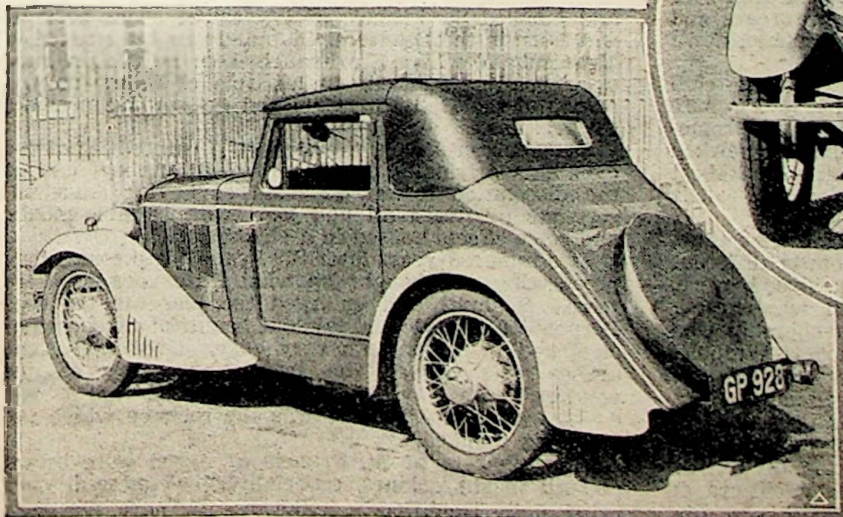
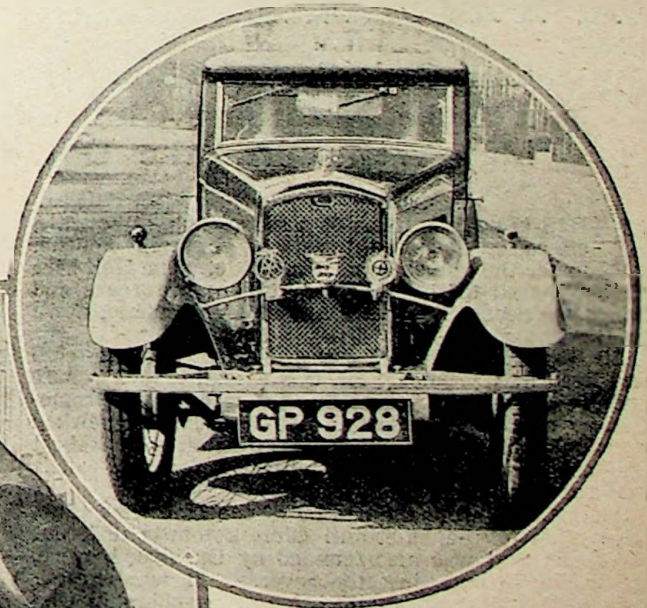
Equipment includes an 80 m.p.h. speedometer, oil gauge, ammeter and switches, horn button combined with dip-and-switch control, tandem electric screen wiper, fascia board light, roof light and petrol gauge.

On the road the car definitely pleases. From the driving seat there is a delightful impression of "big-car" motoring, aided by the smoothness, silence and undeniable power of the Wolseley Hornet engine.

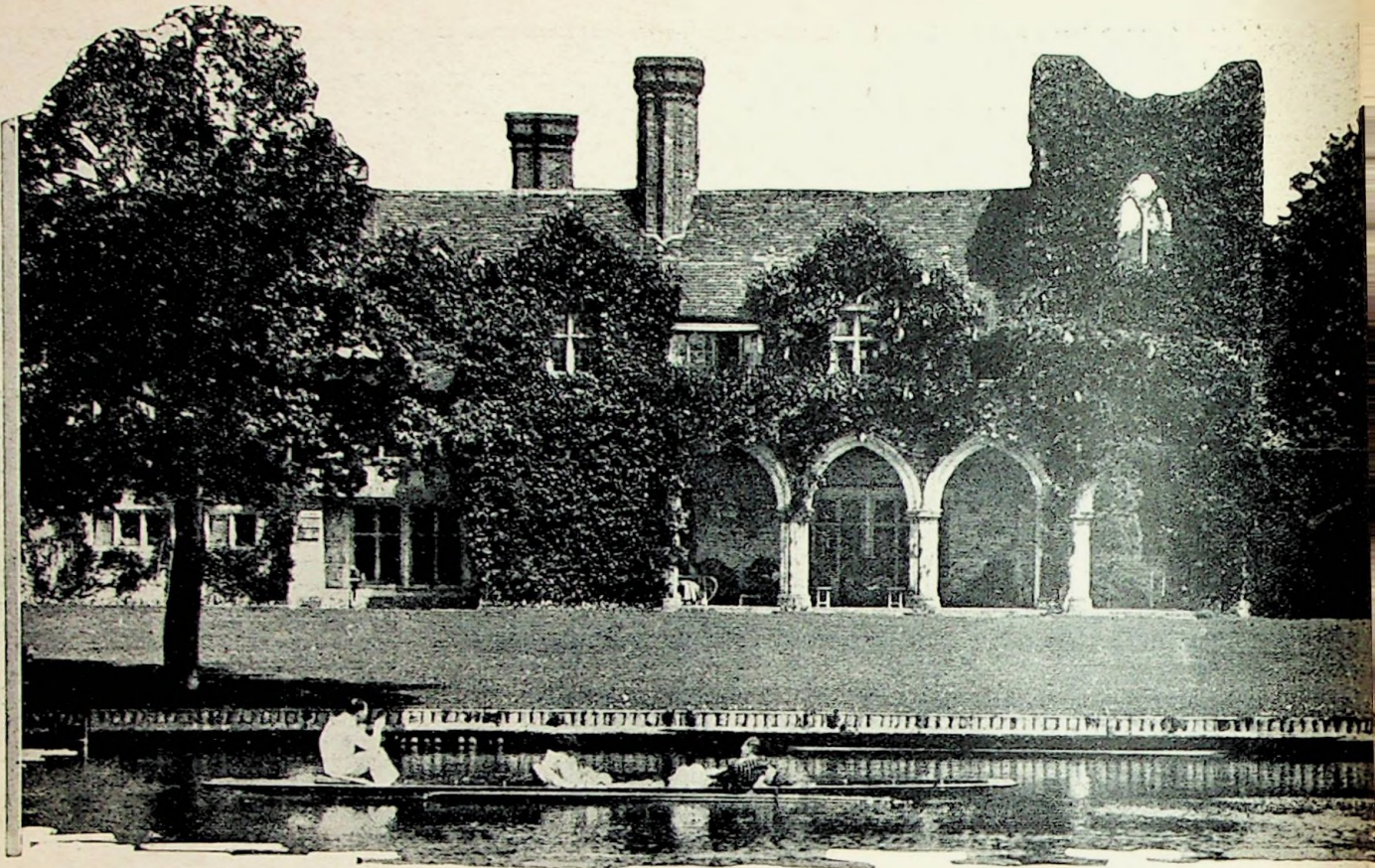
Stability and road holding are good, and the large-tyred Magna-type wheels contribute to the comfortable springing even over bad roads.

A maximum speed well in excess of 70 m.p.h. was registered in the Jaeger speedometer several times during the test, and an easy cruising speed of 60 m.p.h. was readily obtainable.

A COMING FASHION IN COACHWORK?



In a recent editorial article we hinted at the possibilities of streamlining. Is the Arrow Hornet one of the first examples of the new vogue?



THE HELL FIRE CLUB

Our Contributor "Robin Hood" Tells of the Doings of a Once Notorious Club at Medmenham Abbey, Which May Well Form the Objective of an Interesting Run

THIS is not the name of a motor club, although a crowd of dashing drivers might well flourish under the influence of such a title. The Hell Fire Club belonged to the days long before motorcars and flourished nearly 200 years ago at Medmenham, down by the Thames.

Sir Francis Dashwood was the founder of the club and lived at Wycombe. He was a man of evil repute and great eccentricity, and the club was run in circumstances of utter depravity. He had many political enemies, and the then Prime Minister, Sir Robert Walpole, was certainly no friend of his, for Sir Francis was a member of the Opposition.

Shameful as were the morals of the Hell Fire Club, the morals of the Dilettanti Club, a totally different institution that was also founded by Dashwood, were, astonishing to note, just the reverse. It was exceedingly respectable and qualification of membership was a visit to Italy. It was said by Sir Robert Walpole, incidentally, that the only qualification was being drunk—but that was mere political malice. Even so, the fact that the Dilettanti Club was respectable does not improve Dashwood's character one jot, but merely illustrates his eccentricity as he was unquestionably one of the most infamous figures of a morally decadent era.

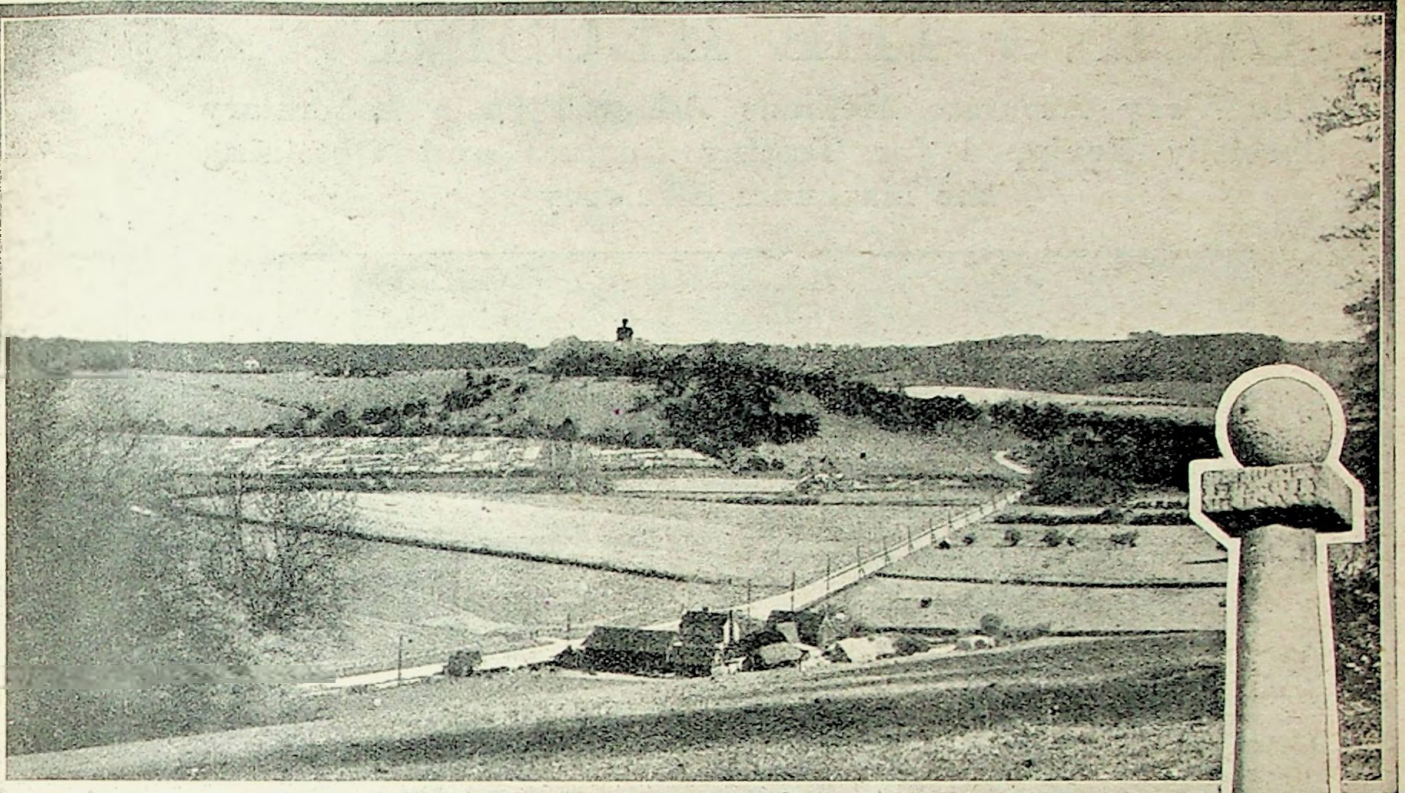
Yet another example of his eccentricity was his

colossal religious vanity. In the course of his visits to Italy he had heard much about St. Francis of Assisi, so what should he do but have his own portrait painted and labelled St. Francis of Wycombe! This portrait was hung in the Dilettanti Club and was later taken to Medmenham, where Sir Francis kept up the pretence by appointing himself—in his role of Saint—as the patron of the Hell Fire Club and styling the members Franciscans.

Medmenham Abbey, the scene of the activities of the club, was originally a cell to Woburn Abbey, and at the dissolution it was reported as having lands nil, servants nil, trees nil and just two miserable monks and some effects housed in a shambles!

Two hundred years later Sir Francis had come along prospecting and bought up what little remains there were. He built and enlarged the place in the true Perpendicular style and laid out beautiful gardens that stretched to the water's very edge. Over one of the arches was carved the inscription "Fay ce que voudres," which, translated freely, means "Do as you d— well please." This was the rock on which the club was founded.

The followers of St. Francis of Assisi wore brown and all bright colours, especially blue and red, were ruled out. Dashwood's followers, in pure mockery,



(Left) Medmenham Abbey, once the Hell Fire Club and now a private mansion. (Above) A fine view of the London-Oxford road near West Wycombe; the tower of Dashwood Church can be seen silhouetted against the skyline. (Right) The column and ball on the cross roads near the same spot.

wore monastic gowns of blue and red, and on their crash helmets or caps were the words "Love and friendship" emblazoned in silver. Resident members slept in cradles, and once a week a great baboon was let loose amongst them to signify the devil and to justify the club's title.

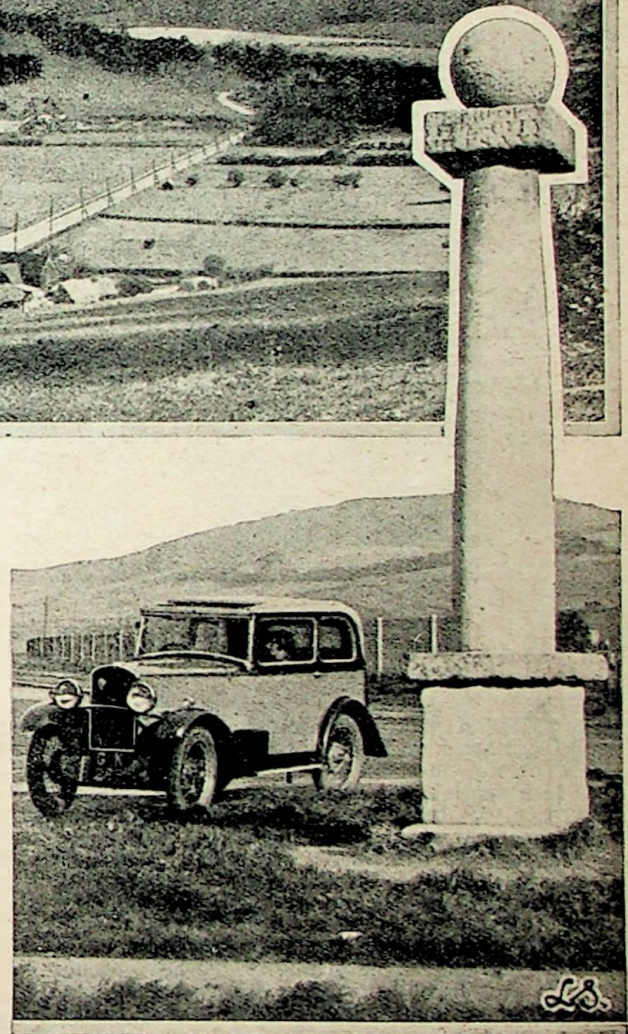
One of the leading lights of the club was Paul Whitehead, its secretary and a friend of Dashwood's. For 20 years the club flourished, but with the death of Whitehead the members slunk off one by one and so, too, Medmenham Abbey went back to its former state—a shambles and a refuge for owls and bats. The Abbey is now, however, restored and is a private mansion. It is best seen from the opposite bank of the river by the ferry.

The Stolen Heart.

Whitehead, the notorious secretary of Medmenham, left his heart by will to Dashwood, who gave it one of his own special funerals by turning out the Buckinghamshire Militia. This took place on the summit of the hill above West Wycombe, where stands the church and mausoleum which Sir Francis built. Whitehead's heart, after reposing in an urn in the mausoleum, was stolen, and this may account for the locked gates of the structure, which is octagonal in shape and roofless.

The church on the summit of the hill commands magnificent views, and it is said that Dashwood's motive in having it built was more for the prospect of the surrounding country than to satisfy his religious promptings.

In the ceiling of the church is a painting of the Last Supper, and the eyes of Judas appear to follow one about the building in an arresting manner. At the

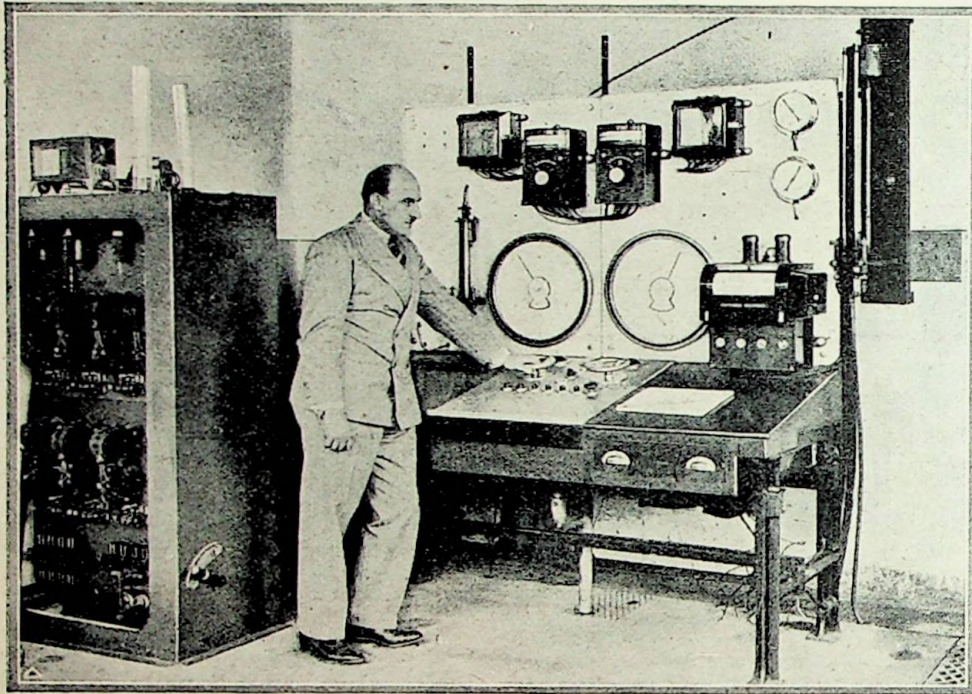


top of the tower, 650 ft. above sea level, is a gilt ball which is said to seat 10 people. The prospect from the hill-top is one of the finest near London, the straight two miles of the London-Oxford road shooting right into High Wycombe. Towards the north-west is Stokenchurch and Dashwood Hill, once notorious for its steepness, but now much eased by a magnificent new by-pass.

As approached from High Wycombe, the hill crowned by the church and mausoleum bar the way, and at the fork roads just beneath is a quaint column and ball which informs the motorist in letters worn with age that he is 30 miles "from the city," 22 "from the university," and 15 "from the county town," which, incidentally, is Aylesbury, not Buckingham!

TRACING THE ELUSIVE "X"

The Very Accurate Methods Adopted in a Laboratory Specially Equipped for Testing Engines and Obtaining the Maximum Efficiency



The test bench controlling and recording apparatus with Mr. H. Weslake in charge. The two large dials show the b.h.p. and the r.p.m. of the engine on test. Above the dials are the temperature indicators, whilst to the right is the Cambridge recorder for continuous readings.

WHEN a general practitioner finds himself up against a very difficult problem of diagnosis or of cure in some human ailment, he invariably calls in a specialist who, after an examination of the symptoms, will indicate proper methods of treatment. Furthermore, if the specialist decides that an operation is necessary, he will, in all probability, carry it out himself, knowing, by reason of his intensive study, exactly what to do and how to do it.

This co-operation in the medical profession now has its almost exact counterpart in motor engineering, as the problems underlying engine design have become so abstruse that it is almost impossible for one man to know all that is necessary, especially on what might be termed the physical or chemical side of design. For instance, it is no longer really possible for a designer to sit at his drawing board and lay out the details of an entirely new engine without reference to some of the recent discoveries regarding combustion and so forth.

There is nothing particularly difficult in designing the actual working parts of an engine so that they will function efficiently and reliably in practice; where the last ounce of power is to be obtained, however, very great knowledge of valve port and cylinder head design is necessary, and quite recently it has been found that these two factors have a far greater bearing upon performance than was hitherto imagined.

The names of Ricardo and Whatmough are, no doubt, quite familiar to our readers in connection with researches into the problems of cylinder head design and its relation to flame propagation, that is to say, the

efficient burning of the mixture. It may be said, in fact, that there are cylinder head designs nowadays which ensure that the greatest possible power, together with smoothness, is obtained from each charge drawn into the cylinders.

This, however, is by no means the end of the problem because, obviously, the more mixture that can be induced into the cylinder in the extremely short time available when the engine is running at high speed, the more powerful will be the resulting "explosion."

The problems underlying efficient filling of the cylinders on the induction stroke are of very great interest, and motorists have to thank Mr. Harry Weslake, of the Automotive Engineering Co., Ltd., The Green, Twickenham, for the very practical manner in which he is applying his research discoveries to ordinary production engines.

Mr. Mantell, in "Technical Aspects" some few weeks ago, gave certain details of Mr. Weslake's work in this connection, and recently we were able to pay a visit to the laboratory in which the experimental work is undertaken.

Mr. Weslake commenced his researches two or three years ago whilst engaged upon super-tuning motorcycle engines, the question of filling being brought to his notice by the rather unusual behaviour of certain engines when being prepared for racing at Brooklands.

At that time it was the usual practice when super-tuning an engine to enlarge the ports and, in many cases, to fit oversize valves—in the quite understand-

able belief that by these means a much greater volume of mixture would be drawn into the cylinder, or, in other words, that the filling would be more efficient.

Certain discrepancies, however, led Mr. Weslake to conduct some experiments with valves and ports of various sizes, and he found that maximum filling was not necessarily brought about by the use of large ports and valves.

From this comparatively small beginning Mr. Weslake has built up a most elaborate testing laboratory, in which he and his assistants spend all their time carrying out filling experiments for many of the well-known car manufacturers. They are, in fact, called into consultation exactly in the same manner as a medical specialist.

Sometimes their advice is sought right from the word "Go" in the design of a new engine; upon other occasions they may be consulted as to the methods which can be adopted in increasing the power of an existing design. In each case, however, their methods are roughly similar: but it will, perhaps, be best to describe the process of improving an existing design.

The "Refining" Process.

An example of one of the engines is sent to the laboratory, where it is mounted on a testing brake of a particularly elaborate kind. We believe, in fact, that the Automotive Engineering Co., Ltd., claims that their test shop is one of the best equipped in the country.

Briefly, the brake consists of a dynamo and a motor coupled together in tandem, whilst an extension of the armature shafts carries a coupling to which the engine crankshaft can be bolted. By this arrangement the engine can be "motored" so that its frictional and pumping losses may be measured accurately. Alternatively, the engine can be made to drive the dynamo and a reading taken of the power that it is developing.

The power is not worked out from the actual electrical output of the dynamo; instead it is "weighed" on a special form of weighing machine.

The current generated by the dynamo is absorbed by suitable resistances, and the weighing apparatus is brought into action by allowing the field casing of the dynamo to swing slightly on trunnion bearings owing to the electrical torque developed, the movement being communicated to the steel-yard of the weighing machine.

The control panel of the brake is provided with apparatus for checking not only the r.p.m. and b.h.p. of the engine but also the temperature existing within the cylinder head, in the water jackets, exhaust manifold and any other point where a temperature reading is desired, the measurements being made by means of pyrometers. Similarly, the amount of fuel being used by the engine can be checked second by second during the entire time that it is working.

To revert to the test, having "motored" the engine and found its overall losses, it is then run under its own power and a reading taken of the output given, together with petrol consumption and so on. The head is then removed and examined, when it may be found that some other shape is perhaps desirable.

Induction Research.

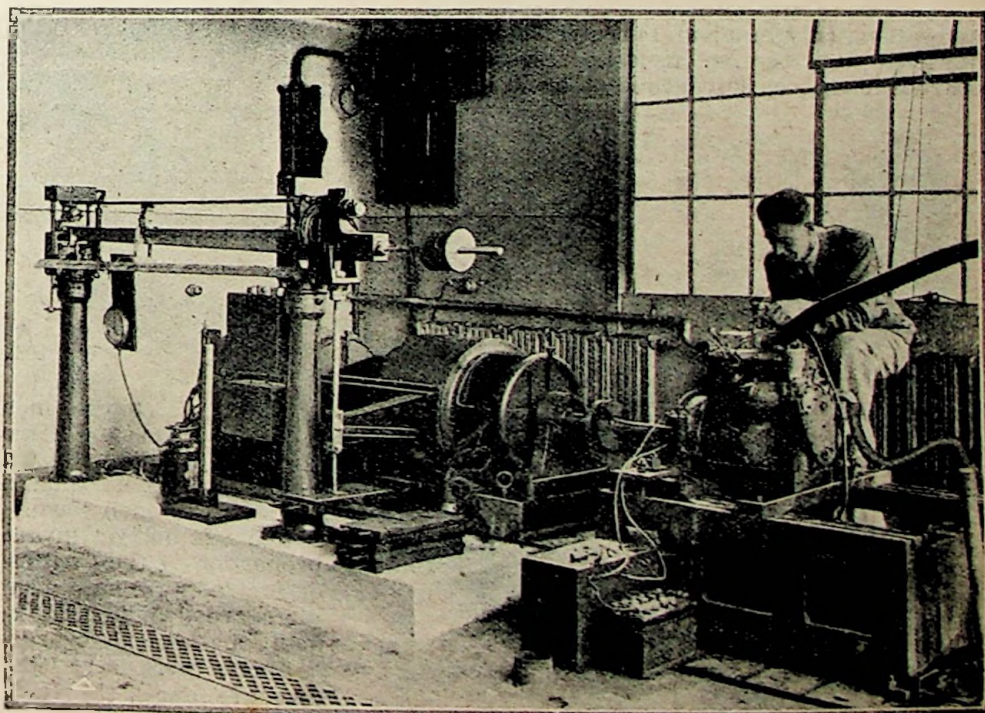
At an early stage of the proceedings the engine will be tested for filling, the method adopted being exclusively Mr. Weslake's idea. We are not at liberty to describe the apparatus used, but can say that by means of a special form of high-duty pump a large volume of air is drawn through the induction pipe and valves exactly as mixture is induced by the descending piston. The time taken for the cylinder to fill is noted by means of a very accurate recording device and, based upon previous knowledge, it is possible for Mr. Weslake to say whether this time is good or bad.

Should an improvement appear necessary, the port shape may be altered by machining and a further test made. Alternatively, wooden models of the ports are made up and "flowed," alterations in shape or size being made by paring away the wood or by the use of Plasticine for reducing the areas.

Finally, after, in some cases, 50 or more tests, the ideal shape and area for the ports will be found, and a head embodying the exact dimensions made and fitted to the engine.

Further tests on the brake are then undertaken, when it may be decided that yet more alterations to the head shape are necessary. Ultimately the perfect engine will emerge, and it may be said that no unknown factor of any kind will then exist, as each point which can possibly govern the performance of the engine will have been checked and noted. Under Mr. Weslake's searching inquiries the "X" of engine performance is no longer an unknown quantity.

One of the new 8.9 h.p. Triumph engines undergoing a test on the brake. The weighing machine, by which the power-reading is taken, is prominent in the foreground. The whole apparatus can be controlled from the panel shown on the preceding page.



RICH MIXTURE

Light Car Comment and Advice

From Italy.

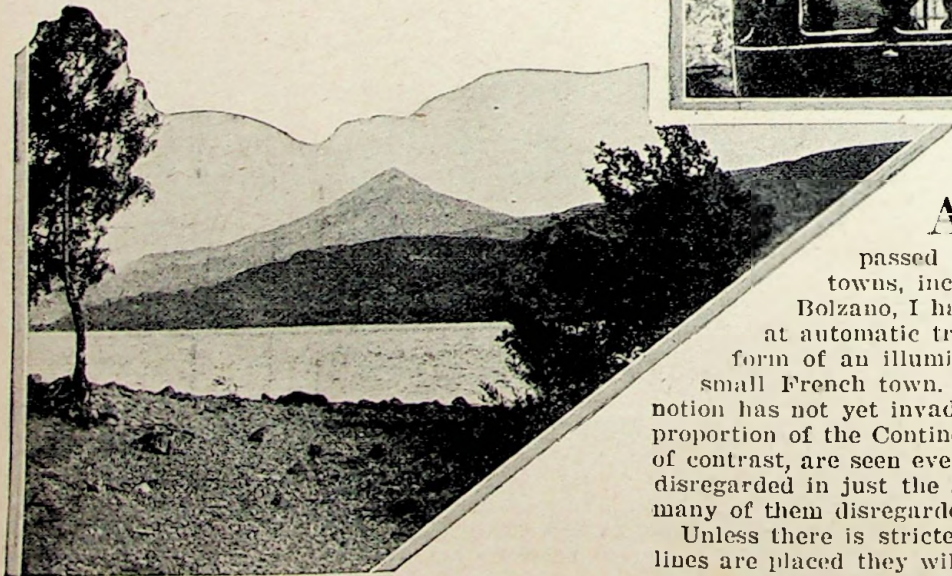
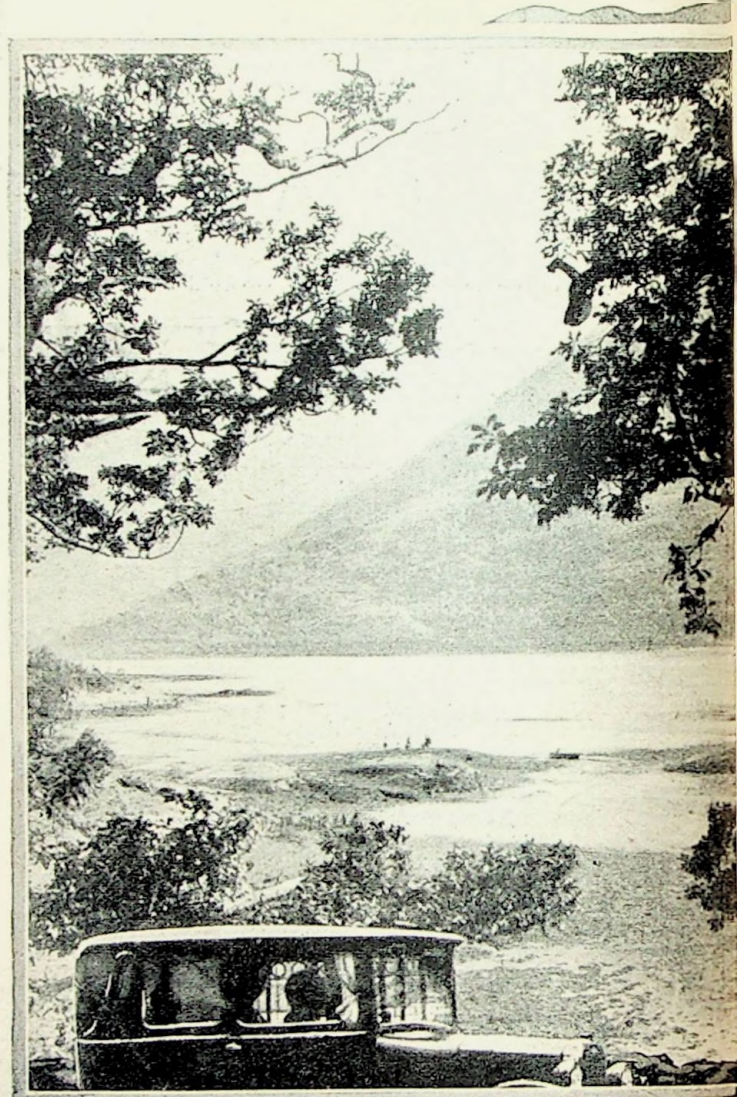
LAST week I mentioned that I was off to Italy, and I write from there now. The run down from Calais was a longer business than I expected. On paper, 733 miles does not sound so very far, but on the Continent the miles, to be a little Irish, are sometimes much longer than they are at home. There were ten of them, for example, in Switzerland which took two hours to cover—an average speed of 5 m.p.h.

How should we feel at home, I wonder, if we met a lorry being loaded from a heap of stones that blocked the entire road and were held up, as I was, for over an hour? But one often encounters such misfortunes abroad.

In Switzerland.

THIS particular misfortune occurred as the result of extensive repairs which the Swiss are doing to their roads. When they decide to improve a road they do the job thoroughly, and the official belief seems to be that it does not matter how much inconvenience road users suffer whilst the work is going on because they will benefit immensely when it is finished.

Certainly many of the Swiss roads were getting out of date and have been due for a long time to be widened and generally improved. Bus traffic is now growing, but not to anything like the same extent as at home. It seems that the motor coach for long-distance runs and for inter-town connections has hardly begun to develop yet on the Continent. In France I saw no modern coaches at all, and Italy, at any rate in the north, seems to know them only in about 14-seater form. I must say that in a car one feels no regrets that the coaches have been left behind at home.



White Lines Abroad.

ALL the way from Calais to here, although I passed through many large towns, including Basle, Zurich and Bolzano, I have seen only one attempt at automatic traffic control. It took the form of an illuminated "Halte" sign in a small French town. The "Stop-Caution-Go" notion has not yet invaded at least a substantial proportion of the Continent. White lines, by way of contrast, are seen everywhere—and are largely disregarded in just the same way as one sees so many of them disregarded at home.

Unless there is stricter control of where white lines are placed they will soon cease to be of any

On "Cols" and "Passos."

THE car I am using on this trip is causing not a little amazement to local motorists and English tourists wherever I go. There is a belief that light cars are not suitable for Europe's stiffest roads. Maybe they are not ideal for mountaineering, but this little fellow, at any rate, appears to stop at nothing, although its tax in England is the lowest that any motorist pays. When I come to tell the story of its travels I think it will surprise the numerous folk who declare that British cars are no use in the Alps.

Often one hears a huge, costly car described in glowing terms because it will climb the "cols" and "passos" without boiling or giving trouble through overheating or lack of power at high altitudes. I am expecting to be able to show that a light car can reach nearly 10,000 ft. without misbehaving itself and in a thoroughly satisfactory manner. I intend to tackle the highest mountain pass in Europe.

When Filling a Lighter.

ON the Continent the matches are generally a pestilence and I always use a lighter. I wonder why there is no gadget—a tap or a little pump—which allows one easily to fill a lighter from a car? Surely there is room for one in these days when nearly everyone has a lighter, and filling up by flooding the carburetter—presuming it has a tickler—is such a messy job.

I find that Esso is the best petrol obtainable both in France and Italy. In France it is red, like Ethyl, but in Italy it is blue. One appears to get the same advantages as with Ethyl, and it can be obtained almost everywhere. The Continental trick of having petrol pumps at cafes and little wayside shops is hard on the motor trade, but for owners of cars with small tanks it is often a blessing.

"P" for Parking.

THERE is room for greater uniformity of traffic signs. Although there are international agreements concerning them, one still finds them confusing in many places abroad, just as they are often misleading and peculiar at home. A large "P" in a circle, denoting a parking place, is about the only sign which one finds everywhere and which always means the same thing.

Naturally, traffic signs cannot be in the same language all over the world, but they could easily be of the same shape, colour and type. An idea of the importance of uniformity is conveyed by the fact that I was told at Calais that on one day a week or two ago the Southern Railway's excellent new vessel, the "Autocarrier," conveyed 84 cars across the Channel. Foreign touring is undoubtedly growing apace.

The Toll of the Wind.

WE are all aware that wind resistance is a force to be reckoned with seriously when one is exceeding the mile a minute mark, but quite how great its effects can be are seldom appreciated by most of us. Who would think, for example, that lamps and wings could make 10 m.p.h. difference to the lap speed of a car on Brooklands? Yet this fact was vouched for by the M.G. people



by
Focus

The centre photograph shows the lordly mountains of Glencoe as seen from the shores of Loch Leven whilst in the other pictures, two peaks of striking similarity are seen. Moelwyn, near Portmadoc in North Wales, figures in the view above and below is Schiehallion, the so-called Scottish Matterhorn, as seen from Loch Rannoch.

use. There are a great deal too many which convey a warning that cannot be observed, due to vehicles standing by the kerb and occupying the part of the road which those who drew the white lines intended traffic to use. And in many places there are white lines where vehicles often must be standing. For example, outside a shop with a large delivery trade. On the subject of "white" lines, why are they so often yellow nowadays?

Level-crossings and Dust.

AT home we enjoy comparative freedom from level-crossings and very few of our roads are untarred. One misses these advantages on the Continent. Bumpy level-crossings, often unguarded, and miles of terribly dusty roads are amongst the outstanding impressions of all who take their cars abroad.

Here in Italy the level-crossings seem to be fewer than in France, but the dust is the worst I know. Almost every road in the Dolomites country is covered with about half an inch of fine white powder, which follows a car like a dense fog and makes its way into every nook and cranny. Even a suitcase stowed away in a closed dickey has a quantity of dust in it at the end of a day's journey.

In the lower Engadine, too, I found the dust a great nuisance. It is the curse of the show places and principal touring grounds of Europe. I have heard it said that tar must always be scarce where electricity is used instead of gas, which seems reasonable enough. In the Alpine districts, of course, very cheap electricity is readily obtainable from water power.

during a recent visit I made to the works at Abingdon. Apparently their supercharged Monthlery model Midget will lap at 95 m.p.h. stripped, but only at 85 m.p.h. with wings and lamps.

If wind resistance can make all this difference round about the 90 m.p.h. mark it is obvious that its effects at 60 m.p.h.—quite a common speed these days—are not to be ignored, and I, for one, should like to see more attention paid to streamlining in touring cars.

Turned to Good Account.

THE M.G. concern, incidentally, turn wind resistance to good account in trying cars, as they have a large fan connected to rollers let in the floor for the purpose of testing new models. The back wheels of the car are simply run on to the rollers and the car is then driven flat out, the movement of the rear wheels, of course, rotating the rollers and so turning the fan. By careful arrangement of the latter a close approximation to the actual wind resistance of a normal two-seater Midget is obtained, so that a speedometer linked up to the device shows to within very close limits the actual speed of which a car is capable on the road. All new models are subject to this test before being delivered, and each one has to register over 60 m.p.h. before it is passed as O.K.—which shows how thoroughly they do things at Abingdon.

To the Pole!

PEOPLE who are tired of stereotyped holidays should be interested in a postcard which I received from Maurice Newnham a few days before I left England and which shows the

"lengths" to which one can go in order to make sure of a change! The card was posted at Svalbard, and concerning his journey Mr. Newnham says: "We have landed at King's Bay, Spitzbergen, 600 miles from the North Pole. The day and night are indistinguishable from one another—contrary to my idea that a brilliant red sunset persisted through the night. Not a car seen since leaving Iceland. A bleak and cheerless place, but impressive in its grandeur."

One is tempted to ask whether Mr. Newnham is exploring fresh fields and pastures new with the idea of adding to the growing chain of Newnham houses!

Bogged in a Holiday Camp.

HOLIDAY campers have been experiencing no little difficulty this wet summer with getting their cars bogged. The position becomes really acute when a car has to be taken over the same tracks again and again—through a narrow gate, for example—and possibly up a slight rise. The most important points to remember are to keep the speed as high as possible and to use the highest gear the engine will pull. I would sooner hear the engine knocking like fun on top or second than have the car come to a standstill with spinning wheels on bottom.

Once a car loses all its way on boggy ground there is often nothing to be done except to get a spade, clear a path for the wheels, lay some ashes, sacking or newspaper to provide an initial grip, and then endeavour to creep away, letting the clutch rather than the road wheels do all the spinning.



ONE TO BE READY... — E. R. Hall (M.G. Midget S.) awaiting the starter's signal at Shelsley last Saturday. He proved to be the winner of the International Cup. A full report of the meeting, which was full of thrills, appears on page 448.

A S . D E P E N D A B L E . A S . A N . A U S T I N

AUSTIN has achieved more successes than any car in the world!

FROM THIS EXPERIENCE HAS BEEN EVOLVED THE DEPENDABLE CAR *you* BUY

Austin successes on road and track are *not* achieved by specially designed and built racing cars, but by standard models as sold to the public—more often than not driven by private owners. The cars entered by the Austin Motor Company in sporting events also are built of standard parts.

