

# The Light Car

3<sup>D</sup>

Vol. XLVIII. No. 1227  
Friday, June 12, 1936

Registered at the G.P.O.  
as a Newspaper.

Established in 1912 as the  
practical weekly journal for  
the practical light car owner.

Head Offices:  
5-17, Rosebery Ave., E.C.1.  
Telephone: Clerkenwell 6000

## MIDNIGHT AT LE MANS

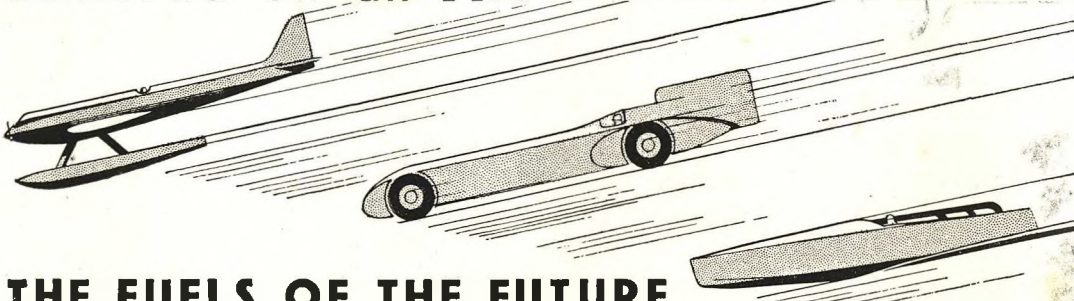
**SILENT** witness of the passing of a bunch of racing cars over the famous circuit is this photograph revealing ribbons of light picked up by the camera during a brief exposure.

★ ★ ★

*In this issue: A graphic report, with pictures, of Shelsley Walsh; hints and tips on the Jowett.*



Every existing World's Speed Record has been achieved on an **Alcohol-Blended Fuel**



**THE FUELS OF THE FUTURE**  
will be Alcohol Blends



Distributed by Cleveland Petroleum Products Co., and obtainable through garages to special order. On sale at Discol Depot, Brooklands and Cleveland Depot, Donington Park

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Cleveland is the Trade Mark of the Petroleum Storage and Finance Corpn. Ltd., and Discol the Trade Mark of the Distillers Co., Ltd.

# The Light Car

## SPECIAL SUMMER NUMBER

*Next Friday, June 19*

The contents will be nicely varied to suit all tastes. Foreign touring will be dealt with in a long article setting out the pros and cons of taking a car abroad, a new model from a famous factory will be described and illustrated and the first instalment of a series of articles on the maintenance of a Singer will appear.

PRICE

**3d.**

AS USUAL


Published by  
Temple Press Ltd., 5-17,  
Rosebery Avenue, E.C.1



# 1876 JAMES GROSE LTD. DIAMOND JUBILEE 1936

60 YEARS OF SUCCESSFUL TRADING. YOU'RE BOUND TO SAVE MONEY AT JAMES GROSE LTD.

## FOOT PUMPS



Special Line 1 1/2" dia. Barrel, when folded 10" x 3 1/2" **6/6**  
 Super Foot Pump as illustrated, 2 1/2" barrel, folded 16" x 3 1/2" .. 9/6  
 Dunlop Minor .. 13/9  
 " Junior .. 18/6  
 Standard .. 36/-

## JAGROSE MOTOR OIL



**5 GALS SUPER DE LUXE MOTOR OIL 10/- CARR. PAID.**  
**SUPER DE-LUXE MOTOR OIL WITH ACHESON COLLOIDAL GRAPHITE 156**  
**SUPER AERO MOTOR OIL AIR MINISTRY SPECIFICATION 5 Gall. Drum 186**



**BEST CELLULOID**  
 Crystal clear, for Windscreens, etc.  
 18in. x 24in. 1/- 24in. x 27in. 1/4  
 12in. x 54in. 1/4 24in. x 54in. 2/6  
 Ex. Hvy. Gauge 20/1000" thick.  
 18in. x 24in. 1/6 24in. x 27in. 2/8  
 12in. x 54in. 2/3 24in. x 54in. 4/6

**RADIATOR CAPS FOR AUSTIN 7** 1/-  
 For Morris Cowley 1/9



"Jagrose" Pump Action Fire Extinguishers with bracket **6/3**



All chromium plated 9/6.  
 Ditto, large size, quart capacity, 12/6, all chromium plated 15/6

## Glass Flower Vase



Very neat. Easily detachable

**2/9**



**GLASS ASH TRAY 2/6**

USED BY THOUSANDS OF MOTORISTS WHO SHOW THEIR SATISFACTION BY REPEAT ORDERS

Sample Gallons. De Luxe, 3/3; with Acheson Graphite, 4/3. Aero Oil, 4/6. State make of car when ordering.

## A BLUEMEL SPRING ARM STEERING WHEEL FOR MORRIS "8"



Allowance on for old wheel **24/-**  
 Carriage Paid.

## LOOSE COVERS FOR ANY MAKE OF CAR

	Front Seats	Rear Seats
Austin 7,	3/- ca.	7/- ca.
Morris M,	3/- ca.	7/- ca.
Austin 10,	3/- ca.	7/- ca.
Ford 8, etc.	3/- ca.	7/- ca.
Austin 12,	4/- ca.	8/- ca.
Morris Cowley, etc.	4/- ca.	8/- ca.

In Green, Blue, Grey, Maroon & Brown

### CHROMIUM PLATED MASCOTS

Futurist Bird, 8/6  
 Colfer, 10/6  
 Coasting Lady, 15/-  
 Height 4".

### DOOR EASE

A clean, dry, stainless lubricant STOPS BODY SQUEAKS, etc. **1/-**



**Chempol Car Polish** for cellulose and chromium **1/-**

## UNBEATABLE VALUE!

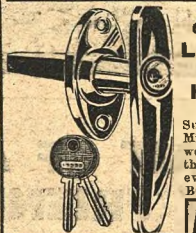
### ELECTRIC CAR Parking Lamps

**1/11**

## LIGHT CAR TRUNKS 25/-



Strong and well made with 4 Fixing Straps. Size—27" long, 17 1/2" deep, 11 1/2" wide.



**THE "JAGROSE" CHROMIUM PLATED LOCKING DOOR HANDLE 5/6** with 2 Keys.

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

## Astonishing Offer!



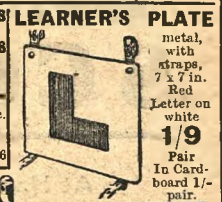
**PRESSED STEEL DOUBLE FOLD CAR CARRIERS** for MORRIS COWLEY 1927 to 1931. **10/6**  
 List Price 25/-  
 Also for Ford 8 h.p., 12/6.  
 Ford 10, 12/6. Single fold for Austin 7, 1927-32, 6/6. Double fold for Austin 7, 15/-.