Obviously, therefore, the car you purchase has a great margin of strength and safety built into it—will withstand far more stress and strain than you are ever likely to impose upon it.

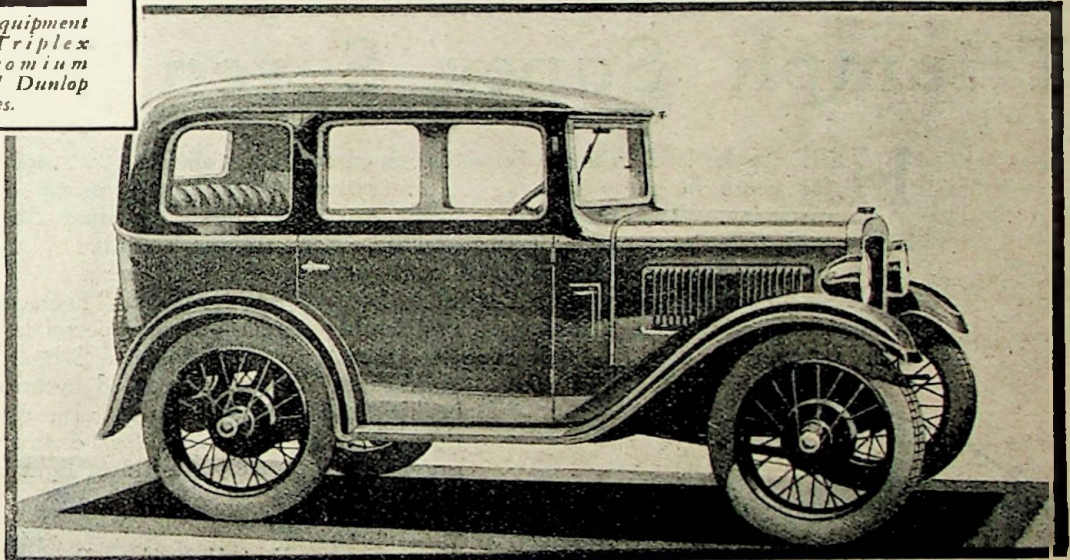
THE AUSTIN SEVEN

Coachbuilt Saloon

£118.0.0

(at works)

Standard equipment includes Triplex glass, chromium finish and Dunlop tyres.



A few Austin Achievements in 1931. INTERNATIONAL CLASS H RECORD, AUGUST 8. *The Austin Seven was the first 750 c.c. car to establish the mile record at over 100 m.p.h. Flying Mile—100.67 m.p.h. Flying Kilometre 102.28 m.p.h.* VESEY CUP TRIAL, MAY 16. *Austin won premier award—the Vesey Cup!* ULSTER AUTOMOBILE CLUB'S HILL CLIMB, MAY 16. *New record for course set up by Austin. Premier awards in three out of six events!* 'DOUBLE TWELVE' RACE, BROOKLANDS, MAY 8 and 9. *The fastest car in the race under 1,500 c.c. was the Austin Seven. 10 Austins started, 8 finished—a performance unapproached by any other make.* AUSTRALIAN GRAND PRIX, 200 MILES, MARCH 23. *First in its class.* SHELSELY WALSH HILL CLIMBS, JULY 11. *Won the Sports and Racing Trophies in Class 1.* RELAY GRAND PRIX, BROOKLANDS, JULY 25. *Austin Teams 1st & 3rd.*

THIS IS WHAT IS MEANT BY AUSTIN DEPENDABILITY!

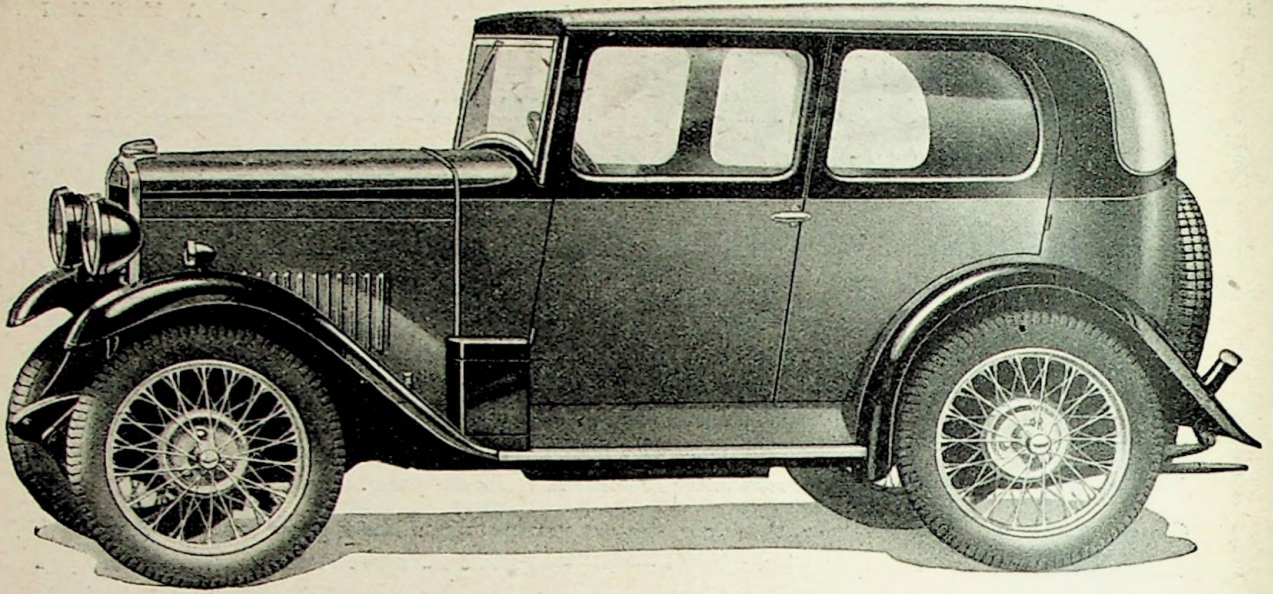
AUSTIN 7

READ THE AUSTIN MAGAZINE: 4d. EVERY MONTH

The Austin Motor Co. Ltd., Longbridge, Birmingham. Showrooms, also Service Station for the Austin Seven: 479/483 Oxford Street, London, W.1. Showrooms and Service Station: Holland Park Hall, W.11.

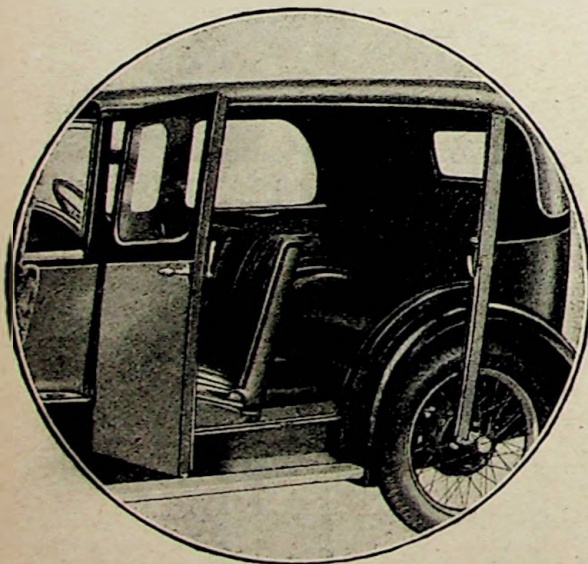


FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



Triumph Super Seven Models

HERE are the 1932 Triumph Super Seven cars reliable tested for years in many lands of proved comfort, economy and efficiency. The prospective owner can now obtain a Super Seven Saloon with four doors and no central pillar unique, patented providing the same easy access to all seats as that of a large car a revelation in small saloon body design 4-speed gearbox, "Protecto" safety glass throughout, sliding roof, real leather upholstery, rear petrol tank, with Autovac feed. And all models embody a vibrationless 3-bearing crankshaft, Triumph-Lockheed hydraulic brakes, and an underslung worm drive that gives an unusually low centre of gravity truly the finest light car in the world.



Tourer de Luxe	£140 0
2/4-Seater de Luxe	£140 0
Sports 2-Seater de Luxe.. .. .	£147 10
Two-door Coachbuilt Saloon	£150 0
Four-door (Pillarless) Coachbuilt Saloon	£150 0
Coachbuilt Saloon de Luxe with 4-speed gear (Two, or Four-door pillarless, optional)	£165 0

TRIUMPH

There are Super Nine models from £175. Scorpion 6-cyl. models from £175. Write for further details.

Triumph Super Seven 4-door Pillarless Saloon. The greatest forward step in small car body design. The doors are secured by an ingenious and patented lock.

Triumph Motor Co., Ltd., Coventry.
 London: 218, Great Portland Street, W.1.

Triumph — the finest light car in the world

MIDLAND OFFICES:
BIRMINGHAM: 61-65, New Street.
Phone: Midland 4117 (3 lines).

COVENTRY: 6, Warwick Row
Phone: Coventry 4775.

NORTHERN OFFICES:
MANCHESTER: 274, Deansgate
Phone: Central 5433-4.

**The Light Car
& Cyclecar**

"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 CON-
SISTENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
EIGHTEEN 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.

Conducted by
EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED,
5-15, Rosebery Avenue,
London, E.C.1.
Inland Telegrams - "Pressimus,
Holb. London."
Cables - "Pressimus, London."
Telephone - - Clerkenwell 6600
(Private Exchange).

Further Sacrifices ?

BY the time these words are in print Mr. Snowden will have opened his "Budget" in the House of Commons, and motorists will know whether or not they will be called upon to make further sacrifices in the common cause. At the moment an increase of the tax on petrol is considered likely, and in certain quarters it is suggested that motorists will gladly and uncomplainingly do their bit; once again a case of the goose and the golden egg, and once again, we fear, a kind of upper-cut to the beak! As we write, of course, nothing definite is known, but we think that the point of view expressed by most motorists should be clearly stated once again; if the alarm is a false one it will, at any rate, act as a reminder to those who believe that the purses of motorists are lined with gold and that their hands are for ever outstretched in the attitude of the cheerful giver.

Tea, beer, wine, tobacco, spirits and petrol are freely quoted as likely sources of additional revenue, thus motorists are being called upon to give with both hands. Is that just or equitable? Can it be said that any Chancellor of the Exchequer has exhausted every possible way of sharing the burden equally in a national emergency when so many of our lesser luxuries continue to be ignored? We think not; therefore, in expressing their readiness to do just a little bit more in any great national economy move, the main body of motorists add the qualification that real consideration be given to practical sources of income that have so far been neglected.

Stop, Thief!

CAR thieving is still as popular and, presumably, as profitable an occupation as ever, and every day we read of daring exploits by the police in their efforts to catch offenders; car thieves, in fact, must be costing the country a pretty penny. For once in a way we have a grouse against the motorist himself, and only indirectly against the manufacturer. Had there been an insistent demand 10 years ago for a simple and effective thief-proof device, the present acute state of affairs would never have arisen. As it is, car owners show only a lukewarm interest in thief-proof devices—until they are victimized—and manufac-

urers appear to care not at all. The ordinary ignition lock is but a feeble and ineffective safeguard; the same key will fit a dozen locks, and a clever thief generally knows exactly what to do about it, even if the lock baffles him. Devices for locking the steering wheel, gear lever, brake lever and so on are ruled out of court because nowadays a car must not be left, say, in a public parking place so that it cannot be moved; that is where the

thief laughs, for the function of the perfect lock would be to prevent this very thing taking place.

Finally, there is the natural disinclination of a motorist to be hoist with his own petard by forgetting the key. The more perfect the device, the worse would be his plight. Here, then, is a field for inventors: we want a car lock that always defeats the thief, but never the owner. Is it beyond the bounds of possibility?

Greetings to Mr. Pybus.

"THE King is dead. Long live the King." Thus I did the ancients mourn the ruler that had passed and greet his successor. With some such words, perhaps, we should extend the hand of welcome to Mr. Pybus, the new Minister of Transport appointed by the National Government. The "passing" of Mr. Morrison, who placed his political convictions before his heartfelt desire to continue to fulfil a mission in which he had quite definitely made good, will be regretted, especially by those who came into personal contact with him, but Mr. Pybus may be as good, if not a better man, and to Mr. Pybus, therefore, we hold out our hand.

Doubtless, it will be his intention to carry on the vigorous work of his predecessor—in which case he will make many new friends, but the path he will have to tread is not an easy one. Mr. Morrison himself was criticized and, in our opinion, justifiably criticized on more than one occasion, but his intentions were good. If Mr. Pybus reveals a similar spirit of sweet reasonableness, he will be assured of our whole-hearted support. Motor transport calls for continual study; the conditions change from month to month and fresh problems present themselves almost daily. It is the duty of the Minister to unravel those problems and the task is no light one. With these final exhortations we wish the new Minister the best of luck.

Topics of the Day

TECHNICAL ASPECTS

LUBRICATING CYLINDER WALLS FROM COLD

By L. MANTELL

Methods for Dealing With a Shortcoming in Pressure-Fed Oiling Systems—The Wall of Death Again—A Useful Screenwiper Blade

PRESSURE-FED lubrication appears to have come to stay, despite the evil effects resulting from the tardiness with which big end oil "fling" commences from cold and the consequent wear on the piston rings and upper part of the bores.

I am surprised, however, that in spite of the fact being well recognized, no effort appears to be made to rectify this most serious objection, although there are various quite simple ways of overcoming the trouble.

Some little time ago I advocated in "Technical Aspects" the addition of an external system of upper cylinder lubrication in the form of a simple outside tank of suitable oil, such as is now marketed for the purpose. The oil would be drawn from the tank by induction depression to a suitably placed injector jet in the inlet pipe near the carburetter, a tap in the feed pipe being opened by the same wire or rod which operated the strangler so that simultaneously with such strangulation as was necessary to start and coax the engine away from cold a proportion of oil would be admitted in direct ratio with the degree of strangulation.

While I consider this to be a most useful accessory I do not see why meticulous owners should be obliged to rig up additional gadgets to rectify a fully recognized trouble that can so easily be cured at its source in several ways by simple modifications to the oiling system.

After starting up an engine from cold—especially in the winter—the oil is too thick to percolate through the tiny channels offered by the crankpin and big-end clearances and the pressure reading on the oil gauge is therefore very high for the first few minutes, due to the highly restricted rate of leakage; most of the oil, in fact, escapes via the spring-loaded release valve, which is set to open at a certain pressure.

Surely it would be a very simple matter to arrange a gallery pipe along the inside of the crankcase with four jets or drip holes placed so that their outputs would fall on the ascending big ends and constitute a temporary splash feed. To make it temporary and operative only during the period when the oil is too thick to permit of normal fling

from bearing leakage the gallery pipe in question could be supplied either from the main release valve or from another one set at a more suitable blow-off pressure and placed in parallel with the main valve.

The method of operation is obvious. While the oil is cold, the pressure high and the "fling" therefore non-existent, the gallery pipe will be supplied via the valve with oil at a pressure directly proportionate to the oil temperature and therefore inversely proportionate to the degree of big-end fling. As the oil temperature rises the fling commences and simultaneously the pressure falls below the blow-off point of the valve, which automatically puts the gallery pipe with its big-end spraying jets out of action.

A little finesse is, of course, necessary in determining the best shape and position for the big-end spraying nozzles and likewise a little experiment to determine the best valve-opening pressure, but what can be cheaper and simpler to construct and why is some such device not standardized on all pressure-feed systems?

And now to another subject which I broach with due trepidation to which perhaps I should add—apologies, namely, the "Wall of Death."

It may be remembered that the dynamics of this feat occasioned a considerable amount of correspondence in this journal a few months ago when various mathematical highbrows leaped into the fray with drawn pencils and formulistically belaboured each other in many successive issues.

All of this arose from a reference made by me in "Technical Aspects" to the tuning of the carburetter on the Triumph Super Seven used by Mr. J. Barry, Junr., on the "Wall of Death" in Belfast in March last. Clever mathematicians though the debaters evidently were, their entirely opposed views as to the nature of the forces at work obliged less technical readers to form the only opinion possible in the circumstances and to avoid further acrimony the subject was closed.

In Bangor (Co. Down) three weeks ago I happened to see the "Wall of Death" advertised, and on hearing that Mr. Barry was still the exponent, and that the same Triumph Super Seven was being used, I visited the show,

very carefully observed the action of the car on the "Wall" and afterwards interviewed the driver.

Unfortunately he had not seen the correspondence or he would quickly have settled the vexed question. He requests me, however, to inform the contestants that in so far as the car performance is concerned its position in a constant plane on the vertical wall is maintained entirely by a continuous and considerable front-wheel skid, the car meanwhile canting downwards on its near side springs in virtue of the gravitational component (the direction is anti-clockwise viewed from above).

It is difficult for me to estimate just to what upward extent the front wheels were deflected from the straight, but it was clearly observable and looked at least 15 degrees. The treads of the front tyres wear very quickly and they have to be replaced about once a month, representing only a few hours' actual work.

As regards the motorcycle performance quite different conditions obtained here. There was, of course, no skid whatever of either wheel, the position on the vertical wall being maintained solely by a suitable upward cant.

While I do not invite the reopening of correspondence on this much-argued subject I suggest that most of the contestants will have to rearrange their views, especially those who insisted that front-wheel skidding was unnecessary in the case of the car and those who considered an upward cant essential. Mr. Barry has promised me a photograph of the car in action taken from a position that will show the front-wheel skid. This I will pass to the Editor on receipt for publication. [We publish a similar picture, received from another source, in this issue.—Ed.]

By the way, when in Bangor I found at last a screenwiper blade that keeps the glass clear when the rain is only slight. Most wiper blades are O.K. in a down-pour, but I have never yet found one that can deal also with a very slight drizzle, which is worst of all for interfering with visibility. This one does so perfectly. It is of chamois leather with a tubular rubber backing, is locally made and costs 2s. The address of the manufacturer I do not know, but I obtained mine from Mr. R. J. Hooke, Central Garage, Bangor, Co. Down.

Faster and Faster

Motoring speed records are going up!

86.23% of the world's speed records
have been gained by machines
equipped with

DUNLOP TYRES

When Captain Sir
Malcolm Campbell
broke the World's
L a n d S p e e d
Record at a speed
of 245.736 m.p.h. he
used Dunlop Tyres



There is no need
for you to experi-
ment with tyres.
Fit Dunlop—the
standard by which
all other tyres are
judged.

DUNLOP RUBBER CO. LIMITED,

FORT DUNLOP, BIRMINGHAM

Branches throughout the World.

C.F.H. 942



*World's Fastest Driver
prefers AeroShell
for his private cars*

"In most of my own personal cars I have 'fast-revving' engines for preference and I must confess that I was delighted with their behaviour when I used the AeroShell which you asked me to try"

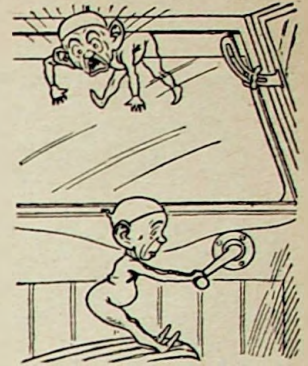
Malcolm Campbell

AEROSHELL
LUBRICATING OIL
For all high-efficiency engines

IDEAS

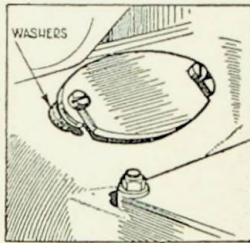


THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.



An Austin Seven Hint.

OWNERS of Austin Seven cars which have seen a fair amount of service are sometimes troubled with clutch slip owing to oil finding its way on to the friction surfaces. It is suggested that oily vapours, as distinct from "liquid" oil, are the cause of the trouble, and, although a drain hole is provided in the clutch pit, the vapour does not escape. A good tip, therefore, is to run without the small lubricator cover on top of the clutch casing, but, as there is then a risk of small articles dropping into the clutch mechanism, a better plan is to pack out the cover by inserting two or three washers between it and the clutch casing as shown in the accompanying sketch. The screws pass through the washers and hold them safely in place.



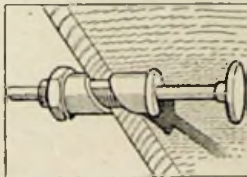
washers between it and the clutch casing as shown in the accompanying sketch. The screws pass through the washers and hold them safely in place.

Austin Fan Belt.

ON Austin Seven engines which have seen considerable service it is often found that the crowning on the fan-belt pulleys wears flat. This causes the belt to run against the flanges, with the result that it wears rather quickly. The need for fitting new pulleys or recrowning the existing ones can usually be avoided by making a belt from a length of stout blind cord. At least two complete loops should be made, the ends being laid parallel for a few inches and sewn together. About one yard of cord will be needed for the two loops, and after the initial stretch has been taken up the belt will give no trouble for a long time.

Jowett Accelerator Pedal.

ON most Jowett models the accelerator rod passes through a hole drilled in the sloping footboard; there is the possibility, therefore, that the rod may bind in the hole or, alternatively, constant use may wear the hole, causing the pedal to "wobble." The trouble can be overcome by bushing the hole, and a very suitable bush can be made from a discarded tyre valve. The first job is to open out the hole through the valve to $\frac{1}{4}$ in.—after having removed the "inside," of course. A length of



brass tube which is a nice sliding fit over the valve body is then obtained and cut in half at an angle of about 30 degrees to suit the slope of the floorboard, in which the rod hole is opened out to take the valve body. The complete bush is assembled as shown in the accompanying sketch, the lock-nut of the valve being used to clamp the bush to the board.

Broken Contact Breaker Springs.

THE trouble sometimes experienced with continual breakage of contact-breaker springs in a magneto may often be traced to the need for ventilating the contact-breaker casing. The slight sparking at the points when the magneto is working causes ironization of the air within the casing and this has an ill effect upon the spring steel, tending to rust it and to make it brittle.

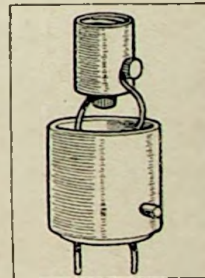
Two or three small holes drilled in the contact-breaker cover will, as a rule, provide sufficient ventilation to prevent a recurrence of the trouble.

Adjusting the Distributor.

ON cars fitted with a coil or magneto having a jump-spark type distributor difficulty in starting is sometimes due to the burning of either the distributor-arm contact or the terminal pillars in the cover itself. It is claimed that an effective remedy is to remove the distributor arm and to rivet a piece of brass to the contact, cutting it off slightly longer than the contact itself, so that with a little adjustment—by filing—it can be made to clear the pillars in the cover by the smallest possible amount. Starting in cold weather will probably be improved by this alteration because it cuts down the "waste" gap.

Lighting Economy.

WHEN a car is parked for lengthy periods after lighting-up time the side lamps may consume an appreciable amount of current. It is possible, however, to use bulbs taking only .06 amp. each on a six-volt circuit. The scheme is to take two burnt-out bulbs of normal type and to scoop out the filling from the brass caps. The wires can be unsoldered from the contacts or these may be drilled. Two miniature screw lamp holders are then bought, the small securing tabs discarded and wires attached to the two terminals. Each holder is then fitted into one of the prepared bayonet caps, the wires being threaded through the contact holes. Plaster of paris is pressed in around the holders to secure them in the caps, and when it is set the wires are cut off flush with the contact faces and given a touch of solder.



Plaster of paris is pressed in around the holders to secure them in the caps, and when it is set the wires are cut off flush with the contact faces and given a touch of solder.

The bulbs to be used are six-volt Bulgin Pilot Lights, obtainable from any wireless dealer, price 6d. each. They give ample light for parking purposes and there is no reason why they should not be used for the tail lamp and for instrument illumination.

In the case of single-contact bulbs it will be clear that one wire of the miniature holder is soldered to the centre contact of the cap, whilst the other is connected to the cap itself. The lamps can be used on a 12-volt circuit if two are wired in series.

Ten years ago the idea of a 750 c.c. car exceeding a speed of 100 m.p.h. would have been ridiculed, so perhaps there is more in the suggestion made by our contributor than at first meets the eye.

FOLLOWING several determined attempts on the Hour Record for light cars in 1912, Mr. H. F. S. Morgan succeeded in covering 59 miles 1,120 yds. in 60 minutes; that is to say, he averaged just under 60 m.p.h., and in so doing he became the first holder of *The Light Car and Cyclecar Challenge Cup*. The vehicle he drove was a Morgan similar in its main characteristics to the popular three-wheeler of to-day.

Just 15 years later, i.e., in October, 1927, G. E. T. Eyston, in a 1½-litre Bugatti, covered 115 miles 982 yds. in the same period of time. So far as the 1,500 c.c. record at Brooklands is concerned, that figure stands.

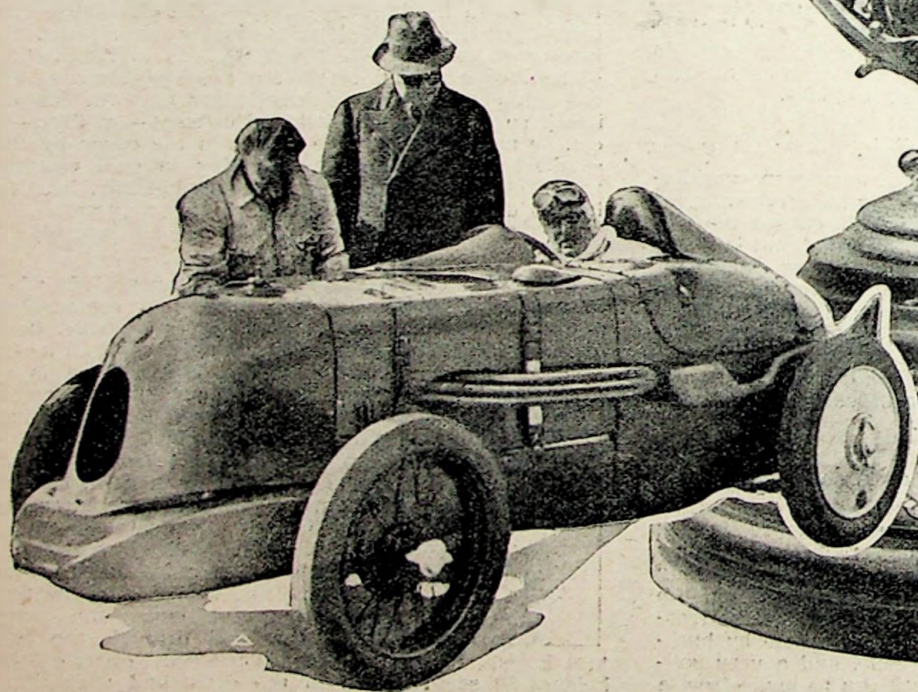
In the meantime, developments of almost incredible magnitude have been taking place in the 750 c.c. class, and the writer is not indulging in idle speculation when he asks why a 750 c.c. machine should not achieve the honour of lowering Eyston's figure.

There are two obvious answers. First, that a 1,500 c.c. car stands a far better chance, and, secondly, that a 750 c.c. machine will never be capable of maintaining 116 miles for an hour; but pause to consider.

The local hour record at Brooklands is one which is coveted by all, yet for nearly four years there has been no challenge by a 1,500 c.c. car. As to the second objection, the indomitable "G.E.T." has put 10 miles of the Montlhéry track behind him at a speed of 101.87

In View of the Recent Amazing Performances of Small Speed Cars a Contributor Highlights the Possibility of a 750 c.c. Machine Capturing the Hour Record.

The BROOKLANDS HOUR RECORD



m.p.h., including five kilometres at 103.13 m.p.h. in an M.G. Midget; Leon Cushman (Austin) averaged 100.67 m.p.h. for the mile at Brooklands, and Viscount Ridley capped his performance a few days later by raising the figure to 104.56 m.p.h. Now Mrs. Stewart has eclipsed all previous 750 c.c. figures by covering 5 kiloms. at 100.12 m.p.h.

Confining ourselves to Brooklands figures only, a speed of 104.6 m.p.h. represents 95.2 secs. per lap; to raise the figure to just over 116 m.p.h. repre-

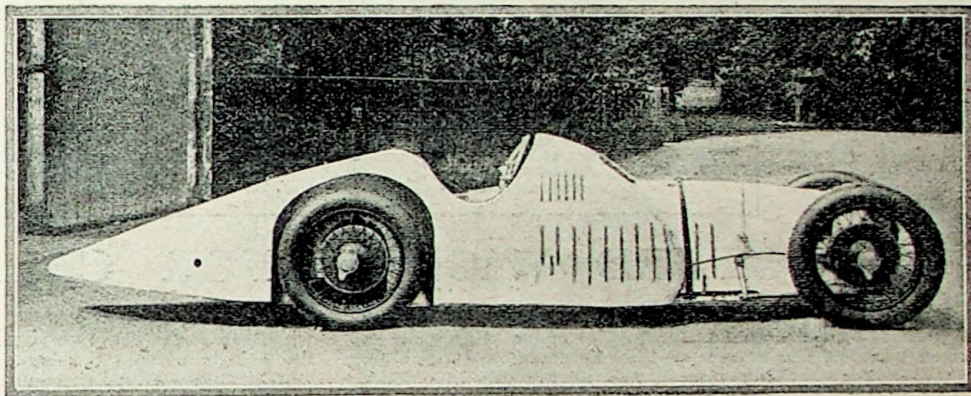
(Left) George Eyston in the M.G. Midget, the performance of which at Montlhéry focused attention on the possibilities of small cars in the realm of speed. (Centre) *The Light Car and Cyclecar Challenge Cup* for the Brooklands 1,500 c.c. Local Hour Record; it has been held by Eyston for four years. (Right) An unusual view of the racing Austin Seven, with Cushman at the wheel. This is the machine with which Mrs. Stewart lowered records at Montlhéry this week.

ances
s at
uring—

BROOKLANDS OUR RECORD

HOLDER OF MILE AND KILOMETRE RECORDS.

Lord Ridley's amazing vehicle, which he designed and built in his own workshops. In general appearance it calls to mind Parry Thomas's famous record breaker "Babs." The car holds the enviable position of being the second fastest 750 c.c. in the world.



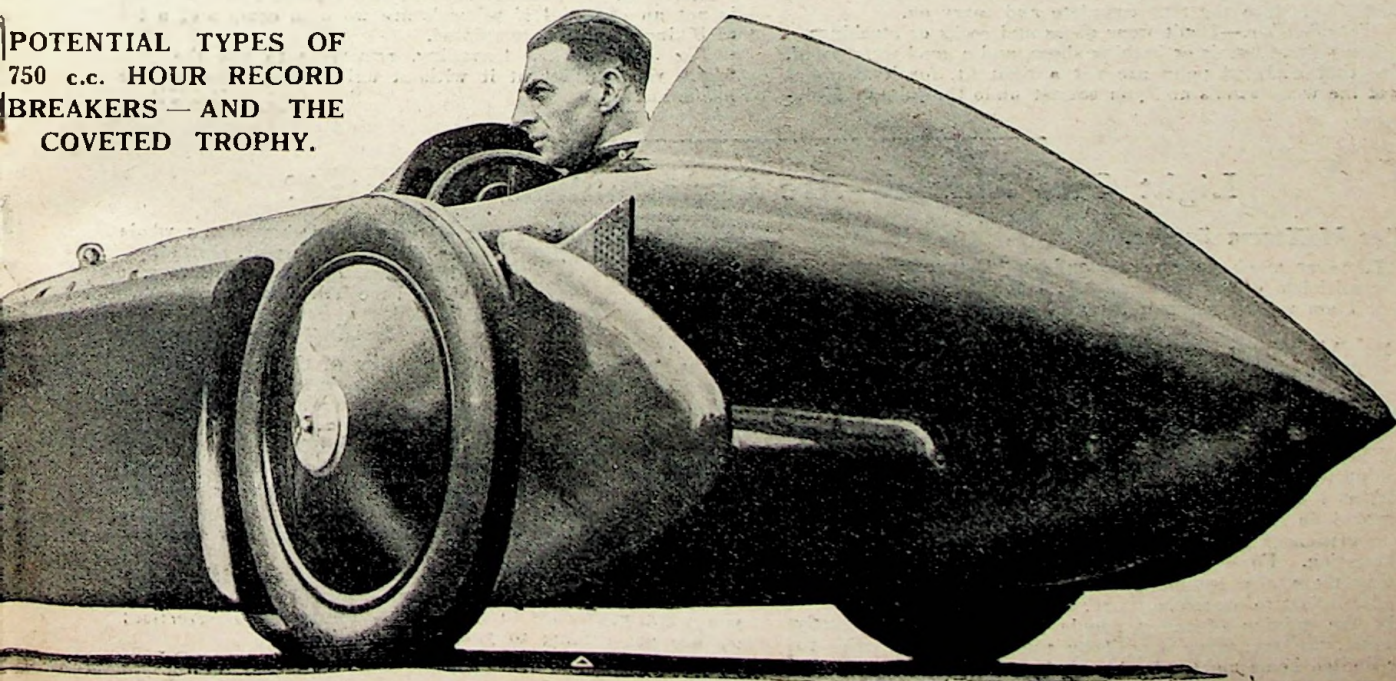
sents a difference of only 0.4 secs. per lap. When you look at it in this way, and when you endeavour to visualize what the next 12 months may bring forth in the way of 750 c.c. developments, the possibility at which I hint is surely not so remote—or, at any rate, it is brought more within the bounds of possibility.

It must not be thought that I have overlooked the potentialities of a 1,100 c.c. machine. On the contrary, I am alive to the fact that at Montlhéry in August

and the Thomas Special. In 12 months' time, I predict, Austin, M.G. Midget, Ridley Special and 750 c.c. cars of similar type will be annexing short-distance records at speeds closely approaching those put up by the Bugatti in 1927. It is then but a comparatively short step towards the maintenance of those speeds for longer periods, and in two or three years' time class records from "F" downwards may bear little significance; the ultimate aim will be light car records, irrespective of class.

E.

POTENTIAL TYPES OF 750 c.c. HOUR RECORD BREAKERS—AND THE COVETED TROPHY.



Our Readers' Opinions



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

POTTED WISDOM FOR CAMPERS

Having just returned from our first camping holiday tour of over 1,000 miles round Dorset, Devon and Cornwall, in mixed weather, our experience may be useful to those who, like myself, had always felt that these simple life holidays must be the acme of discomfort. The party consisted of my wife and myself and the transport was a four-year-old Austin Seven tourer. Here is a summary of the lessons I learnt.

Useful Hints on All Aspects.

Sites.—Don't pitch in a hollow where a pool may accumulate. Ascertain the direction of the prevailing wind and set your door the opposite way—under the lee of a good hedge. Make sure water is handy and, if possible, sanitary accommodation.

Cooking.—Carry an empty box with you, or get one from the village grocer and park this on its side by the tent door; you then have a level cooking floor with a wind shield at the back, sides and top, as well as a nice shelf. If wet, just lift it into the tent complete and carry on.

Wet Weather.—Don't wear shoes and socks or stockings—just a pair of tennis or bathing shoes, and a good waterproof. See that socketed poles are not a tight fit, for if they get wet the wood swells and you cannot undo the joints. More-

over, if the tent is wet, don't wrap the poles in the canvas when you strike camp or you won't be able to get them into the sockets without considerable shaving down.

Guy Ropes.—Keep these slackish—quite slack if wet—and see that the pegs are well driven home if it is windy. Always slacken off at night as the dews are unbelievably heavy.

The Car.—It is a good plan to take a waterproof cover for the car—or at least for the bonnet and dash—as two or three weeks in mixed weather will do a lot of damage to the paintwork. If very wet, push it under a cart shed overnight if you can.

Lighting.—A light can be rigged up from the switchbox plug and it will be found that the dashlamp bulb gives a satisfactory light.

Clothing.—For male members of the party a khaki shirt and shorts and a plus fours or "flannel bags" suit is recommended. Ladies might take a woolly suit and three or four light frocks. Experience showed that a second pair of shoes is not an essential if pimsols are worn in camp and a lot of hiking is not contemplated.

The Jack.—When travelling, remember to put the jack where you can get at it without unloading—punctures are not unknown. BM/JR.

Light Cars Abroad—Are Opportunities Neglected?

The McKenna Duties.

However much your correspondent "Overseas" may dislike criticism of his salesmanship, I think he should realize that I am voicing a strong body of opinion when I say that the service offered by many of our manufacturers in overseas markets is not all it might be. The two main criticisms offered by foreign and Empire buyers are (1) that too little effort is made by our manufacturers to minister to the particular needs of particular countries, and (2) that the provision of spare parts is often inadequate and poorly organized.

If, as I gather, your correspondent is an export manager, it would do him good to give some sort of consideration to these criticisms instead of rushing into print to express his indignation. Foreign tariffs, I quite agree, are a big obstacle, but is there any reason for failure to make the greatest possible effort to overcome them?

In the opinion of many people whom I am constantly meeting, the assurance offered by the McKenna Duties in the limited home market is one of the main reasons for this

alleged neglect on the part of the motor industry as a whole to explore to the full the possibilities of the export market.

R. M. FINDLAY, Assistant Secretary,
The Free Trade Union.

Selling Cars Abroad.

Yes, "Overseas," the opportunities of the motor industry abroad are neglected 365 days in a year (366 in leap year). Here in Denmark we very, very seldom see an advertisement for British cars, and when it does turn up it is of the size 2½ ins. by 4 ins.

When the new Opel came on the market (German make, General Motors standing behind) there was a splash in the paper, whole page advertisements, excellent service the first day, and now they are sold like sweets.

We here in Denmark do not know that Great Britain can manufacture reliable, economical, fast and strong cars; if you want your cars to sell you must first of all advertise; we are not coming to you, you must come to us. W.D.L.

The  *Sports*

The Supreme British Sports Car for 1932

A New Intermediate Model

THE M.G. MIDGET

Fabric Two-seater	£165 0 0
Panelled Two-Seater	£185 0 0
Sportsman's Coupe	£235 0 0
Occasional Four	£210 0 0

THE M.G. MIDGET Mk. II MONTLHERY MODEL

Unsupercharged	£490 0 0
Supercharged	£575 0 0

THE M.G. "MAGNA" SIX

Occasional Four	£250 0 0
Foursome Salonette	£289 0 0

Special features of New Models

Very low underslung chassis—The M.G. "Magna" has a four-speed gearbox of modern design—Four-speed gearboxes and superchargers can be fitted to all M.G. Midget models. — Write for full particulars

ISSUED BY THE PUBLICITY DEPARTMENT OF THE M.G. CAR COMPANY, ABINGDON-ON-THAMES

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

UNIQUE!

A "PILLARLESS" FOUR-DOOR SUPER SEVEN

You MUST see this new model to appreciate to the full the many advantages of the "pillarless" construction.

The absence of a centre pillar between the two doors means that almost the entire side of the body can be opened without any sort of impediment. This makes exit and entry delightfully easy. In addition to its other merits, the "pillarless" body is extremely silent, even after extensive use.

Why not call at MORGAN HASTINGS, the Triumph Specialists, and see for yourself the numerous outstanding features of this new production?

**DEFERRED TERMS
AND EXCHANGES**

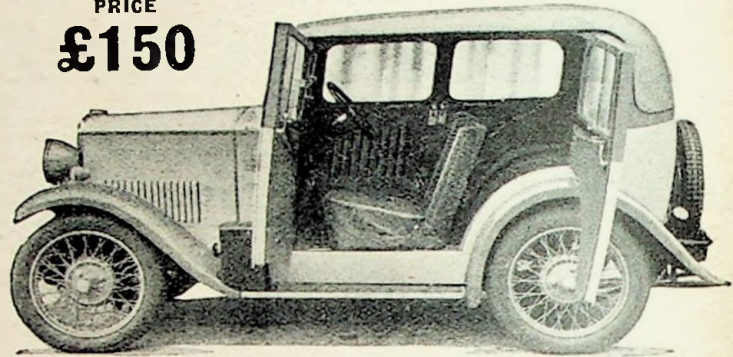
Now on view

TRIUMPH

1932 RANGE

NEW MODELS—NEW PRICES
NEW FEATURES
DEMONSTRATIONS
ANY TIME.
SUPER SEVEN
SUPER NINE
SCORPION

PRICE
£150



The 'PILLARLESS' SALOON

THE LARGEST DISTRIBUTORS OF TRIUMPH CARS:—

MORGAN HASTINGS

17, BERKELEY STREET,
LONDON - - - - W.1.

LTD.

212, NEW KING'S ROAD,
FULHAM, LONDON, S.W.6.

ALSO

Phone—Putney 7611

RIGHT
OPPOSITE
PUTNEY
BRIDGE
TUBE
STATION

(Frequent Trains)

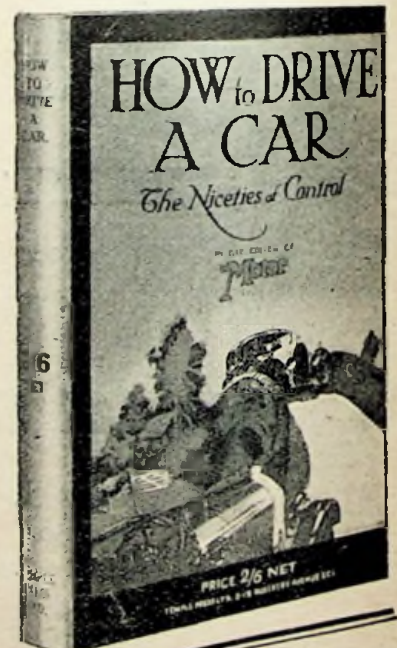
By the Editor of

The Motor

"HOW TO DRIVE A CAR"

Throws a searchlight upon
the vital problem of efficient
driving.

Its information is based on a
wide experience with hundreds
of different cars.



PRICE 2/6 NET

TEMPLE PRESS LTD.,

5-15, Rosebery Avenue, London, E.C.1.

Wholesale Agents:

E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.

Of all bookstalls and book-
sellers, or 2/9 post free from
the publishers.

OUR READERS' OPINIONS (contd.)

Motorists "A Flabby Crew."

Motorists may well ponder the news that in the South of France the Prince of Wales is now daily mounting his bicycle and going for a hard spin to keep himself fit. Is motoring an exercise at all? The appetite of the average motorist, it is true, looks like becoming as proverbial as the hunter's hunger; whether it be a healthy appetite is quite another pair of boots.

The motoring fraternity are, in fact, a flabby crew, and the Prince, as ever, is giving a timely hint with his daily tonic to regulate the breathing, keep the stomach right and its owner young.

A. E. KENNARD.
(Former Road Champion and Record Holder, 140 miles, 50 miles, 25 miles.)

Where Motorcycle Engines Score.

As a designer in the motorcycle and light car field I have had occasion in the past to compare power outputs obtained from both types of engine, and I am entirely in agreement with Mr. L. Mantell when he states that induction pipe design is the key to the situation. By induction pipe I include the whole of the pumping system of the engine.

To obtrude certain price aspects into the technical sphere it should be noted that some of the cheapest four-stroke motorcycle engines incorporate design details which are acknowledged as the best racing practice, such as hemispherical cylinder heads, valves at approximately 90 degrees to each other, and a sparking plug position as near centre as possible.

Something over £40 will purchase a 350 c.c., or even 500 c.c., machine which has these features. It should be observed that I refer to standard machines which everyone can buy and which are deservedly popular. Contrast these engines, however, with the multi-cylinder units used in light cars. The lowest-priced car which possesses the same design is the Riley Nine—one of the most expensive of light cars—which Mr. Mantell quotes when referring to cars which are equal to motorcycles in efficiency. I think there is a very definite market for a light car having an

Power for
Capacity.

engine with such a design brought under the £200 mark. With racing car outputs I am not so interested, but I should like to hear about the average racing single-cylinder with its output of 80 b.h.p. per litre. Are these the latest multi-radially-disposed valve heads with one carburettor per valve port?

S. H. EDGE, A.M.I.A.E.

One Man's Meat—

Your last week's issue contains particulars of two very interesting items which, if incorporated, would evolve the perfect motorcar. I refer to the "Grade" fluid flywheel and the Rover Scarab. There is no question that the proper place for the power unit of a car is in the rear, and the fact that the Rover people have produced such a car proves how things are working in the minds of designers.

The Rover
Scarab.

The advent of the Daimler fluid clutch was, I think, the greatest stride forward which has been made for years, and its German rival's appearance is, I hope, an indication that fluid clutches will become standard on cars just as four-speed gearboxes appear to be the order of the day. Many thanks for the two excellent articles.

FLUM CLUTCH.

—Another Man's Poison.

In common with all your readers I read in your journal of the new Rover Scarab and am writing to say how disappointed I am after studying the design and specification. Appearance does count with most people and on this score I do not think that the Scarab compares very favourably with the majority of small cars. In my opinion, too, twin-cylinder engines can never run as sweetly as "fours," whilst the final drive takes us back to 1906 instead of forward to 1932.

I am amazed at the Rover concern producing such a car after dropping the Rover Eight. D. HURREN.
* * Our correspondent is rather hasty in his condemnation of a car that has not yet had an opportunity of proving its merits in public. Whilst, admittedly, the Rover Scarab incorporates certain ideas that were current several years ago, it is only fair to point out that the features concerned have been designed in the light of modern knowledge and brought up to date.—Ed.

I am amazed at the Rover concern producing such a car after dropping the Rover Eight. D. HURREN.

* * Our correspondent is rather hasty in his condemnation of a car that has not yet had an opportunity of proving its merits in public. Whilst, admittedly, the Rover Scarab incorporates certain ideas that were current several years ago, it is only fair to point out that the features concerned have been designed in the light of modern knowledge and brought up to date.—Ed.

Petrol Tanks and Taps—Praise for "Focus"

Dash-reading Petrol Gauges.

Referring to the article by "Focus" in your issue dated August 28th, may I say that I am particularly in agreement with his remarks concerning fuel gauges on the dash.

I am glad to see that the 1932 Morris cars have this fitment; it is only by having a car without a gauge that one realizes how useful they are. I wonder if any of your readers have found a cheap way of fitting such a gauge to a 1930 Rover Ten; if so, I should be very pleased to hear about it. J.G.

"Our Motoring Needs in 1932."

Will you please convey to "Focus" my heartiest congratulations on the best small-car-owner disquisition I have ever read. I so enjoyed every word of it that my family had to hear my rendering of the major points which seriously interfered with a game of contract, to my detriment.

Spoilt Game of Contract! There was only one point on which I did not agree, and that was his advocacy of filler caps protruding through the scuttle. In my experience the average garage man would soon ruin all the fabric or cellulose with blobs of spilt petrol. S. M. G. GRAVENER.

Running Out of Petrol.

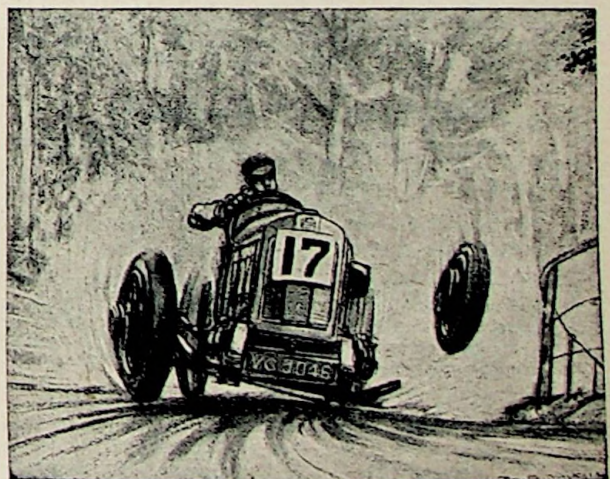
I have read with interest "Focus's" comments on the number of motorists who were stranded last Bank Holiday through running out of petrol. "Focus" thinks the 2,000 unlucky drivers must have cursed the makers of the cars for not fitting a two-way tap. I have been stranded as often as anybody, but my friends say that if I had one of those big 1,000-gallon tank wagons in reserve I should still be stranded when it was all used up! Taking

"Sheer
Carelessness."

I had one of those big 1,000-gallon tank wagons in reserve I should still be stranded when it was all used up! Taking

myself as an example (if this is true), is there not a type of driver who will let himself run out of fuel despite all mechanical safeguards?

In 99 cases out of 100 running out of petrol is sheer carelessness. WAYTE AWILE.



An impression, by an artist who witnessed the incident, of one of the most thrilling moments at the amateur climb at Shelsley Walsh on Saturday last. The near-side front wheel of K. S. Peacock's Lea-Francis came off as he was taking the well-known corner and the car travelled some 50 yards on three wheels. The driver was unharmed.

OUR READERS' OPINIONS (contd.)

Averaging 40 m.p.h. in an Austin—

I am inclined to agree with "J.A.'s" letter last week headed "Worse than Fishermen," but if he will believe what I say I feel I can rest peacefully in the one thought that I am considered a "driver" (or road hog?). My car is a 1929 Austin Seven Swallow two-seater, and I have run from Norwich to Leeds, via Newark (187 miles) in a gross time of 4 hrs. 56 mins. which works out at an average of 37.9 m.p.h. The net time was 4 hrs. 37 mins., which gives an average of 40.5 m.p.h.

Needless to say, I had a very serious reason for travelling so fast in a small car, for I have a lot of respect for baby engines and do not make a habit of it, but sometimes it is a case of "beggars cannot be choosers."

NON-FISHERMAN.

Trojan Petrol Consumption.

Having run an old-type Trojan for the past 4½ years, and one of the new models since January last, I have read with much interest the road test report in last week's issue. I think, however, that in justice

Over 40 m.p.g. on to the makers of this very fascinating production, and for the benefit of any intending purchasers, my own experience of petrol consumption, which is much more favourable than that given in your report (32-33 m.p.g.) might be made known.

My mileage to date is 4,246, and I have used 117½ gallons, which works out at 36 m.p.g. This, of course, includes evaporation and a leaky petrol cock (since rectified), and also the initial running-in at low speeds. The m.p.g. for a long run is usually 41-42, and on one occasion it was 44.

O. L. PENFOLD,
Paymaster Captain, R.N. (Retired).

How Cornwall Treats Visitors.

I have just returned from a most delightful holiday in Cornwall (the third in three years). Owing to the fact that Mr. Hoccombe's letter appeared in an issue prior to my departure I have had a splendid opportunity for judging whether his allegations are true. First, we come to the question of car parks. I should like to

know where he was charged 1s. I was in certain instances charged 3d. or 6d., and this was the exception rather than the rule. In Penzance I have never paid a farthing for car parks, and have never once been pulled up by a constable, although I used to visit there more than once daily.

As to food, I found the Cornish people second to none. I paid 50s. per week for full board, and was always given one hot meal and sometimes two a day. Never was there anything left to be desired. Meals outside were excellent, both lunches (when necessary) and teas. Cream teas ad lib averaged 1s. 3d. per head, with cakes.

In short, Cornwall is excellent for the motorist, and makes a wonderful touring ground, especially as the climate is warm and sunny, which is an asset these summers.

E. J. HART.

Traffic Signals Must Be Standardized.

I think you are perfectly correct in pressing for the uniformity of traffic signals throughout the country. When some new system is inaugurated in a town the local police are very tolerant for a while, as they realize that strangers would not be conversant with the local peculiarities.

But after a time, as the local and surrounding inhabitants become more familiar with the signals, the police gradually get impatient with drivers who make mistakes, and finally begin to think that everybody ought to be acquainted with them, completely forgetting that there are always strangers coming to the town for the first time.

There is yet another argument in favour of uniformity. In time, the question will certainly arise of standardizing traffic signals throughout the chief cities of the world. Already the parking sign is thus standardized, and now that the various cities abroad are conducting experiments in traffic arrangements there will be a demand for something which foreign visitors can recognize as well as home drivers. One-way streets are a case in point.

In preparation for this, should we not put our own house in order, so that when the time for world standardization comes England is ready with a well-tried system?

G. E. WINDMAN.

CONDENSED CORRESPONDENCE.

Mr. H. J. Shynn (Birmingham) states that excellent farmhouse accommodation is to be obtained at Waterloo Farm, Hindringham, Walsingham, Norfolk.

Writing on the subject of hotel and garage charges in Cornwall, "Roadanair" (Bognor Regis) states that he found the "Cornish Arms," Bodmin, well worthy of recommendation both on the score of charges and accommodation, whilst for repairs and service he has a good word to say for the Pool Street Garage in the same town.

Following the article by "Focus" entitled "Our Motor-ing Needs for 1932," the Rev. C. D. Fothergill (Keswick) writes to say that modern cars could be much improved by the fitting of a Smart control pedal (marketed by A. Smart, 146, Barras Bridge, Newcastle-on-Tyne). By an ingenious arrangement this pedal operates both the throttle and the brakes, making two-pedal control possible and so saving the need for transferring the right foot from one pedal to another.

READERS' WANTS.

SINGER.—An instruction book for the 1925 10 h.p. model.—W. L. Hawkins, 66, Southend Road, Grays, Essex.

CITROEN.—An instruction book for the 1926 7.5 h.p. model.—S. Butterworth, Spital Houses, Wentworth, near Rotherham, Yorks.

BACK NUMBERS.—Copies of *The Light Car and Cyclecar* containing the Riley tuning and maintenance series (February 14th, February 21st, March 7th and March 14th, 1930) and "Lessons of the First 10,000 Miles" dealing with the same car (September 19th, 1930).—C. A. Richardson, 12, Christchurch Road, Streatham Hill, London, S.W.2.

ASKED AND ANSWERED.

J.L.W. (Newton Abbot).—It is not actually dangerous to continue running with a wire wheel which has two broken spokes; we advise you to have new spokes fitted as soon as possible, however, as the defect throws additional strain on the other spokes of the wheel, and, in the course of a few hundred miles, will probably result in further breakages.

S.J. (Ulster).—Put briefly, the principle of Ackermann steering is that when the front wheels are locked over in either direction, imaginary lines taken through their hub centres meet at a common point on an imaginary line drawn through the rear axle. From this it will be seen that when the car is cornering, all four wheels are describing arcs round a common centre.

O.O. (Croydon).—The address of The Camping Club of Great Britain and Ireland is 2 and 3, Greville Street, Hatton Garden, Holborn, London, E.C.1. The entrance fee is 5s. and the subscription is 7s. 6d. One of its services to members is the provision of a Year Book and Sites List which contains particulars of some hundreds of camping sites available to members at home and abroad.

B.K. (Reading).—If you wish to take part in the London-Exeter Trial, you will have to become a member of The Motor Cycling Club, full details of which can be obtained from the secretary, Mr. J. A. Masters, 22, Norland Square, London, W.11. The entry fee and annual subscription to the club are 5s. and £1 1s. respectively. Actually, the prospectus of the London-Exeter Trial has not yet been issued, but the entry fee for the trial is usually £1 for cyclecars and £2 for cars.

W.F. (Drogheda).—As a general rule, the cutting-in speed of a car-type dynamo is about 1,000 r.p.m., whilst the full voltage is usually generated at about 2,000 r.p.m. If, therefore, you wish to run a car dynamo from a stationary engine, you will probably be safe if you gear so that it will normally run at the latter speed. It will be just as well, however, to carry out one or two preliminary experiments to make certain that this is best.

B.D. (Hineckley).—From your description, we imagine that the rattle which appears to come from the steering column of your Rover Eight is due to slackness in the rack and pinion reduction mechanism. On some models provision is made for adjusting the mesh of the rack and pinion, there being a setscrew in the rack casing which serves to push the rack into engagement. If your car has this adjustment, try the effect of slacking off the lock nut and turning the setscrew until you obtain a setting which eliminates the play without making the steering stiff. Do not forget, of course, to tighten up the lock nut when the adjustment is completed.

"That's what comes of asking for 'XL' instead of 'Castrol XL'"



"Why—what does that matter?"

"It makes all the difference sir. There are many useless oils which are christened after the famous CASTROL XL. If you just say 'XL' without bothering to say 'CASTROL XL' they sometimes give you any old stuff and charge you the Castrol price for it."

"Well I'm blessed! I never knew that!"

"Of course, the safest thing is to buy it in the sealed drum or tin — or see it drawn from a tank bearing the CASTROL trade mark."

"Thanks for the tip, old man. I've learnt my lesson—it's cost me twenty pounds."

WAKEFIELD

CASTROL XL

C. C. WAKEFIELD & CO. LTD., All-British Firm, Wakefield House, Cheapside, London, E.C.2

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

WHY you should bring
your **"HORNET"** car to
EUSTACE WATKINS LTD.,
Manor Street, Chelsea.



A "Hornet" car specially tuned by EUSTACE WATKINS Ltd., at the recent Relay Race at Brooklands did 35 laps at 74 m.p.h. (subject to official confirmation). This necessitated the car doing a speed in the neighbourhood of 84 m.p.h. when coming down the straight.

Our specially tuned "Hornet" cars are capable of speeds up to 85 m.p.h.

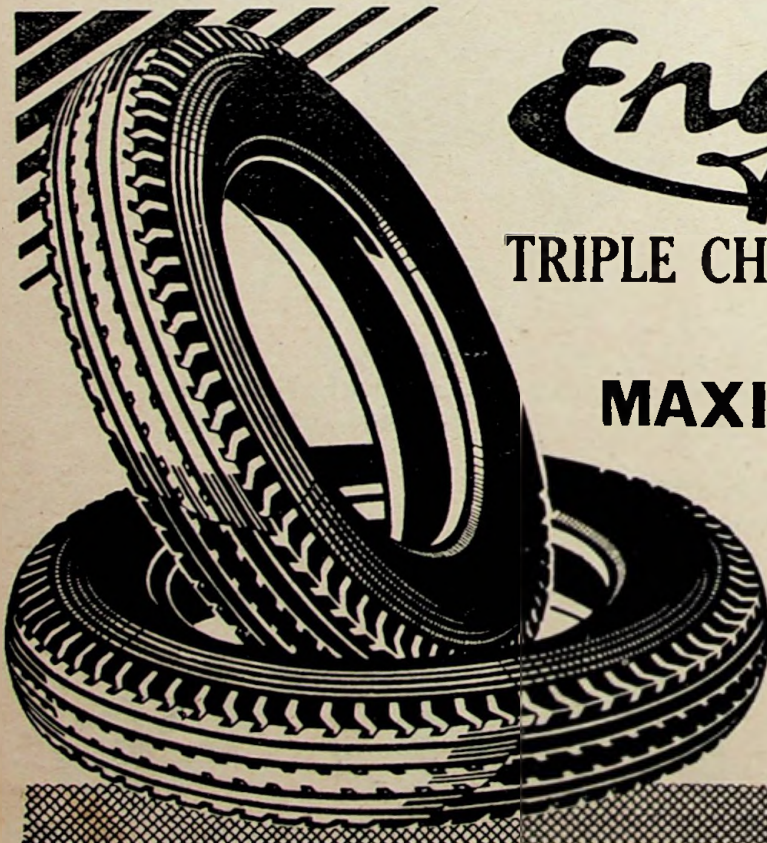
Slightly increased speed and extraordinary acceleration is gained by fitting two carburettors in conjunction with our special manifold.

10-12 m.p.h. increased speed is obtained by allowing us to modify the Cylinder Head.

We specialise in fitting four-speed gearboxes and silent third gear.

Why not let us bring
YOUR "HORNET" CAR UP TO DATE.

Sole London Distributors:
MANOR STREET,
CHELSEA, S.W.3.



Englebert
TRIPLE CHEVRON CORD TYRES

give the
MAXIMUM OF SERVICE

for the
MINIMUM OF EXPENSE

ENGLEBERT TYRES LTD.

162, GREAT PORTLAND ST., LONDON, W.1.

And at 8, NELSON STREET, BRISTOL.

Factories in Belgium.

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

I Climb the Malvern Hills—on Foot!—Stars at the "Star"—Sidelights on Shelsley—The L.C.C. Dinner and Dance—Should Stewards Have a Blind Eye?

ON the occasion of the Amateur Climb at Shelsley last Saturday I varied my usual "there-and-back" sprint by travelling westwards on Friday. I thus had time to pay my respects to H. F. S. Morgan and his first lieutenant, George Goodall, and I was also able to renew my acquaintance with the Malvern Hills, even to tackling the ascent of one of them—on foot.

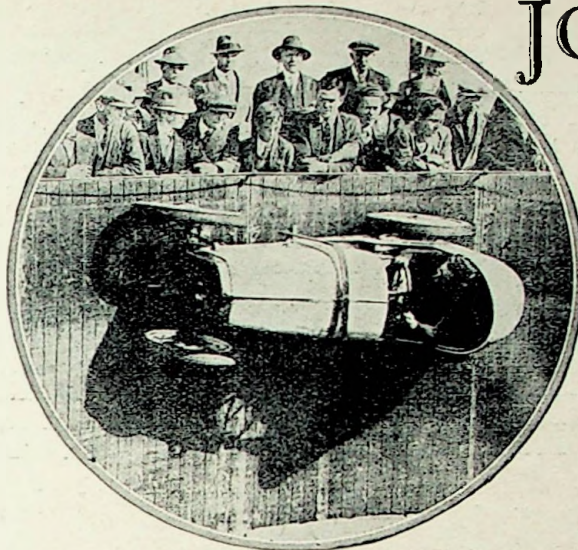
I cheerfully paid a shilling for parking my car on the common land opposite the British Camp Hotel, and I was rather intrigued to read the notice on the back of the parking slip. It seemed to me one of the most honest explanations that I had come across for a long time. Thus: "The parking charges are entirely devoted to expenses of upkeep and necessary clearing away of litter on the hills and commons, and visitors are asked to appreciate that these charges are only reasonable and fair in view of the inhabitants of Malvern and surrounding districts bearing a burden of a 4d. rate in the pound to preserve the public rights of the hills and commons under the jurisdiction of the Hills Conservators by Acts of Parliament."

Strictly speaking, I am not altogether within my province in discussing matters of this kind; there is, however, something quite "sporting," I think, in such a blunt and reasonable statement.

I stayed at the "Star," Worcester, where I must say that I found everything very comfortable, and, what was even more important, I unearthed one or two of the Shelsley vehicles which were undergoing their last look-over on the eve of the climb. "The Terror" was still mounted on the trailer upon which it had been towed from Oxford, and beside it, oilcan in hand, stood R. J. G. Nash, like some conjurer about to reveal a "star" turn to an expectant audience.

"Given dry conditions," I asked, "do you think you can lop anything more off the wonderful figure you put up in July at Shelsley?"

Nash studied the oilcan modestly, and then replied, "Well, I think that as one gets to know Shelsley better one sees opportunities all the way up the hill of saving odd fifths of a second, and I do not believe that Von Stuck's record



JOTTINGS

THE WALL OF DEATH AGAIN.

We wish to make it quite clear that in publishing this photograph we are not inviting our readers to re-open the recent discussion. The picture—which was taken at Trawbridge—clearly shows the continued upward skid which is necessary to keep the car on the wall. This was one of the points concerning which discussion arose. At the wheel of the Austin is Mr. Joe Silverstone.

By
The Blower.

is unbreakable"—which all bears out what my friend "Vox" said in last week's issue.

Shelsley itself was disappointing in a way because, as the announcer remarked, we seemed to be going on just where we left off last year; in other words, it was raining heavily when the climb was due to begin. This definitely cut out any suggestion of record breaking, but gave the spectators more than their money's worth in the way of thrills. Considering the tremendous difficulties with which the officials had to grapple, I think that the affair went off wonderfully.

The orchard at the bottom of the hill, which is used as a paddock for the competing vehicles, was almost under water on Friday during practice. On Saturday each car had to be manhandled out of the orchard on to the firmer ground before it could be started, yet despite this the programme went through without a hitch and the whole affair was over at about 5.30 p.m.

Everyone congratulated Leslie Wilson and his happy band of helpers on the thoroughness with which the arrangements had been worked out, and I should also like to pay a personal compliment to Harrison and Norris for the really first-class equipment in the way of telephones and loud speakers which they installed, and which worked smoothly despite the worst that the weather could do.

BEFORE you forget it, make a note bright away in your diary:—"Friday, November 6th. Park Lane Hotel. Light Car Club Dinner." This is going to be a first-class affair, and it is just possible that the issue of tickets may be limited. Although it may be a little early, John Yule, "Kirkney," High Road, Whetstone, London, N.20, will be pleased to make reservations right away.

I gather that the club intends to depart from convention in that there will be no cabaret show. "By way of variation, and with the idea of making it more attractive to our guests," said John Yule, "we propose to stage a number of prize dances of a novel character; in fact, we want to capture some of the spirit of our Christmas party—which, everyone agrees, is one of the best things that is done socially in motor club life every year." A good idea; club functions of this kind have become too stereotyped.

IN my notes on Madresfield last week I am afraid I did not do full justice to the fine show put up by Mrs. Wisdom in the Frazer-Nash which she and her husband drive in the more important events.

Glancing through the official results I see that Mrs. Wisdom not only won the 1,500 c.c. class for touring cars, but the unlimited class as well. Her time was 34½ secs., which compares very favourably with the fastest run of the day—29 secs.—made by J. D. Jevons (Bugatti).

IF the organizers of a race meeting get ahead of time with the programme, should they carry on with events or keep everyone hanging about merely for the sake of adhering to the time-table? This little problem, I gather, caused a certain amount of bother at the Brighton and Hove Club's meeting at Brooklands last Saturday. Apparently everyone was ready for the last race long before it was due to start, competitors, officials, time-keepers and all the rest actually being in their allotted places half an hour early.

Drivers and officials were all for getting on with the job, but the stewards said "No," so "No," of course, it had to be.

Personally, I think that the stewards might very well have emulated Nelson and brought their blind eyes into use. Of course, if some drivers had not been ready or if the meeting had been one attracting large numbers of the general public it would have been different, but a club members' day is, after all, for the enjoyment of members—so why keep them hanging about in the cold?

THE West Kent M.C. is bursting into car activity on October 3rd with the Dussek Cup Trial, open by invitation to the Brighton and Hove M.C., The Light Car Club, the M.G. Car Club, and the N.W. London M.C.—for cars only.

The supplementary regulations are now out and are obtainable from hon. secretaries of the clubs named, or from the hon. secretary of the meeting, Mr. F. Wilson Smith, South View, Meadow Way, Farnborough.

The event seems to have all the ingredients of a jolly afternoon's frolic for half a guinea. The start is from Wrotham, some 20 miles from Town, on the Folkestone road, at 3 p.m. The course is only 25 miles long, and there are no time checks.

Among the observed hills will be Hogmore, Colman's Ashy, Beechy Lees and Rook's.

THERE seems to be a general depression over Northern Ireland at the moment, where the air is full of rumours that next year's T.T. will be run in the Isle of Man and not on the Belfast course. The Ulster Press reflects the perturbation which is being felt, but, somewhat justly to my mind, points out that the people of Ulster have not done very much to persuade the R.A.C. to hold the race over there in 1932.

The whole thing appears to be—how much money can Ulster put up for the race? It has been pointed out that if everyone who saw the recent race had

paid 6d. for the pleasure, the question of money would not arise at all. I hear that a flag day is to be held to see if something financial can be done.

That the R.A.C. is seriously considering a course in the Isle of Man I pointed out in these notes a long time ago, and I went so far as to publish a map of the suggested circuit.

Col. F. Lindsay Lloyd and Comdr. F. P. Armstrong, of the R.A.C., visited Douglas recently, where they were met by the chairman of the Manx Highway Board and the Chief Constable. The party then drove to the north of the island and inspected a circuit. So, in due course, we shall see what we shall see. . . . THE BLOWER.

CLUB ITEMS AND SPORTING EVENTS

KENT AND SUSSEX L.C.C.

Speed trials on the Race Hill, Lewes, will be held by the Kent and Sussex Light Car Club on Saturday, September 19th, the first event being run off at 2.30 p.m. The Brighton M.C., the Mid-Sussex A.C. and the M.G. Car Club have been invited to take part. There will be 14 different classes, these covering touring, sporting and racing cars of various sizes and including three special classes for various types of M.G. cars. The actual course is 700 yds. long with an excellent surface, and all events will be run from a standing start.

The entry fee is 10s and entries, which close on Wednesday next, September 16th, should be sent to the hon. secretary, Mr. H. V. Warren, 51, Ringwood Road, Eastbourne, from whom further particulars and forms can be obtained.

BERKHAMSTED AND DISTRICT M.C.C.

A treasure hunt will be held by the Berkhamsted and District Motor Cycling Club on Sunday next, September 13th, starting at 2 p.m. at the Vine Inn at the top of Stanmore Hill, Middlesex. The event is open both to cars and motorcycles and will be over main roads. Those who do not wish to take part in the actual hunt will be able to forage at the tea stop, the address of which can be obtained on application to Mr. Leonard G. Jennings, 262, The Broadway, West Hendon, London, N.W.9.

THE SUTTON GOLDFIELD AND N.B.A.C.

On Wednesday, September 16th, the Sutton Goldfield Club is running an evening trial over a course of some 50 to 60 miles, starting from the foot of Hagley Wood Hill, just off the main Halesowen-Hagley road. There will be various observed sections which must be covered non-stop and, of course, time checks will be organized round the course, the allowance being two minutes late only. Besides the driving test which will include various simple manoeuvres and a test of braking, there will be a "stop and go" test in which the club's electric traffic signal will be used.

An innovation on this occasion is a stipulation that, in restarting, the car must not roll back more than 1 ft., and an ingenious but simple method of determining this has been evolved.

Amongst the awards are the September Senior Tankard for the best performance of a car over 1,100 c.c., and the September Junior Tankard for the best performance on a car under 1,100 c.c., while club ashtrays will be awarded to the next best 25 per cent. of finishers. Entries, with a fee of 5s., can be accepted up to mid-day on Monday, September 14th, or later at the organizers' discretion at double entry fee. Copies of rules, etc., can be obtained from the secretary of the meeting, Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

CIVIL SERVICE M.A.

This year the Reliance and Non-stop trials will again be combined in one event which will be run off on September 20th, the start being at 9 a.m. from the Ace of Spades Garage, on the Great West Road, for the London section, and at the "Wilson Arns," Knowle, for the Birmingham section. The morning will be occupied by a run to the Chilternes at an average of 24 m.p.h., whilst in the afternoon a circuit of 17-20 miles will have to be covered three times without stopping, competitors being required to take as nearly as they can the same time over the second and third circuits as they did over the first.

The next event of the club, incidentally, is a run to the new Whipsnade Zoo on Sunday next, September 13th, starting at 11 a.m. from the junction of the North Circular Road and Arelway Road, London.

B42

It should be noted that on and after Monday next, September 14th, the address of the association's headquarters will be The Civil Service Motoring Association, Ltd., 11 Victoria Street, Westminster, London, S.W.1.

SINGER CAR CLUB.

A gymkhana in which a number of very interesting events are down to take place is being held at the Barnet Speedway on the Barnet by-pass at 2.30 p.m. on Sunday next, September 15th. Several clubs have been invited to take part in the events, which are open to all makes of car, and an interesting afternoon seems certain, especially as loud-speaker equipment has been provided and refreshments will be available. Admission is 1s. and there will be free car parking.

About 40 members and friends enjoyed the recent successful all-night run over a route via Maidenhead, Reading, Savernake Forest and Stonehenge, to Bournemouth. Here breakfast was taken and the morning was spent on the beach, the return being made to the club's

FORTHCOMING EVENTS.

- September 12th.**
Sunbeam M.C. Speed Trials, Gatwick.
- September 13th.**
Austin Seven C.C. Social Run.
Singer Car Club, Gymkhana.
Berkhamsted and D. M.C. Treasure Hunt.
Civil Service M.A. Social Run.
Norwood M.C. Social Run.
Coventry Triangle M.C. Social Run.
- September 16th.**
Sutton Goldfield and N.B.A.C. Evening Car Trial.
- September 19th.**
Southport M.C. Championship Meeting.
Kent and Sussex L.C.C. Speed Trials, Lewes.
Coventry Triangle M.C. Mystery Run.
- September 19th-20th.**
J.C.C. Night Trial.
- September 20th.**
L.C.C. Buxton-Buxton Trial.
Civil Service M.A. Reliance Non-stop Trial.
Hornet C.C. Trial.
London M.C. Hill-climb.
- September 26th.**
M.C.C. High-speed Trial, Brooklands.
- October 3rd.**
B.R.D.C. 500-Mile Race.
- October 17th.**
B.A.R.C. Autumn Meeting.

country headquarters, Farncombe Manor, near Godalming, for tea.

Singer owners should note, incidentally, that the subscription to the club is 5s. per annum, and that full details can be obtained from the secretary, Mr. A. W. Waite, 59, Wroughton Road, Clapham Common, London, S.W.11.

THE ROUTES PAVEES GRAND PRIX.

The following is the list of entries for tomorrow's Grand Prix to be held near Lille:—

- 7 Litres: Prince Djordjajev (Mercedes), B. Ivanovsky (Mercedes).
5 Litres: Stalter (Lorraine), Balart (Lorraine), Sommer (Chrysler), Gruson (Ford), Cammear (Georges Irai), A. Boillot (Peugeot), Boyriven (Omega-Six).
5 Litres: Count Arnoux (Bugatti), Palek (Hotchkiss), Boone (Omega-Six), Bruuet (Bugatti).
2 Litres: Zehender (Alfa-Romeo), Pésato (Alfa-Romeo), Corsini Domenico (Alfa-Romeo), Ginier (Bignan), and eight Bugattis driven by

Eminente, Gelaz, Debrun, Roca, Grimaldi, Lenecci, Fourny, Bussone and Michel Doré. 15 Litres: Jels (Mercedes), Ulla (Gibson), and Mme. Marcuse Galley, Givandian and Aubert (Bugatti).

1,100 c.c. Three La Lorraine, Clerc (Amilcar), Martin (Amilcar), Mme. la Caze (RUBY), Violette Morris (V. M. Ruby), and Girard Cabanous, Lemoine, Labrie, Vernet (Cabanus), Chevaller (Chevallier), Girard, Treunet Charrier (B.N.C.).
350 c.c.: Antony (Antony).

BRIGHTON AND HOVE M.C.

The following are the provisional results of the car events in the Brighton and Hove M.C.'s Members' Day at Brooklands on Saturday last. A full report of the meeting appears elsewhere in this issue.

High Speed Trial.

850 c.c. Class (minimum distance 17 laps = 45 m.p.h.). 25 laps—L. H. P. Clover (M.G.). 24 laps—P. Waterfield (M.G.). 23 laps—K. Eroy (Austin), G. H. Goodall (Austin), 22 laps—R. H. M. de Belleruche (Austin), 21 laps—J. Bolton (Morris-Paige), K. W. Hole (M.G.), Miss V. Worsley (Austin), G. H. R. Chaplin (Austin-Altal), A. Fotheringham-Parker (Austin), Miss J. Bowman (M.G.), A. Jones (M.G.), A. F. Tunbridge (Triumph), 20 laps—P. H. Lim (M.G.), B. C. Moscat (Austin), C. E. Wood (M.G.), 19 laps—F. W. Sherrin (Austin), P. B. Metchin (Austin Special), F. M. Nicholson (M.G.), 18 laps—V. Metchin (Austin), 17 laps—J. S. Drewett (Austin), Major A. T. G. Gardner (M.G.).

1,100 c.c. Class (minimum distance, 20 laps = 55 m.p.h.). 25 laps—A. Baker (Salmon), 24 laps—C. J. Guiver (Salmon), A. Rigby (Riley), 22 laps—G. P. Harvey Noble (Salmon), R. A. Mitchell (Riley), 21 laps—J. C. Hunter (Riley), J. G. P. Timmins (Riley), 20 laps—H. W. Stenard (Riley), 12 laps—P. S. Flower (G.A.R.).

2,000 c.c. Class (minimum distance 22 laps = 57 m.p.h.). 30 laps—D. A. Aldington (Frazer-Nash), 27 laps—G. Philliz (Lagonda), 24 laps—H. Westbrook (Alvis), E. Farley (Alvis), 23 laps—M. H. Morris-Goodall (Aston-Martin), H. Holmes (Alvis), 22 laps—E. Quero (Walsley Hornet), H. D. Evans (Alfa-Romeo), K. N. Hutchinson (Frazer-Nash), A. Nagal (Morris Major), P. Fotheringham-Parker (Alvis), 21 laps—E. K. Marriot (Frazer-Nash), 20 laps—G. Bull (Morris-Cowley), 6 laps—R. L. Bowes (Frazer-Nash).

Unlimited Class (minimum distance 23 laps = 60 m.p.h.). 25 laps—C. G. Pitt (Sunbeam), 23 laps—G. May (Vauxhall), G. G. Andrews (Vauxhall), J. C. Davis (Mercedes), G. L. Baker (Minerva), 16 laps—D. G. Evans (Bugatti), 14 laps—E. G. Longbottom (Vauxhall).

Relay Race.

First Heat—1, K. D. Evans (Alfa-Romeo) and A. Baker (Salmon); 2, G. L. Baker (Minerva) and H. C. Hunter (Riley); 3, W. A. Cook (Lagonda) and M. H. Morris-Goodall (Aston-Martin). **Second Heat**—1, P. Fotheringham-Parker (Alvis) and G. T. Philliz (Lagonda); 2, A. Rigby (Riley) and E. K. Marriot (Frazer-Nash); 3, P. Waterfield (M.G. Midget) and G. P. Harvey Noble (Salmon).

Final—P. Fotheringham-Parker (Alvis) and G. T. Philliz (Lagonda); 2, K. H. Bran (Alfa-Romeo) and A. Baker (Salmon); 3, A. Rigby (Riley) and E. K. Marriot (Frazer-Nash).

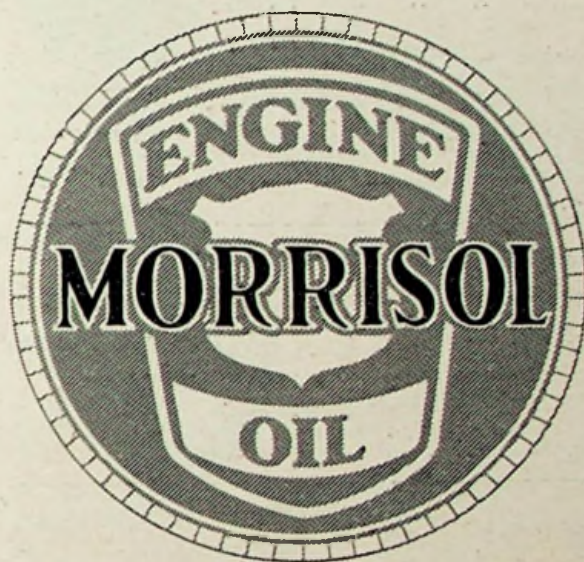
Brighton Road Race.

First Heat—1, J. H. P. Clover (M.G. Midget); 2, G. H. Goodson (Austin Seven); 3, Miss V. Worsley (Austin Seven). **Second Heat**—1, M. H. Morris-Goodall (Aston-Martin), D. A. Aldington (Frazer-Nash); 2, K. D. Evans (Alfa-Romeo). **Third Heat**—1, A. N. L. MacLachlan (Lea-Francis); 2, T. A. S. O. Mathison (O.M.); 3, G. L. Baker (Minerva). **Final**—1, A. N. L. MacLachlan (Lea-Francis); 2, T. A. S. O. Mathison (O.M.); 3, D. A. Aldington (Frazer-Nash).

*29th August
Publicly Announced*

by **8TH Sept 1242** **MOTOR TRADERS**

HOLD STOCKS OF



Within a few days of the first announcement of "Morrisol," hundreds of garages hold stocks. Motor Engineers realise that lubricants produced by the oil experts of Alexander Duckham & Co., Ltd. and the Engineers of Morris and Wolseley working in close co-operation will definitely make for better and cheaper motoring.

If there is no "Morrisol" stockist in your neighbourhood, write to Alexander Duckham & Co., Ltd.

**Don't forget to use
Morrisol Transmission Oil also.**

Especially Manufactured by

ALEXANDER DUCKHAM & CO. LTD.

DUCKHAM HOUSE 16 CANNON STREET LONDON EC4

**THE ONLY OIL
THAT IS RECOMMENDED**

by

MORRIS MOTORS LTD

AND

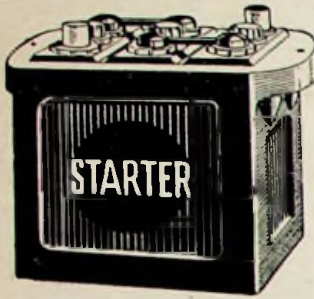
WOLSELEY MOTORS

(1927) LIMITED

FOR BEST RESULTS USE "MORRISOL"

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

INEXPENSIVE ITEMS FOR the SMALL CAR OWNER



"STARTER" BATTERY
For Austin 7, Singer 8, Triumph 7, etc.
Extra strong robust plates,
full capacity.
No. AA2/161 .. **27/6**

"IVY" LICENCE HOLDER

Vacuum type, for fixing to windscreen glass. Black or nickel finish.

No. L77/29 Each **2/6**



"JUST-RITE" VALVE GRINDING COMPOUND

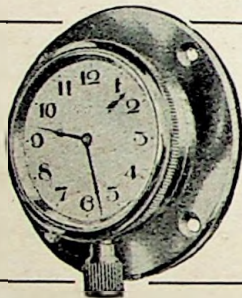
The fastest known water mixed valve-grinding compound. Medium or Coarse.

2-oz. tin Each **1/-**

TIME OF TRIP CLOCK.

For calculating average speed. Screws neatly to dashboard. To operate set red arrow to time of starting by rotating milled rim.