**LEARNER'S PLATE** metal, with straps, 7 x 7 in. Red Letter on white **1/9**  
 Pair In Card-board 1/- pair.



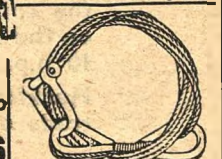
**PRIMUS STOVE OUTFITS** Complete in metal **12/-**  
 pint size. Pint size 14/6  
 Ditto, Phobus make, 1 pint 7/6



**CAR TOW ROPES** Extra Strong Steel Cables with Ends **3/-**



**EXTRAORDINARY BARGAIN! CHROMIUM-PLATED Exterior MIRRORS 6/6**



**A SUPER SWISS Pattern POST HORN** Suction Operated Chromium Plated **15/-**  
 Gives penetrating, distinctive, and compelling warning, adjustable note, complete with all fittings and instructions. Control can be used on dash or foot operated.



**TERRY LEAF SPRING GREASER 8/6**

De Luxe Model, as illustrated, 22/6  
 Genuine Ismay, O.P. ... 30/-



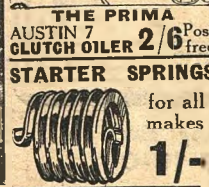
**WEDGE SHAPE JAGROSE CUSHION 11/6**  
 fitted MOSELEY. Interior in Green, Blue and Red.



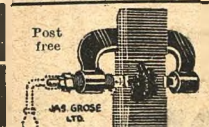
**MUD-FLAP** for B.S.A. 3-wheeler & Sports Cars. Size 10" x 9 1/2" 1/6 Each.



**THE PRIMA AUSTIN 7 CLUTCH OILER 2/6** Post free



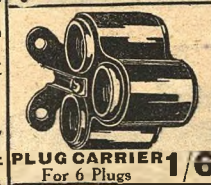
**ANTI-BUMP SPRINGS FOR AUSTIN 7** Improved Comfort and Road Holding. Prevents rolling. Every Austin 7 owner should fit them. With instructions for fitting. Post free **19/6**



**Jagrose Adjustable HOSE NOZZLE 1/3**  
 Gives Mist, Spray and Full Jet.



**TERRY LEAF SPRING GREASER 8/6**



**PLUG CARRIER 1/6** For 6 Plugs



**SPECIAL OFFER Tyre Gauges** Our 2/3 Price Stadium make 3/9 Schrader 5/-



**Jagrose Adjustable HOSE NOZZLE 1/3**  
 Gives Mist, Spray and Full Jet.



**ANTI-BUMP SPRINGS FOR AUSTIN 7** Improved Comfort and Road Holding. Prevents rolling. Every Austin 7 owner should fit them. With instructions for fitting. Post free **19/6**

## BARGAINS IN CAR TYRES

Fully Guaranteed by us  
 Well-known Makes  
 We Guarantee to Return Cash in full if NOT SATISFIED

	STANDARD	EXTRA HEAVY	SUPER HEAVY	TUBES
	CORDS.	CORDS.	CORDS.	Best Make.
Size.	13/6	15/6	18/6	3/3
3.50 x 19	13/6	15/6	18/6	3/3
4.00 x 18	16/6	18/6	22/6	3/3
4.00 x 19	16/6	18/6	22/6	3/3
4.50 x 17	18/6	22/6	27/6	5/9
4.50 x 18	18/6	22/6	27/6	5/9
4.50 x 19	18/6	22/6	27/6	5/9
4.75 x 18	20/-	23/6	25/6	5/9
4.75 x 19	20/-	23/6	25/6	5/9
5.00 x 19	22/6	32/6	32/6	7/-
5.00 x 20	22/6	32/6	32/6	7/-

## SPARES

for AUSTIN 7 MORRIS MINOR, MORRIS CARBURETTOR on the Spot or Post and C.O.D. by Return.

NORTH LONDON DEPOT **255 HOLLOWAY RD. N.7** HEAD DEPOT and POST ORDERS **379 EUSTON RD. LONDON** CITY DEPOT **4 OLD JEWRY E.C.2**

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



There's a Car in the Jowett range to suit all needs

- SEVEN H.P. MODELS
- "FALCON" Standard Saloon .. £152 10s.
  - "KESTREL" Saloon de Luxe .. £165 0s.
  - "FLYING FOX" Two Seater .. £158 0s.
  - "WEASEL" Four Seater Tourer .. £165 0s.

- TEN H.P. MODELS
- "PLOVER" Standard Saloon .. £192 10s.
  - "PEREGRINE" Saloon de Luxe .. £205 0s

# GODFREY'S LTD.

The London Jowett Showrooms  
366, Euston Road, London, N.W.1.

Phone: Museum 2644-5-6-7.  
Also at 228, London Road, Croydon. Phone: Croydon 3641.



# Thirty Years !!

'Man and boy, as they say, I've worked in the Jowett factory for thirty years!! Yes, I've seen some changes . . . . . once it was only a small factory. Now it's like a young town.

I've heard it said that this car was not built for the public at first. The Jowett brothers built it for their friends. But the public soon heard about it, and then things started to hum.

It's a right proper factory for an engineer, this. We haven't got to build down to a price. There's nothing mass produced about our car. You've got to build up to a standard to hold our job here, and I'd rather have it that way.

'What's the secret of Jowett power?' my pals are always asking. It's easy really. The horizontal engine and its perfect balance. Inside the drawing office they talk about forces equally opposed, and a chap called Euclid, but I don't understand that jargon.

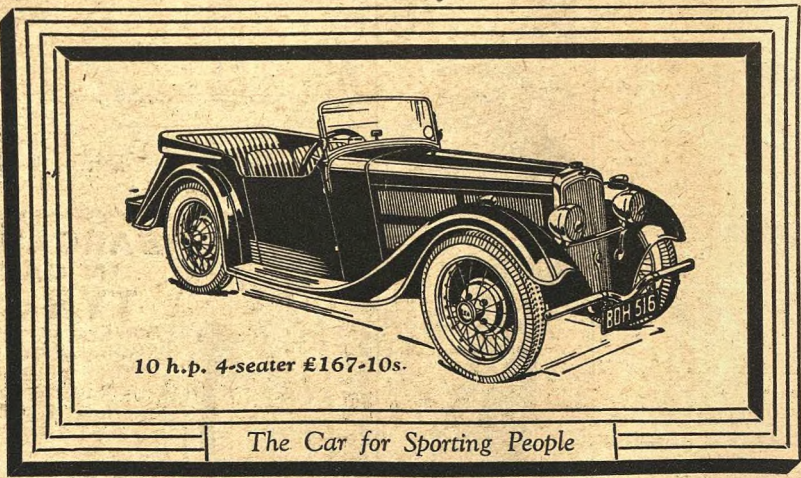
You see, I know the material they use. The steel they buy it's got to be very best.