30-hour Diam. 3 1/4" ins.
No. C38/35 .. Each **17/6**



"DUCO" MUTTON CLOTHS

Soft texture. Free from dust and grit. Ideal for all cleaning and polishing jobs.

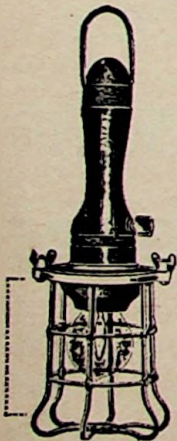
No. C36/40.

1 lb. packets, each **2/-**

"DUCO" PEDAL RUBBERS

provide a better grip on the pedal. Prevent the footslip so common with polished pedals.

No. P3/39g Per pair **1/6**



GARAGE INSPECTION LAMP

Exceptionally robust construction with extra heavy galvanised guard. Switch is incorporated in the handle. Less bulb.

No. L8/33 Each **10/9**

Obtainable through all Motor Dealers.

Brown Brothers

THOMSON and BROWN BROTHERS LTD

(Wholesale only).
Head Offices and Warehouses:
**GREAT EASTERN STREET,
LONDON, E.C.2**

126, George St., EDINBURGH,
and Branches.

AROUND THE TRADE

Messrs. Pride and Clarke, 15S, Stockwell Road, London, S.W.9, are offering leather coats at prices ranging from the amazingly low figure of 40s.

Amalgamated Carburettors, Ltd., inform us that an Amal carburetter was used by S. A. Crabtree, who took third place in an M.G. Midget in the recent Ulster T.T.

We understand that Exide batteries will be used for the public address installation at the Schneider Trophy Contest which takes place to-morrow. Twenty five-six-volt and eight four-volt units will be employed.

Owners of Morris Minors and M.G. Midgets should note that J. Payen, Ltd., Church Wharf, Chiswick, London, W.4, who specialize in gaskets of all types, market special high-compression copper gaskets for these cars. They are .009 in. thick, and sell for 1s. 10d.

The board of directors of Brown Bros., Ltd., Great Eastern Street, London, E.C.2, have declared an interim dividend on the preference shares at the rate of 3 1/4 per cent. less tax, and an interim dividend on the ordinary shares of 2 1/2 per cent. less tax, both dividends to be paid on October 1st next.

Bosch, Ltd., have taken over new premises at Acton, London, and on and after to-morrow (September 12th) their London address will be Larden Road, Acton, London, W.3; telephone, Shepherd's Bush 2080. The Scottish depot of the concern will remain at 222, Bothwell Street, Glasgow, C.2.

"Light Your Garage The Benjamin Way" is the title of an informative 32-page booklet recently issued by The Benjamin Electric, Ltd., Tariff Road, Tottenham, London, N.17. It deals in considerable detail with the lighting of garages, repair shops and showrooms both externally and internally, and garage proprietors wishing to make their premises more attractive as well as more efficient after dark would do well to write for a copy of the booklet.

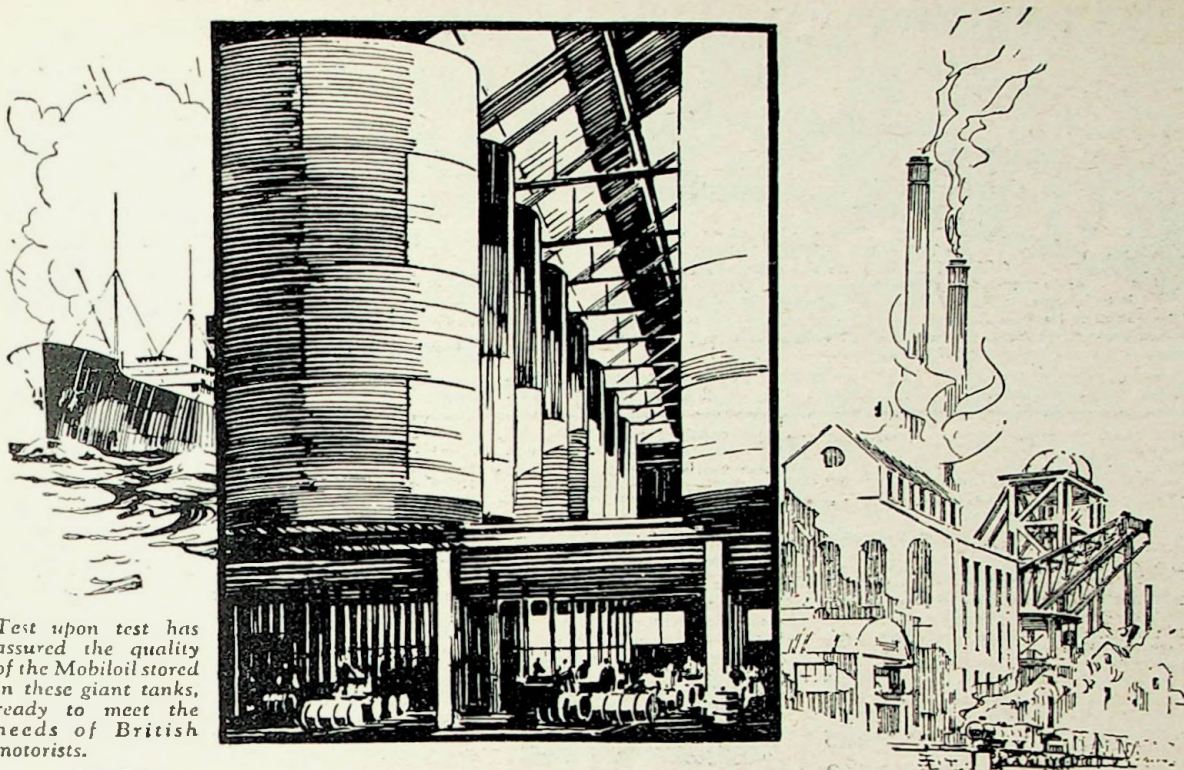
Eustace Watkins, Ltd., Manor Street, Chelsea, are making a speciality of tuned Wolseley Hornets—capable of speeds up to 85 m.p.h. It is worth placing on record that a Hornet car prepared by Eustace Watkins, Ltd., covered 35 laps at a speed of 74 m.p.h. (officially timed) in the recent Relay Grand Prix of The Light Car Club at Brooklands. The maximum speed of the car in the Railway Straight is said to have been 84 m.p.h.

The newly incorporated company, Armour and Melvin (Dundee), Ltd., inform us that they have taken over the premises at 166 and 168, Seagate, Dundee, previously occupied by D. F. Mann and Co., motor and motorcycle agents and repairers, and will carry on business on similar lines. Singer owners, incidentally, should note that this concern has also undertaken the distributorship of Singer cars for the county of Angus and parts of Perthshire and Fifeshire.

The business of Sinclair Automobiles, Ltd., which was taken over some time ago by the Newnham Motor Co., and has been continued under its original title, will in future be run under the name of Newnham Ltd., as it is felt that it will be more satisfactory for it to be readily associated with other Newnham activities. Incidentally, the companies now owned and controlled by Mr. Maurice Newnham and partners are the Newnham Motor Co., Newnham Hire Purchase, Ltd., and Newnham Ltd.

With the current number of *The Fund Journal*, which is issued to further the interests of The Motor and Cycle Trades Benevolent Fund, a special supplement is included which readers are asked to pass on to their friends in the trade who are not at present subscribers. An indication of the good work that is being done, incidentally, is provided by the fact that during 1930 no fewer than £10,924 was granted in relief, whilst upwards of 30 children were maintained at the Fund's Children's Home at Sydenham, Kent. The annual subscription is one guinea for members and 5s. for associates; applications should be sent to the hon. treasurer, 42, Bedford Row, London, W.C.1.

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



Test upon test has assured the quality of the Mobiloil stored in these giant tanks, ready to meet the needs of British motorists.

Buy Mobiloil . . . and benefit many British Industries

IN the great works of the Vacuum Oil Company, Ltd., at Wandsworth and Birkenhead, more British workers are employed than at any other in the British Isles producing lubricants exclusively.

Many other industries, too, gain from your demand for Mobiloil. The manufacture of drums and the familiar Mobiloil quart tins, means work for the producers of steel and tin-plate, and manufacturing firms all over the country. The nine oil tankers of the Vacuum Oil Company, Ltd., were built in British Shipyards, involving an expenditure in wages alone of over £1,000,000 sterling; the fleets of commercial vehicles which distribute Mobiloil, and the Mobiloil Tanks and Cabinets at every garage, are all British built.

When you buy oil, remember these facts — buy

Mobiloil

COSTS SO LITTLE — DOES SO MUCH

VACUUM OIL COMPANY, LIMITED

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

SPECIAL OFFERS

We claim that we are offering the **FINEST VALUE IN THE COUNTRY**. We make this claim with confidence and not merely for advertising purposes because we *know* it to be true. Call and judge for yourself. If unable to call send for complete Bargain List and we will send any car up to 50 miles from London for Free Demonstration without obligation to buy. All our cars are in exceptionally good condition.

SUPER VALUE BARGAINS IN THE MOST POPULAR CARS

THE "EASIEST OF EASY" TERMS, NO MATTER WHERE YOU LIVE

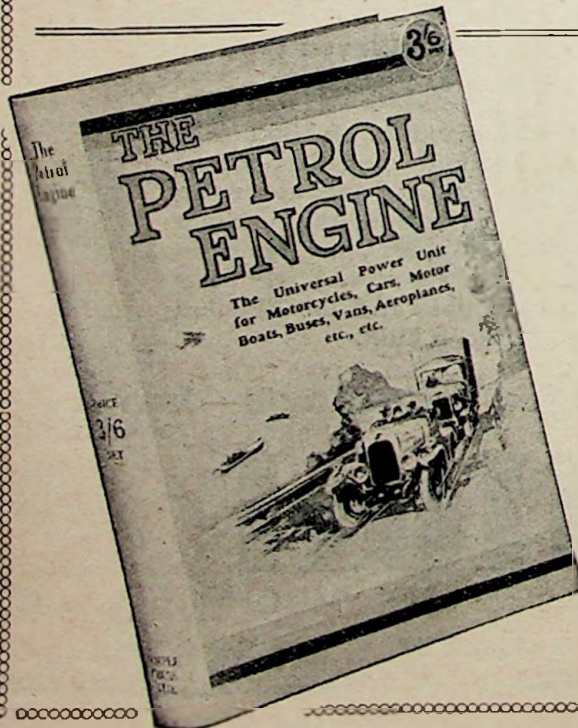
1931 AUSTIN 7, coachbuilt saloon, sliding roof, positively as brand new. Taxed	£95	1930 TRIUMPH Super 7, coachbuilt saloon, de luxe model, very small mileage	£89	1927 ROVER 9/20, Semi sports 4-seater, many extras, wire wheels, two tone finish	£42
1930 AUSTIN 7, coachbuilt saloon, sunshine roof, practically new tyres, as new	£82	1930 TRIUMPH Super 7, deluxe fabric saloon, leather, usual extras. Taxed Dec.	£82	1930 STANDARD 8, Teignmouth fabric saloon, sliding roof, many extras, as new	£109
1929 AUSTIN 7, Wyder fabric saloon, black and red, really beautiful condition	£68	1929 MORRIS MINOR, Tourer, slidescreens, very good tyres, splendid chassis. Taxed	£52	1930 M.G. MIDGET, Sports 2-seater, red fabric, small mileage, very attractive	£98
1929 AUSTIN 7, Mullier fabric saloon, good tyres, splendid engine and chassis	£59	1929 SINGER 12 SENIOR, coachbuilt saloon, almost new tyres, dual tone, as new	£82	1931 SINGER JUNIOR, coachbuilt saloon, sliding roof, wire wheels, many extras, as new	£120
1930 AUSTIN 7, Stadium sports 2-seater, black and red, many extras, very fast	£79	1929 RENAULT 9, de luxe tourer, leather upholstery, clock, speedo, etc. Smart	£48	1931 MORRIS MINOR, coachbuilt saloon, sunshine roof, small mileage, as brand new	£98
1928 AUSTIN 7 Tourers, choice of several, all in guaranteed condition. From	£52	1929 SINGER JUNIOR, coachbuilt saloon, wire wheels, finished dual tone, as new	£65	1931 JOWETT, Long Black Prince saloon, black and red, wire wheels. Taxed Dec.	£112
1928 AUSTIN 7, Gordon England fabric saloon, Safety glass, a very smart car	£45	1928 HUMBER 9, Tourer, leather upholstery, clock, speedo, rear petrol tank. Taxed Dec.	£45		
1928 AUSTIN 7 Tourers, choice of several, all in guaranteed condition. From	£42				
1928 AUSTIN 7, Cup model sports 2-seater, black and red, good tyres, extras	£49				
1927 AUSTIN 7, Tourers, choice of five, all in guaranteed condition. From	£35				
1929 MORRIS MINOR, fabric saloon, blue and cream, almost new tyres. Taxed Dec.	£62				
1929 ROVER 10/25, Sunshine roof, fabric saloon, many extras, very good tyres, maroon	£89				
1930 TRIUMPH Super 7, Sportman's coupe, beautiful condition. Usual equipment	£85				

NAYLOR & ROOT LTD

25, EAST HILL, CLAPHAM JUNCTION, S.W.11
 Open Weekdays 9 a.m. to 8 p.m. (Close Wednesdays 1 p.m.)
 Open Sunday mornings 10 a.m. to 1 p.m. Phone: Battersea 6187-8-9

Any bargain we offer is open to independent trial and examination and carries our **GUARANTEE**. We build for the future by gaining the goodwill of truly satisfied customers, by selling only cars which will give their purchasers sound Service and Value.

"THE PETROL ENGINE"



THE latest edition of "The Petrol Engine" has been thoroughly revised and will be found invaluable to everyone interested in any branch of motoring.

"The Petrol Engine" deals in simple language with the principles and construction of all types of petrol engine for cars, motorcycles, motor boats, commercial vehicles, aeroplanes, etc., and all chapters have been brought right up to date.

No keen motorist can afford to be without a copy of this manual. It is written by the staffs of "The Motor" and its associated journals.

PRICE **3/6** NET

Or 3/10 post free direct from the publishers.

TEMPLE PRESS LTD., 5-15, Rosebery Avenue, London, E.C.1

Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.

— — — They pay higher spot cash prices than any other dealers for:

- Austins,
- M.G. Midgets,
- Morris Minors,
- Rileys,
- Rovers,
- Singers,
- Standards,
- Triumphs,
- etc.

Yes,
 Rowland Smith's of Hampstead are the people. By the way, their telephone number is Hampstead 4881 (6 lines).

EDISON DOWN

Everything is in a state of chaos just now — never before was the word "ECONOMY" so necessary. That is why you should

• COME TO KIRK'S!

All vehicles can be bought on very advantageous

Deferred Terms

THREE-MONTHS' WRITTEN GUARANTEE

ONE-TWELFTH DEPOSIT
 (Insurance extra)
BALANCE 24 MONTHS!

Here are a few selections from our stock of 100 Cars:—

- WOLSELEY "HORNET"** 1930, 6-cylinder Coachbuilt Saloon all equipment, original tyres, in really superb condition throughout. Tax paid, **£110**
- ROVER "TEN"** 1929 Sportsman's Sunhime Coupe, superbly equipped, attractively finished maroon and black. **£87**
- MORRIS MINOR** 1928, 8 h.p., Fabric Saloon chromium fittings, l.w.p., Trip-lex, grand condition. **£80**
- STANDARD "NINE"** 1929, "Teignmouth" Long Chassis Sunhime Fabric Saloon, nice condition throughout, black finish. **£79**
- AUSTIN** 1929, Black "Wydor" Fabric Saloon, plush upholstery, most care-fully used. **£82**
- AUSTIN** 1929, Chummy, rigid all-weather equipment, original maroon cellulose finish. **£85**
- AUSTIN** 1928, 7 h.p., "Gordon Eng-land" Cup Sports 2-Seater, finished red and black. **£49**
- ROVER** 1925, 9 h.p., 4-seater, fully equipped, beautifully re-coach-finished, very sound and serviceable car. **£17**

Safety First Buy at *Kirk's*

KIRK & CO
 CARS & MOTOR CYCLES

22-49, PRAED ST., PADDINGTON, W.2.

Phone: Paddington 6049 and 6892.
 Close Weekdays 8 p.m. Sundays 10 a.m.—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.

"I MUST ECONOMISE— BUT HOW?"

Buy your car under £100 at Benmotors! You save the heavy depreciation on a new vehicle and gain a car that will give a long period of reliable service.

Because Benmotors sell a used car as if it were a new one—fully guaranteed—on credit terms to suit all requirements—your present car or motorcycle as deposit if desired. Also every car is sold on 7 days' trial—and we will deliver (and collect your old one) anywhere in England, Scotland or Wales for only £2:10:0 extra.

Wherever you are or whatever your proposition, fill in the form to-day and get a definite exchange quotation for your present car or motorcycle. It costs you nothing—and remember every car is

UNDER £100

Nearly 200 others—Call and see them all—or get lists post free—all open to A.A. or R.A.C. examination unfailingly.

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—

Type of Body (or S/c)— | Taxed till—

Rated H.P.— | Type of Lighting—
If O.H.V. or Side Valve— | No. of Speeds—

Condition of Engine— | No. of Cyls.—
If Starter—

Bodywork— | Paint— | Upholstery—

Tyre— | What Extras (if any)—

Name.....

Address.....

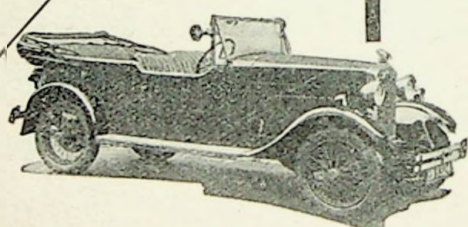
EXAMPLES FROM TO-DAY'S STOCK:

- TWO SEATERS.**
- 95 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 89 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 49 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 189 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 94 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 39 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 99 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 99 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 99 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
 - 95 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.

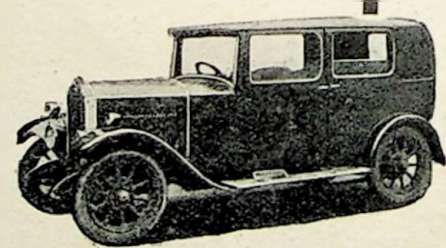
TOURERS AND SALOONS.

- 69 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 178 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 169 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.
- 104 Pounds. ALVIS 12/24, 1927, 2-attr. sports, well kept, all extras.

★ Call if you can and see our enormous stock—all cars are clearly priced so that you may walk round without being worried to buy.



ROVER, 10/25, 1929 (late), Special Sports, t.p top throughout £89



SWIFT "10", 1929, 4-door Saloon, £99 superb throughout, 4-speed

Benmotors

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

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 5 per cent. for 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 are 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, 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 6s. to cover booking and cost of forwarding such replies. The words "Box" or "o/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 1/4 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1/2 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, 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.—Acknowledgments 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 acknowledgment, 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 first post Tuesday, 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 should be forwarded in sufficient time to allow of it 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.

Inserts, 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.

NOTICE.

Owing to postal delays and irregularities it is advisable to post advertisements **EARLY ON MONDAY** so as to ensure as far as possible that they reach us by the **FIRST POST** on Tuesday. Lately several advertisements have been received too late for inclusion although dispatched on Monday.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

- A.C.s, all under £100, see page 24. 979-714
- A.J.S., 1931 coachbuilt 2-seater, very attractive model, cost £199, fully guaranteed, our price £179. Taylors, 49 Sussex Place, South Kensington Station. Ken. 8841. zzz-581
- A.J.S., 1931 sun saloon, coachbuilt, cost £236 10s., shop-soiled, our price £190. Taylors, 49 Sussex Place, South Kensington Station. Ken. 8841. zzz-580
- A.J.S., 1931 Richmond saloons, sun roofs, cost £204 10s., shop-soiled, our price £165. Taylors, 49 Sussex Place, South Kensington Station. Ken. 8841. zzz-579
- ALVIS, 1926 12-50 o.h.v. sports 2-seater, taxed, £82 10s., no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 979-977
- AMILCARS. Amilcars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Large stock of used Amilcars from £50. Chancery 8625. zzz-167
- AMILCAR, 1927 Grand Sports, cycle wings, new tyres, taxed, cellulosed black and red, very fast, £45; exchange and terms. Chidley, 579b High Rd., Tottenham. Phone 2920. 979-889
- AMILCAR, 1930 9hp grand sports, 4 speeds, 40 m.p.h. in second, 60 m.p.h. in third, cost £245, my price £120.
- AMILCAR, 1928 9hp grand sports, £75. Open Sunday mornings. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 979-854
- AMILCAR, 1926-27, splendid running order, 4 new tyres and repaired last week, 8 months' insurance, taxed, £36, or offers. 104 Bulstrode Ave., Mounslow, Middlesex. 979-h946
- AMILCAR, 9hp Grand Sports 2-seater, in excellent condition throughout, new tyres, new battery, engine and chassis recently overhauled, taxed, very fast and attractive, £32; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 979-j296
- AMILCARS, all under £100, see page 24. 979-715
- ARMSTRONG SIDDELEY, 1930 12-6 coachbuilt saloon, taxed year, £145, no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 979-978
- AUSTIN authorized main dealers. Immediate delivery of all models, new and second-hand, in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-718
- AUSTIN 7. We have several saloons and tourers for disposal, prices ranging from £35 to £100. All cars offered are in good condition. Deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5560. zzz-330
- AUSTINS. Taylors for Austin 7.
1930 Wydor saloon, £82 10s.
1928 Mulliner saloons (2), £52 10s.
1928 Chummy, taxed year, £55.
1925 Chummy, £27 10s.
A.A. inspection invited; 7 days' free trial.
Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-548
- AUSTIN 1930 saloon, coachbuilt, excellent condition any trial, £75. Cars supplied on repurchase basis, on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St. W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-440
- AUSTIN 7, 1928 Mulliner saloon, good condition, bargain, £45. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-553
- AUSTIN 7, 1930 Wydor saloon, excellent condition, taxed, £88 10s. Marter, The Rest, Sibley Marsh Rd., Addlestone, Surrey. 979-h96
- AUSTIN 7, 1925 chummy, perfect mechanical condition good tyres, hood, side screens and upholstery, immediate sale, £24 10s. 1 The Pavement, N.B. Phone, Mountview 5638. zzz-575
- AUSTIN 7 Swallow saloon, 1929 1/2, cream-green, £90. 43 Barrett Rd., Walthamstow. 980-h597
- AUSTIN 7, 1928 saloon, black, £52; splendid condition. Eureka Garage, Walton Rd., East Molesey. Phone 596. 980-h890
- AUSTIN 7, 1931, sunshine saloon, mileage under 4,000, Ewart's discs, interior light, wing lamps, Bosch horn, absolutely new condition throughout, taxed to December, owner bought larger car, bargain, £95. Ballamy, 17 Lettson St., Camberwell, S.E. 979-j269
- AUSTIN 7, 1927 Cup, new hood, tonneau, £9 overhaul, many extras, 100 miles trial, 37 guineas. 30 Petersfield Rd., Hall Green, Birmingham. 979-j268
- AUSTIN 7 saloon, 1931, 4,000 miles, black and red, safety glass, taxed December, loose covers, direction indicators, condition as new, £90; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 979-886
- AUSTIN 7, 1927 1/2, special sports, twin carburetter, black-green, 2-seater, any trial, accept £40! E. Monday, 40 Hythe Rd., Thornton Heath. City 7277. 979-j274
- AUSTIN 7, 1929, 4-seater de luxe, magnificent order and condition and complete, £60; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 979-903
- AUSTIN 1928 7hp Gordon England saloon, black fabric, with red pneumatic upholstery, very nice order, £50; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 979-751

For immediate attention, address G.P.O. BOX 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.

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

AUSTIN 7. Norman Black (Sprosen, Ltd.). 1931 Arrow Austin super-sports 2-seater, black and red, 1,200 miles, £115.

Norman Black (Sprosen, Ltd.). 1930 Boyd-Carpenter, 3 in stock, all unmarked, guaranteed, from £110.

Norman Black (Sprosen, Ltd.). Supercharged, special low chassis, 3 in stock, all unmarked, guaranteed, from £110.

Norman Black (Sprosen, Ltd.). Swallow 2-seater and saloons, 1929 and 1930, from £80.

Norman Black (Sprosen, Ltd.). 1928, 9, 30, 31, 15 others. Cups, Stadiums, K.C.s, Arrows, Brooklands, Mulliners, etc., from £50, 109 Gt. Portland St., London. Laugham 1212. 979-872

AUSTIN 7. Cooke's Motors offer: 1929 (September) Wembley saloon, black and green, free wheel and many extras, £75. 366 High St., Sutton, Surrey. Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 979-897

AUSTIN 7. Cooke's Motors offer: 1929 Swallow 2-seater, cream and red, £75. 366 High St., Sutton, Surrey. Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 979-898

AUSTIN 7. Private 1930 tourer, £75. Rednal, 58 King's Rd., Peckham, S.E. 980-279

AUSTIN. F.O.C.H. 1929 7hp fabric saloon, f.w.b., very carefully used, exceptional condition, taxed, 59 guineas (£4 deposit). Below.

F.O.C.H. Late 1927 7hp 4-seater, black and red, one owner, superb condition, taxed, 35 guineas (£3 deposit); exchanges, deferred; free list. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 979-828

AUSTIN 7 1929 Gordon England safety saloon, excellent condition licensed December £62. Below.

AUSTIN 7 1927 Gordon sports 2-seater, Cup model, excellent performance, taxed, £35. Below.

AUSTIN 7 1926 turer, beautifully kept, finished blue, licensed, £32; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 979-875

AUSTIN. Newnham's, as Austin agents, always have an excellent selection of used models of this make available. Few examples below but full list on request.

1931 7hp coachbuilt sliding-roof saloon, blue, almost new, £92.

1930 7hp Swallow sports saloon, green and grey, beautiful condition, £105.

1930 7hp Gordon England Stadium sports 2-seater, blue and silver, particularly fast, £75.

1930 7hp coachbuilt saloon, maroon, small mileage, £72.

1929 7hp Swallow sports saloon, dual blue, particularly smart, £75.

1927 7hp coachbuilt saloon, fawn and brown, nice condition, £38.

1927 7hp chummy, finished in blue, specially attractive, £32.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 979-878

AUSTIN 7. £38, 1926, chummy, good runner, exceptionally well-kept car. Below.

AUSTIN 7 1929 Swallow 2-seater, black and red, splendid condition, £78. Below.

AUSTIN 7 1930 coachbuilt saloon, exceptional order throughout, £79. Below.

AUSTIN 7. 1930 supercharged special sports, black and red, amazing acceleration, exceptional condition throughout, £135. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 979-817

AUSTIN 7 1928 chummy, finished maroon with nickel radiator, good tyres, taxed December, £39. Below.

AUSTIN 7 1928 fabric saloon, black body, red upholstery, in very nice condition, taxed December, £45. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 979-803

AUSTIN. The Light Car Co. offers 1928 chummy, blue with cream wheels, £43; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 979-808

AUSTIN 7. 1930 Swallow 2-seater, coupe head and 2-seater hood, taxed, exceptional condition, £95. Below.

AUSTIN 7. 1931 saloon, mileage 5,000, taxed year, condition as new, £95. Below.

AUSTIN 7. 1929 coachbuilt saloon, taxed year, new condition throughout, £65. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 979-800

AUSTIN 7 1930 Swallow saloon, taxed, mileage 5,000 only, as new, £115. Below.

Paul, Sawyer and Co., 130 Gt. Portland St. Museum 1925. 979-798

AUSTIN 7 1927 chummy, excellent condition, taxed, £42 10s.; exchanges or deferred. Hounac's, 243-247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 979-794

AUSTINS. Sale!! Last week of special used-car sale at Steelo Griffiths. Still further reductions in Austin cars. No deposit terms, from £10 down. Abbey House, Victoria St., facing Westminster Abbey (Victoria 0467); Court Showrooms, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 979-787

AUSTIN 7 1928-9 Wydor saloon, in exceptionally good condition, many extras, 5 new tyres, taxed, £55, or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 979-797

AUSTIN 7, supercharged Ulster T.T. model, 1930 record holder, built by Austin Motor Co.; the whole car is in absolutely perfect mechanical condition throughout and ready for fast touring or competition work, £135. Hicks and Rower, Ltd., Kingsley Garage, Stanmore, Middlesex. Phone 110 or 23. 979-939

AUSTIN 7. 1929 black fabric Wydor saloon, red upholstery, good tyres, very nice condition throughout, £50; exchanges or deferred. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 979-954

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

AUSTIN, 1929 chummy, year's tax, £39 10s. Below.

AUSTIN, 1925 chummy, splendid condition, £19 10s. R. N. Judd, Motor Exchange, High St., Edgware. Phone 0862. 979-950

AUSTIN 7, 1929-30 Wydor saloon, one owner, good mechanically, appearance and tyres as new, written guarantee, taxed, unique deferred terms, £69. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-739

AUSTIN 7 tourer, 1927, excellent condition, f.w.b., nearly new tyres, £55 or offers. 65 Stanningley Rd., Armley, Leeds. 979-j289

AUSTIN 7, Gordon-England 2-seater, 1927, £58. 29 Northolt Rd., Harrow. 979-j162

AUSTIN 7, 1931 fabric saloon, sunshine roof, condition as new, real bargain, £90 cash. S.M.S., Ltd., Church Wharf, Chiswick. Phone, Chiswick 3531. 979-732

AUSTIN 7, 1929 saloon, nice condition throughout, any trial, unique deferred terms, £58. 516-522 Streatham High Rd. S.W.16. Phone, Pollards 4444. 979-740

AUSTIN 7 chummy, 1924, recently reconditioned, taxed, splendid running order, £25. 8 Grange Park, Ealing, W.5. 979-j218

AUSTIN 7, 1930 Swallow 2-seater, good condition, £95. Jackson Motors, Godalming. 979-j53

AUSTIN 7, 1931 saloon, sliding roof, magnificent condition, £95; terms. 7 The Vale, Acton, W.5. 979-858

AUSTIN, 1931 series 7 saloon, small mileage, £87 10s.; exchanges, deferred; call and see the 1932 wonder models actually in stock. Whitby's, 1 and 7 The Vale, Acton, W.5. 979-861

AUSTIN 7. Ruffell's Motors for Austin 7s.

1928 coachbuilt saloon, in dual colours, overhauled, small mileage, exceptionally attractive, £48.

1928 Gordon-England Cup sports 2-seater, one owner, taxed, new condition, very sound chassis, £48.

1928 Chummy, new oversize balloons, one owner, small mileage, in practically new condition, taxed, £42.

1927 Gordon-England fabric sunshine saloon, carefully used, taxed, £39.

1927 Chummy, super-tuned engine, new tyres, exceptionally sound throughout, taxed year, £36.

1925-6 tourers, overhauled and ready for the road, £20 to £25; exchanges, deferred terms; open Sunday till 1.30.

Ruffell's Motors, 97a White Hart Lane, Barrow, S.W.13. Prospect 5549. 979-856

AUSTIN, 1931 750 c.c. Ulster model 2-seater, finished in primrose and green, superb condition, £95. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 979-849

AUSTIN 7, 1928 G.E. special Cup, overhaul red, black, fine condition; exchanges considered, £50. 25 Invicta Rd., Blackheath, S.E.3. 979-j257

AUSTIN 7, late 1927 saloon, taxed and insured, very good condition, £42. Write, Collard, 12 The Common, Ealing, W.5. 979-j251

AUSTIN 7, 1927 saloon, coachwork and mechanically excellent, taxed, £40; terms, exchanges. Shakespeare Garage, Queensborough Passage, Forchester Terrace, Bayswater, W.2. Padd. 1747. 979-j249

AUSTIN 7 chummy, 1928 model, taxed, £35. 5 Victoria Avenue, Surbiton. Elmbridge 3501. 979-j243

AUSTIN 7 Cup model, overhauled, new tyres, taxed, insured, £57 or offer. 32 Chichele Rd., Cricklewood, Gladstone 4425. 979-j242

AUSTIN 7 chummy, 1927-8, original paintwork, carefully used, insured April, 1932, £37. Langford, 96 King's Avenue, Woodford Green. 979-j240

AUSTIN 7. 1929 sports, good condition, taxed, 60 m.p.g., £62 10s.; consider exchange. 1 Seagate Rd., Hunstanton, Norfolk. 979-j237

AUSTIN 7, 1929, black and red fabric Wydor saloon, perfect condition, f.w.b., many extras, 65 guineas. 242 Seven Sisters' Rd., N.4. Archway 1523. 979-j235

AUSTINS, 1931 sunshine saloon, as new, many extras, taxed to December, £98.

1930 Coachbuilt saloon, disc wheels, in excellent order, £72.

1927 Chummy, taxed, splendid condition, £32 10s.; exchanges, deferred terms. Iron Bridge Service Depot, Ltd. Southall 2606. 979-x872

AUSTIN 7s from the 100% Austin specialists. Tourers from £30; 2-seaters from £45; coachbuilt and fabric saloons from £50. Special display of 1930 and 1931 models at bargain prices. See below.

AUSTIN 7. Special end-of-season offer. Arrow coachbuilt 2-seater, new, list price £155, offered at £130; exchanges, deferred. H. Glover-Motors, Chelverton Rd. Putney 7134. Open Sunday morning. 979-765

AUSTIN 7. £9 deposit, 92 guineas cash. 1931 coachbuilt saloon, blue, one owner, very small mileage, brand-new condition; free year's tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

AUSTIN 7. £7 deposit, 69 guineas cash. 1929 Gordon England Stadium 2-seater, carefully used, very exceptional condition; free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

AUSTIN 7. £2 deposit, 25 guineas cash. Late 1926 tourer, very good condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 979-743

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 chummy, 1926, black and green, full starting, lighting and all-weather equipment, good tyres all round, taxed year, exceptionally good engine, splendid little car in every way. £32 10s.; exchanges, deposit £8 only. Motormyles, Ltd., 220 Gt. Portland St., W.1. Museum 6756. 979-761

AUSTIN. Several 7hp saloons, 1928, 1929 and 1930; sacrifice prices. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton 979-780

AUSTIN 7 chummy, 1927, tax paid, in absolutely perfect condition throughout, same as makers' guarantee, £35; exchanges or deferred payments. C and K Motors, 5 Putney Bridge Rd. Putney 2728. 979-22

AUSTIN 7 Cup model, late 1928, taxed year, numerous extras, just reconditioned, entirely overhauled and tuned, absolutely perfect condition throughout, same as makers' guarantee, £52 10s.; exchanges or deferred payments. C and K Motors, 5 Putney Bridge Rd. Putney 2728. 979-23

AUSTIN 7s!!! Humphreys, Ltd., offer:-
 1930 Coachbuilt saloon, finished primrose and brown, bumpers and numerous other extras, indistinguishable from new, £75. Below.
 1930 Chummy, blue, excellent tyres, magnificent condition throughout, taxed December, £73. Below.
 1930 2-seater, maroon, scarcely used, as new, £73. Below.
 1929 Stadium sports 2-seater, finished blue and silver, Triplex screen, all-weather equipment, pneumatic upholstery, excellent tyres, beautiful order, £68. Below.
 1929 Chummy, maroon, plated radiator, comprehensive equipment, magnificent condition, £58; exchanges, deferred payments. 120-2 Hampstead Rd., N.W.1 (2 minutes from Euston Station). Phone, Museum 9515. Open Sundays mornings. 979-12

AUSTIN 7, 1931, coachbuilt sunshine saloon, in very clean condition, one owner, £85 cash, or £25 down and 12 monthly payments of £5 7s. Gd. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 979-85

AUSTIN 7, 1929, fabric saloon, in very clean condition, £65 cash, or £10 down and 12 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 979-84

AUSTIN 7 Gordon England Cup, £45 10s., 1927½, red, new hood screens, wiper and tyres, taxed, just had genuine overhaul and hot-up, any trial; also 1926 chummy, £31 10s.; exchange late saloon or chummy. Stephens, 73 Mason's Hill, Bromley, Kent. 979-x87/3

AUSTIN 7, 1927, Duple body, 2-seater tourer with dickey seat, excellent condition, private owner. Martin's Garages, Highgate Village. Phone, Mountview 1228. zzz-592

AUSTIN 7, 1927 touring, blue, dynamo lighting, starter, electric horn, hood, side screens, screen wiper, spare wheel, speedometer, dash lamp, really splendid model, 37 guineas, or £11 down, balance 12-18 months. Kennes, 232-3-4 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 979-999

AUSTIN 7s. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Austin 7s.
AUSTIN 7s. £30 to £50. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.
 Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-997

AUSTIN 7, 1925 chummy, new tyres, etc., £27. 82 Cricklewood Lane, N.W.2. Gladstone 3311. 979-905

AUSTIN 7, 1928, cup model, excellent order, tyres good, £47 10s. Below.
 1930 Austin 7 Stadium 2-seater, black and red, faultless condition, new tyres, many extras, £77 10s.; exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 979-974

AUSTIN 7, 1929, Stadium 2-seater, £63. Below.
AUSTIN 7, 1928, Cup, silver, £55. Below.
AUSTIN 7, 1927, chummy, £37 10s.; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 979-979

AUSTIN 7s. 1928 G.E. saloon, in magnificent condition throughout, Flyarts discs, leather pneumatic upholstery, new tyres, taxed, £55. Below.
 1928 G.E. Cup model 2-seater, taxed, £50. Below.
 1927 chummy, taxed, perfect, £37.
 1926 Jarvis sports 2-seater, £35; many others in stock; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 979-1297

AUSTIN 7, November, 1927, Gordon England saloon, fully equipped, good tyres, excellent condition, privately owned, £30. Hutchins, 39 Highbury Gardens, Seven Kings. 979-1298

AUSTIN 7, 1929½, saloon, black and red, red leather upholstery, low mileage, excellent condition, £45 for quick sale. Owner, 142 Lincoln Rd., Enfield, Middlesex. 979-1299

AUSTIN 7 saloon, grey and black, smart, any trial or examination, £38 or offer, cash only. Mayle, Fruiterer, 1 Marney Rd., S.W.11. 970-1292

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

AUSTIN 7, £85!!! 1930 Stadium sports 2-seater, colour red and ivory, very small mileage, taxed year, as new, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (Putney Bridge Station), S.W.6. Telic., Putney 7611. zzz-594

AUSTIN 7, 1950, saloon, sun roof and year's tax, £85; 1929 Austin 7 coupe, specially tuned, sun roof, year's tax, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 979-963

AUSTIN 7 Arrow sports, 1930, cost £175, small mileage, £87. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 979-944

AUSTIN 7, 1928, Cup model, in very good condition, 2 to choose from, from £50; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6655. 979-943

AUSTIN 7s. Prim's Motors offer 3 Austin 7 bargains.
AUSTIN 7, special sports 2-seater, 27-4-29, taxed, in very good order, black, red cycle wings, £46.
AUSTIN 7 1927 chummy, taxed, perfect throughout, £37.
AUSTIN 7 1929 model chummy, taxed year, bargain, £46. Park 0210. 2 Codrington Mews Blenheim Crescent, Ladbroke Grove, London, W.11. 979-774

AUSTIN 7, 35 guineas, exchanges, 1928 fabric saloon, Triplex leather upholstery, splendid condition, taxed. Below.
AUSTIN 7, 42 guineas, 1928 Cup model, green and cream finish, very smart. Maynards, 241a High Rd., Wood Green. 979-772

AUSTIN 7, 1929 Mulliner coupe, luxury car, in good condition, taxed, £65. 8 Siddons Rd., Croydon. 979-1229

AUSTIN 7, 1931 saloon, nearly new, £85. Lionel H. Fugh, 56 South Molton St., W.1. Mayfair 4435. 979-9

AUSTIN 7hp 1929 Mulliner coupe, taxed December, £60.
AUSTIN 7 1928 tourer, taxed, very nice condition, £45. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 979-7

AUSTIN 7. Brooklands Motor Co. offers: 1931 fabric saloon upholstered in leather, mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 979-3

AUSTIN 7, 1929 Gordon England saloon, private owner, £57 Bar No. 3160, c.o. "The Light Car and Cyclecar." 979-1287

AUSTIN 7, slightly soiled 1931 2-seater sports, delivered new from makers July, 1931, mileage under 1,200, cost about £150 with extras, our special price £98; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 979-972

AUSTIN. See the special bargains on page 22. Naylor and Root. 979-839

AUSTINS, all under £100, see page 24. 979-716

AUSTIN 7, 1928, Gordon England 2-seater, black and red, good condition, £45. 14 Argyll Rd., Sevenoaks. 979-1285

AUSTIN 7, 1931 (May), coachbuilt sunshine saloon, maroon, mileage 2,000, unscratched and as new, taxed year, fully insured May, 1932, cost £150, bargain, £110. Below.
AUSTIN 7, 1931 coachbuilt saloon, dark blue, moquette upholstery, mileage 5,700, spotless throughout, taxed year, £100. Below.
 1930 Arrow sports 2-seater, blue-cream, wire wheels, mileage 8,000, very fast, taxed, £85. Below.
 1930 4-seater, dark blue, ball change, full equipment, luggage grid, usual guarantee, taxed, £65. Below.
 1929 (March) Swallow saloon, dual brown, all new tyres, splendidly kept, tax paid, £87. Below.
 1929 (July) Stadium 2-seater, bronze-brown, very small mileage (8,000), any trial and guarantee, £70. Below.
 1929 wide-door saloon, black-red, guaranteed, taxed year, Triplex throughout, £64. Below.
 1929 4-seater, dark blue, exceptionally clean, first-class mechanically, taxed, insured March, 1932, £54. Below.
 1928 Mulliner saloon, maroon, moquette upholstery, oversize balloons, superbly kept, taxed year, £53. Below.
 1928 Mulliner saloon, choice 2, clean and sound order, taxed, £50. Below.
 1928 4-seater, new March, dark grey, one change ownership, 2 horns, grid, mirror, taxed, £40. Below.
 1928 fabric saloon, maroon, safety glass, parking lamps, very complete, taxed, £45. Below.
 1927 4-seater, Kingfisher blue, oversize balloons, various extras, taxed September, £34. Below.
 1926½ 4-seater, kingfisher blue, rigid screens, step mats, grid, excellent order, taxed, £34. Below.
 Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-908

AUSTIN 7, 1926 sports, cream body and cream wings, 33 guineas; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 979-70

AUSTIN 7, 1929 Wydor saloon, small mileage, new condition, taxed, £68. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-50

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

AUSTIN 7, 1924 model chummy, 19 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 979-71

AUSTIN 7s, Carlton Garage. 1928 Cup sports, new tyres, 43 guineas; 1930 Wydor saloon, nice order, 79 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 979-72

AUSTIN 7, 1931 supercharged sports 2-seater, practically brand new, mileage 2,000, bargain, £149, cost £225; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 979-45

AUSTIN 7, 1930, supercharged Brooklands 2-seater, extremely fast, many extras, 7,000 miles only, exchange, terms, £120. Ward and Co., 5 Upper Richmond Rd., East Putney. 2818. 979-34

AUSTINS. Protect yourself with our "Three-Months-Written-Guarantee." Exchanges, terms, 1-12th deposit (insurance extra), balance 24 months. Kirk and Co. Below.

AUSTIN, 1929, black Wydor fabric saloon, all equipment, plush upholstery, most carefully used little car, £62. Kirk Below.

AUSTIN, 1929, chummy 4-seater, full dash equipment, f.w.b.s, automatic screen wiper, etc.; rigid all-weather equipment, original maroon cellulose finish, £55. Kirk Below.

AUSTIN, 1928, 7hp Gordon England Cup sports 2-seater, usual equipment, finished red and black, sound mechanical condition, £49. 150 other cars, 22, 49 Praed St., Paddington, W.2. Close 8 p.m. weekdays, Sundays 10 a.m. till 1 p.m. 979-77

B.S.A. 3-wheelers from Hackford Motors, Ltd.

B.S.A. Let G. A. Norchi demonstrate this fine engineering job to you, the easy running will amaze you.

B.S.A. from Hackford Motors, Ltd., for exchanges and easy terms. 182 Acre Lane, Brixton. Phone 3062. zzz-368

B.S.A. £75!!! Three-wheeler sports 2-seater, special Compton body, first licensed 4-5-31, taxed year, mileage 8,000, oversize rear tyre, one of the smartest B.S.A.s on the road, colour black and red. Bargain! Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-588

B.S.A., 1931, 3-wheeler sports, mileage 2,000, Triplex glass, taxed December, cost £125, bargain, £78, as brand new; exchanges. Albery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 979-885

B.S.A. £8 deposit, 79 guineas cash. Very late 1931 sports 3-wheeler, black and red, one owner, run 878 miles, brand-new condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 979-744

BUGATTI, 11.9 3-seater, Jarvis body, really exceptional condition. £35. Metro Motors, 45 Newman St., W.1. Museum 9953. 979-984

BUGATTI, 1926, straight-eight 4-seater, recellulosed, £60; no deposit; exchanges. Page, 198b Upper Richmond Rd., High St. Putney 7671. 979-980

BUGATTI, 16-valve sports 4-seater, overhauled, very fast, cellulosed black and cream, £45. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-55

CITROEN, £30; 1927 12-24hp 4-door saloon, new tyres, complete equipment, excellent condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 979-284

CITROEN, 1926 (April) saloon, 4-door, blue, all complete, taxed September, £20; another, July delivery, untaxed, £18. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-909

CITROEN 7.5, 1925, dove-grey, thoroughly overhauled, exceptional condition, £12. Larkins, 24 Clifton Rd., Crouch End. 979-1958

CITROEN, 7hp, 1926 cloverleaf 3-seater, very well kept, licensed, £16; exchanges, Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 979-813

CITROENS, all under £100, see page 24. 979-717

CITROEN, 7hp, 1926 coupe, nice mechanical condition, smart, £14, taxed. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-52

CITROEN, £19, 1927 12-24hp tonner, servo brakes, etc., in very good condition; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours, 9-9. Chiswick 0303. 979-49

CITROEN 7, coupe, 1925, taxed, perfect, £16. 21 North St., Carshalton. Wallington 2386. 979-j314

CLYNO, Royal, 1928 4-seater, real leather upholstery, 4 doors, f.w.b., bumpers, etc., fully equipped, condition and appearance good, bargain, £30; exchanges, deferred. Chantry Motors (formerly South Faling Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 979-902

CLYNO coupe, £25. 1926-27 12-24hp, Mulliner body, f.w.b., leather upholstery, excellent condition; exchanges. 86 Acre Lane, Brixton. Phone 3401. 979-282

CLYNO 9, 1928 (July) fabric 4-seater, taxed, insured May, 1932, new hood, tyres as new, splendid condition throughout, £22. 58 Black Lion Lane, Hammersmith. Riverside 4652. 979-928

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

CLYNO, 1928 saloon, 11hp, 4-door, brown, same owner since new, all complete, £38. Below.

1927 (February) 12hp 4-seater, blue, clean and well kept, owner taking saloon, £20; also 2-seater, taxed, £18. Below.

1926 (March) 11hp 4-seater, f.w.b., blue, new all-weather equipment, taxed, £18. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-910

CLYNO, 1926 2-seater, taxed and insured, thorough reliable car, £20 or offer. 68 Mapledene Rd., Dalston, E.8. 979-160

CLYNO, 1929 9hp 4-seater, small mileage, very nice condition, £30. Ruffell's Motore, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 979-855

CLYNO, 1927, saloon, 12hp, only done 14,000 miles, in first-class condition, price £55. W. Thomas 72-4 Cordwallis Rd., Maidenhead. 979-164

CLYNO 9, 1928, 4-seater, f.w.b., £18; also 1926 Royal tonner, £16; exchanges, terms, Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 979-814

CLYNOS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Clynos.

CLYNOS. £15 to £40. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-991

CLYNO, 9 guineas. 1925 Royal 2-seater, lighting and starting, paint-work and upholstery excellent, any trial, Barnes, The Cottage, 25 Leigham Court Rd., Streatham. Phone 9221. 979-5

CLYNOS, all under £100, see page 24. 979-718

CLYNO, 1928, 11.4hp 2-seater, excellent order, £25. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-56

CLYNO, 1928 2-seater, in exceptionally good condition, very good tyres, hood and upholstery, bargain, £25, exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours: 9-9. Chiswick 0303. 979-48

FIAT, 10-15 tonner, 1924, dark red, taxed, sound throughout, £15. 6 Crescent, Croydon (Selhurst). 979-j270

FIAT 8, 1928 model 4-seater, f.w.b. and full equipment, good condition in all respects, £40; terms, exchanges. Central Auto Service, 13-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 979-j264

FIAT 12, 1927, 4-seater, f.w.b. and full equipment, 4 speeds, 2 spare wheels, etc., exceptional condition throughout, £32; exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 979-j265

FIAT, 1927, 8hp 4-seater, colour mole, in very good condition, £37 10s. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3123. (Open Sundays 11-1 p.m.) 979-879

FIAT, 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £25; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.5. 979-904

FIAT, 1927 9hp 4-seater, f.w.b., clean and well-kept condition, buying new saloon, £32; also 1927 2-seater, taxed, £25. Smith and Hunter, Ltd., 407 Edgware Rd. 979-911

FIAT 8 1926 2-seater, exceptionally sound throughout, £20, or exchange. 181 The Grove, Goldhawk Rd., W.6. 979-783

FIAT 9, 1927 saloon, blue, faultless throughout, tyres good, taxed, £47 10s.; exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 979-973

FIAT, 1927, 9hp, drop-head coupe, in 100% condition both mechanically and in appearance, taxed, 39 guineas. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 979-969

FIATS, all under £100, see page 24. 979-719

FIAT, Carlton Garage. 1926 10hp drop-head coupe, 19 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 979-73

FIAT 9, £45. 1928 4-seater, in most wonderful condition throughout, must give satisfaction; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 979-47

FRAZER NASH cars offer for sale a number of used cars. London Rd., Isleworth. Hounslow 3171-2. zzz-589

FRAZER-NASH, 1926 Boulogne, reconditioned and modernized, rear tank, 12-volt lighting, starting, excellent condition, £175 or nearest. Box No. 3098 c.o. "The Light Car and Cyclecar." 980-h888

G.N., 1921, but used holidays only, guaranteed mileage only 25,000, good tyres, black hood includes dickey, repainted navy, red wheels, insured, trial, price £7. Address, Ilirons, Lion Works, Aberystwyth. 979-j253

GWYNNE 8, chummy, taxed, in good condition, gearbox and differential just overhauled, £12 or near. Martin, 7 Hamilton Place, Suoko Newington. 979-j244

"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).

GWYNNE 8, ohummy, really good order, taxed, £10 10s. Prim's Motors, 2 Codrington Mews, Blechnohol Crescent, London. Park 0210. 979-775

GWYNNE 8 semi-sports 2-seater, very good one, £16, rear hood, repainted. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-54

HUMBER, 8hp, £17 10s., 1925, chummy, taxed, thoroughly good condition. 2 Robsart St. Telephone, Brixton 6496. zzz-584

HUMBER. See the special bargains on page 22. Naylor and Root. 979-845

JOWETTS. 1928 long 4-seaters and 2-seaters, £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £100; 1929 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-83

JOWETTS. Manchester. 1927, 1928, 1929 and 1930 saloons, tourers and 2-seaters, always in stock. Main distributors, Saxon Jeffers, Ltd., Deansgate. Phone, 1010 Central. zzz-63

JOWETT. Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1032. 984-525

JOWETT. For 1931 shop-soiled long saloons, apply the Westminster Bridge Garage and Eng. Co., 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665. zzz-545

JOWETT, 1930, short brown fabric saloon, wire wheels, 4 new India tyres, externally faultless, mechanically perfect, £69; terms, exchanges. Makin and Harrison, 492 Chiswick Lgh Rd., W.4. Phone, Chiswick 0558. 979-272

JOWETT, 1929, 7hp fabric short chassis saloon, very small mileage, £60. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sundays 11-1 p.m.) 979-880

JOWETT, 1926-27, 7hp small 4-seater, dynamo, starter, fully equipped, guaranteed, only 19 guineas; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 979-875

JOWETT, 7, 1927, long chassis, 2-seater and dickey, full equipment, re-coachpainted, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 979-267

JOWETT, 2-seater, 1924, £8, splendid condition, taxed, insured September. Leech, 44a Elfort Rd., Highbury, N.5. 979-262

JOWETT saloon, 1927, tax December, engine just been overhauled, new tyres, £46. H., 36 College Crescent, Swiss Cottage, Hampstead. 979-738

JOWETT, 7hp, long chassis, 4-seater, excellent tyres and condition, tax paid, £29 10s.; exchanges. Whitby's, 7 The Vale, Acton, W.3. 979-859

JOWETT, 2-seater, dickey, starter, taxed, perfect, 24 guineas. 79 Westover Rd., Wandsworth Common. 979-245

JOWETT, 1927, long 4 tourer, balloon tyres, starter, taxed, full insured Juno, 1932, trial drive, £30. 45 Anne St., Plaistow, E.15. 979-276

JOWETT, 1925 2-seater, blue, good balloons, very complete, taxed December, £21; also 4-seater, £25. Smith and Hunter, 407 Edgware Rd. 979-912

JOWETT, 1929 short 4-seater, very nice condition, taxed, £45; also 1927 long 4-seater, new hood, side curtains, taxed, £29; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 979-938

JOWETT 2-seater, new tyres on rear, taxed, £8. Snow's, 42a Wilton Rd., Dalston, E.8. 979-932

JOWETT 1929 long-chassis saloon, most carefully used by one expert driver, complete equipment, written guarantee, unique deferred terms, £65. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-735

JOWETT, 1927 4-seater, long-chassis saloon, tax end of year, excellent condition, privately owned, £58, seen any time. Ring Park 4055. 979-731

JOWETT 1929 4-seater short saloon, excellent condition, exceptional bargain. Needham, The Firs, Queen's Terrace, St. David's, Exeter. 979-454

JOWETT, 1928 long 4-seater tourer, one owner, good condition, used summer months, 35 guineas. Hopps, "Brabourne," Sevenoaks Rd., Orpington. 979-209

JOWETT, 1930, Black Prince fabric saloon, black and green, small mileage, indistinguishable from new, £105; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 979-838

JOWETT. F.O.C.H. (distributors) offer brand new 1931 Black Prince saloons £25 under list (£15 deposit). Below.

F.O.C.H. 1930 7hp Black Prince 4-door saloon, f.w.b., one owner, superb condition, year's tax, 75 guineas (£10 deposit).

F.O.C.H. Late 1929 7hp 7-cwt. commercial van, f.w.b., one owner, exceptional condition, taxed, 49 guineas (£5 deposit). Below.

F.O.C.H. 1927 7hp long 2-seater, maroon, carefully used, exceptional condition, new hood, taxed, 29 guineas (£5 deposit). Below.

F.O.C.H. 1926 7hp long 4-seater, blue, exceptionally good condition, 25 guineas (£3 deposit). Below.

F.O.C.H. 1923 7hp 2-seater, dickey, very carefully used, 1929 condition, taxed, 12 guineas.

F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Exchanges, deferred. Price list. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 979-829

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

JOWETT, 1926, long chassis, 2 seater and dickey, very nice condition, £15; exchanges. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 979-836

JOWETTS. A.V. Motors, Ltd., offer the following: 1930 coachbuilt blue long saloon, thoroughly overhauled and fitted new 1932 pistons and cylinders, £105; 1930 brown fabric saloon, safety glass, opening wind-screen, small mileage, overhauled, £105. Phone, Kingston 0710. Address, The Causeway, Teddington, Middlesex. 979-762

JOWETT 1927 Long 4, one owner, excellent condition, £32. B. 74 Electric Avenue, Westcliff-on-Sea. 979-j226

JOWETTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Jowetts.

JOWETTS. £25 to £55. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-990

JOWETT, 35 guineas. 1928, 4-seater, short chassis, splendid condition, positively marvellous engine; exchanges, deferred. 368 Hornsey Rd. N.19. Archway 3294. 979-4

JOWETTS, all under £100, see page 24. 979-720

JOWETT, 1927, 7hp long 4-seater, perfect order, £32. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-58

JOWETT 1928, short chassis 2-seater, clean, good runner, everything working, £32 10s.; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. 979-15

JOWETT, long 4-seater, in really beautiful condition, pleasure driven only, bargain, £35. Bunting's Exchange, Wealdstone. 979-83

LEA-FRANCIS, 1929, 12-50, super-sports Brooklands 4-seater, 70 m.p.h., £95. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 979-851

LEA-FRANCISES, all under £100, see page 24. 979-721

LEA-FRANCIS, 10hp sports 2-seater, beautifully painted black and red, red steering wheel, etc., excellent tyres and hood, really fast, any trial, taxed, 29 guineas. 185 Warwick Rd., W.14. West 3782. 979-j259

LEA-FRANCIS, 1929 1 1/2-litre supercharged 4-seater, small mileage, taxed year, condition and appearance exceptionally good, £125. 135 Anderson Park Rd., Moseley, Birmingham. 980-271

M.G. The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North west London and North Hertfordshire. Special tuning and service by expert. A selection of cars always in stock. Phone, Primrose 1161 and Hitchin 494. zzz-376

M.G. Midget, 1929, sports 2-seater, blue, excellent, £90. Tijen and Hillier, 110 Wood Vale, S.E.25. Sydenham 2452. zzz-527

M.G. Midget, £10 deposit, 105 guineas cash. Late 1930, super-sports 2-seater, blue, very exceptional condition; free tax, free insurance to cash buyers. 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 979-745

M.G., 1931 Midget, blue fabric 2-seater, full equipment, mileage 4,000, as new, £125; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 979-853

M.G. Cooke's Motors offer: Practically brand-new 1931 M.G. Mark I saloon, fitted with numerous extras, including extra spare wheel, complete interior fittings, cost over £600 this year, sacrifice price to clear £375. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800.

M.G., late 1929, 2-seater, blue, wonderful condition, first-class chassis, very fast, taxed, accept £85; exchange entertained. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 979-795

M.G., 1930 sports 2-seater, red fabric, excellent condition, £117 10s.; deferred terms arranged. Homacs, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 979-795

M.G., 1930 Midget sports, blue, ribbed brake drums, original tyres still good, taxed year, £105; guarantee given. Smith and Hunter, 407 Edgware Rd. 979-913

M.G. Midget sports, 1930, big sump, ribbed drums, one owner, hardly used, original tyres, fully equipped, taxed year, £118; exchanges, deferred. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 979-986

M.G. Midget coupe. Brooklands Motor Co. offers 1930, black and green, exceptional condition, £145. Below.

M.G. Midget coupe, 1931, black and green, mileage under 2,000, £185; choice of three from £110; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 979-2

M.G. Midget. See the special bargains on page 22. Naylor and Root. 979-847

M.G. Midget, 1930 big sump model, with ribbed brake drums, extremely smart, £110. Denmans, 132 Long Acre, W.C. Open week-ends. Temple Bar 8155. 979-961

M.G. Midgets, from £110. 1930 sports 2-seaters, 3 to choose from; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 979-942

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

M.G. Midget. Norman Black (Sprosen, Ltd.). 1930 M.G. double-12 Midget, specially tuned by Thomson and Taylor, fully guaranteed, £175.
Norman Black (Sprosen, Ltd.). 1931 M.G. latest-type Midgets, 3 in stock, all unmarked and guaranteed, from £135.
Norman Black (Sprosen). 1930 Midgets, 7 in stock, big sumps, all guaranteed, from £110.
Norman Black (Sprosen, Ltd.). 1929 Midgets, blue, many extras, from £95.
Norman Black (Sprosen, Ltd.). Eight other M.G.s, all guaranteed; exchanges, deferred, 109 Gt. Portland St., London. Langham 1212. 979-875

M.G. Midget, 119 guineas. 1931 2-seater, run 5,000 miles only, taxed, as brand new throughout. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9 till 6. Museum 8175-7. 979-881

M.G., 1930 Midget coupe, big sump, ribbed drums, black and blue, one owner, £135. Leeds and Oxley, Paddington. Phone 3845. 979-62

M.G. Midget, 1929, just overhauled, 82 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 979-74

M.G. 1929 Midget 2-seater, very smart little car, taxed, good tyres, excellent condition, bargain, 79 guineas. Below.

M.G. 1930 sportsman's coupe, black and red, taxed December, splendid condition, £139; exchanges, deferred. Empire Motors 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0503. 979-44

M.G. Midget. Smith-conditioned spells safety for used-car buyers.

M.G. Midget, 1930, large sump model, close-up wings, chromium fittings, engine specially tuned and exceptionally fast, 65 m.p.h., this car has the usual equipment, including disappearing hood, taxed, deposit £25, balance £92 10s.

F. G. Smith (Motors), Ltd., Goodmayes, Hford. Phone, Seven Kinza 1000 (7 lines). 979-19

M.G. Midget, late 1930, small mileage, tax paid, in new condition throughout, fitted with Double-Twelve engine, same as makers' guarantee, £105; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 979-24

MORGAN. Bearts of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms, 102 London Rd., Kingston-on-Thames. Phone 5148. zzz-49

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. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGAN. 1925 M.A.G. water-cooled, good condition, £20. Deferred. Martin's Garages, Highgate Village. Mountview 1228. zzz-537

MORGAN. 100 cars in stock; list free; exchanges. Rowland Smith. Below.

£11 deposit. 115 guineas cash. Late 1931 super-sports, specially tuned racing o.b.v. J.A.P., cream and red, electric starter, cycle-type wings, foot accelerator, straight-through exhausts, hood, reduced steering, one owner, run 586 miles only, absolutely brand-new condition; free year's tax, free insurance to cash buyers. Below.

£9 deposit. 92 guineas cash. 1931 model super-sports, specially tuned racing o.b.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, hood, practically unworn tyres, reduced steering, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit. 72 guineas cash. 1929 super-sports, specially tuned racing o.b.v. J.A.P., black and green, cycle-type wings, straight-through exhausts, reduced steering, speedometer, foot accelerator, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit. 69 guineas cash. Late 1930 Aero, eleven hundred o.b.v. racing J.A.P., blue, straight-through exhausts, reduced steering, hood, very carefully used, practically new; free year's tax, free insurance to cash buyers. Below.

£6 deposit. 62 guineas cash. 1929-30 Aero, eleven hundred o.b.v. racing J.A.P., blue, f.w.b., dynamo lighting, straight-through exhausts, reduced steering, hood carefully used, exceptional condition; free tax, free insurance to cash buyers. Below.

£5 deposit. 55 guineas cash. 1929 model Aero, 8hp o.b.v. Anzani, blue, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, exceptional condition; free tax, free insurance to cash buyers. Below.

£5 deposit. 49 guineas cash. Late 1930, Family, 8hp J.A.P., f.w.b., reduced steering, one owner, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£3 deposit. 35 guineas cash. 1926 Aero, 10hp racing o.b.v. Blackburne, red, dynamo lighting, f.w.b., reduced steering, straight-through exhausts, foot accelerator, electric horn, very good condition; free tax, free insurance to cash buyers. Below.

15 guineas. 1924 Grand Prix, 8hp w.c. J.A.P., dynamo lighting, electric horn, carefully used, very good condition, year's tax, insurance policy to September 26th. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays 9-8, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881-6. 979-746

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

MORGAN de luxe, 1926, o.b.v. w.c. Anzani, electric light, s.s. tyres, taxed, insured, splendid condition, £20 or offer. Cole, 97 Napier Rd., Tottenham, N.17. 979-j228

MORGAN, late 1928 de luxe 2-seater, dynamo, electric light, starter, f.w.b., geared steering, other extras, low mileage, taxed, insured, excellent condition, £35. Johnson, 18 Sandgate Rd., Brighton. 980-j227

MORGAN, 1927 Family, good condition, foot accelerator, dash lamp, tools, extras, taxed December, £35. Write, W. Purdom, 4 Sotheby Rd., Highbury. 979-j224

MORGAN Aero, 1928, w.c. o.b.v. 1,100 c.c. J.A.P., f.w.b., e.l., exchange light tourer or sell, £60. A. Glass, Mikado, Alexandra Rd., Well End, Barnet. 979-j225

MORGAN, 1930, Aero, o.b.v. J.A.P., geared steering, good condition, taxed, 70 guineas. Noate, 2 Leamington Rd., Southall. 979-j253

MORGAN, 1925, de luxe, splendid condition, taxed and insured, £25, near offer. 63 Streatham Rd., Mitcham. 979-j247

MORGAN, Aero, 10hp, overhauled, repainted, new hood, upholstery, dynamo, battery this year, taxed, insured, £40 or near. 7 Garlands Rd., Redhill, Surrey. 979-j277

MORGAN, 1927 Aero, painted green-cream, 10hp o.b.v. J.A.P., dynamo, discs, £39; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2265. 979-871

MORGAN, 1930 (May) Family, J.A.P., starter, rigid side screens, speedometer, mileage 5,000, absolutely "as new," taxed year, insurance included, £63. Smith and Hunter, 407 Edgware Rd., Ambassadors. 979-914

MORGAN, 1926, de luxe, water-cooled, f.w.b., electric lighting, splendid condition, any trial, £22 10s. 107 Hylkeham Rd., Lincoln. 979-j287

MORGAN, 1925 Family model, water-cooled J.A.P., new hood, side curtains, taxed, perfect condition, £22 10s.; exchanges. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 979-936

MORGAN, 1927 Aero, Anzani, f.w.b., new dynamo, new axles, new rear Stepney, new mottled dash, with nickel fittings, last, perfect condition, taxed and insured, 38 guineas. Heywood, 92 Mortimer Rd., Dalston, E.8. Clissold 8674. 979-j206

MORGAN, 1928 Aero, o.b.v. Anzani Summit engine, red and cream, bumpers, six-lamp set, full dash, new tyres, superb condition, 48 guineas. Ricketts, Lampeter. 979-j205

MORGAN De Luxe, J.A.P., w.c., perfect condition, any trial, £16, or nearest. 110 Blenheim Rd., Barnsley. 979-j52

MORGAN. Naylor and Root, Ltd.,

MORGAN specialists.

Exchanges and deferred terms over 18 months, 25% deposit.

100 guineas. 1931 super-sports, M chassis, extras, as new.

84 guineas. 1930 super-sports, M chassis, choice of 2.

75 guineas. 1929 super-sports, o.b.v. Blackburne, taxed December.

62 guineas. 1928 super-sports, o.b.v. J.A.P., usual extras.

72 guineas. 1930 Aero, o.b.v. J.A.P., M chassis, taxed December.

62 guineas. 1930 Aero, s.v. J.A.P., M chassis, extras

55 guineas. 1929 Aero, o.b.v. J.A.P., cycle wings, extras.

46 guineas. 1928 Aero, s.v. J.A.P., f.w.b., speedometer, hood, etc.

32 guineas. 1927 Aero, o.b.v. M.A.G., f.w.b., several extras.

32 guineas. 1926 Aero, o.b.v. Anzani, f.w.b., speedometer, etc

27 guineas. 1925 Family 4-seater, w.c. J.A.P., good condition.

43 guineas. 1929 Family, a.c. J.A.P., several extras.

Send for our bargain list, giving detailed specification of each model and deferred terms.

Naylor and Root, Ltd., the Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersca 6187-9. Open 9 a.m. to 8 p.m., Wednesday 1 p.m., Sundays 10 a.m. to 1 p.m. 979-848

MORGANS. Homac's have the following Morgans for disposal—

1930 Aero de luxe, 10hp o.b.v. J.A.P., latest "M" chassis, f.w.b., vee screen and hood to suit, geared steering, speedo., taxed for year, as new, £78 10s.

1928 de luxe, 8hp J.A.P., dynamo, geared steering, sidescreens, faultless condition, £42 10s.

1926 Family, 8hp w.c. J.A.P., dynamo and starter, discs, f.w.b., side-screens, taxed for year, perfect, £35.

1926 de luxe, 8hp J.A.P., dynamo, sidescreens, taxed and insured, a real beauty, £32 10s.

1925 Grand Prix, 10hp w.c. Blackburne engine, front bumper, dynamo, speedometer, £29 10s.

Exchanges or deferred terms arranged. Homac's. The Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. Phone, Clissold 9616-7. 979-796

MORGAN, 1928, Aero, 10-40 o.b.v. J.A.P., colour blue, flared wings, dynamo lighting, electric horn, Boyce motometer and wings, hood, Aero screens, extremely smart, 55 guineas; exchanges, terms: 12 or 18 months. Renno's, 232-34 Upper St., Islington, N.1. Near Tube. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 979-1.

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

MORGANS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Morgans.

MORGANS. £50 to £45. No reasonable offer refused!!! Free tax, free insurance and 3 months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-989

MORGANS. No deposit. Exchanges. Below.

Super-sports 1928 Brooklands 10-40 o.h.v. racing J.A.P. wide track, cycle wings, geared steering, f.w.b., hinged tail, taxed year, £65.

Aero, 1927 J.A.P., f.w.b., repainted, new hood, bumpers, superb order, £45.

Aero, 1925, J.A.P., dynamo, special exhausts, £25.

Grand Prix, 1924 J.A.P., w.c., dynamo, geared steering, f.w.b., foot accelerator, special body, £20.

Grand Prix, 1922, with 1924 engine, J.A.P., electric speedometer, £12½

Grand Prix, 1923, very smart, excellent runner, £17 10s.

Page, 199b Upper Richmond Rd., High St. Putney 7671. 979-981

MORGAN, 1927½, o.h.v. Anzani, Aero, numerous extras, very smart, £59 or offer. Box No. 3161, c.o. "The Light Car and Cyclecar." 979-j258

MORGAN, 1926 Aero, 10-45hp o.h.v. Blackburne, dynamo lighting, f.w.b., straight-sided tyres, smart 2-colour finish, mechanically perfect, £34. 73 Atkins Rd., Batham, S.W.12. 979-j294

MORGAN, £23; 2-seater, J.A.P. engine, w.c., 8hp, electric light, hood, good condition throughout, taxed and insured September 30th, any trial, J.B., 28 Benwell Rd., Holloway, N.7. 979-j291

MORGAN, 1928 super-sports, o.h.v. racing J.A.P., f.w.b., wide track, hinged tail, black and red, speedometer, Peeppeep horn, 2 Devils, £65. "Fernside," Dale Grove, North Finchley. 979-j251

MORGANS (several) Family 4-seaters and Grand Prix 2-seaters, o.h.v.s, dynamo lighting, water-cooled, going cheap; exchange motorcycles. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town station.) 979-874

MORGAN, 1926 de luxe, J.A.P. dynamo, speedometer, horn, mirror, good appearance and running, £20, near offer, quick sale desired, 19 Holmdene Avenue, Herne Hill, Brixton O384. 979-871

MORGAN, 56 guineas!! 1929 (late), Aero model, J.A.P. engine, starter, 3 new tyres, hood, pneumatic upholstery, geared steering, etc., taxed, insured, perfect condition throughout, just repainted; exchanges, terms. Comorford, Portsmouth Rd., Thames Ditton. 979-890

MORGANS. Exceptional bargains. Shop-soiled Family Morgan, starter, speedometer, side screens, etc., fitted with standard chassis, 77 guineas; shop-soiled Aero Morgan, 10-40 o.h.v. J.A.P. chassis, speedometer, etc., 100 guineas. Morley Motors, Ltd., 11 Camomile St., E.C.3. Avenue 7710. 979-867

MORGAN, late 1928 Aero, racing J.A.P., just overhauled and repainted dual-tone finish, high frequency horn, speedometer, chromium-plated, in absolutely super condition and one of the prettiest Morgans on the road, £57 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 979-25

MORGAN, 1925, Aero, entirely overhauled, every conceivable extra, tax paid, 100% condition, £22 10s.; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 979-26

MORRIS Minor coachbuilt saloon, blue, small mileage, as new throughout, £69. H. Glover-Motors, Chelverton Rd., Putney 7134. 979-764

MORRIS Minor. Several 1928, 1929 and 1930 saloons, sacrifice prices. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 979-781

MORRIS Minor, 52 guineas; exchanges, deferred. 1929 fabric saloon, really exceptional condition, small mileage. Maynards, 241a High Rd., Wood Green. 979-771

MORRIS Minor, 1931, o.h.v., semi-sports 2-seater, taxed year, indistinguishable from new, bargain, £95. Below.

MORRIS Minor, 1929, saloon, overhauled, in magnificent condition, £59. Exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2-82-1688. 979-862

MORRIS Minor, 1931 coachbuilt saloon, sunshine roof, maroon and black, as brand new, £88; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 979-835

MORRIS Minor, 1931, 8hp, o.h.v., coachbuilt opening roof saloon, blue, hardly soiled, £95.

1930 8hp fabric saloon, blue, beautiful little car, £65.

Nownham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 979-879

MORRIS Minors. Sale!! Last week of special used-car sale at Steele Griffiths. Still further reductions in Morris cars. No-deposit terms from £10 down. Abbey House, Victoria St. (facing Westminster Abbey). Vict. 8-467. Court Showrooms, 320 Camberwell New Rd., S.E.5. Rodney 2201. 979-788

MORRIS Minor 1930 coachbuilt sunshine saloon, mileage 3,000 only, taxed year, £82 10s. Below.

Paul and Co., 114 Gt. Portland Pt. Maccum 4117. 979-801

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

MORRIS Minor, 1930 sunshine saloon, dark maroon, small mileage, in "as new" condition, taxed, £82. Below.

1930 fabric saloon, blue, original tyres, still first-class, spare unused, taxed, fully insured July, 1932, £78. Below.

1930 fabric saloon, blue, good equipment, engine overhauled, tax paid, £69. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-915

MORRIS Minor 1930 fabric saloon, Triplex, chromium plating, exceptional condition, £62 10s. 58 Black Lion Lane, Hammersmith, Riverside 4652. 979-926

MORRIS Minor, 1929 (June) fabric saloon, taxed, new tyres, very good condition, £52 10s. 58 Black Lion Lane, Hammersmith, Riverside 4652. 979-927

MORRIS Minor 1930 saloon, taxed to December; the car is in absolutely perfect condition throughout, Triplex glass, any trial, £68. Hicks and Romer, Ltd., Kingsley Garage, Stanmore, Middlesex. Phone 110 or 25. 979-940

MORRIS Minor, 1929 saloon, reliable mechanically, sound set of tyres, full equipment, any trial, unique deferred terms, £59. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-734

MORRIS Minor, 1931 model coachbuilt sunshine saloon, taxed December, small mileage, £89; also 1929 fabric, £58; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 979-810

MORRIS Minor, model 8 saloon, chromium plated, just decarbonized, open to A.A. examination, 65 guineas. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 979-971

MORRIS Minor. See the special bargains on page 22. Naylor and Root. 979-840

MORRIS Minor Weymann saloon, 1929-30, with a year's tax, £62. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 979-964

MORRIS Minor, £59!!! 1928 fabric saloon, colour blue, 16,000 miles, fitted with luggage grid, in really exceptional condition, bargain.

Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. 979-1593

MORRIS. Ward and Co. offer, brand-new:-

£95 10s. 1931 Morris s.v. fabric saloon, brand new, list £114. Below.

£92 10s. 1931 Morris Minor o.h.v. fabric saloon, negligible mileage, spotless condition; exchange terms.

Exchange or time payments arranged on any of the above; 50 cars in stock. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 979-36

MORRIS Minor, 1930, coachbuilt sunshine saloon, taxed, mileage 4,000, entirely as new, £85. Paul and Co., 31 and 33 The Mall, W.5. Ealing 4633. 979-40

MORRIS Minor. Smith-conditioned spells safety for used-car buyers.

MORRIS Minor, 1930 saloon, with chromium fittings, colour blue, Triplex glass, bumpers front and rear, excellent condition, deposit £15, balance £64.

MORRIS Minor, 1929 saloon, brown, in excellent condition, £50. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 979-20

MORRIS Minor. Protect yourself with our "Three-Months-Written-Guaranteed." Exchanges terms, 1-12th deposit (insurance extra), balance 24 months. Kirk and Co. Below.

MORRIS Minor, 1930, 8hp fabric saloon, chromium fittings, f.w.b.s, Triplex, in fine condition, special brown finish, low mileage, £79. 150 other cars, 22, 49 Praed St., Paddington, W.2. Close 8 p.m., week-days, Sundays 10 a.m. till 1 p.m. 979-76

MORRIS Minor, 1930 8hp fabric saloon, excellent condition, one owner, £80 cash, or £9 down and 10 monthly payments of £8. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 979-1111

PEUGEOT 7hp, 1927, drophead coupe, taxed, splendid condition, balloons, £18 10s. 35 Peresford Rd., Southall, Middlesex. 979-j256

PEUGEOT 7hp 1928 drop-head coupe, with dickey, excellent condition, licensed December, £34; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 979-872

PEUGEOT 7, 1927, all-weather 4-seater, full equipment, splendid condition, £22. Central Auto Service, 13-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4465. Open Sundays. 979-j263

PEUGEOT, £18, 1928 7hp 4-seater, balloons, side screens, taxed, smart little car; exchanges, deferred. Empire Motors, 606 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 979-46

RENAULT, 1927, 9-15 de luxe tower, f.w.b., leather upholstery, good tyres, original paintwork, in excellent condition, taxed and insured, £28. G. 32 Lanier Rd., Hither Green, S.E.13. 979-j246

RENAULTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Renaults.

RENAULTS, £20 to £42. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-993

"HOW TO DRIVE A CAR." 11th Edition. By the Editor of "The Motor."
A complete guide. 2s. 6d. net. 2s. 9d. post free.

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

RENAULT. See the special bargains on page 22. Naylor and Root. 979-844

RENAULTS, all under £100, see page 24. 979-722

RENAULTS. The following cars, together with several others, carry our usual guarantee: deferred terms, part exchanges arranged. Call, and inspect. Welham Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1931 12.5 Monaxit saloon de luxe, English finish, leather upholstery. Teccalemit automatic lubrication, Triplex, carrier, etc., £160, cost £280.

1929 9-15 saloon de luxe, coachbuilt or Weymann, bumpers, carrier, etc., £70 to £85 each.

1928 9-15 saloon de luxe, coachbuilt or Weymann, £55 and £60 each, tax paid, with bumpers.

1927 9-15 saloon, Weymann, 4-door, completely overhauled, new battery and new tyres, tax paid, £40; 4-seater tourer, as above, tax paid, £30; earlier model, £25.

1925-6 8.3 4-seater, leather upholstery, excellent order, £15, tax paid and insured until November. 979-65

RHODES. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Rhodes.

RHODES, £25 to £45. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-995

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY 9, 1931 Plus Monaco saloon, blue, sunshine roof, brand new and unused, slightly soiled, full guarantee, list £305, accept £265. K.J. Motors, Bromley. (Ravenbourne 3456-7.) 979-571

RILEY, 1929, 9hp sports fabric 4-seater, excellent mechanical condition, £85. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 979-852

RILEY 9, Cooke's motors offer: 1929 Monaco saloon, splendid order, £110. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 979-896

RILEY 9, 1930, Monaco saloon, taxed year, really exceptional chassis and appearance, £167 10s. Below. Paul and Co., 114 Gt. Portland St. Museum 4117. 979-802

RILEYS. 400 car list post free. 1924 to 1931 new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends included. Exchanges and terms. Distance no object. (The Northern Motor Olympia.) Bammers, near Birkdale Station, Southport. Phone. Birkdale 66161. (Branch Showrooms: 117 The Meadow, Leeds; 16 Cambridge St., Sheffield.) 979-729

RILEY 9, 82 guineas; 2-seater, 1928, coachbuilt and smart. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-945

RILEY 9 tourer, black and red, late 1928, taxed December, £85. Hall, 91 St. Peter's St., St. Albans. Tel. 636. 979-762

RILEY 1929 Monaco saloon, as new, safety glass all round, guaranteed, £135. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 979-752

RILEY 9. Cass's Motor Mart, Ltd. (Established 1911). 1930 Monaco saloon, blue, conditioned in works; exchanges, extended payments, £155. Cass's, 5 Warren St., W.1. Museum 0623. 979-784

RILEY. Smith-conditioned appeals safety for used-car buyers.

RILEY 9 Mark IV 1930 Monaco, 4-cylinder o.h.v. engine, 4-speed gearbox, fitted with standard 4-door fabric body, Triplex safety glass, colour scheme red with grey wings and red upholstery to match, an exceedingly attractive car, has only done 12,000 miles with performance still equal to new, exceptional opportunity, deposit £35, balance £140.

RILEY 9, 1929, Mark IV Monaco saloon, Triplex safety glass, this car has only done 16,000 miles and the engine was rebored at 14,000, it is exceptionally fast, being fitted with latest Zenith type carburettor, colour scheme brown, deposit £30, balance £109.

RILEY, 12-50, special sports 4-seater, 4-cylinder engine with Ricardo type head, 4-speed close-ratio gearbox, detachable and interchangeable Riley wire wheels and spare, extra large brake drum, fitted with standard sports 4-seater open touring body with complete all-weather equipment, colour scheme black with red wheels and chassis and red upholstery to match. This car is exceptionally fast and has marvellous braking power, it is a real bargain, tyres new, taxed, deposit £15, balance £70.