My, but I wish the public could peep right inside the Jowett engine and see our work! It ought to be easy to sell Jowett Cars. No, it's not cheap to buy, but it's the biggest light car made and cheap to run. Trust the British public to know value when they see it.

There's a right number of our cars go to London every year. You see, Godfrey's know something about Jowett Cars."

## PORTRAIT OF A TRUSTY FRIEND

# THE B.S.A. SCOUT



10 h.p. 4-seater £167-10s.

The Car for Sporting People

At Hackford's you can see the complete range of 1936 B.S.A.'s—the smartest popular priced sporting cars on the market, including 9 h.p. 2-seater £149-10-0; 10 h.p. 2-seater £157-10-0; 10 h.p. 4-seater £167-10-0; 10 h.p. Coupe £185-0-0.

Hackford's will be delighted to send fully descriptive art catalogue to retail and trade enquirers unable to visit their showrooms.

## THE NAME OF THE TRUSTY B.S.A. DISTRIBUTORS

Demonstration, part exchanges and payment out of income gladly arranged.

# HACKFORD

MOTORS LTD.

W. UNDERHILL AND G.A. NORCHI

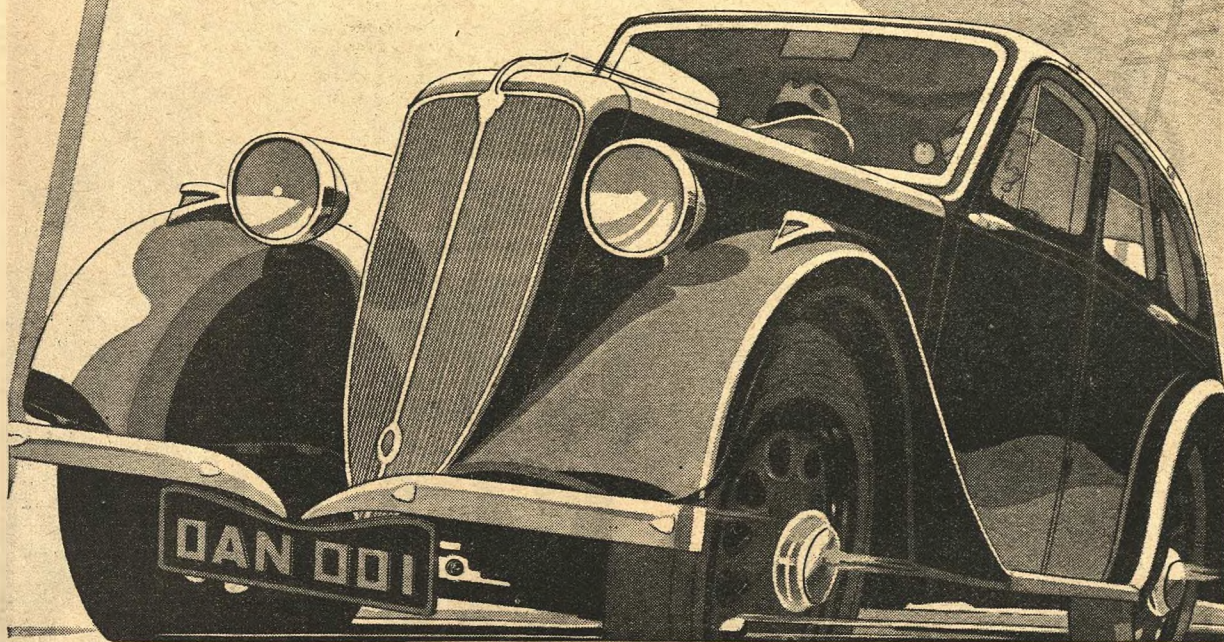
182, ACRE LANE, BRIXTON, S.W.2

Telephone: Brixton 3227/8.

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



# STARTLING PERFORMANCE



... and the ROOMIEST "Ten" on the road, as well!

### THE "PLOVER"

Four-cylinder horizontally opposed 10 h.p. engine. Free wheel. Special hydraulic engine mounting. Twin down-draught carburetters. Air silencer and fume extractor. Four-speed gear box with silent third. Cross braced frame. Built-in jacking system. Ventilated disc wheels. Marles-Weller steering. 12 volt electrical system - - - **£192.10**

### THE "PEREGRINE" (as illustrated)

Engine and chassis specification as the "Plover" with, in addition, special streamline body. Deflector windows and lift-up straight windows in front doors. Opening quarter lights. Sun-glare screen. Pneumatic upholstery. Silent travel locks. Twin tuned horns - - - **£205**

The unique horizontally opposed Jowett four-cylinder engine—a development of the now famous Jowett "Flat Twin" design—has many theoretical advantages over the orthodox small "Four." In practice these advantages give the car a performance that can truly be described as "startling" in comparison with the average "Ten." The Jowett engine, for instance, develops maximum power at about 600 "revs" less than the average "Four." That is why the Jowett can be driven hard indefinitely (reaching top speeds of nearly 70 m.p.h.) without any feeling of stress.

The centre of gravity of the complete car is lower—giving remarkable stability when cornering fast. The power-to-weight ratio is unusually favourable—so a bigger, roomier body can be carried without sacrificing acceleration or hill climbing. Finally, because of its short, stiff crankshaft, heavier flywheel and the fact that power impulses are "equal and opposite" the engine has a theoretically perfect balance which gives the smoothness associated usually with a "Six."

The Jowett "Flat Four" simply bristles with advanced features—it is easily the most individual design on the road. How many motorists realise this fact—or what it means in improved performance, greater comfort and economy in running costs?

For the motorist who is content with a little less "snappiness" in performance but who wants even greater economy in running, there is still the famous Jowett "Twin"—this year with lines that give a real "big car" look.

JOWETT CARS LTD., IDLE, BRADFORD.

Please send me particulars of the two new 10 h.p. "Flat Four" models (and the "Twin" range).

Name .....

Address .....

L.C.