RILEY 9 sports, 4-seater model, special series, with twin carburettors, capable of 75 m.p.h., handsome 4-seater touring body, covered with black fabric with red wheels, chromium-plated windscreen, deposit £25, F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 979-21

RILEY 9, 1930 Monaco, narrow pleated upholstery, taxed, £165. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 979-41

RILEY, Mark IV, £125. 1929 2-seater, Triplex screen, superb condition; exchange, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 979-37

ROVER 10, 1931 (May) coachbuilt saloon, indistinguishable from new, makers' 2 years' guarantee, taxed, unique deferred terms, £133. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-738

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

ROVER 10, 1927, 2-seater, large dickey, dipping lights, any trial, £35, bargain. 103 Duckett Rd., Harringay. 979-236

ROVER, engineered-owned semi-sports 4-seater, registered 1927, overhauled, fitted 1931 clutch, back axle, appearance and mechanically perfect, £50 or nearest. 12 Coombe Gardens, New Malden. 979-280

ROVER 10. Cooke's Motors offer: Brand-new shop-soiled saloon, fitted special Holbrook body, list £212, to be cleared at £189, makers' guarantee. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 979-893

ROVER 10, 1928 tourer, excellent condition, taxed year, bumpers, £50. Snedden, 7 Biggin Hall Crescent, Coventry. 979-906

ROVER 10. Cooke's Motors offer: 1928 Weymouth 4-door saloon, £68. 366 High St., Sutton, Surrey. Phone 4600-1. Open week-days until 9 p.m., Sundays 1 p.m. 979-900

ROVER, 1931 10-25 coachbuilt sliding roof saloon, blue, remarkable opportunity, £128. 1929 10-26 Riviera sunshine saloon, black and cream, only wants seeing. Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 979-820

ROVER. The Light Car Co. offers special bargains in brand-new and unregistered 10-25 Rover 4-door saloons, listed £189, £155; sports coupe same price, limited number only; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 979-805

ROVER, 1931 10-25 sunshine saloon, leather, one owner, mileage 4,800 only, taxed and insured, as new, £145. Below. 1929 10-25 saloon, Riviera sunshine, same owner throughout, new tyres, taxed, £90. Below. 1926 4-seater, 9-20, f.w.b., maroon, good runner, taxed, private owner, £25. Below. 1922 8hp 2-seater, good running order, 2 new tyres, to clear, £8. Below. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-916

ROVER 9 saloon, 4-door Weymann body, blue, 1927 model, f.w.b., taxed, insured, completely overhauled, any trial, £52. Phone before 6 o'clock, Park 6653. After 6, 258a Latimer Rd., N. Kensington. W.10. 979-290

ROVER, 10-25 1929 sportsman's coupe, sunshine roof, wire wheels, almost as new, taxed for year, £96; also 1927 sports 2-seater, £37 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 979-935

ROVER 10, 1931 4-door 5-seater coachbuilt sunshine saloon, negligible demonstration mileage, otherwise as new, taxed, makers' guarantee, unique deferred terms, £125. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-737

ROVER 8, 1924 chummy, 3-seater, good condition, £10 or offer. 1 Camden Row, Pinner Green, Pinner. 979-162

ROVER. See the special bargains on page 22. Naylor and Root. 979-841

ROVER 9, £18; 1926 4-seater; also 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-946

ROVER 10, 1930 sunshine saloon, chromium plate, Triplex glass, Weymann body, £115. Denmans, 132-3 Long Acre W.C. Open week-ends. Temple Bar 8135-6-7. 979-947

ROVER 10, 1928 sports 4-seater, bucket seats, 40 m.p.g., recellulosed in blue, fine order, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-948

ROVER 10, £100. 1923 sportsman's coupe, very nice condition; terms and exchanges. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705 and 6635. 979-941

ROVERS, all under £100, see page 24. 979-723

ROVER 10. Cass's Motor Mart, Ltd. (Established 1911). 1929 sportsman's sunshine coupe, conditioned in works; exchanges, extended payments, £100. Cass's, 5 Warren St., W.1. Museum 0623. 979-785

ROVER 9, 15 guineas. 1925 4-seater, red and black, very good condition; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Howland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4816. 979-747

ROVER 10, 1927-28 4-seater 4-door, f.w.b., and full equipment, 2-colour blue finish, fast and attractive, taxed year, £33; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 979-266

ROVER 9, 1925-6, £16; any trial, taxed, insured; £7 back axle overhaul August, new hood, mudguards. Phone, Thornton Heath 3473. 979-260

ROVER, 1929 10-25 sunshine saloon, taxed, excellent order, £89; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. 979-883

ROVER 10, 1928 fabric saloon, brown, in very good condition, £60. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 979-878

"THE MOTOR BOAT MANUAL."
Motor Boating Enthusiasts.

10th Edition. A Practical Handbook for
5s. net. 5s. 5d. post free.

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

ROVER 9, 2-seater, 1926, good condition, £16. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-51

ROVER. Smith-conditioned spella safety for used-car buyers.
ROVER, 10-25, sportsman's coupe, folding roof, trunk at rear, chromium fittings, leather upholstery, colour black with black wings and red wheels, very fast, engine having just been rebored, the whole car is in exceptional condition with good tyres, taxed, deposit £25, balance £85. F. G. Smith (Motors), Ltd., Goodmayes, Midd. Phone, Seven Kings 1000 (7 lines). 979-18

ROVER. Protect yourself with our "Three-Months-Written Guarantee." Exchanges, terms, 1-12th deposit (insurance extra), balance 24 months. Kirk and Co. Below.

ROVER 10, 1929, sportsman's sunshine roof coupe, superbly equipped, attractively finished maroon and black, £87. Kirk and Co. 150 other cars, 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 979-78

SALMSON, 9.5, 1924, dickey, nearly new tyres, very good condition, 45 m.p.g., bought saloon, £12. 105 Park Avenue, Northfleet. 979-j248

SALMSONS. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 55-40 m.p.g., insurance from £1 Or. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

£25. 1926 model sports, Grand Prix body, Vee screen, smart. 19 guineas. 1926 sports skill, Vee screens, wiper, starter, fast, smart. 20 guineas. 1926 o.h.v. 4 seater, taxed, new hood, f.w.b., balloons. 25 guineas. 1926 long-tail 3-seater sports, f.w.b., Vee screens, taxed, pneumatic upholstery, very smart. 19 guineas. 1927 registration 2-seater sports Salmson, smart.

SALMSONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 979-865

SALMSON, £25. 1927 model, 10hp 4-door fabric saloon, excellent condition; exchanges. 86 Aere Lane, Brixton. Phone 3401. 979-j283

SALMSON sports 2-seater double camshaft engine, genuine bargain, £9. Snow's, 42a Wilton Rd., Dalston, E.8. 979-933

SALMSONS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Salmsons.

SALMSON, £30 to £50. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-994

SALMSONS, all under £100, see page 24. 979-724

SALMSON, 1927, twin overhead camshaft Grand Prix, entirely overhauled, rebalanced and tuned, repainted, tax paid, special 2-seater sports body, same as makers' guarantee, £42 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 979-27

TH. SCHNEIDER, 1927, 20-30 4-door fabric saloon, taxed, £65; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney 7671. 979-982

SCHNEIDER, £95, 1928 sports 4-seater, very smart and fast car. Denman, 132-3 Long Acre, W.C. 979-949

SINGER, £79!!! Junior coachbuilt saloon, duo blue, late 1930 model, exceptionally good condition. Below.

SINGER, £35!!! 1928 8hp 2-seater, excellent condition throughout. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-518

SINGER, 1930 Junior tourer, very fine condition, one owner, A.A. inspection invited, 7 days' free trial, £77 10s. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-542

SINGER, 1928 Junior coachbuilt saloon, really good condition, any inspection, 7 days' free trial, £55; also several touring models. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-544

SINGER Junior, 1928, saloon, excellent condition, tyres good, A.A. inspection, 7 days' free trial, £45. Taylors, 49-53 Sussex Place, South Kensington Station. Ken. 8841. zzz-554

SINGER, 1928 Junior tourer, smart appearance, A.A. inspection, 7 days' free trial, £45. Taylors, 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-555

SINGER, 1929 Junior tourer, good condition, good tyres, bargain, £57 10s. H. Taylor and Co., Ltd., 49-53 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-557

SINGER Junior saloon, 1931, coachbuilt, sliding roof, maroon and cream, brand new and unused, slightly soiled, list £150, accept, £135. K.J. Motors, Bromley. (Ravensbourne 3456-7.) 979-572

SINGER Junior, 8hp, 1928, 2-seater and dickey, exceptionally well kept, very smart appearance, licensed, £38. Below.

SINGER Junior, 8hp, 1930, 2-seater and dickey, mileage negligible, post tively now condition throughout, licensed, £75; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 979-809

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

SINGER Junior 1929 4-seater, £52; 1928 Singer Junior 4-seater, £35. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-392

SINGER. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 8hp coachbuilt sliding-roof saloon, maroon and cream, small mileage, £108.

1929 8hp coachbuilt saloon, dual brown, nice order throughout, £59.

1928 8hp 4-seater, blue, smart and sound condition, £33.

1931 10hp coachbuilt sliding-roof saloon, black, with cream w.w., faultless order, £135.

1926 10-26 2-seater, maroon, very attractive, special offer, £18.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 979-821

SINGER 10hp 4-seater tourer, tyres nearly new, engine rebored, new pistons fitted (cost £111), bargain, £12. 27 Southbrook Rd., Norbury. 979-j239

SINGER Junior 1930 saloon, 8hp, taxed, one careful owner, £75; also 1931 demonstration special Junior saloon, run 500 miles, £30 under list; exchanges, deferred. Whitby's, 7 The Vale, Acton, W.3. 979-860

SINGER Junior, 1927½, full 4-seater, starker, balloons, smart, bargain, 22 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 979-863

SINGER Junior, 1931 2-seater, tip-top condition throughout, any trial, £100 or offer. Edgeley, 23 Broadhinton Rd., Clapham. 979-j278

SINGER Junior, £125. 1931 8hp coachbuilt 4-door sunshine saloon, black and maroon, sliding roof, wire wheels, rear petrol tank, 4-speed gearbox, total mileage 3,100, condition and appearance as new, taxed; deferred terms. Phillips and Powis, 470-478 Oxford Rd., Reading. Phone 2600. 979-907

SINGER Junior, shop soiled only, coachbuilt saloon, 4 speeds, sunshine roof, unregistered, £130; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 979-905

SINGER. Cooke's Motors offer: Brand-new shop-soiled 10hp saloon de luxe, list £210, to be cleared at £158, makers' guarantee, 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 979-894

SINGER. Cooke's Motors offer: 1931 8hp saloon, small mileage, good as new, £108. 54 and 56 Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 979-895

SINGER 1931 sunshine saloon, mileage guaranteed 1,400 only, black-cream, taxed year, £120. Below.

1930 Porlock sports, dual green, new tyres, spotless condition throughout, taxed, £70. Below.

1930 Junior sunshine saloon, dual brown, wire wheels, small mileage, tyres still first-class, taxed, £95. Below.

1927 4-seater, blue, f.w.b., good balloons, taxed, to clear, £30. Below. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-917

SINGER Junior, 1929 coachbuilt saloon, excellent condition throughout, fully equipped, any trial, unique deferred terms, £63. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-736

SINGER Junior, 1927½ 4-seater tourer, taxed, insured, good balloons, full equipment, smart, sound throughout, £25. Dickinson, 122 Lordship Lane, Tottenham. 979-j207

SINGER Junior coachbuilt saloon, brand new, black and red, £126 10s. Below. £52 10s. 1929 Singer Porlock sports 2-seater, new tyres, taxed, many extras; exchange terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 979-58

SINGER Junior, 1929 4-seater, blue, exceptional condition, mileage 12,000, £49. Rose and Young, Ltd., 97 Streatham Hill. Opposite "Locarno." Tele., Street 9520-1. 979-32

SINGER Junior. Harold Simons, Ltd., offers a 1929 saloon, practically as brand new throughout, special bargain, £69. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 979-5

SINGERS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Singers.

SINGER Juniors, £35 to £55. No reasonable offer refused. Free tax, free insurance and three months' guarantee. Exchanges and deferred terms. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 979-995

SINGER 1931 Junior saloon demonstrator, black-cream, hardly used, unregistered, makers' guarantee, £135

Murphy for Singer sales, spares, service. 17 Sheen Lane, Mortlake. 3305 Richmond. 979-987

SINGER 8 1929 tourer, many extras. £55. Below.

SINGER 8 1930 Porlock sports 2-seater, £75. Below.

SINGER 8 1928 2-seater, taxed year, £42 10s.; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 979-983

SINGER 10hp, 1927 model 4-door coachbuilt Weymann saloon, red leather, pneumatic upholstery, just undergone complete overhaul at cost of £15 and will be gladly submitted to A.A. trial or examination, 55 guineas. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 979-970

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

SINGER 10, £25, smart, f.w.b., hood and sidescreeens new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-950

SINGER, 8hp Porlock sports, late 1929, like new, taxed, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-951

SINGER, 8hp, 1927 tourer, splendid order, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-952

SINGER 10, 1927 de luxe 5-seater, pneumatic upholstery, real leather upholstery, Marles steering, fully equipped and very smart, 55 m.p.h., 40 m.p.g., £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-953

SINGER 8, 1930 (late) Porlock sports, as new, engine specially tuned by Laysall recently at cost of £35, taxed, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-954

SINGER. See the special bargains on page 22. Naylor and Root. 979-845

SINGERS, all under £100, see page 24. 979-725

SINGER Junior, £6 deposit, 69 guineas cash. Late 1929 coachbuilt saloon, black and red, carefully used, very exceptional condition. Free tax, free insurance to cash buyers. 100 cars in stock, list free; exchanges. Open all week-days including Saturdays 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 979-748

SINGER 8, Cass's Motor Mart, Ltd. (Established 1911). 1931 saloon, sliding roof, small mileage, conditioned in works; exchanges, extended payments, £120. Cass's, 114 Tottenham Court Rd., W.1. Museum 4110. 979-786

SINGER, 1931 Junior saloon, sliding roof, etc., dual blue, very good condition, £99; inspection Kingston district. Box No. 3152, c/o "The Light Car and Cyclecar." 979-1208

SINGER Junior saloon, 1931, sliding roof, black and green, condition as new, £115; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 979-887

SINGER, 1928 8hp saloon, in very good condition, £55. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 979-877

SINGER, £27 accepted for quick sale. 1925 2-seater, dickey, starter, clock, speedometer, spare wheel, runs well. 19 Holmdens Avenue. Herno Hill Brixton 0348. 979-870

STANDARD, 1931 Big Nine coachbuilt sunshine saloon, one owner, most carefully used, positively immaculate condition throughout, written guarantee, taxed, unique deferred terms, £159. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-742

STANDARD 9 saloon, 1931, mileage 6,000, taxed, as new, £137 10s. Below. I'aul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 979-799

STANDARD 9, 1929 saloon, sunshine roof, small mileage, one owner, recently overhauled, guaranteed, very smart, £95. H. R. Moore, Ltd., Bishop's Stortford. 981-789

STANDARD, brand new 1931 Big Nine saloon, sliding roof, wire wheels, at 169 guineas (listed £215, plus £2 10s. delivery), unregistered, slightly shop-soiled only, never used for demonstration. Vadum Co., 352 High Ed., Willesden Green, N.W.10. Willesden 2469. 979-864

STANDARD 9. Cocke's Motors offer: 1929 Teignmouth sunshine saloon, fine condition, £89. 366 High St., Sutton, Surrey. Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 979-899

STANDARD, 1930 9hp Teignmouth saloon, sunshine roof, many extras, smart, £98; choice of 4 others; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 979-834

STANDARD. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 Big Nine Swallow sports saloon, ivory and black, beautiful little car, £172

1931 Big 9 sliding roof saloon, dual colours, wonderful condition, £145.

1930 9hp short chassis, sliding roof saloon, black and cream, nice condition, £89.

1928 9hp saloon, brown, smart and generally attractive, £59.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 979-822

STANDARDS. 1931 Big 9 coachbuilt sunshine saloon, black-cream, shop-soiled only, full guarantee, £180. Below.

1930 (March) Teignmouth saloon, black, brown leather upholstery, clean and well kept, small mileage, still original tyres, guaranteed, £110. Below.

1929 (July) Teignmouth saloon, blue, good tyres, repurchased from owner returning abroad, one change only, taxed year, £96; another, untaxed, £93. Below.

1929 (January) Hoyal 4-door saloon, blue, moquette upholstery, one change only, very attractive, £80. Below.

1929 9hp Fulham sunshine saloon, brown leather, good tyres, sound, taxed year, £75. Below.

1924 11hp 4-seater, blue, practically new tyres, very well kept, taxed, £10. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-918

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

STANDARD. The Light Car Co offers 1930 10-25 Teignmouth saloon, exceptional condition, £120; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 979-806

STANDARDS. 400 car list post free. 1924 to 1931 new and used cars in stock; saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 a.m., week-ends included; exchanges and terms, distance no object. (The Northern Motor Olympia) Hambers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 16 Cambridge St., Sheffield. 979-730

STANDARD, 1931 Big Nine sunshine saloon, one owner, splendid condition throughout, guaranteed, unique deferred terms, £145. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-741

STANDARD. Smith-conditioned spells safety for used-car buyers.

STANDARD Swallow Big 9, 1930-31, 4-cylinder engine, 3-speed gearbox, detachable and interchangeable wire wheels with spare, tyres all new condition, fitted with standard Swallow 4-seater saloon body, colour scheme in a smart combination of plum red and cream, maroon leather upholstery; the car has chromium fittings and is in practically new condition, mileage only 10,000, a unique opportunity; deposit £35, balance £140.

STANDARD 9, 1929 Teignmouth special saloon, engine just been re-bored, fitted with standard 4-door saloon body with sliding roof and Triplex glass all round, leather upholstery to match; deposit £20, balance £90.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 979-17

STANDARD, 1924 2-seater, very good condition throughout, £7 10s. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 979-28

STANDARD 9, £120. 1930 saloon, sliding roof, very carefully maintained. Ward and Co., 6 Upper Richmond Rd., E. Putney. 2818. 979-39

STANDARD 9, 1930 Teignmouth saloon, blue, bumpers, sliding roof, as new, £110. K.J. Motors, Bromley, Ravensbourne 3450-7. 979-597

STANDARD. See the special bargains on page 22. Naylor and Root. 979-846

STANDARDS, all under £100, see page 24. 979-726

STANDARD 1929 sports coupe, chromium-plated lamps and radiator, in magnificent condition, guaranteed, £105. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 979-753

STANDARD 9, 1929 sunshine saloon, nice condition throughout, splendid set of tyres, any trial, taxed, £85. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-758

STANDARD, £116 10s. 6d., taxed year, 1930 Teignmouth saloon (sunshine), fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634. 979-63

STANDARD, 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £80. Leeds and Oxley, Paddington. Phone 3843. 979-61

STANDARD. Protect yourself with our "Three-Months-Written-Guarantee." Exchanges, terms, 1-12th deposit (insurance extra), balance 24 months. Kirk and Co. Below.

STANDARD 9, 1929 Teignmouth sunshine black fabric saloon, exceptionally nice condition throughout, £79. Kirk and Co. 150 other cars. 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 979-80

SWIFT. Newnham's always have an excellent selection of used cars available. Few examples below, but full list on request.

1931 10hp Migrant sliding-roof saloon, blue, hardly soiled, £148.

1931 10hp Fleetwing sports sliding-roof saloon, brown and cream, particularly smart and very fast, £169.

1931 10hp drop-head coupe, dual maroon, hardly soiled, £152.

1930 10hp Paladin coachbuilt saloon, maroon, beautiful order, £119.

1930 10hp drop-head coupe, dual colours, fitted several extras, beautiful condition, special offer, £112.

1930 10hp 4-seater, dual brown, fitted w.w., etc., very good condition, £99.

1929 10hp Fleetwing sports sliding-roof saloon, blue and cream, exceptional order, £95.

1929 10hp Paladin coachbuilt saloon, blue, carefully used by one owner, £95.

1928 10hp Nomad saloon, black and red, smart and generally attractive, £66.

1926 10hp 4-seater, grey, f.w.b., etc., nice condition, £24.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4645. 979-825

SWIFT, 1929 10hp Nomad de luxe fabric saloon, practically new condition, wire wheels, etc., £78; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 979-837

SWIFT, 1930 (April) 4-door 10hp sunshine saloon, blue, leather upholstery, superb order, taxed, £140. Smith and Hunter, 407 Edgware Rd. 979-919

SWIFT, 1928 super-sports 2-seater, boat-shape body, wire wheels, £48. Rose and Young, Ltd., 97 Streatham Hill, Opposite "Locarno." Telec. Street. 9520-1. 979-31

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

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

SWIFT 10, brand new, unregistered, unused, sunshine 4-door saloon, £165. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno," Tele. Street. 9520-1. 979-29

SWIFTS. Andrews Automobiles. Gigantic clearance sale (alterations and decorations) includes Swifts.

SWIFT 10's, £35 to £70. No reasonable offer refused!!! Free tax, free insurance and three months' guarantee. Exchanges and deferred terms.

Andrews Automobiles, 37 Sheon Lane, Mortlake (Station). 979-996

SWIFT 10, £125, 1930-31 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-955

SWIFT, 1926-7 4-seater, f.w.b. 10hp, real leather, any trial, £28. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 979-956

SWIFT 10 1930-31 Swallow saloon, cost £295, like brand-new, taxed to 1932, 145 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 979-957

SWIFT, 8hp sun saloon, 1931, fast and sound, £125; also new model in stock. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 979-962

SWIFTS, all under £100, see page 24. 979-727

SWIFT, 18 guineas, 1926 8.9 4-seater, really perfect little car, in beautiful order, taxed. Maynards, 241a High Rd., Wood Green. 979-773

SWIFT, £88 10s. 6d.; taxed year, 1929 saloon, fully guaranteed, irrefragable condition. Inquire before buying elsewhere; we save you money. South London Car Sales, behind Erixton Palladium, S.W.2. Branch, opposite "Swan," Stockwell, S.W.9. Brixton 6634. 979-64

TALBOT 8, £20; 2-seater and dickey, excellent condition, any trial, taxed and insured. Fulcon, 339a Underhill Rd., East Dulwich, London. 979-1252

TALBOT, 10-23hp tourer, special engine, all-weather equipment, perfect condition, £17 10s. 107 Gt. Portland St. Langham 1998. 979-769

TRIUMPH 1930 2-seater and double dickey, de luxe model, 2-tone blue, small mileage, in extremely good condition, complete with all tools, £92 10s. Hatchliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 979-791

TRIUMPH, 1931, shop-soled only, coachbuilt saloon de luxe, listed at £192 10s., offered at special price of £142 10s.; also Triumph fabric saloon de luxe with sliding roof, listed at £190, our price £142 10s. Hatchliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 979-792

TRIUMPH, 1931 Super 7 coachbuilt saloon, sliding roof, tax paid, small mileage, £150. Hatchliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 979-790

TRIUMPH. The Light Car Co. offers 1930 saloon, £98; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 979-807

TRIUMPH. The Light Car Co. offers new and unregistered black fabric saloon with sunshine roof, £145; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 979-804

TRIUMPH. Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-719

TRIUMPH 7, 1930, saloon de luxe, perfect condition and taxed year, £98. Olympia Motor Co., 3 Hammersmith Rd., opposite Olympia, Kensington, W.14. Fulham 4217. zzz-558

TRIUMPH 1931 7hp Gnat super-sports 2-seater, a really attractive car, 40 m.p.g., 65 m.p.h., £98, Bartlett, 27a Pembroke Villas, Notting Hill Gate. 979-850

TRIUMPH. Morgan Hastings, Ltd. Largest distributors of Triumph cars, offer the following new but slightly shop-soled models:—

One 6-cylinder de luxe coachbuilt saloon, sliding roof, £175.

One Super Seven coachbuilt saloon, sliding roof, £165.

One Super Seven coachbuilt saloon, fixed roof, £160.

Two Super Seven de luxe fabric saloons, £150.

One Super Seven Gnat Sports 2-seater, £140.

Also the following second-hand:—

One 1930 7hp Gordon-England de luxe saloon, £89!!!

One 1930 7hp de luxe, 2-seater and dickey, £85!!!

One 1929 7hp Gordon England de luxe saloon, £75.

Morgan Hastings, Ltd., 212 New King's Rd. (opp. Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-568

TRIUMPH Tickford saloon, late 1930, small mileage, fast and unscratched, any trial or examination, black and green, £125 or near offer. 76 Hearnville Rd., Balham, S.W.12. 979-1275

TRIUMPH, 1931 Gnat sports 2-seater, as new and unblemished throughout, taxed, £133. Smith, 407 Edgware Rd. 979-920

TRIUMPH, 1929 super-7 saloon, condition really excellent, taxed year, £69; also 1928 saloon, £45; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 979-957

TRIUMPH, 1931 super 7 coachbuilt sunshine saloon, very small mileage, one owner, positively ex-works condition throughout, guaranteed, taxed, unique deferred terms, £129. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 979-733

TRIUMPH, 1929 Super 7 saloon de luxe, Triplex, taxed, fully insured March, 1932, exceptionally nice, £70. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 979-42

TRIUMPH, 1930 saloon, nice condition, small mileage, maroon, £78. Rose and Young, Ltd., 97 Streatham Hill opposite "Locarno." Tele., Street. 9520-1. 979-30

TRIUMPH, 1930, 8hp de luxe saloon, taxed December, 6,000 miles only, £95. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 979-8

TRIUMPH, £89!!! Super 7 saloon, maroon and black, very clean, 1930. In magnificent condition throughout, as new. Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone, Barnham 149. 979-976

TRIUMPH, 1928-29 tourer, complete equipment, taxed to December, small mileage, excellent condition throughout, £48. 73 Atkina Rd., Balham, S.W.12. 979-1295

TRIUMPHS. See the special bargains on page 22. Naylor and Root. 979-842

TRIUMPH, 1929 de luxe tourer, excellent condition, taxed, £59; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 979-884

TRIUMPH 1931 7hp super seven Gnat 2-seater, specially tuned, black with green leather upholstery, green wings and wheels, low mileage, cost £185, tax paid until December, £140; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 979-750

TRIUMPH 7 guineas, 1925 model 10hp 2-seater, blue, running order; 100 cars in stock, list free. Open all week-days, including Saturdays 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881-6. 979-749

TRIUMPH. Hyams Bros. and Heard offer the following end-of-season bargains:—

1931 brand-new Scorpion 6-cylinder sliding-roof saloon, £179.

1931 Scorpion, as above, 3,000 miles, condition as new, taxed, £159.

1931 brand-new Super Seven black fabric sun saloon, £135.

1930 Super 7 fabric saloon, excellent condition, taxed year, £89. 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 979-782

TRIUMPH super 7 2-seater, 1930, low mileage, taxed, one owner, choice of two, at £95; exchanges and deferred terms. Open till 8. Phone, Popsgrave 1035. Spikins (Twickenham), Ltd., Heath Rd., Twickenham. 979-59

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

TROJAN, 1926 10hp tourer, mileage only 6,000, bargain, £10. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-57

WINDSOR, 1928 10-15hp coupe, taxed, repainted, recommended by the Windsor experts, £45. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 979-45

WOLSELEY Hornet!!! Saloon, late 1930, black with cream waistline, genuine mileage only 8,000, fitted luggage carrier, etc., one owner and absolutely equal to brand new throughout, taxed, any trial willingly, £110; would consider exchange. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 980-1250

WOLSELEY, 1930 (July) Hornet saloon, same owner throughout, full guarantee, taxed, £98. Smith and Hunter, 407 Edgware Rd. 979-921

WOLSELEY Hornet coachbuilt saloon, spotless condition, many extras, taxed, one owner, £127 10s.; exchange, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 979-35

WOLSELEY Hornet 1931 coachbuilt sunshine saloon, practically new, £139. Lionel H. Pugh, 55 South Molton St., W.1. Mayfair 4433. 979-10

WOLSELEY. E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers: 1930 Wolseley Hornet coachbuilt saloon, maroon, original tyres, good condition, taxed, mileage 13,000, subject to R.A.C. or A.A. examination, £110. 36 High St., Eton. Phone, Windsor 308. 979-975

WOLSELEYS, all under £100, see page 24. 979-728

WOLSELEY, 1927, 4-seater, extra nice order, £16. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 979-53

WOLSELEY. Protect yourself with our "Three-Months-Written-Guarantee." Exchanges, terms, 1-12th deposit (insurance extra), balance 24 months. Kirk and Co. Below.

WOLSELEY Hornet, 1930, 6-cylinder coachbuilt saloon, all equipment, original tyres, in really superb condition throughout, a bargain, tax paid, £115.

WOLSELEY Hornet, 1930, 6-cylinder fabric saloon, most magnificently fitted throughout, Triplex, f.w.b., exceptionally low mileage, attractive brown finish, £105. Kirk and Co. 150 other cars, 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days, Sundays 10 a.m. to 1 p.m. 979-79

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

SPARE PARTS FOR LIGHT CARS.

HOMAC'S. Morgan official service depot.
MORGAN. All spares in stock; c.o.d. service; trade supplied.
OFFICIAL repairers appointed by the Morgan Co. for London.
SERVICE overhauls and repairs our speciality.
DEPOT: Homac's, 245-7 Lower Clapton Rd., N.E. Clissold 9616-7. zzz-954

CALTHORPE and Hands spares of all models supplied from stock by the manufacturers. The Calthorpe Motor Co., Ltd., Cherrywood Rd., Bordesley Green, Birmingham. zzz-608

ROVER 8 spare part and repair specialists. Write for our complete price list of second-hand spares, in excellent condition, approval. Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. zzz-656

A.C. All replacements stocked for all models, also guaranteed second-hand parts. Elephant.

BELSIZE. All models. Genuine parts only obtainable from Elephant Motors, new and second-hand.

ELEPHANT service. New and second-hand parts for Fiat, Renault, Citroen, Donnet, Wolseley, Ansaldo, Austin, A.B.C., Decmster, Calthorpe, Zebre, Grey, Horstman, Marscal, Rhode, Riley, Rover, Calcott, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampton, Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

CLYNO. For prompt service try Elephant first. Complete stock of new and second-hand parts. Reduced price list 1924-9 models, 1s. post free.

ELEPHANT. Special parts made or repaired, gears, worm wheels, shafts, etc., quick service.

ELEPHANT MOTORS, LTD., 97-103 Newington Causeway, London, S.E.1. Phone, Hop 7076-7-8. zzz-100

TRIUMPH spares, complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 zzz-605

ERIC CAMPBELL. See below.

WINDSOR. Only genuine spares for the above cars can be obtained from the manufacturers. Watkins and Doncaster (Services), Ltd., Windsor Works, 786a High Rd., N.17. Tottenham 3171. zzz-915

CLYNO spare parts. Send for our new revised list. Many prices reduced. Post free 1s. 3d. There is a better service behind Clyno cars to-day than ever before.

R. H. COLLIER AND CO. LTD., successors to the Clyno Engineering Co. (1922), Ltd., South Yardley, Birmingham. Telephone, Acocks Green 1331. Telegrams: "Colspar, Birmingham." zzz-194

RHODE. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Shirley 194. zzz-1111

MASKELL for Morgans. Official repairers, carry a complete stock of Morgan spares, write for spare list gratis. 6 Station Rd., Camberwell, S.E.6. Brixton 5725. zzz-203

SCOTIA MOTOR WORKS have enormous stocks of parts for practically all makes and types of cars, including:—

A.C., A.B.C., Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belsize-Bradshaw, Buick, Buckingham, Clyno, Calthorpe, Calcott, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, Decmster, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hurto, Hotchkiss, Horstman, Hampton, Lagonda, Morris, Marscal, Maxwell, Mercury, McKenzie, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standerd, Singer, Stellite, Scripps-Booth, Talbot, Talbot-Darracq, Trojan, Wolseley and many others. Also large stock of accessories and equipment, including screens, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

SCOTIA MOTOR WORKS, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. Telegrams, "Scotia, Streatham 6187, London." zzz-221

AUSTIN 7hp dynamos, brand new, 37s. 6d. each, or 30s. plus your old one; many other spares for Austins. Clare's Motor Works, 118 Tulse Hill, S.W.2. zzz-272

SENEGHAL cars. Sales, spares and service at the Winter Garden Garage, 10 Macklin St., Drury Lane, W.C.2. Telephone, Holborn 4236. zzz-574

SPARES, lowest prices on approval, for the following:—Austin, Morris, Clyno, Singer, Chrysler, Delage, Standard, Citroen, Rover, Salmson, Armstrong, Rhode, Darracq, Swift, A.C., Bean, Lea-Francis, Peugeot, Wolseley, Essex, Autocrat, Galloway, Crosley, Durant and many others. The Balham Motor Mart, Ltd., Eton Garage, 260 Balham High Rd., S.W.17. Phone, Battersea 2969. zzz-437

HEADINGLEY for spares. Frazer-Nash, G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks, expert advice. Phone 52080, or wire, "Trubie, Leeds." The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. zzz-510

GENUINE spares and parts for all makes of Hampton cars. London Depot, 40 Woburn Place, W.C.1. Tel., Museum 3851. Factory Depot, Hampton Works, Stroud, Gloucester. 987-550

SWIFT spares.

A LARGE and comprehensive stock of genuine Swift spare parts always available at Henlys Service Station, Hawley Crescent, Camden Town.

TELEPHONE, Gulliver 1121. zzz-429

DISMANTLING hundreds of light cars, all makes. We hold the largest stocks in Great Britain of second-hand engines, gearboxes, back axles, spare parts, accessories cheap; inquiries invited. Caplans, Ltd., Motor Demolition Works, Possil Rd., Glasgow. Phone Douglas 4090. Telegrams, "Demolition, Glasgow." 983-h598

SPARE PARTS FOR LIGHT CARS
(continued).

AUSTIN 7 wheels, 2 1927-type wellbase wheels and tyres, 25s. each. 1 The Pavement, N.8. Mountview 5638. zzz-578

CLARE'S MOTOR WORKS for spares. Over 300 cars dismantled including Austins, Albert, Alvis, Aricis, Anzani, A.C.S., Benze-Bradshaw, Bugattis, Beans, Coventry-Premier, Citroen, Clynos, Crouch, Cluley, Delage, Fiat, Calthorpe, H.E. Hillman, Hampton, Jowett, Lagonda, Mathis, Mercury, Rhode, Peugeot, Phoenix, Rover 8 and 9-20hp, Humber, Riley, Renault, Salmson, Standard, Swift, Singer, Talbot, Wolseley, Waverley, Lea-Francis, Gwynne, Galloway, Bayliss-Thomas, Charron-Laycock, Eric-Campbell and many others. Quotations by return. Approval, Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. Closed on Sundays. 979-903

PARWOOD for Austin spares. Repairs overhauls promptly executed. Open 9-9, Sundays 9.30-1. 89 East Hill, Hauldswoth. 979-760

SINGER spares, new, used, trade supplied. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 979-988

DOUGLASS for every Morgan spare.

SECOND-HAND flywheels, £1; second-hand chassis, narrow bevel box, £4 10s.; second-hand magnetos, J.A.P. or Anzani, 35s.; second-hand chains, 7s. 6d. each; second-hand de luxe bodies, 50s.; second-hand 700-80 back wheels, with tyre, sprockets and brake drums, spindle, 35s. each; second-hand clutch cones, 15s.; second-hand electric headlamps, 7s. 6d.; second-hand de luxe screens with brackets, 30s.; second-hand back forks, wide and narrow, 20s.; second-hand de luxe petrol tanks, 27s. 6d.

LARGE stocks of new and second-hand Anzani engine spares. F. H. Douglass, the Morgan Specialist, St. Mary's Square, Ealing. Tel. 6477. 979-973

CONWAY, the cheapest man in the trade for good second-hand spares. Austin, Alvis, Ariel, A.C., Armstrong, Albert, Ansaldo, Bean, Belsize-Bradshaw, Buick, Bayliss-Thomas, Clyno, Calcott, Calthorpe, Citroen, Chrysler, Crosley, Coventry-Premier, Cubitt, Daimler, Delage, Darracq, Essex, Enfield, Fiat, Gwynne, Galloway, G.W.K., Hampton, Hillman, Humber, Jowett, Lagonda, Le Bure, Morris, Minerva, Peugeot, Rhode, Riley, Renault, Rover, Sunbeam, Standard, Sizar-Berwick, Swift, Singer, Studebaker, Straker-Squire, Star, Talbot, Talbot-Darracq, Vauxhall, Wolseley, etc., etc.; also huge stock of Austin 7 mudguards (shop-soiled), 30s. per set. Phone, Chiswick 5531. Gloucester Rd. and High St., Acton. 979-15

DISMANTLING A.C., Austin, Ariel, Alvis, B.S.A., Bean, Bayliss, Citroen, Clyno, Calcott, Calthorpe, Fiat, Galloway, Gwynne, Hillman, Hands, Horstman, Humber, Jowett, Lea-Francis, Morris, Mathis, Peugeot, Rover, Swift, Singer, Standard, Seabrook, Salmson, etc. Snows.

ROVER 8. Send for my spares list. Snow's, 42a Wilton Rd., Dalston, E.8. 978-931

JOWETT. Comprehensive spares stockists. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-598

DISMANTLING a number of cars, including Cowley, Oxford, Calthorpe, Crouch, G.N., Ford, Ilcru, Scripps-Booth, Windsor. All parts cheap. Drinkwater, 99a Cherry Orchard Rd., Croydon. Fairfield 5128. 979-293

WITHAM'S. Dismantling A.C., Ariel, Clyno, Riley, Rhode, Humber, Swift. Oldbridge Rd., Barking. Battersea 3280. zzz-612

NEW LIGHT CARS AND CYCLECARS

A.J.S. Taylor's, of Kensington. A.J.S. London distributors. Immediate delivery from stock. All models. Call and inspect and avail yourself of demonstration. 52 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-394

AMILCARS. Amilcars (Gl. Britain), Ltd., 95 High Holborn, W.C.1. Part exchanges, spare parts and service. Chancery 8623. zzz-168

AUSTIN. £12 deposit secures delivery of new Austin 7. Rowland Smith Motors, Ltd. (Austin agents). Open all week-days, including Saturdays, 9-8; Sunday, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-108

AUSTIN. No deposit. Tenner, £6 14s. 9d. monthly. Guaranteed after-sales service. Distributors for Boyd-Carpenter (B.C.) and Arrow Special bodies. Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. 11 Hammersmith Rd., W.14 (opposite Olympia). Phone, Fulham 3477-9. 92 Gloucester Rd., S.W.7. Phone, Froisher 3037. Open till 6 p.m. Saturdays. zzz-280

AUSTIN agents. Immediate delivery of 7hp model. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead (one minute Hampstead Tube). Phone, Hampstead 4881. zzz-107

AUSTIN. Weybridge Automobiles, Ltd., official mail dealers and specialists. Unique sales and service facilities, Weybridge. Phones 235-6-7. zzz-400

AUSTINS. Taylor. Austin special de luxe sports 2-seater, very roomy, renowned for comfort. Full all-weather equipment and luggage space, £165. Write for List 1. Taylor's, 52 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-408

AUSTIN. Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-469

"THE MOTOR MANUAL." 28th Edition. 800th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. by post.

NEW LIGHT CARS AND CYCLECARS
(continued).

NEW LIGHT CARS AND CYCLECARS
(continued).

AUSTIN. Manchester. Immediate deliveries. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 979-777

AUSTIN. Manchester. Austin Swallow, Lancashire distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 979-776

AUSTIN. Stuart and Co. Specialists. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 979-754

AUSTIN. Newbams supply Austins better through having large stocks, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4646). Branch showrooms, 136 Streatham Hill, S.W.2. (Streatham 8830). 979-824

AUSTIN. Immediate delivery of 1932 7 and 12-6 saloons from stock; exchanges and 2-year deferred terms; let us quote you. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 979-833

AUSTIN 12-6, immediate delivery coachbuilt saloon, £198, and other models from agents. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 3133-6-7. 979-958

AUSTIN. Henlys for Austin cars.

Best terms, best allowance, best service.

Henlys, Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7754. 979-965

AUSTIN. F.O.C.H., Ltd., agents. 1932 models, immediate delivery from stock; highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-599

AUSTIN. Earliest delivery of 1932 models, 7 and 12-6 models. Liberal exchange allowances, deferred terms up to 24 months. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-922

AUSTIN Showrooms, Bayswater. Before buying your new car visit us and inspect a complete range of the new model Austin car. We can deliver all models on payment of £25 upwards and balance spread over 12, 18, or 24 months, liberal part exchange allowances. Yearly replacement scheme, £40 for 7hp models, £75 for the new 12-6 model, £100 for 12hp models, and £120 for 16hp models, including free service for 12 months. McCarthy's Motors, 28 Queen's Rd., Bayswater, W.2. Park 7766. 979-81

DERBY. Morgan Hastings, Ltd., sole concessionaires for Great Britain. 9hp Derby sports cars. Spare parts and service; part exchange, deferred terms. 17 Berkeley St., W.1. Mayfair 5325. zzz-956

FRAZER-NASH. All inquiries to hire purchase or part exchange should be addressed to Frazer-Nash Cars (Sales Department), 400 London Rd., Isleworth. Hounslow 3171-2. 2-seater models from £325. Demonstration runs at any time, anywhere. zzz-256

JOWETT. Croydon wholesale and retail agents. Official Jowett sales and service depot. Turner's, Lower Addiscombe Rd. and Dingwall Rd. Phone, Addiscombe 3131. zzz-935

JOWETT. Godfreys are trade and retail distributors. Large stocks for immediate delivery. For easy terms and fair exchanges, Godfreys, Ltd., 366-368 Euston Rd., London, N.W.1. Phone, Museum 3401-2. zzz-32

JOWETTS. Manchester main distributors. Saxon Jeffries, Ltd., Deansgate. Comprehensive stock; special easy terms. zzz-64

JOWETT service station (London), main agents. Immediate delivery new Jowett saloons; part exchanges and deferred payments, service after sale, overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-82

JOWETT. Lovatts for Jowetts.