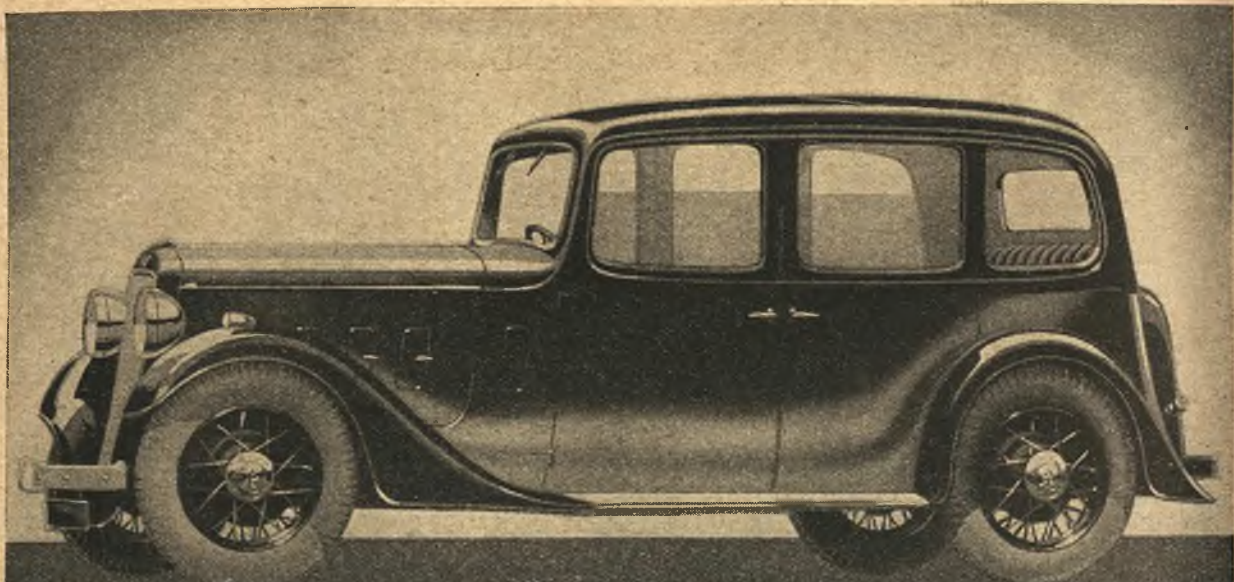
# JOWETT

FOR EXTRA PERFORMANCE

# "4"

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





You buy a car—but you

**INVEST**  
IN AN **AUSTIN**

**BECAUSE**

*Illustrated above is the Ascot Saloon (13.9 h.p.) £205 to £225 at works.*

#### **AN AUSTIN IS SAFER TO DRIVE**

Sensible design in Austin bodywork gives you a safer driving position. You can see clearly over the bonnet and wings. You can also see the country and the traffic through the wide windows. The brakes are of the most efficient type. Triplex glass is fitted in the windscreen and all windows.

#### **AN AUSTIN IS MORE COMFORTABLE**

You are not "boxed-up" in an Austin. Interiors are airy and free from stuffiness, seats fatigue-free and adjustable; no contortion is necessary when you get in and out.

#### **AN AUSTIN IS MORE DEPENDABLE**

An Austin gives you more care-free and trouble-free miles than other cars. It is, in fact, known throughout the motoring world as 'The Dependable Car.'

#### **AN AUSTIN IS MORE ECONOMICAL**

Because of its dependability and its low fuel consumption, the Austin is most economical to run. Servicing is reduced to a minimum—hence Austin's low maintenance cost.

#### **AN AUSTIN COMMANDS A HIGHER RESALE**

**PRICE** The public confirms the *better value* found in every Austin by its willingness to pay a higher price for a used Austin than for other cars of comparable initial price.

**THINK** the matter out before you choose your new car this season

**SPECIAL AUSTIN FEATURES: SYNCHROMESH GEARS, ADJUSTABLE SEATS, SUNSHINE ROOF, AUTOMATIC TRAFFICATORS, ILLUMINATED INSTRUMENT PANEL, TRIPLEX GLASS IN THE WINDSCREEN AND ALL WINDOWS, ENCLOSED SPARE WHEEL, CROSS-BRACED FRAME, ENGINE MOUNTED ON RUBBER BUFFERS, FINGER-LIGHT STEERING, HYDRAULIC SHOCK ABSORBERS. NON-LUBRICATED SILENTBLOC SHACKLES AND BUMPERS FRONT AND REAR.**

SEVEN from £102.10.0 to £142. TEN-FOUR from £152.10.0 to £215. TWELVE-SIX (13.9 h.p.) from £205 to £225  
Prices at works

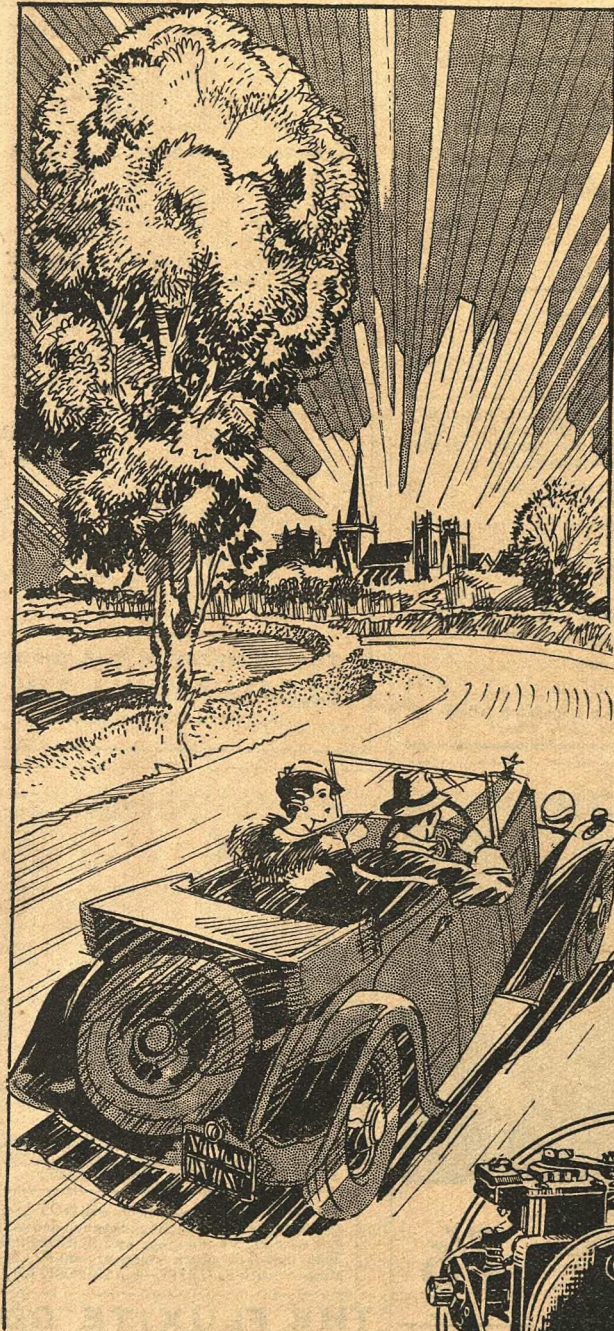
BE SURE YOUR CAR IS MADE IN THE UNITED KINGDOM

The Austin Motor Co. Ltd., Birmingham and 479 Oxford Street, London. London Service Depots: 12, 16, 18 and 20 h.p. Holland Park, W.11. 7 and 10 h.p. North Row, W.1. Export Dept.: Birmingham.