South London Service Depot and trade distributors. Early delivery of all models; cash or deferred. To ensure Jowett service consult the Jowett specialists.

Mitcham: 191 Streatham Rd. Phone, Mitcham 1597.

Croydon: 189 Panderoff Rd. Phone, Thornton Heath 2468. zzz-257

JOWETT Specialists, A. V. Motors, Ltd. We have had many years' experience with these cars and can give you excellent service. Phone, Kingston 0710. Address, 28 The Causeway, Teddington. zzz-487

JOWETT. The Service Company, trade and retail distributors. Sales, service, spare depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

JOWETT cars, 1931 models. Trade and retail. Main agents and service station. The Turpin Engineering Co., Ltd., 177 The Vale, Acton, W. Shepherd's Bush 2040. 980-540

JOWETT. F.O.C.H., Ltd., London distributors. 1932 models from stock; exchanges, deferred. Below.

F.O.C.H. 1932 Jowetts from £15 deposit. Highest allowance for your present car. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-600

LEA-FRANCIS cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-505

MATHIS cars and service. Sole concessionaire of genuine spares for this country. Gardner Motors, Bolton Rd., Harlesden, N.W.10. Willesden 5066. zzz-870

MATHIS. Sole distributors for Yorkshire, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-506

M.G. Midget part exchanges won't make you fidget. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8625 zzz-116

M.G. F.O.C.H., Ltd., agents. 1932 models, immediate delivery from stock. Highest allowances 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-601

M.G. Jarvis, of Wimbledon. Wholesale and retail distributors of M.G. cars for S.W. and S.E. London, Northern Surrey and Kent, for the first particulars and deliveries of the new 1932 M.G. models. Victoria Crescent, Wimbledon. Phone 2526. 979-929

MORGANS. Maskell for Morgans.

The only recognized house in South London.

Everybody knows Maskell in the Morgan world. Official distributors.

Repairs by Morgan mechanics from Morgan's works. Trade supplied. Maskell for Morgans 6-8 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-732

MORGAN. £9 deposit secures delivery of new Morgan. Rowland Smith Motors, Ltd. (Morgan agents). Open all week-days, including Saturday, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-109

MORGANS. Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-199

MORGAN. Rowland Smith Motors, Ltd.

MORGAN agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-110

MORGAN, latest models at new reduced prices. Before buying your new Morgan get the "Better Way" easy payment schedule and inquiry form. Colmore Depot, 31 Colmore Row, Birmingham (largest Morgan Distributors in Great Britain). 979-888

MORRIS Minor dealers. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-153

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

MORRIS Minor. Rowland Smith Motors, Ltd.

MORRIS. £12 deposit secures delivery of new Morris Minor. Rowland Smith Motors, Ltd. (Morris agents). Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-112

MORRIS Minor. Archie Simons and Co., exchange specialists, authorized agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-465

MORRIS Minor. Earliest deliveries of 1932 models. Write for catalogue and full particulars. Any make of car, motorcycle or sidecar combination taken in part exchange. Sole London distributors, Stewart and Ardern, Ltd., Morris House, 103 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15. zzz-563

MORRIS. Earliest delivery of all 1932 models. Liberal exchange allowances. Deferred terms up to 24 months. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-923

MORRIS. 1931 Morris cars. All models.

Best terms, best allowance, best service.

Henlys, Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7754. 979-965

MORRIS. Try F.O.C.H., Ltd. Highest allowances. No waiting. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-602

RILEY 9; easiest terms and service fine. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8625. zzz-115

RILEY. Archie Simons and Co., Exchange Specialists, Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-467

RILEY official depot for sales, spares and repairs, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-507

RILEY. Boon and Porter, Ltd.

RILEY 9 specialists and distributors in London, Surrey, Middlesex and Berkshire.

Immediate delivery of sliding roof and other models.

159 Castelnau, S.W.13. Riverside 4444. 979-883

ROVER. Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-466

NEW LIGHT CARS AND CYCLECARS
(continued).

ROVER distributors in London and the Home Counties.

HENLYS, Henly House, 385 Euston Rd., N.W.1.

ROVER Showrooms in London at 155 Gt. Portland St., W.1. Tel. Museum 7734. zzz-590

ROVER. Premier have available for immediate delivery entirely new 1932 Rover 10 and Pilot; extended terms to suit purchaser. Premier Motor Co., Aston Rd., Birmingham. 979-757

ROVER. Manchester. Several shop-soiled models, unregistered, clearance prices. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 979-778

ROVER 10, 1932, saloon in stock, quick delivery of all other models, prices from £179; best terms and exchanges. Agents, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 979-959

SALMSON. Sole concessionaires. Spares and repairs depot. S.M., Ltd., Church Wharf, Chiswick, W.4. Chiswick 3531. zzz-202

SALMSON distributors and specialists for Yorkshire, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-508

SINGER. Croydon. Wholesale and retail agents. Official Singer sales and service depot. Turner's, Lower Addiscombe Rd., and Dingwall Rd. Phone, Addiscombe 3151. zzz-956

SINGER. £15 deposit secures delivery of new Singer Junior. Rowland Smith Motors, Ltd. (Singer agents). Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-115

SINGER 8. Selling, buying, say the date. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-120

SINGER. Rowland Smith Motors, Ltd.

SINGER agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-114

SINGER. Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-468

SINGER. Immediate delivery of 1932 Junior models from stock; exchanges and 2-year deferred terms; let us quote you. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 979-832

SINGER. F.O.C.H. (Distributors). Immediate delivery. Highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-603

STANDARD 9. Easiest terms and service fine. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-117

STANDARD. Truscott for saloons. All new models in stock for immediate delivery; exceptionally attractive terms. John S. Truscott, 175a Westbourne Grove, W.11. Park 7785. zzz-213

STANDARD. Archie Simons and Co. Official Agents. Immediate deliveries, highest allowances, deferred terms. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-464

STANDARD cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-509

STANDARD. Immediate delivery of 1932 Big 9 and earliest delivery of Little 9 models; exchanges and 2-year deferred terms. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 979-830

STANDARD. Stuart and Co. Specialists. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 979-755

STANDARDS. Newshams are in a position to offer early delivery of Big and Little Nine models; self-financed hire-purchase terms and generous part-exchange allowances arranged; demonstration models actually in stock. 237 Hammersmith Rd., W.6. Riverside 4646. Branch showrooms: 136-8 Streatham Hill, S.W.2. Streatham 8830. 979-825

STANDARD, 1931 cars, all models.

See the Standard Swallow saloon, the most elegant light car of to-day.

Henlys, Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel. Museum 7734. 979-967

STANDARD. F.O.C.H. (Agents). Immediate delivery. Highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-604

STANDARD, 1932 Big Nine sunshine saloon in stock, £205; also 1931 shop-soiled £225 model, to clear, £180. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 979-924

TALBOT 90. Easiest terms and service plenty. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-114

TRIUMPH. Morgan Hastings, Ltd., Triumph Distributors, London and Surrey, Super Sevens and Scorpions. Come and see the 1931 models. Part exchanges, deferred terms, immediate delivery. 17 Berkeley St., W.1. Mayfair 5323. Super Service Station; 212 New King's Rd., S.W.6 (opposite Putney Bridge Station). Tel. Putney 7611. zzz-228

NEW LIGHT CARS AND CYCLECARS
(continued).

TRIUMPH. Ratcliffe Bros., specialists and distributors for London and Essex, offer immediate delivery of 1932 Super Seven and Scorpion models; orders accepted for early delivery of the new 5hp model. A special range of models on view and demonstration car; are at your service. 200 Gt. Portland St., W.1. Museum 8603. zzz-369

TRIUMPH. Immediate delivery of 1932 Super 7 and Super 9 models. Main London agents; exchanges and 2-year deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 979-831

TRIUMPH Super 7. Premier have available for immediate delivery the new 1932 Triumph models; extended terms, exchanges. Premier Motor Co., Aston Rd., Birmingham. 979-756

TROJAN.

High prices allowed for your present car; low deferred payment terms. Ask for particulars of the new Trojan from Nottingwood Garage, Ltd., sole London and Kent distributors, 92 Gloucester Rd., S.W.7 (five doors from station), Frobisher 3057, 489 Oxford St. (between Marble Arch and Selfridges), Mayfair 6801-2. Service Depot and Spares, Avonmore Place, W.14 (opposite Olympia), Fulham 4972. Also, 7-8 Fairmeadow, Maidstone, Kent. 2740. Open until 6 p.m. Saturdays. zzz-282

WOLSELEY Hornet. Marvellous value and terms for it. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-118

WOLSELEY. Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All models Hornets on view. Weybridge. Phones 255-6-7. Reading Depot. Caversham Rd. Phone 3140. zzz-401

WOLSELEY cars. The sole London distributors are Eustace Watkins, Ltd., 12 Berkeley St., W.1. Mayfair 5084. Wolseley Works and Service, Manor St., Chelsea. Flaxman 8181 (10 lines). zzz-423

WOLSELEY. Manchester. Hornet Swallow Lancashire distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 979-779

WOLSELEY Hornet, immediate delivery, attractive car; best terms and exchanges. Agents, Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 979-960

MISCELLANEOUS LIGHT CARS & CYCLECARS.

I BUY motorcars for cash.

I SELL motorcars for cash or easy payments.

I EXCHANGE motorcars.

DROP me a line, or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Sloane 8231. zzz-111

ROWLAND SMITH'S special list of Special Bargains. Yours for the asking. Write, phone or call now. Open all week-days, including Saturdays, 9-8; Sunday 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-117

ROWLAND SMITH MOTORS, LTD.

AGENTS for all cars. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-115

YOU will buy it cheaper from Rowland Smith. Cash, deferred or exchange. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-115

ROWLAND SMITH MOTORS, LTD.

YOU are certain to find the car you want at the price you want to pay amongst our huge stock. Call and inspect or send for lists. Cash, deferred or exchange. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-118

VETERAN CARS, LTD., Brooklands Aerodrome, Byslect, have for sale Benz, Humbereit, De Dion, Siddeley, Fiat, Star, Peugeot electric, made for royalty, ancient lamps, coils, etc. 979-759

F.O.C.H., LTD., supply any make new car. Large second-hand car showrooms. Exchanges, deferred. Free list. 5 Heath St., N.W.3. Open all week-days, including Saturday, 9-8; Sundays 9-1. zzz-605

CARS FOR HIRE.

£1 daily. Chrysler or Essex saloons. 20 Paddenswick Rd., Hammer-smith. Riverside 2578. zzz-364

AUSTIN, Morris, Essex saloons and tourers, £7 to £9 week; one day from 35s.; week-ends from £3. Insurance included. Unlimited mileage. Send for tariff. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 979-925

WANTED—Cars.

H. F. EDWARDS AND CO., LTD., 175 Gt. Portland St., W.1, offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or phone Welbeck 4161. zzz-513

ROWLAND SMITH MOTORS, LTD., want an unlimited number of Austin Sevens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-133

"HOW TO DRIVE A CAR" 11th Edition. By the Editor of "The Motor."
 A complete guide. 2s. 6d. net 2s. 9d. post free.

WANTED—Cars. (continued).

ROWLAND SMITH MOTORS, LTD., want Rovers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-154

ROWLAND SMITH MOTORS, LTD., want Salmons for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-131

R
D
W
L
A
N
D
S
M
I
T

H MOTORS, LTD. will pay spot cash on sight and the highest prices obtainable for Austin Sevens, A.B.s, A.C.s, Amilcars, Bugattis, Citroens, Clynos, Fiats, Frazer-Nashes, G.N.s, Hillmans, Humbers, Gwynne Eights, Morris Minors, M.G. Midgets, Triumphs, Vernon Derbys, Jowetts, Lea-Francis, Mathis, Morgans, Peugeotts, Renaults, Rileys, Rovers, Salmons, Senechals, Singers, Standards, Swifts, Talbots, Wolseleys, or any other make. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-566

ROWLAND SMITH MOTORS, LTD., want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-132

S. AND S. MOTORS, LTD., wish to purchase (urgently) all makes of light cars and Morgans (particularly Aeras). We are prepared to pay really high prices for cars in good condition. As light car specialists we have a ready sale and consequently can offer you the best highest prices and, furthermore, immediate cash. Try other dealers first and then get our offer. S. and S. Motors, 395 Edgware Rd., Paddington, W.2. Tel., Padd. 7958. Open 9-8 and Sunday morning. zzz-597

ROWLAND SMITH MOTORS, LTD., want Morgans for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-129

ROWLAND SMITH MOTORS, LTD., want Rileys for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-130

NEWHAMS want any well-known make of light car for cash or in exchange for any new or used model; best possible prices offered; cash either way. 237 Hammotsmith Rd., London, W.6. Riverside 4646 979-826

URGENTLY required. Cash waiting for Austin Sevens, Amilcars B.S.A. three-wheelers, Fiats, Jowetts, M.G.s, Morris Minors, Riley Nines, Rovers, Singers, Salmons, Standard Nines, Swifts, Triumphs, Wolseley Hornets, Morgans all models, etc. Call, write or phone Riverside 2365. Open Sunday mornings. Weekdays 8 p.m. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. 979-816

PICKWORTH AND HULL require 1930-1 Austins, M.G.s, Rovers, Standards, Hornets, cash or exchange. 107 St. Portland St. Latham 1998. 979-770

H. GLOVER-MOTORS, Putney. The 100% Austin 7 specialists, require an unlimited quantity of used models for immediate cash. Call, phone or write H. Glover-Motors, Chelverton Rd. Putney 7134. Open Sunday morning. 979-763

ROWLAND SMITH MOTORS, LTD., want Jowetts for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-128

THE LIGHT CAR CO. do pay highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. zzz-582

ROWLAND SMITH MOTORS, LTD., want Standards for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-127

ROWLAND SMITH MOTORS, LTD., want Rovers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-126

ROWLAND SMITH MOTORS, LTD., want Fiats for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-125

ROWLAND SMITH MOTORS, LTD., want Morris Minors for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-138

ROWLAND SMITH MOTORS, LTD., want Triumphs for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-124

WANTED—Cars (continued).

ROWLAND SMITH MOTORS, LTD.

The largest buyers of Morgans, all models. Highest prices paid. Spot cash on sight. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-150

ROWLAND SMITH MOTORS, LTD., want Senechals for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-137

AUSTIN Sevens, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-144

SPORTS cars wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-149

ROWLAND SMITH MOTORS, LTD. will pay more for your Morgan than any other dealer in London. Spot cash on sight. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-148

ROWLAND SMITH MOTORS LTD. If it's a Morgan, any model, age or condition, Rowland Smith will buy it. Spot cash on sight and the highest price. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-147

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-146

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, phone or write. 5 Warren St. W.1. Museum 0623. zzz-329

ROWLAND SMITH MOTORS, LTD., want Lea-Francis for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-136

FINCHLEY MOTORS want modern light cars, cash waiting. 132 and 168 High Rd., East Finchley. 979-53

ROWLAND SMITH MOTORS, LTD., want Singers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-123

ROWLAND SMITH MOTORS, LTD., want Austin Sevens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-140

GET more for your car by sending it to the Motor House, Ltd., 20-22 Finchley Rd., N.W.8. You can draw 50% on the sale price on sight, balance a day after sale. This is the most sensible way to sell any modern car. Hundreds have found it so. Printed booklet on application. Most cars sold immediately upon receipt. zzz-359

WANTED, shop-soiled Rover 10 saloon. 69 St. Paul's Avenue, Willesden Green, London. 979-11

ROWLAND SMITH MOTORS, LTD., want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-135

AUSTIN Sevens, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-145

ROWLAND SMITH MOTORS, LTD., want Aero, Grand Prix de luxe (air and water-cooled), standard and family model Morgans for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-142

"SAFETY First—Sell at Kirk's." Sell your light car or Morgan to London's largest cash buyers.

KIRK AND CO., The Light Car and Morgan Specialists.

WE urgently require all makes of light cars, including Amilcars, AUSTINS, Jowetts, Fiats, Singers, Rovers, Standards, Morris Minors, SENECHALS, Riley 9's, M.G. Midgets, etc.,

IN fact, any car in good condition purchased for highest spot cash.

KIRK AND CO. also have the best market in London for types of Super Aero Morgans, Family, 4-seaters, Aeros, de luxe, Grand Prix and other types. Write, phone or call.

KIRK AND CO., The Light Car Specialists, 22, 49 Praed St., Paddington, W.2. (Paddington 0049 and 6892.) And 28, 30, 32 Iliburry Corner, N.5. (North 4784.) Open 10-1 p.m. Sundays. 8 p.m. week-days. 979-75

ROWLAND SMITH MOTORS, LTD., want Amilcars for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-122

ROWLAND SMITH MOTORS, LTD., want Citroens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-121

"THE MOTOR BOAT MANUAL."
Motor Boating Enthusiasts.

10th Edition. A Practical Handbook for
5s. net. 5s. 5d. post free.

WANTED—Cars (continued).

JOWETTS. F.O.C.H. definitely pay highest prices. Spot cash. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays. 9-8; Sundays 9-1. zzz-608

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-139

ROWLAND SMITH MOTORS, LTD., want Clynos for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-120

AUSTIN Sevens, all models, all types, wanted for cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-143

ROWLAND SMITH MOTORS, LTD., want Frazer-Nashes for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-119

THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

F.O.C.H. urgently require light cars. Spot cash. Highest prices. Bring or write. Below.

ROWLAND SMITH MOTORS, LTD., want Vernon-Derby for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-141

MISCELLANEOUS.

COLEY radiator thermometers, 25s.; Coley oil gauges, 25 lb., 6s. 6d.; altimeters, 11s.; K.L.G. plugs F.7, 1s. 9d.; files recuts, assorted dozen, 3s. 6d.; gloves, leather gauntlet, fleecy-lined, tan, 7s. 6d.; dark brown, 8s. 6d.

AEROPLANE wheels, with Palmer tyres and axle, 50s. per pair, carriage forward; screw pickets, 12-in., 9d.; motor repair outfits, 1s. 3d.

WINDSCREEN frames, 15 by 34-in., 1s. 9d.; 6-volt Stewart horns, new, 17s.; chamoux leathers, 16 in. square, 1s. 9d.; bolts, nuts, washers, 7 lb. bag assorted, 4s.; spanners, Gedore, etc.

ABOVE post paid. Send for free list. Coley, Ltd., Ordnance Works, Kingston-on-Thames. zzz-543

TRIOX cleans upholstery, fabric, Bedford cord and floor carpets. Not a polish but a "Magic Stain Remover" and renovator. Ask your garage, or direct from Triox Products, Ltd., 6 Colonial Ave., E.C.3. zzz-547

BOSCH horn, 6-volt, 1 month's use, perfect, 17s. The Birches, Inwood Rd., Hounslow. 979-1254

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2.

WIRELESS, cigar lighters, fixed in 5 secs., 6-volt, usually 12s. 6d., our price 4s. 6d.; dash lamps, complete with switch, 1s. 6d.; waterproof twin lighting cable, 3d. yard; dynamos and starters, brand-new Rotax, Lucas, Autolite, C.A.V., 6 and 12-volt, 17s. 6d.

CORD covers, 27 4.00, 26 3.50, usually 29s. 6d., now 19s. 6d.

MOTOR meters, French make, with St. Christopher mascot, usually 12s. 6d., now 5s. 6d., post 6d.

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2, and branches. 979-768

CARAVANS, TRAILERS, ETC.

RAVEN CARAVANS for light cars. Prices from £50; completely equipped.

RAVEN CARAVANS, 2 Ravenscourt Square, Goldhawk Rd., Hammer-smith. Phone, Riverside 0353. zzz-48

MAKE it a caravan holiday this year.

IT'S wholly delightful and not impossible for even a baby car.

WE have special light models for Morris Minor and Austin 7.

SEND for hire details to Welford's Motors, Brighton.

STILL a few vacant dates for the holiday weeks. Write for details. Welford's Motors, Brighton. Phone 2440. zzz-520

CARAVANS for hire. Mysons, Ltd., have a large fleet of car cruiser caravans for sale or hire, also motor caravans. Write for terms. 99 Cromwell Rd., S.W.7. Frobiisher 1034. zzz-539

CARLIGHT TRAILERS best value obtainable, 9½ guineas baby trailers for baby cars. Sleaford. 983-946

CAMPKARRIER trailer, light car model, practically new, must sell, £18. Unused tent and camp equipment at sacrifice prices. Mallard, 63 Bicester Rd., Aylesbury. 980-h670

LIGHT luggage trailer, completely fitted, excellent condition, 3 by 4 by 1½ unfolds to sleep 2 when camping, what offers! Particulars, 1 Colnwood Gardens, Ilford. 979-j273

AGENCIES.

PROFITABLE whole or spare-time employment, exclusive provincial territory. Write BCM/EXWV, London, W.C.1. 993-d261

BATTERIES—ACCUMULATORS.

GENERAL MOTOR AND TYRE CO.

C.M.T. New starter batteries, all well-known makes, fully guaranteed for 12 months. Send for detailed price list. Batteries repaired and recharged at either depot. Always a large quantity of charged batteries in stock for immediate dispatch.

42s. Morris-Cowley 12-volt 54 a.h.

29s. 6d. Ford and Chevrolet 6-volt 88 a.h.

19s. Austin 7 6-volt 57 a.h.

26s. 6d. Morris Minor 6-volt 72 a.h.

CAN be dispatched fully charged and ready for use, 6-volt 2s. and 12-volt 3s. 6d., carriage forward.

GENERAL MOTOR AND TYRE CO., 81 Queen St., Hammersmith, W.6. Phone, Riverside 6388 (5 lines). Depot, 370 Gray's Inn Rd., King's Cross. Phone, Terminus 4429 (5 lines). zzz-446

10,000 All-British brand-new and guaranteed Stelled starter batteries in stock. See below.

WE have the most up-to-date machinery in London for charging and repairing batteries and testing, locating and repairing faults in dynamos and starters.

ANY type of service battery, dynamo or starter can be hired while we repair or recharge yours. Deposit required.

BEARDMORE SERVICE, LTD.,

12-28 QUEEN'S RD., Hyde Park, W.2.

PHONE, Park 8641-2.

979-562

DININ batteries. Any make of battery repaired; 2 hours' service. The Turpin Engineering Co., Ltd., 177, The Vale, Acton, W. Shepherd's Bush 2040. 980-541

19s. 6d. New starter batteries: Austin 19s. 6d., large capacity 24s.; Ford 28s. 6d., extra large capacity 32s. 6d.; Morris 43s. 6d., best make 48s. 6d. Replacements for any car supplied. Send for list. Marble Arch Motor Supplies, Ltd., 135 Edgware Rd., London, W.2. 979-766

LUCAS, C.A.V., Rotax.

OFFICIAL service, large stocks, replacements, exchanges, immediate delivery, low prices.

LUCAS, C.A.V., Rotax battery service station.

GAMDEN TOWN: 91 Bayham St. Phone, Gulliver 4461-4.

PUTNEY: 158 Fulham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-593

BODIES.

ARMSTRONG'S coachwork. Bodies built to order. Conversions, renovations, painting, all repairs, hoods, etc. 4 Leysfield Rd., Goldhawk Rd. (opposite "Seven Stars"), Shepherd's Bush. Phone, Shepherd's Bush 1577. 979-869

CAR PAINTING.

QUALITY painting from £3 10s., quick delivery, fabric covering, hoods, side screens, tonneau covers, all repairs. Phone, The Light Car Repair Specialists, J. Darrant and Sons, Humbolt Works, Fulham Cross, W.6. Fulham 3218. zzz-425

PAINTING, cellulosing, or just smarten up. Fabric colours changed, exceedingly low prices. Armstrongs, 4 Leysfield Rd., Goldhawk Rd. (opposite "Seven Stars"), Shepherd's Bush. Phone, Shepherd's Bush 1577. 979-868

CARPETS, MATS, ETC.

CARPETS and mats for all cars in coco-nut fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1880), 145-150 Portobello Rd., London, W.11 Tel., Park 2703. zzz-834

CELLULOID.

ALLEN AND DORSETT for new British transparent polished sheets, 20,1,000 thickness, economical sizes, 55, 24, 5s. 6d.; 50, 20, 5s.; 58, 18, 5s.; 50, 16, 4s. 6d.; carriage paid, cash with order; c.o.d. 4d. extra, trade supplied. Side screens renovated cheaply. 63-65 Aslett St., Wandsworth. Phone, Battersea 1422. zzz-309

CLOTHING.

LEATHER coats, teddy lined, ladies' or gent's, from 40s.; list free; easy payments; 7s. 6d. secure delivery. Prida and Clarke, 158 Stockwell Rd., S.W.9. 979-68

CYLINDER GRINDING.

YOU will like the fine finish of our grinding and the price. All types pistons, rings or valves. Sealitic Piston Ring Co., Sherborne St. Works, Islington, N.1. zzz-573

READING CYLINDER AND PISTON CO., 774 Oxford Rd., Reading. Cylinders ground and fitted Cylite heat-treated alloy pistons with six months' guarantee. Austin 7, 55s.; 12, 70s.; Morris-Cowley, 68s.; Oxford, 72s. Delivery two days. Reading 3224. zzz-420

WHITE, WATSON AND CO., Cylinders reground and fitted with alloy pistons; Austin 7, 52s.; 12, 66s.; Morris-Cowley, 66s.; Oxford, 68s.; others from 62s. Engine reground in chassis, valves seated, bearings adjusted, run in and tested, £10. First-class workmanship and materials; guaranteed. 80 Belvedere Rd., S.E.1. Phone, Hoop 4352. zzz-440

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.

CYLINDER GRINDING (continued).

STANDARD, Rover, Austin, Morris, Riley, Singer, cylinders rebored, valves reset, bearings adjusted, without removing engine, in 2-3 days. Phone for quotation. K.J. Motors, Bromley. (Ravensbourne 3456-7.) 979-574

CYLINDERS ground and fitted die-cast alloy pistons complete, Austin 7, 45s.; 12, 60s.; Cowley, 45s.; Oxford, 48s.; Minor, 55s.; Ford, 72s. Prompt delivery; first-class workmanship. Rover 8 bottom ends, 55s. per set. Morman and Bliss, London Rd., Hounslow. Phone 0227. 981-h803

DYNAMOS AND MAGNETOS.

DYNAMOS, starters and magnetos, 1,000 different reconditioned replacement types, from 25s. each. See below.

EXCHANGES made from 25s., while you wait. See below.

WE specialize in high-class electrical service and have the most up-to-date machinery in London. See below.

BEARDMORE SERVICE, LTD., 12-28 Queen's Rd., Hyde Park, W. Phone, Park 8641-2. zzz-362

LUCAS, C.A.V., Rotax.

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

LUCAS, C.A.V. Rotax battery service station.

CAMDEN TOWN: 91 Bayham St. Phone, Gulliver 4461-4.

PUTNEY: 158 Polsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-596

ELECTRO, CHROMIUM AND NICKEL PLATING.

CHROMIUM plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating and enamelling. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-374

CHROMIUM plating, high-grade work on heavy nickel deposit, with latest plant, price from 26 10s. per car upwards, exclusive of dismantling radiator, windscreens, lamps, door handles, wheel nuts. Cars taken into our service department. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-5. zzz-482

ENGINES.

CITROEN, Rover, A.B.C., Anzani, Bran, Morris, Essex, Buick, Singer and Clyno engines, also most other makes. Inquiry invited. Scotia Motor Works, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. zzz-45

CONWAY, the cheapest man in the trade for good second-hand engines (all makes). Phone, Chiswick 5531. Gloucester Rd., and High St., Acton. 979-13

EXCHANGES.

ROWLAND SMITH MOTORS, LTD., will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand cars. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-156

NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle on receipt of full particulars in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales; free service. Immediate deliveries of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber, Rover, also Austin 7, Morris Minor and Hornet chassis with Boyd-Carpenter (B.C.) and Arrow sports bodies. Call, write or phone 489 Oxford St., W.1 (Mayfair 6801-2); 11 Hammersmith Rd., W.14, opposite Olympia (Fulham 5477-9); and 92 Gloucester Rd., S.W.7 (Frobisher 5037-8). zzz-524

MANCHESTER. Exchange your car with Rhind and Co., 258 Deansgate, Manchester. zzz-38

ROWLAND SMITH MOTORS, LTD., Morgan agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-154

ROWLAND SMITH MOTORS, LTD., Singer agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-152

ROWLAND SMITH MOTORS, LTD., Morris Minor dealers. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-153

ROWLAND SMITH MOTORS, LTD., Austin agents. Immediate delivery of 7hp model. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-155

ARCHIE SIMONS AND CO., Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

EXCHANGE 1932 Austin 7 saloon for older model, balance deferred if desired. Whitby, Austin Agent, 7 The Vale, Acton, W.3. 979-857

EXCHANGES (continued).

NEWHAMS allow full market value for second-hand cars in part payment for new or other used models. Business arranged anywhere in Great Britain; 200 cars always in stock. Below.

STANDARD 1931 Big Nine coachbuilt sliding-roof saloon, blue and grey, almost new; will exchange for smaller car and cash; deferred arranged if desired. Newnhams, 237 Hammersmith Rd., W.6. Riverside 4646. 979-827

WANTED in exchange for 1927 A.C. 6-cylinder 2-seater, in sound condition throughout, a 1928 Cup model, cash either way. 40 Linhope St., Upper Park Place, N.W.1. Paddington 9550. 979-901

AUSTIN 7 saloon, 1927, £40; also dirt-track J.A.P. with kit; would exchange for small car, cash adjustment. Harria, 205 Dalston Lane, E.8. 979-h520

F.O.C.H. Exchange specialists. New or second-hand. Cash (either way). Deferred. Free list. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

EXTENDED PAYMENTS.

ROWLAND SMITH MOTORS, LTD.

DEFERRED terms. No references, no inquiries of employers, guarantors and deposits not essential. Balance 6 to 24 months, charges from 3%., individual requirements given every consideration. Highest exchange allowance, full particulars and list on request. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-157

ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Rd., W.2, and 205-7 Gt. Portland St., W.1. zzz-175

THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

THE TRADING AND FINANCE CORPORATION, LTD. (Incorporated 1900), give best terms for deferred payments on new and second-hand cars. Payments over 12, 18 or 24 months. Completion within 12 hours.

THEY are also prepared to purchase any car and resell to a third party without extra profit by extended payments.

WRITE or call. Bush Lane House, Cannon St., London, E.C.4. Phone, Mansion House 8863-4. zzz-586

F.O.C.H. hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-608

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

HOODS AND SCREENS.

GRAFTON hood re-covering sets. Fix in own garage. Convenient, cheap. All sewing completed. Carriage paid, passenger train. Details, samples and prices gratis. State make, year, h.p. and seating capacity when writing. Morris and Austin 7 in stock. Guaranteed materials. Many testimonials.

GRAFTON backlight replacement. Troubles with broken backlights eliminated cheaply, quickly and permanently. Easy fixing. List free.

GRAFTON side screens, cheapest and best. Grafton Engineering Co., Sycamore Grove, New Malden. Phone, Malden 0161. zzz-91

TODD AND CO. Hoods re-covered and repaired, side screens recelluloided, general upholstery and repairs fabric bodies re-covered or repaired. Duncan St., Islington. 989-565

COX. Also, Rotax and Easting patent hoods and windscreens are now solely manufactured by us. Replacements and repairs to these and other types receive immediate attention.

COX. Easting dickey screens, £3 5s.; rear screens, £4. Special lists on application.

COX. Hood re-covers by skilled trimmer at really reasonable prices according to quality of cloth.

COX. Side curtains, recelluloiding from 5s. per panel, side curtains, from 15s. each; catalogue and measurement charts on application.

COX. Hood cloth, lawn or black twill, 5s. 6d. yard; extra quality, 6s. 4d. yd., 72 ins. wide; black leather cloth, 60 in., 2-ply, 7s. 4d. yd.; 1-ply, 3s. 6d. yd. other qualities pro rata. Webbing and piping 6d. per yd.; covered studs 1s. dozen. Patterns on application.

COX. Celluloid English, 29 ins. by 18 ins. by 20-1,000 in., 2s. 9d. sheet; other sizes pro rata.

COX AND CO., Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-481

HARRISON'S. Hoods re-covered in few hours. Loose covers all cars.

HARRISON'S. Replace celluloid while you wait or by return post or rail.

HARRISON'S. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

HARRISON'S, 355 Norwood Rd., Tulse Hill Station, S.E. 27. Telephone, Streatham 6846. zzz-327

HOODS AND SCREENS (continued).

ASMUS. Hood re-covering, best materials, 2-seaters from 30s., 4-seaters from 40s., screen recellulosed cheaply. 63a High St., Clapham, S.W.4. (Next to Jay's.) Macaulay 5042. zzz-501

ALLEN AND DORSETT for hood re-covering with super material, first-class finish; 2-seaters from 30s.; 4-seaters from 40s.; hundreds of delighted clients. Bulow.

ALLEN AND DORSETT for side screens, renovations, recelluloiding, etc. Example: Austin 7 set, 8 panels, replaced, 20s. Trade inquiries: Allen and Dorsett, Motor Trimmers, 63-65 Aslett St., Wandsworth. Phone, Battersea 1422. zzz-510

RE-COVERS from 35s.; celluloid replacements, 4s. Repairs. Jones, 778 High Rd., Tottenham. 979-280

INSURANCE.

THIRD-PARTY insurance payable by instalments. Ernest Bass, 40 Chancery Lane, W.C.2. Holborn 0328. zzz-184

THE "OPEN ROAD" Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply at the Army, Naval and General Assurance Association, Ltd., Trafalgar House, Waterloo Place, Pall Mall, S.W.1. Telephone, Regent 0984-5. zzz-191

INSTALMENT premiums, quarterly or monthly, accepted by Carjax, Ltd., the pioneers of Period-Payment Policies covering all motor risks. Fully comprehensive or third-party only, affording full protection under the new Road Traffic Act covered at Lloyd's or with leading non-tariff companies. Instalments unaffected by claims. Transfers without loss of bonus. Special rates attach to Morris, Ford, Standard, Singer, Triumph and Rover cars. Carjax, Ltd., 13 Albemarle St., W.1. Regent 3200. Immediate issue of certificates. zzz-418

WE select the best and cheapest policies from Lloyd's and 95 leading companies for motorists' individual requirements. For lowest cash and instalment premiums consult Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. Nat. 5261. 979-b605

MASCOT POLICIES. Guaranteed by a company with 23 years' reputation for generous settlements. Quotations by return for any period. Quarterly instalments if desired. Policy and certificate issued on first payment.

MASCOT POLICIES, LTD., 30 Lime St., London, E.C.3. Telephone, Monument 1159. zzz-521

COMPARE these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

OLD-ESTABLISHED companies offer through Andrews and Booth, brokers, low rates for any period, any vehicle.

SPECIMEN 12 months' policy: Cowley, comprehensive £8 10s.; third-party, £4 5s.; Road Traffic Act, £5 16s. 6d.; 10 per cent. less for named-driver policies, non-claims bonus allowed on transfer, others and commercials equally low, private-hire and hirer-driving risks a speciality.

ANDREWS AND BOOTH, 37 Shoe Lane, S.W.14. Richmond 2212. zzz-591

DEFENCE, LTD., 40 King William St., E.C.4 (Mansion House 9022-3), for lowest rates, payable by instalments. See page 8. 979-g355

QUARTERLY premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc. at competitive rates. Security, Service, Satisfaction, under a Stuartson Policy. Stuartson (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement page 2. 979-866

LAMPS.

RENNO'S. Enormous stock British Sphinx lamp bulbs, side and tail, 6d.; head, 1s.; double filament, 1s. 9d.; postage 2d.; every voltage, contact, candle-power; secure now for holidays, avoid road trouble. 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 979-998

LUGGAGE GRIDS.

PRESSED-STEEL luggage carriers, latest type, fitted without drilling, for Austin 7, 17s.; Morris Minor, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. Young's, 32 Tooting Bec Rd., S.W.17. zzz-479

MAGNETO AND DYNAMO REPAIRERS.

IMMEDIATE magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Superpower, Batt., London." zzz-84

FOR these units we have the most up-to-date testing and service machinery in London. See below.

TROUBLE located and the faulty unit exchanged while you wait, from 30s. per unit. See below.

1,000 different type replacement magnetos, dynamos and starters in stock ready to fit. See below.

BEARDMORE SERVICE, LTD., 12-18 Queen's Rd., Hyde Park, W.2. Phone, Park 8641-2. zzz-737

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

MISCELLANEOUS.

PRIDE AND CLARKE. Radiator thermometers, latest type, dash fitting, 15s. 6d.; Boyco meters, large, 8s. 9d.; gradient indicators, 1s. 6d.; air speed indicators, 5s.; pressure gauges, 5s. 9d.; approval; postage extra, or c.o.d. 158 Stockwell Rd., S.W.9. 979-69

MUDGUARDS

MUDGUARDS for Austin 7, Morris (all models), Morgan, Rover, Singer, Standard, Clyno, Swift, Triumph, from 35s. set, cycle-type for Austin 7, 70s. set. Young's, 32 Tooting Bec Rd., S.W.17. zzz-480

MUDGUARDS for all cars, guaranteed fit. Competitive prices. Prompt service. Send for lists. Syd Pearson (Mudwings), Cheylesmore, Coventry. Phone 3539. zzz-583

MUDGUARDS for Austin, Morris, Rover, Singer, Standard, etc. from 35s. set. Send for list, post free. Marbic Arch Motor Supplies, 135 Edgware Rd., W.2. 979-767

NUMBER PLATES.

BALE, 44-46 Howland St., Tottenham Court Rd., London, W.1. Phone, Museum 6731.

SERVICE. High-grade solid plates, ready one hour. Quick service plates, ready 10 minutes (while you wait). Digits and ready drilled plates from stock.

TERMS to the trade. Special arrangements for contracts. Ask for particulars.

DELIVERY, post 9d. by return, or C.O.D. Special arrangements for the trade.

BALE'S solid aluminium high-grade plates, Olympia model, bold raised figures, polished, beaded edge, mirror finish, as follow (one hour service):—

10s. 6d. per pair, light quality; single plates, 5s. 6d.

12s. 6d. per pair, medium quality; single plates, 6s. 6d.

15s. 6d. per pair, heavy quality; single plates, 8s. 6d.

BALE'S quick service plates (10-minute service), raised, polished or white figures, various backgrounds as follow (white figures 2s. extra):—

7s. 6d. per pair, plain edge steel plates; single plates, 4s.

9s. 6d. per pair, steel plates, black bead; single plate, 5s.

10s. 6d. per pair, sheet aluminium plates, polished bead; single plates, 5s. 6d.

12s. 6d. per pair, cast aluminium, polished bead; single plates, 6s. 6d.

BALE'S aluminium (pressed) plates, London model, raised figures and beading, 5s. 6d. per pair; single plate, 3s.

BALE'S are makers of good and inexpensive plates with raised lettering for all purposes, such as streets, houses, doctors, dentists, registered offices, direction signs, etc. zzz-109

CAST aluminium polished plates. Beadless 3s. 9d. each, beaded 4s. 6d. and 5s. 6d. each. Post free. Moseley and Son, Founder, Wolverhampton. zzz-35

OILS AND GREASES.

MOTOR oils. Blenders of over 50 years' standing offer motor oils (state car), 5 gallon drums for 12s. 6d.; Ford oil, 11s. 6d.; cash with order to John Hatch, Ltd., 25 St. James's St., Islington, N.1. 984-1191

PATENT AGENTS.

A. P. THURSTON AND CO., Chartered Patent Agents, British and Foreign Patents. Trade Marks and Designs, 329 High Holborn, W.C.1. zzz-158

RADIATORS.

CONWAY, the cheapest man in the trade for good sound radiators for every make of car. Special offer of new Austin 7 radiators, complete with cowl, price 50s.; blocks only, price 40s. Phone, Chiswick 5531. Gloucester Rd. and High St., Acton. 979-14

REPAIRERS.