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

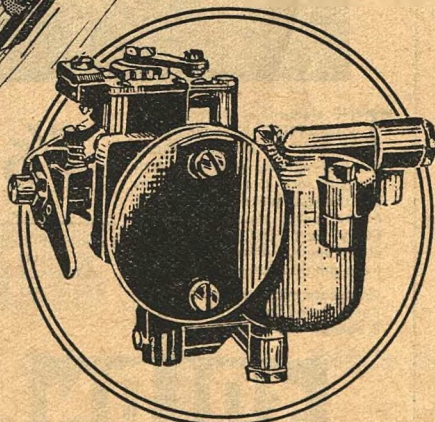


# GOING TOURING ?



*then fit the*  
**SELF-STARTING**  
**SOLEX**  
 CARBURETTOR  
*and be sure of*  
**EASY STARTING**  
**QUICK ACCELERATION**  
*and*  
**ECONOMY IN**  
**PETROL CONSUMPTION**

Note:—  
 The Self-Starting "Solex" is now available in two models: the original model with the Starting Unit controlled by hand from dashboard, or the new Thermostarter model, in which the Starting Unit is automatically controlled by means of a thermostat.



Why not have a Self-Starting "Solex" fitted to YOUR car on 30 DAYS' FREE TRIAL? Write for details.

**SOLEX LIMITED,**

(Director: GORDON RICHARDS),

**SOLEX WORKS, 223-231, MARYLEBONE RD., LONDON, N.W.1.**

Telephone: Paddington 5011 (6 lines).

Telegrams: "Solexcarb, Norwest. London."

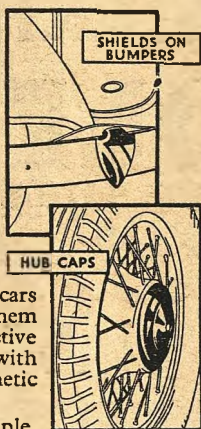
Distributors for the Irish Free State: Irish Enterprises, Ltd., Shamrock Terrace, North Strand, Dublin.



# SWANK SPOTS!

## Paint them with ROBBIALAC Synthetic Finish

Have you noticed how many motorists are enhancing the beauty of their cars and giving them a touch of individuality—by personally applying what might be termed "Swank Spots?" In other words, their owners select some particular item or items about their cars and cleverly "pick them out" in an attractive contrasting colour with Robbialac Synthetic Finish.



Hub caps, for example, lend themselves especially to the application of a striking "spot" of additional colour. So do the shields which are a feature of some bumpers—and there are many other suitable spots.

Get a tin of Robbialac Synthetic Finish to-day and create a few "swank" spots on your car. It produces a beautiful, glass-like finish that will stand any amount of wear and washings. Easy to apply, quick drying, dust free and goes on any surface—wood, metal, celluloid, leather or old paintwork.

### ROBBIALAC SYNTHETIC FINISH

contains



the wonderful ingredient that makes painting easy

SOLD EVERYWHERE. IN BLACK, WHITE AND COLOURS.

6d. 1/- 1/9  
3/- 5/9

The leaflet "How to paint your car with Robbialac Synthetic Finish" will be gladly sent free upon request. Write to-day to Robbialac Works (Dept. L.C.8) Stratford, E.15. If you enclose 2d. stamp for postage, we will also send a copy of the 1/- book "How to Paint," containing valuable instructions on home painting.

**FREE**

## MOTOR INSURANCE

See What London's Leading Brokers Offer You.

LOWEST MARKET RATES. Lloyd's Security!

40 per cent. Immediate NO-CLAIM BONUS! CASH, MONTHLY or QUARTERLY Payments!!!

SPECIAL SUMMER POLICIES!!!

SPECIAL LOW RATES for Austin, B.S.A., Ford, M.G., Morgan, Morris, Police Policies, etc.

ANY RISK COVERED, including Actors, R.A.F., etc. New Drivers without excess.

### Example

8 h.p. Third-Party, One Driver,	
Country Area .. .. .	£2 11s. 6d.
Or Three Quarters of .. .. .	£1 0s. 0d.
Comprehensive .. .. .	£5 3s. 6d.
Or Three Quarters of .. .. .	£2 0s. 0d.

Apply for Quotation, giving details of driving experience and No-claim Bonus, etc., when we undertake to quote the lowest Market Premium obtainable.

For further details see our Classified Advertisement on page 41.

You are cordially invited to visit our modern offices. Open 9 to 8, including Saturdays.

'Phone: PROspect 1061 (Private Exch. 10 lines)

*Andrew & Booth,*

London's Leading Brokers,  
37, Sheen Lane, Mortlake (Stn.), S.W.14  
IMPORTANT: When enquiring please mention "The Light Car."

## ELECTRIC SOLDERING IS Easier



THE element of the SOLON ELECTRIC SOLDERING IRON is clamped inside the bit—all heat generated goes straight into the point of the bit, the spot where you need it. Every part soundly made—every part easily replaced after wear. Plug in to any lampholder—that's all. Complete with Instruction Book, Resin Cored Solder, 6 feet of Flex & Standard Lampholder Adaptor

**7/6**

65 Watts.

Industrial Models  
65 Watts 9/6  
125 Watts 22/6  
240 Watts 37/6



W. T. Henley's Telegraph Works Co. Ltd.  
(Dept. 32 Yar), Holborn Viaduct, LONDON, E.C.1.

## WITHAM'S New Replacements

### CROWN WHEELS AND PINIONS.

	Pair		Pair
Austin 7 .. .. .	37/6	Riley 9 .. .. .	45/-
Ford 8 .. .. .	40/-	Singer 8 .. .. .	37/6
Morris Minor .. .. .	32/-	Standard 9 .. .. .	42/-
Cowley & Oxford 35/-		Wolsey Hornet 35/-	

Hundreds of other types in stock.

### STARTING HANDLES.

Austin 7 .. .. .	3/3	Morris Minor .. .. .	2/1
Austin 10 .. .. .	4/-	Riley 9 .. .. .	3/3
Ford 8 .. .. .	1/11	Standard L.9 .. .. .	3/6
Hillman Minx .. .. .	2/3	Triumph 7 .. .. .	3/6

Let us quote for any type you may require.

### VALVES. Full stock for all types.

Below few Examples only:

	Each	Set of 8
Austin 7 .. .. .	1/-	7/6
Austin 10/4 .. .. .	1/-	7/6
Ford 8 .. .. .	1/3	9/6
Morris Minor .. .. .	1/2	9/-
Riley 9 .. .. .	1/6	11/-
Standard L.9 .. .. .	1/6	11/-

Quotations for other types on application.

### FULL STOCK OF ACCESSORIES, such as

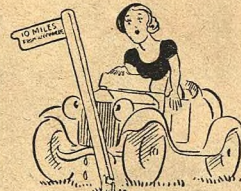
Brake Cables .. .. .	From 2/6
Speedo Cables .. .. .	5/-
Morris Clutch Plates .. .. .	2/-
Road Wheels, Morris Minor .. .. .	16/6
Road Wheels, Austin 7 .. .. .	15/-
Austin 7 Starter Rings .. .. .	15/-

### AXLE SHAFTS. Few Examples:

Austin 7 .. .. .	9/-	Rover 10 .. .. .	10/6
Hillman Minx .. .. .	11/6	Riley 9 .. .. .	12/6
Morris Minor .. .. .	6/-		

### THE CHEAPEST IN THE TRADE.

**163, BALHAM HILL, S.W.12**  
Battersea 5355 and 3280.



"My driving is petrol!" said Nell,  
"I don't think I'll ever drive well."  
But at any repair  
With FLUXITE I'm there,  
And no one could dub me an 'L'.

See that FLUXITE is always by you—in the house—garage—workshop—wherever speedy soldering is needed. Used for 30 years in Government works and by leading engineers and manufacturers. Of Ironmongers—in tins, 4d., 8d., 1/4 and 2/8.

Ask to see the FLUXITE SMALL-SPACE SOLDERING SET—compact but substantial—complete with full instructions, 7/6.

Write for Free Book on the art of "Soft" Soldering, and ask for Leaflet on CASE-HARDENING STEEL and TEMPERING TOOLS with FLUXITE.

TO CYCLISTS! Your wheels will NOT keep round and true unless the spokes are tied with fine wire at the crossings and SOLDERED. This makes a much stronger wheel. It's simple—with FLUXITE—but IMPORTANT.

## THE FLUXITE GUN

Is always ready to put Fluxite on the soldering job instantly. A little pressure places the right quantity on the right spot and one charging lasts for ages. PRICE 1/6



ALL MECHANICS WILL HAVE

## FLUXITE

IT SIMPLIFIES ALL SOLDERING

FLUXITE LTD. (Dept. 420), DRAGON WORKS  
BERMONDSEY STREET, S.E.1.

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



# AIRLITE

THE CARAVAN BUILT TO AN IDEAL



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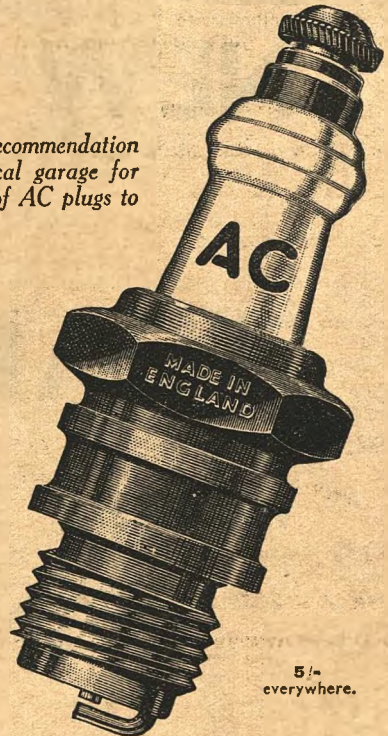
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---

**SHELSLEY WALSH**

**International Hill Climb, June 6, 1936**

★ ★ ★

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**AUSTIN SEVEN**

*secured*

**NEW 750<sub>C.C.</sub> RECORD**

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**TEAM TROPHY**

*making 2nd, 3rd, 4th and 5th*

**FASTEST TIME**

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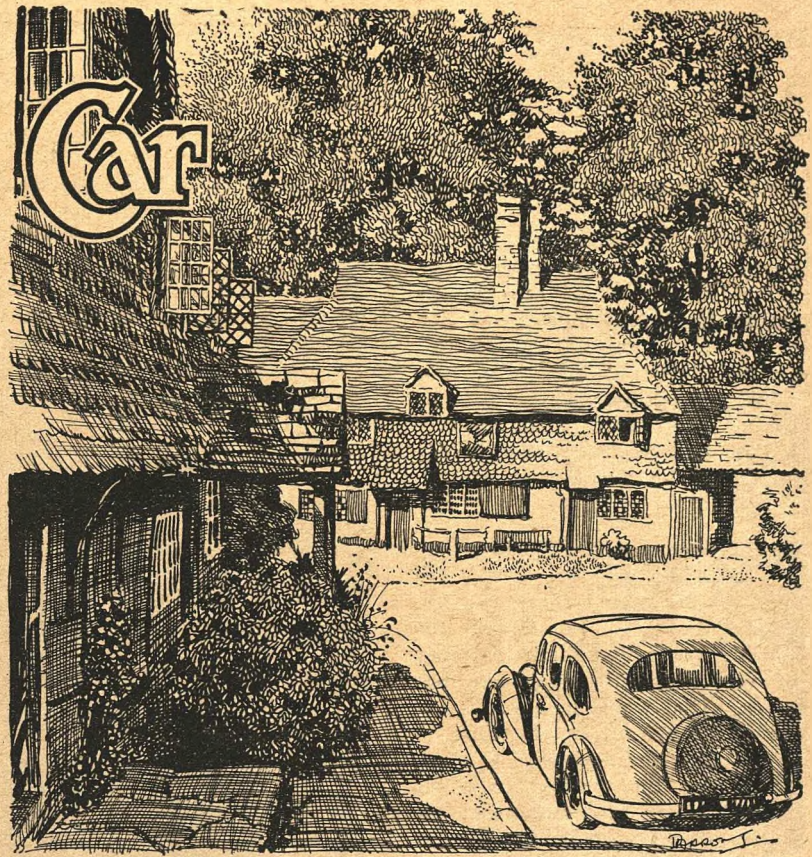


# The Light Car

## In This Issue

WE devote "Topics of the Day" to a critical review of the revised draft regulations relating to the "Construction and Use" of motor vehicles. As this is a matter that closely concerns our readers their opinions are invited. The hints on Jowetts, new and old, are brought to a conclusion. Reports of the Scottish Rally and Shelsley Walsh will interest sporting enthusiasts.

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WITLEY: a Surrey beauty spot.