MASKELL for Morgans; officially appointed distributors and repairers by the Morgan Motor Co., Ltd. Every Morgan spare part actually in stock, new and second-hand; trade supplied; repairs by Morgan mechanics; spare list gratis. 6 and 8 Station Rd., Camberwell, S.E.5. Tel. Brixton 6727. zzz-432

AUSTIN 7's. Let the official appointed agents and service station execute your repairs. All work guaranteed. Advice given. Spares stocked. Phone, Battersea 6360. Write or call, if in trouble. Ingrave Motors, Ingrave St., Falcon Rd., Clapham Junction, S.W.11. zzz-331

AUSTIN 7. Authorized agent and repairers, late foreman Austin London service. Thompson Garage Works, Ballards Lane, North Finchley, N.5. Finchley 1750. zzz-537

HENLYS wonder service station, Hawley Crescent, Camden Town, N.W., is completely equipped for repairs and overhauls of every description; all makes of car; specialists in Alvis, Swift, Austin, Riley, Clyno; cylinder grinding, cellulosing, body repairs, carried out on the premises, expert workmanship at low cost, estimates free. Henlys, Camden Town, Hampstead 5177. 979-91

JOWETT repair specialists; advice and estimates free; standard repair charges, guaranteed work. T. W. Cooter, A.M. Inst. B.E. 110, Canterbury Rd., West Croydon. Thornton Heath 2487. zzz-162

REPAIRERS (continued).

BARIMAR scientific welding is better and 75% cheaper than new parts. As the largest welders in Great Britain, we offer guaranteed repairs to broken cylinders, combustion heads, ganges, bores, water jackets, cracked, burnt and worn valve settings, smashed aluminium crankcases and gearboxes, axle cases and axle shafts, crankshafts, steel road wheels, etc. Worn parts built up by electro-deposition. Any metal welded and machined ready for assembly. Guaranteed cylinder grinding and Barimar de luxe pistons. The best, quickest and cheapest service.

SCORED and worn cylinders (air-cooled and water-cooled) can be repaired by Barimar metallurgical (patented) process, to fit existing pistons and returned in two days under money-back guarantee at low cost. Write to-day for Barimar booklet.

LONDON: Barimar, 14-18 Lamb's Conduit St., W.C.1.

BIRMINGHAM: Barimar, 116-117 Charles Henry St., Birmingham.

MANCHESTER: Barimar, 67 Brunswick St., Ardwick Green, Manchester.

NEWCASTLE-ON-TYNE: Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

GLASGOW: Barimar, 134 West George Lane, Glasgow, C.2. zzz-629

SPARKING PLUGS.

PRIDE AND CLARKE Lodge clearance, brand-new, in makers' boxes. 12 3/4 K.L.G., P.7, 1s. 6d. A.C. 9d.; K.L.G. sealed, 6d.; 5s. dozen; postage extra, approval. 158 Stockwell Rd., S.W.9. 979-67

TUTORING.

BRITISH SCHOOL OF MOTORING. Private driving lessons on 1931 cars (open or saloon) at times to suit each pupil. All B.S.M. cars have safety controls and are in charge of expert instructors. Write or call. The British School of Motoring, Ltd., 5 and 6 Coventry St., Piccadilly Circus, W.1. Gerrard 5435 (3 lines). Established 21 years. Over 75,000 taught. zzz-158

4s. 6d. lesson; 21s. complete course. Nash, 16 Cornwall Mews (behind Madame Tussaud's). Welbeck 4288. zzz-472

CENTRAL MOTOR INSTITUTE, Finchley Rd., Hampstead, N.W.3, the best school for owner drivers.

SPECIAL owner-drivers' winter evening course of mechanism and maintenance starts 7.30 p.m. October 12th. Inclusive fee, £1 10s. Enrol now!

FULLY detailed prospectus on application. Phone, Primrose 1161. Nearest stations, Swiss Cottage or Finchley Rd., Met. Rly. Buses 2, 13, 51, 48, 121. 1034-1750

THE MOTOR TRAINING INSTITUTE is entirely devoted to individual private tuition. Established in 1907. 24 years' experience at your service. Courses for every need, including "Special Austin Course." Prospectus free. Inspection invited. 90 George St. (bus stop, Baker St.), W.1. Welbeck 2947. zzz-229

TYRES AND TUBES.

MASONS. RECOGNIZED! for the Most Comprehensive Stocks in the Country, and the best New Tyre Value possibly obtainable. LITERALLY HUNDREDS UNSOLICITED TESTIMONIALS. Approval against remittance or c.o.d. Carriage Paid! Immediate Despatch! Do not confuse New Tyres with remoulded!

MASONS. GREAT PRICE REDUCTIONS!! GOODYEAR PATHFINDER "Supertwist," DUNLOP CLIPPER and FIRESTONE OLD-FIELD "Gumdipped," all latest buttressed Reinforced Cords, PERFECT, in MAKERS' Wrappings, Makers' Guarantee (NOT soiled or clearance!): 700 by 80.85, 21s.; 710 by 90, 28 by 3 1/2, 27s.; 30 by 3 1/2, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 27 by 4.40, 32s.; 29 by 4.40, 30 by 4.60, 36s. 6d.; 28 by 4.95, 29 by 5.00, 38s. 6d.; 29 by 4.95, 30 by 5.00, 45s. 6d.; 28 by 5.25, 44s. 6d.

MASONS. STEPNEY Super-heavy Roadgrip (Genuine Latest!) HEAVY SERVICE Cords, Perfect, Makers' Guarantee! Special Surplus: 700 by 80 (26 by 3 1/2, 17s. 6d.; 28 by 3, 19s.; 710 by 90, 28 by 3 1/2, 22s. 6d.; 700 by 85 (Super Reinforced Morgans), 25s.; 26 by 3 1/2, 8s. (Morgans), 25s. Balloons Reinforced: 26 by 3.50, 21s.; 27 by 4.00, 25s.; 27 by 3.85 (Ballon for 700 by 80.85), 25s.

MASONS. BRAND NEW (Clearance) Tyres. Huge Purchases from the Leading Manufacturers! ALL BEST MAKES and Latest Types. We guarantee minimum 10,000 miles! Note: These are genuine New goods. NOT reconstructed or remoulded! 650 by 65, 25s.; 700 by 80 (26 by 3 1/2, 16s.); 700 by 85 (Full Section), 18s.; 710 by 90, 28 by 3 1/2, 21s.; 30 by 3 1/2, 20s.; 760 by 90, 25s.; 765 by 105, 30s.; 28 by 3, 17s. 6d. Balloons Reinforced: 26 by 3.50, 15s. and 17s. 6d.; 27 by 4.00, 18s. 6d.; 27 by 4.40, 22s. 6d.; 29 by 4.40, 30 by 4.50, 24s.; 28 by 4.40, 27 by 4.75, 29 by 4.50, 32s. 6d.; 28 by 4.95, 29 by 5.00, 28s. 9d. and 32s. 6d.; 29 by 4.95, 30 by 5.00, 30s.; 715 by 115, 720 by 120, 23s.; 730 by 130, 35s.; 27 by 3.85, 21s.; Tubes, 3s. 6d. to 5s.

MASONS. FREE INSURANCE! AVON Democrat (Latest) Cords. Perfect, in Makers' Wrappings, Makers' Special Written Guarantee against everything! (Surplus) 30 by 3 1/2, 24s.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 21s.; 27 by 4.40, 25s.; 29 by 4.40, 30 by 4.50, 30s.; 28 by 4.95, 29 by 5.00, 32s. 6d.

MASONS. ASTOUNDING VALUE in new super remoulded reinforced tyres on special GUM DIPPED CASINGS, guaranteed 9,000 miles: 26 by 3.50, 13s. (Seconds, 11s.); 27 by 4.00, 14s.; 27 by 4.40, 17s. 6d.; 28 by 4.95, 29 by 5.00, 24s. 6d.; 28 by 4.95, Clearance, 17s. 6d.; 720 by 120, 22s.; 715 by 115, 19s. 6d.; 775 by 145, 30s.; 700 by 80.85, 15s.; 710 by 90, 28 by 3 1/2, 18s. 6d.; 760 by 90, 30 by 3 1/2, 18s.; 765 by 105, 24s. 6d. Masons, "A" Dept., The Tyre House, Ipswich. 979-876

REPETITION rebults are guaranteed for 10,000 miles in 12 months. This does not apply to the tread only.

PRICES from 16s. upwards. Particulars on application.

REPETITION TYRE AND INVESTMENT CO., LTD., Tally Ho Works, North Finchley, N.12. zzz-609

TYRES. 5s. with order secures delivery of any size brand-new Dunlop, Michelin or Firestone tyre (balance monthly). State size and make required. Pride and Clarke, 158 Stockwell Rd., S.W.9. 979-66

"THE MOTOR MANUAL." 28th Edition. 800th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. by post.

TYRES AND TUBES (continued).

HOMERTON RUBBER WORKS, LTD., the right place to purchase your tyres. Our goods, prices and service cannot be beaten. Tyres fitted free while you wait. Goods dispatched carriage paid or c.o.d.

HUGE REDUCTIONS. WONDERFUL BARGAINS NEW EXTRA HEAVY REMOULDED COVERS. Guaranteed 9,000 miles minimum, same are giving service to 20,000 miles and upwards. 700 by 80.85, 12s. 6d.; 710 by 90, 28 by 3 1/2, 27s. 6d.; 760 by 90, 17s. 6d.; 765 by 105, 25s.; 715 by 115, 20s.; 730 by 130, 25s.; 775 by 145, 30s.; 27 by 4.00, 16s.; 27 by 4.40, 16s.; 28 by 4.95, 22s.

NEW HEAVY DUTY COVERS. Guaranteed 10,000 miles: 700 by 80, 17s. 6d.; 700 by 85, 18s. 6d.; 710 by 90, 28 by 3 1/2, 21s.; 760 by 90, 25s.; 30 by 3 1/2, 22s. 6d.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 20s.; 27 by 4.40, 24s.; 28 by 4.95, 29 by 5.00, 27s. 6d.; 30 by 4.50, 25s.; 30 by 5.00, 35s.; 715 by 115, 25s.; 730 by 130, 35s.; 775 by 145, 32s. 6d.

SECOND-HAND covers in good condition: 700 by 80, 10s.; 700 by 85, 710 by 90, 28 by 3 1/2, 26 by 3.50, 27 by 4.00, 27 by 4.40, 12s. 6d.; 28 by 4.95, 29 by 4.95, 715 by 115, 730 by 130, 775 by 145, 15s.

HOMERTON RUBBER WORKS, LTD., 11 Upper Saint Martin's Lane, W.C.2 (Phone, Temple Bar 5137, 2 lines), and 140 Lower Clapton Rd., E.5 (Phone, Amburst 2889). zzz 349

LADBROKE'S new depot. New prices. New stocks.

OPENING offer by Ladbroke's. 26 by 3.50 new cord surplus covers, guaranteed by Dunlop, 14s. 9d., post 1s. 5d.

GOODYEAR Pathfinder and Avon Democrat, guaranteed by makers; reinforced cords, clearance: 26 by 3.50, 18s.; 27 by 4.00, 21s. 6d.; 27 by 4.40, 24s. 6d.; 29 by 4.40, 30s.; carriage extra.

LADBROKE MOTOR STORES, 204 Ladbroke Grove, W.10. Also at 105 Goldhawk Rd., Shephard's Bush. Phone, Park 5569. 979-60

BULL'S. Phone, Temple Bar 1747. THE OLDEST Name in the Tyre Trade. Experience counts. Expert buying means good value for you. West End Agents for Dunlop, India, Goodyear, Firestone, Pirelli, etc. Fitted free; no waiting.

BULL'S GOODYEAR PRICES REDUCED! New latest pattern "Supertwist Buttressed Cords, guaranteed. Seals Unbroken. Don't be misled by other offers: these are really genuine: 700 by 80.85, 21s.; 710 by 90, 28 by 3 1/2, 27s.; 30 by 3 1/2, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 30 by 4.50 (29 by 4.40), 36s. 6d.; 28 by 4.75, 37s. 6d.; 27 by 4.40, 32s.; 28 by 4.95, 38s. 6d.; 29 by 5.00, 38s. 6d.; 30 by 5.00 (29 by 4.95), 45s. 6d.; 28 by 5.25, 44s. 6d. We can also supply new Dunlop and Firestone at above prices in "Clipper" and "Oldfield" Tyres. Fitted free.

BULL'S SPECIAL OFFER. If you require a new "Clearance" Tyre you may deduct 15% from above prices. New Tubes, 4s. 6d. to 6s. 6d.

BULL'S NEW TYRES. Deferred payments. Pay as you ride. Write for form, mentioning size.

BULL'S BRAND-NEW REGENT CABLE CORDS: 27 by 3.85, 22s. 9d.; 715 by 115, 22s. 6d.; 720 by 120, 24s.; 730 by 130, 32s. 6d.; 740 by 140, 35s.; 775 by 145, 32s. 6d.; 765 by 105, 35s. 76d. by 90, 25s.; 28 by 3, 18s. 6d.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 21s.; 27 by 4.40, 25s.; 28 by 4.95 (29 by 5.00), 32s. 6d.; 29 by 4.95 (30 by 5.00), 35s. Hundreds of Bargains all sizes.

BULL'S. Hundreds of really sound bargains in all sizes. Second-hand, 10s. to 15s. each. New tyres in all sizes, special clearance, 25% to 40% below makers' prices. These are better value than "remoulded."

BULL'S. All above carriage paid, approval against remittance, or C.O.D. if desired. Bull's Rubber Co., Ltd., 3 Upper Saint Martin's Lane, London, W.C.2. Phone, Temple Bar 1747. zzz-532

THE DUNLOP RUBBER CO. accepts no responsibility for tyres purchased at prices other than those authorized. In the interests of the public the prices of Dunlop car, motorcycle and bicycle tyres are protected, and the sale of any such tyres at prices above or below those appearing in current lists constitutes a breach of the company's conditions of licence. zzz-105

THE DUNLOP RUBBER CO., LTD., announce that their productions offered to the general public at prices other than those appearing in their current retail list are either above soiled clearance surplus stock of an obsolete type or pattern, or are sold in contravention of the company's conditions of licence. Any matter arising out of such a purchase will not be dealt with in any way by the company. zzz-104

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

NEW and additional Show and Sale Rooms at 84 and 85 BROAD ST., BIRMINGHAM. Telephone, Midland 3393.

NEW Branches:

HARTSHILL RD., STOKE-ON-TRENT. Telephone, Hanley 48432.

19 MARKET SQUARE, NORTHAMPTON. Telephone, Northampton 1975.

20,000 Car covers to be cleared immediately. All brand-new goods.

WE have without doubt the largest stock in the country. Goods dispatched, carriage paid, against cash, seven days' approval, first passenger train or c.o.d.

FURTHER Huge Price Reductions.

WRITE for price list.

NEW All-weather Remoulded Covers, double weight, guaranteed 9,000 miles minimum; these are giving wonderfully good service: 700 by 80.85, 15s.; 710 by 90, 28 by 3 1/2, 18s. 6d. Balloons: 26 by 3.50, 27 by 4.00, 27 by 4.40, 28 by 4.40, 18s. 6d. All other sizes in stock.

5,000 Second-hand Tyres; every size in stock. Taken off conversion jobs. All one price, 11s. each. Tubes, 4s. each. Suitable for many thousands of miles.

THOUSANDS of Fort Dunlop Cords and Goodyear Heavy Duty Tyres in stock.

IF the cover you require does not appear we will quote you prices by return of post.

SPECIAL prices to Factors and genuine Tyre Dealers.

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO., Broad St., Birmingham. Telephone, Midland 3393. zzz-321

WHEELS.

TWO Austin 7 1927 type well-base wheels and tyres, 25s. each. 1 The Pavement, N.B. Mountview 5638. zzz-576

HOTELS.

CHALFONT ST. PETER. Spend a week-end or longer in this lovely spot near London. Old house, completely modernized; every comfort; over two acres of private grounds, tennis court, golf. Many historical places near. Moderate terms. Write or call on Major and Mrs. Lewis Day, "The Wheatleys," Chalfont St. Peter, Bucks. zzz-210

LLANDRINDOD WELLS. Ye Wells Hotel. 100 bedrooms, with running water, lifts, billiards, hard tennis courts. Near golf. Good garage adjacent. A.A.; R.A.C.; Michelin. zzz-258

BOOKS AND PUBLICATIONS.

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. Completely up to date, with many new illustrations. Written in simple language to meet the demand of owner-drivers for complete practical information on the electrical equipment of their cars. 2s. 6d. net, 2s. 9d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"HOW TO DRIVE A CAR." 11th Edition. By the Editor of "The Motor." Leads the reader step by step from an explanation of the elementary principles of car control to the finer points of driving. 2s. 6d. net, by post 2s. 9d. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE PETROL ENGINE" A new and thoroughly revised edition of this popular handbook. The usual chapters dealing in simple language with the principles and construction of all types of petrol engine are included and have been brought up to date. Every type of petrol engine is dealt with, including motor boat engines, aircraft engines, portable electric lighting and power set engines. Written by experts on the staffs of "The Motor," "The Commercial Motor," "Motor Cycling" and "The Motor Boat." This manual will be found invaluable to every keen motorist. Price 5s. 6d. net, by post 5s. 10d. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A mine of essential information for the shipowner, shipbuilder and marine engineer. Contains a concise summary of motor shipbuilding up to the close of 1930, and includes a complete list of all motor ships on order. 266 pages of text. Numerous technical diagrams. Price 5s. net, or 5s. 6d. by post, from Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR MANUAL." 28th Edition 800th thousand. The standard book on motor vehicles and motoring. Covers the whole subject clearly and understandingly, and is a mine of practical information. Every motorist, beginner or expert, should possess a copy. 2s. 6d. net; 2s. 10d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

Head Offices: 5-15, ROSEBERY AVENUE, LONDON, E.C.1.
Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).

Midland Offices: 61-65, New Street, Birmingham. Telephone, Midland 4117 (3 lines). Telegrams, "Presswork, Birmingham."

6, Warwick Row, Coventry. Telephone, Coventry 4775. Telegrams, "Presswork, Coventry."

Northern Offices: 274, Deansgate, Manchester. Telephone, Central 5433-4. Telegrams, "Presswork, Manchester."

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

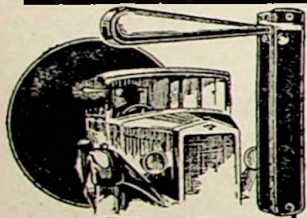
SUBSCRIPTION.—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

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

(Other Business Notices will be found on the first page of this section.)

OUTSTANDING BARGAINS FOR THRIFTY BUYERS

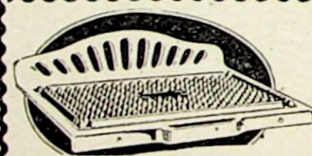


DIRECTION INDICATORS
Electrically controlled illuminated Direction Indicators. Worth 30/- pair. Post free. Time Switch 10/- extra. **21/-**



GROSE Wedge-Shaped Car Cushion 6/6
Black only. Usually 11/6. Post 9d.

JAS. GROSE LTD.
379, Euston Road, London, N.W.1.



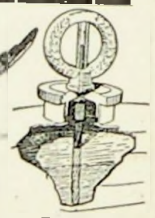
STEP MATS 5/9
Aluminium frame with kick plate and scraper, non-slip pattern rubber. Usually 11/6. Post 9d.



GROSE'S Super De Luxe MOTOR OIL 12/6
Fully guaranteed, this oil is equal to the best. 12/6 per gallon.



Super Offer highly plated SWALLOW MASCOTS 5/-



Radiator Thermometers. 4/9
Guaranteed accurate. Suitable for any car. Usual Price 10/6. Post 4d.

LOVATTS FOR JOWETTS

ALL SPARES IN STOCK. TRADE SUPPLIED.

OVERHAULED AND GUARANTEED **JOWETTS** IN STOCK.
2-1928 FOUR-SEATERS AT £55 0 0 & £62 10 0 | 1-1928 LONG TWO-SEATER AT £50 0 0
2-1927 " " " £37 10 0 & £42 10 0 | 1-1927 " " " £37 10 0
ALSO—SWIFT 10 TOURER, 1927/8 .. £45 | SINGER 10 TOURER, 1925 .. £22 10 0

Jowett Overhauls and Repairs are our Speciality.

LOVATTS, 191 Streatham Rd., MITCHAM and 189 Handcroft Rd., CROYDON
PHONE: MITCHAM 1597. THORNTON HEATH 2468.

"GRANOLA" (Regd.) THE FINEST OF ALL DIGESTIVE BISCUITS.

TAKE A PACKET WITH YOU AT ALL TIMES.


Sold by all Grocers and Bakers.

SOLE MAKERS
MACFARLANE LANG

New Price 9d.
Half-lb. Packet.

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A Mine of Essential Information on Motor Ships and Shipbuilding. 5s. net. 5s. 6d. post free.

8/15s



SUTCLIFFE'S GARAGES

Easy fitting sections: 5/8 in. plated, rebated, moulded weather boards.

Weather-proof and steam. Long Walls. Incl. Corn. M'ls.

Roofing felt supplied.	110.	70.	80.	28-15	16/1
Ample room. Large windows. Delivered Garage Paid England and Wales. Finest extra.	140.	80.	90.	210-10	10/3
	140.	90.	90.	112-8	22/5
	160.	90.	90.	113-10	24/0

BIG CATALOGUE OF PORTABLE BUILDINGS FREE

F. & H. SUTCLIFFE, LTD., 26, Wood Top, Heddon Bridge, Yorks. London Showrooms, 40-42, Oxford St.

MOSAIRE SPIRAL AIR VALVE

Three Models 20-25- & 30-COMplete outfits.

Fit the "MOSSAIRE" on a Month's Free Trial and you will prove it does all we claim. Improved Engine Performance. Quicker and Better Acceleration. Less Oil and Carbon. More Power with Less Petrol.

Write for Booklet and copies of recent testimonials.

ALDAM & CO., M. Dept., MISTERTON, DONCASTER

Brand New Tyres

NOW CHEAPER THAN REBUILTS & RETREADS

ALL EXTRA HEAVY CORDS

26 x 3'50	- -	14 9
27 x 4'00	- -	17 6
27 x 4'40	- -	19 6

Guaranteed 12 Months. Best Makes Only. Sent on Approval, Carr. Forward

LADBROKE MOTOR STORES

204, Ladbroke Grove, W.10. Phone: Park 5569

Also 105, Goldhawk Road, Shepherd's Bush, Phone: Shepherd's Bush 4600. W.12

IDEAL TOOL BOX FOR AUSTIN 7



(New Pat.) **FURTHER REDUCTION 5/6**

Neatest, most compact, and convenient tool box ever devised. No rummaging. Neatly fits space under driver's seat. Every tool accurately housed. Threaded plug holders. No lost tools. A vacant recess tells you instantly. State year. Satisfaction or money back.

HITCHENS, Comberbach, Northwich.

Ellis's GARAGES

FIREPROOF



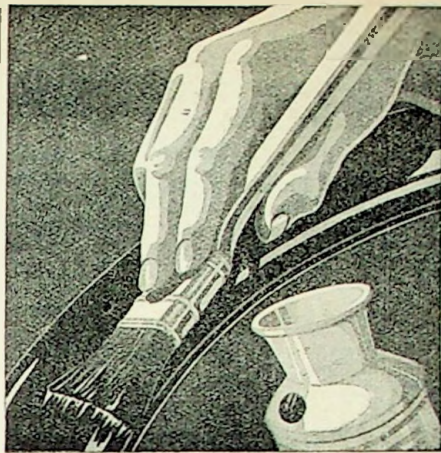
Sectionally built on strong framing. Built for fireproof. Carr. pd. Eng. & Wales.

WEATHERBOARD. 14/8

Hundreds of sizes and designs in **FREE ILLUSTRATED CATALOGUE.**

G. Ellis & Co., Milton Wharf, Gainsborough Rd., London, E.9

ON VIEW IN OUR SHOWGROUND



TOUCH UP

WITH **QUICK DRYING**

ROBBIALAC

ROBBIALAC WORKS, STRATFORD, E,15.

Clean Plugs—Faster Running—

Fit Cluget no-gap double coil Piston Rings. Being oil and gastight, they definitely prevent too much oil from getting past the pistons and oiling up the plugs.

Cluget PATENT PISTON RINGS

The Cluget Petersen Piston Ring & Engineering Co., Ltd., West Heath Works, Mill Lane, West Hampstead, N.W.6.

Phone: Hampstead 8691.

Send for descriptive leaflet L.A.

That's the point

Economy AND GAMAGES HOLBORN

Economy is not a new watchword for the motorist who habitually buys from Gamages. For years Gamages have been saving the motorist money. Here is a typical Gamage 'economy' column. Study it and see what you save.

EXTRAORDINARY OFFER OF RUNNING BOARD STEP MATS

Full-size Step Mats, size 15 1/2" x 8 1/2", suitable for Austin 12 and many other cars. Complete with extra heavy polished aluminium frame and deep ribbed rubber inserts. Actual Value 11/8. **GAMAGES PRICE, 3/9**

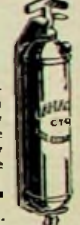
Or 12/- set of 4. Carriage 1/3. each. Post 9d.



The Finest Fire Extinguisher Value in Britain

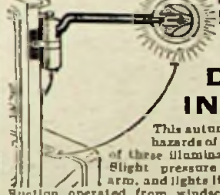
PUMP OPERATED FIRE EXTINGUISHERS

These extinguishers are handsome, sturdily constructed and contain a full British quart of fire quenching liquid. Really wonderful value because Gamages price is practically half what you would pay elsewhere. Approved by the Fire Office Committee. Junior size for Light Cars. **GAMAGES PRICE 6/-** including fixing brackets, etc. Post 9d.



FOR THE LONG NIGHTS AHEAD Illuminated DIRECTION INDICATORS

This autumn and winter avoid the hazards of night driving by fitting one of these illuminated Direction Indicators. Slight pressure on a button raises the 2 1/2" arm, and lights it with a powerful red light. Operation operated from windscreen, or induction pipe. Complete with steering wheel control, tubing, wire and all accessories. Important: State whether for 6 or 12 volt circuit. Price per pair **10/-** Or 5/3 each Signal. Post 6d. Post 9d.



GAMAGE OIL

Ensures Perfect Lubrication and SAVES YOU MONEY

Supplied in the following grades: A. BB, XL-G, special oil for Austin, Morris, Daimler, and other sleeve valve engines, also new Ford. **PRICE 14/6** per 5 gall. drum.

XXL-G 18/6 per 5 gals. Clear Golden Texas Oil 18/6 per 5 gall. drum. Carriage 1/3 for England and Wales, 4/- for Scotland and Ireland.



GAMAGE BATTERIES

save you money and will never let you down **FULL 12 MONTHS' GUARANTEE**

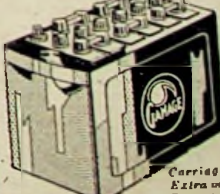
Price, Covers.

Austin Seven	16/6	2/9
Morris Minor, Singer, Triumph, etc.	23/6	2/9
Early Morris	40/-	6/6
Late Morris	39/6	3/3
Ford and Chevrolet	27/6	3/3
Morris Oxford	45/-	4/3

Charging: 6 Volt - 1/11
12 Volt - 2/11

Boils 1/6

Carriage Extra on all Batteries



SERVICE STATION. Gamages experts will carry out repairs to all batteries expeditiously and at very low rates.

GAMAGES, HOLBORN, LONDON, E.C.1

Telephone: Holborn 8484.

Also obtainable at our City Branch: 107, Cheapside, E.C.2

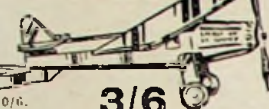
"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

MARBLE ARCH

MOTOR SUPPLIES LTD.
GREAT CLEARANCE SALE
 Exceptional Bargains!

AEROPLANE MASCOTS

Aeroplane Mascots, heavily nickel-plated with provision for fitting Motor Meter. Length overall 6 in. Wings span 6 1/2 in. Usually 10/6. **OUR PRICE 3/6. Post 6d.**





THE VACULARM

5/- Petrol Gauge. Most novel and useful instrument giving audible warning when your petrol supply is running low, and enables you to check petrol consumption. Works from Autovac. Supplied complete with all fittings and instructions. Actual list price, 45/-. **OUR PRICE, 5/-.** Postage 6d.


MUDGUARDS

8/6 for Morris, Austin, Singer, Standard, Swift, Morgan, etc. All Models from 8/6 each. Sports Mudguards for Austin 7, Morris Minor, Morgan, etc., from 8/6 ea. **Send for list.**



CAR BUMPERS

12/6 60 Sets only. Front and Rear Twin Bar Bumpers, complete with all fittings, suitable for all makes of cars. Well-known make. Actual value, 40-10-0 per set. **OUR SPECIAL PRICE to clear:—Front 12/6, Rear 12/6.** Front and Rear 25/- per set. Carriage extra.



SEND FOR FREE LISTS



1/6 Special Bargain Offer, now




Battery Indicators

2/6 Battery Indicator, tells you at a glance

the state of your battery for 6 volt or 12 volt; Dash fitting. Made by Austin Motor Co. Original price 12/6. **OUR PRICE 2/6.** Post 4d.

4/6 WINDSCREEN WIPERS

Bowden operated Windscreen Wiper for open or closed cars. N.P. finish, beautifully made. Actual list price 25/-. **OUR PRICE 4/6.** Hand-operated Wiper 2/-. Post 6d.




SMITH'S EXTRA AIR AND PETROL ECONOMISER.

3/6 Smith's Extra Air and Petrol Economiser, comprising instrument as shown, dash or column fitting, complete with length of copper tubing, and all fittings, easily fitted; saves petrol, increases power, full instructions with each instrument. **OUR PRICE, 3/6.** Post 6d.




MOTOR METERS

Brand new, fully guaranteed, French make with St. Christopher Mascot on front, dull plate. Usually 12/6. **NOW 5/6**

8-Day Clock

15/- Exceptional bargain offer. Genuine 8 and 4 Guineas 8-day Clocks, fully jewelled, finest Swiss movement, flush fitting type. As illustrated 15/-. Large size, 4 in. dial, 18/6. Others from 10/-. **Post 6d.**



MARBLE ARCH MOTOR SUPPLIES

133-135, EDGWARE RD., LONDON, W.2.
 Phone: Paddington 0785 & 5095. Grays: Archmotex, Padd.
 Branch Depots: 26, 28a, Goldhawk Rd., Shepherd's Bush, and at 15, Barchett Rd. (opposite Town Hall), Bristol, S.W., and at 250, Romford Rd., Forest Gate, E.7, and at 34 & 36, Brighton Rd., South Croydon, and 57, Newington Causeway, Elephant and Castle, S.E.1
 Post orders to Edgware Road.

Fitted for Oil or Grease Lubrication as preferred

AUSTIN 7 h.p.	- 22.6 per set
MORRIS Minor	- 30/- " "
SINGER Junior	- 35/- " "
JOWETT	- 47.6 " "
STANDARD 9 h.p.	50/- " "

Post Free.

QuickFit

gaiters

FOR ALL CARS

W. DICKINS & CO., LTD. Cross Cheaping COVENTRY

Manchester Depot: 11, Radium Road, Oldham Road.

ALUMINIUM CASTINGS

OF EVERY DESCRIPTION. SAND or DIE FOR ALL TRADES.

COAN CASTS CLEAN CRANK CASES

CAST NUMBER PLATES

HIGHLY POLISHED. SUPER QUALITY. Express delivery.

"CONE" RUBBER STEPMATS

STOCKED IN VARIOUS SIZES.

ALUMINIUM REPAIRS

CARRIED OUT BY EXPERTS.

Write for Booklet to:—
ROBERT W. COAN, Ltd.,
 THE ALUMINIUM FOUNDRY,
 COAN HOUSE, DUNCAN ST., LONDON, N.1
 TELEPHONE: CLERKENWELL 4466 (4 LINES).

Read "THE MOTOR" EVERY TUESDAY - 4d.

THE IDEAL GARAGE FOR THE BABY CAR

Only **£8.11.0**

SENT IN COMPLETE SECTIONS

Carriage paid nearest Goods Station. All sections complete. All fittings supplied. You just erect it. Choice of wood or asbestos Garage. Send P.C. for FREE GARAGE FOLDER.

THORNBOR BROS., 9, Mytholmroyd, Yorks
 London Office: 47, Victoria Street, S.W.1.

A Book you must not miss!

EVERY page in "The Petrol Engine" is vividly interesting. The story of the modern application of the petrol engine as applied to cars, motorcycles, commercial vehicles, motor boats and aircraft is told fully in simple but fascinating language supported by a host of splendid illustrations.

Information on electric lighting set engines and engines for various auxiliary power units, both portable and stationary, is included.

This is a book not to be missed! Besides being wonderfully interesting reading, it is a valuable work of reference. Get your copy now!

Written by the staffs of "The Motor," "The Commercial Motor," "Motor Cycling" and "The Motor Boat."

THE PETROL ENGINE

Price **3/6** net.

Of bookstalls and booksellers, or 3/10 post free direct from—
TEMPLE PRESS LTD.,
 5-15, Rosebery Avenue, London, E.C.1.
 Wholesale: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.
 F7

The House of Broom

The WORLD'S LARGEST Sports Organisation. Over 70,000 Pupils. Over 100,000 users of Sports Goods.

EVERYTHING 1/- PER WEEK FOR SPORTS—1/- No Deposit.

Whatever you require for Sport, whether it be Boxing Gloves, Punch-balls, Cheat Expanders, Disc Barbells, Footballs, and Football Boots —write now for 1931 Sports Lists showing how the World's Best Sports Goods can be 1/- PER WEEK had on receipt of first payment. **HERCULES Cycles Supplied any Part of the Country 2/- weekly**

If you require Strength, then ask for Free Art Pose Photo showing how 70,000 successful Pupils have been trained, proving in Photographic Studies the results you can get. **FREE FOR ASKING.**

H. BROOM, Broom Hall, 553, Holderness Rd., HULL.

THE 1932 Coventry Victor Midget

£75 THREE-WHEELER £75

Tax £4. Petrol 60 m.p.g.
 WRITE NOW for Catalogue C.2
 The Coventry Victor Motor Co., Ltd., Coventry.

Look for the Name and be sure it is SANKEY



SANKEY WHEELS
 JOSEPH SANKEY & SONS LIMITED
 Hudley Castle Works, Wellington, Shropshire.

"We're Fluxite and Solder, The Reliable pair, Famous for Soldering—Known everywhere! We travel all roads from End to end—All motorists Know US—We're their best friend."

See that Fluxite and Solder are always by you—in the house, workshop, garage—anywhere where simple, speedy soldering is needed. They cost so little but will make scores of everyday articles last years longer! For Pots, Pans, Silver and Brassware; Radio; odd jobs in the GARAGE—there's always something useful for Fluxite and Solder to do.

All Hardware and Ironmongery Stores sell Fluxite in tins, 8d., 1/4 and 2/8.
 NEW "JUNIOR" size, 3d. per tin.

FLUXITE SOLDERING SET.
 Simple to use and lasts for years in constant use. Contains special "small space" soldering iron with non-heating metal handle; pocket blow-lamp, Fluxite, Solder, etc.; and full instructions.

COMPLETE 7/6 or LAMP only, 2/6
FLUXITE LIMITED
 (Dept. 420),
 Rotherhithe, S.E.16

ANOTHER USE FOR FLUXITE
 Hardening Tools and Case Hardening. Ask for Leaflet on improved method.

ALL MECHANICS WILL HAVE
FLUXITE
 —IT SIMPLIFIES ALL SOLDERING



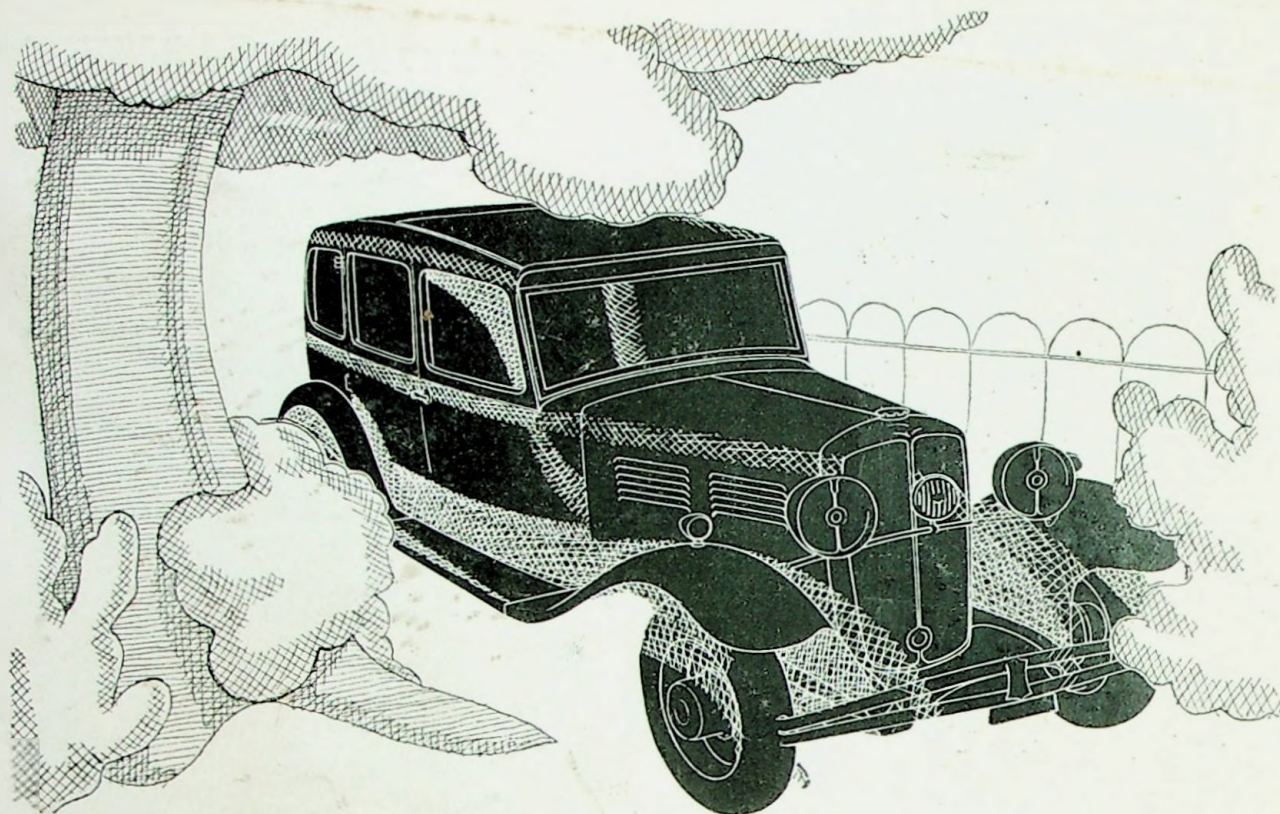
Fresh air and tidy hair

Do your hair in the morning with Gomina Argentine—and forget it. Motoring, tennis, golf, dancing, wind or weather, indoors or out, cannot disturb it. Yet Gomina is non-greasy and cannot harm the hair by making it too stiff. No bottles, no mess—an easily used, easily packed jelly.

At all chemists, hairdressers and stores, 2/6, 4/- and 5/- the jar, or in 1/6 tubes. Money back if not perfectly satisfactory.

Sole Distributors:
TIBO PRODUCTS (International) LTD., Ely Place, E.C.1.

Gomina Argentine
 The Better Hair Fixative.



“CAN SUCH A CAR BE MADE?”

the public said . . . “a full-sized family or business car, with all the economical advantages of light weight, low horse - power and small chassis dimensions?”

Such a car is made—the famous “Standard Big Nine,” ready for 1932 with numerous improvements, a greatly enlarged equipment, and—a much lower price! All coachbuilt bodies now . . . rear petrol tank . . . a four-speed gearbox with really silent third . . . the new impressive radiator design . . . sliding roof as standard . . . Protectoglass screen . . . Magna type wire wheels . . . Rear stop light, chromium-plated lamps. The model illustrated here is the “Standard Big Nine” Special Coachbuilt Saloon available in an attractive choice of colours, upholstered in fine quality furniture hide.

The 1932 “Standard Big Nine”

Coachbuilt Saloon	£205	<i>Ex works</i>
Special Coachbuilt Saloon	£225	<i>Ex works</i>
Tourer	£195	<i>Ex works</i>

also

The 1932 “Standard Little Nine” from £145



Write your name and address on a postcard and send it to the address below. It will bring you a wonderful new catalogue of Standard's 1932 cars! *Every Standard owner should read “The Standard Car Review,” obtainable from all dealers or direct from the address below. Published monthly, price 2/6 per annum.

THE STANDARD MOTOR CO. LIMITED, CANLEY, COVENTRY ‹‹