## AFFAIRS OF THE MOMENT

GENERAL, POLITICAL AND PERSONAL POINTS OF VIEW DISCUSSED BY

*The Editor*

THE industrial unrest in France which, happily (as I write), appears to be within sight of settlement takes my mind back to the paralysis which followed swiftly in the wake of the announcement of a general strike in this country over 10 years ago. The thing is brought home more forcibly to us now because on Saturday last it was announced that the race at Le Mans would have to be abandoned or postponed.

MY friend, "Grand Vitesse," of *The Motor*, and I were about to set out by road and water for the famous Sarthe circuit when the news broke of the effects of the French strike. It seems that in company with hundreds of other enthusiasts we shall instead turn our attention to Nurburg Ring. We shall look forward to seeing again—much sooner than we expected—that fine sportsman, Hans Stuck, and his charming wife. Also (much earlier than usual) we shall join up again with people from the Midlands who

No. 1227. Vol. XLVIII.

are taking advantage of the M.A.C.'s trip to see the Eifel races.

—ooo—

WHICH reminds me that Mine Host at the Swan Hotel, Tenbury Wells, had the largest Shelsley party ever last Saturday evening, when nearly 50 people sat down to dinner. On the eve of the climb, by the way, we organized a private sweepstake, and to my delight I drew Stuck. When I told him the good news, however, he wagged his head solemnly and said, "No good because I have drawn Raymond Mays!" but there was a twinkle in his eye and I learned later that he had done nothing of the kind! The family fortunes were saved, as it proved, because "Miss Vox" drew Baumer, who tried with Fane for second best run of the day.

OF the hill-climb itself, I would say this. The man who was responsible for its success is Leslie Wilson, and he deserves full marks; but backing him up there are other men—and women—who are heart and soul in the business, and they, too, deserve a big pat on the back.

—ooo—

SO far back as 1903, King Edward VII became Patron of The Royal Automobile Club. Readers who are au fait with motoring history will remember that the King was an enthusiastic motorist. Four years later he honoured the Club by sanctioning the prefix "Royal" in front of the name. King George V succeeded him, and, like his illustrious father, granted his patronage, and now, I am told, King Edward VIII has followed the example of his royal father and grandfather and becomes the third sovereign who has held the position of Patron of the R.A.C. Since 1911 H.R.H. the Duke of Connaught has been President of the Club?



A GOOD deal of surprise was caused recently amongst folk who use a certain main outlet from London when it was discovered that traffic lights were to be erected. I myself have been familiar with this crossing for a matter of 10 or 12 years, and it is only once in the proverbial blue moon that a car debouches from the secondary into the main road or crosses the main road stream.

The general opinion seemed to be that a "Stop, Major Road Ahead" sign on the secondary road would have been an adequate safeguard.

—ooo—

WITH some indignation I rang up the Ministry of Transport. (In view of the unkind things we frequently have to say about the Ministry you might think that they are very curt with people like ourselves. That would be a wrong impression; they are very charming.)

"What is the position," I asked, "regarding the erection of traffic lights? Have local authorities the power to erect such lights wherever they like or are they controlled?"

The popular impression seems to be that the Ministry of Transport has nothing to do with the selection of such sites. This is entirely wrong. I was told that every installation has to be approved by the Ministry of Transport and by the police. Instructed by the Ministry of Transport, divisional engineers examine the site, and not until everything has been O.K.d can the local authority go ahead. One of the reasons why the L.A. does what it is told is that, as likely as not, it has made an application to the Ministry of Transport for a grant towards the cost of the equipment.

—ooo—

THE Voice then listened patiently whilst I detailed the feeling which existed concerning the particular set of lights mentioned above, promised to inquire into the whole business and to ring me back.

—ooo—

A COUPLE of hours later The same Voice told me all about it. Apparently the crossing had come to be regarded as a very dangerous spot by the local Member of Parliament and also the local council. In 1934 it was the subject of a report and a recommendation for traffic lights, and in 1935 the scheme was approved. Along the main road traffic passes at the rate of 750 units

an hour at peak times or an average of 440 units an hour throughout the day. The same figures for the cross-road, however, were not available.

This indicates, at any rate, that traffic lights are not installed in a haphazard fashion, but it is somewhat curious to observe that between the report and the appearance of the lights at this alleged very dangerous spot some two years have elapsed. Anyway, I am very much obliged to The Voice for making the whole matter clear.



"... success is ... due to its secretary ..."

ONE of the most enterprising organizations in the trials world is the Sutton Coldfield and North Birmingham A.C.—a name commonly abbreviated to Sunbac for convenience. Although its committee is always a live one and its president is invariably a genuine working member, much of Sunbac's success is undoubtedly due to its secretary, J. D. Woodhouse. Like most of his kind, he is there to be shot at but, while acting as target, he puts in a tremendous amount of work, and his events are always well organized. That is not surprising because he has a varied and extensive experience.

—ooo—

BESIDES such little matters as two Colmores a year—cars and motorcycles—as well as the other trials run for members only, Jack (as everybody round Birmingham knows him) has been responsible for speed events both uphill and on the flat. Gopsal, Penkridge and Angel Bank may be recalled and there was even a Sunbac meeting at Brooklands in 1925.

Woodhouse who, fittingly, is a Sutton Coldfield man and not a

"Brummie," joined Sunbac immediately after the War 1914-18 and found himself on the committee quite soon. When in 1923 the club decided that its activities were more than could fairly be thrown on the shoulders of any honorary official, "J.D.W." was appointed as General Secretary and there he has been ever since.

—ooo—

HES a versatile fellow and amongst his side-lines are time-keeping, racing team management and gardening. He is a certified A.-C.U. timekeeper and has acted for the Royal Aero Club in the King's Cup Race several times. The winning M.G. team at Phoenix Park in 1931 was under his control. Horticulturally his interests lie towards water-gardens, in which he has specialized for a couple of years.

—ooo—

A MILD sensation is often caused by the appearance in some commercial sphere or other of some well-known personality with a handle to his name. The public, however, easily forgets that even people with blue blood in their veins must live. From America comes the news that Count de Covadonga, eldest son of ex-King Alfonso of Spain, has joined the executive staff of British Motors, Ltd., a concern which acts as agents in the United States for several British sports cars. Apparently the Count has an extensive knowledge of car construction, and Mr. Palmer Woodbury, the president of the company, thinks he can turn this knowledge to good account.

—ooo—

ONE or two people who heard me "on the air" during *The Star Gold Trophy* race think that I was unobservant, for I said nothing about the Barnato Hassan catching fire. I didn't miss it, but rightly or wrongly I spared the feelings of relatives and friends of Munday until I knew he was unhurt. Was I right?

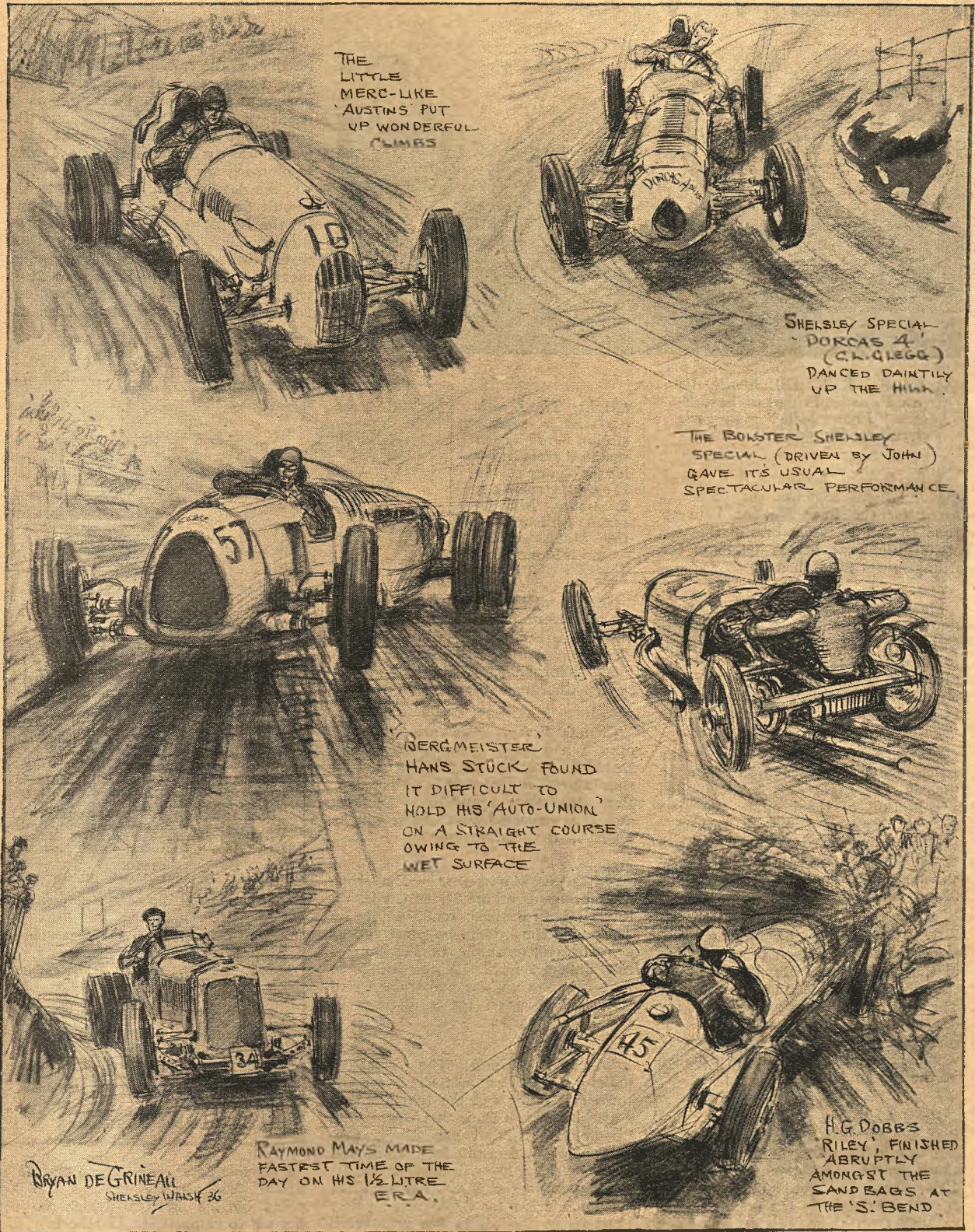
Reverse-a-Phrase

HIDDEN in the italicized sentence below is the name of a motorcar. The name is spelt out backwards in full and in the correct order and sequence of the letters, and it forms part of a word or of words that are consecutive.

*We landed in good time at Labrador.*  
For solution see "Around the Trade" at the end of text pages.



# AT SHELSLEY WALSH



THE LITTLE MERC-LIKE 'AUSTINS' PUT UP WONDERFUL CLIMBS

SHELSLEY SPECIAL - DORCAS 4 (C.K. GLEGG) DANCED DAIN'TILY UP THE HILL.

THE BOLSTER SHELSLEY SPECIAL (DRIVEN BY JOHN) GAVE ITS USUAL SPECTACULAR PERFORMANCE.

'BERGMEISTER' HANS STUCK FOUND IT DIFFICULT TO HOLD HIS 'AUTO-UNION' ON A STRAIGHT COURSE OWING TO THE WET SURFACE

RAYMOND MAYS MADE FASTEST TIME OF THE DAY ON HIS 1 1/2 LITRE E.R.A.

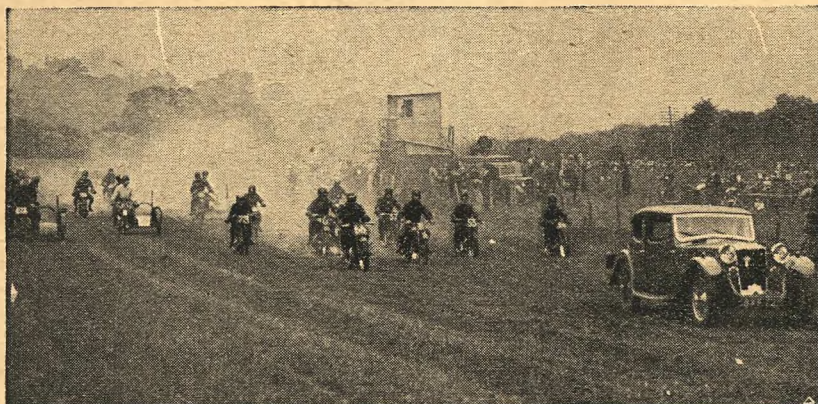
H.G. DOBBS 'RILEY' FINISHED ABRUPTLY AMONGST THE SANDBAGS AT THE 'S' BEND

BRYAN DEGRINEAU SHELSLEY WALSH '36

A crowd which fell only slightly below the record number for the hill saw Raymond Mays retain his title of hill champion last Saturday. A wet course for both its runs prevented the Auto-Union from revealing its true paces. Above are some sidelights on individual climbs by Bryan de Grineau. The meeting is fully reported on pages 102-3.



# NEWS



A RILEY KESTREL heads the Grand Parade of riders at the well-known "Flying Mile" motorcycle circuit at Biggin Hill, Kent.

**Ascot Races.** Both the R.A.C. and the A.A. will organize car parks at Ascot for the Race Meeting between June 16 and 19. Members of the two organizations can obtain details of the arrangements from them.

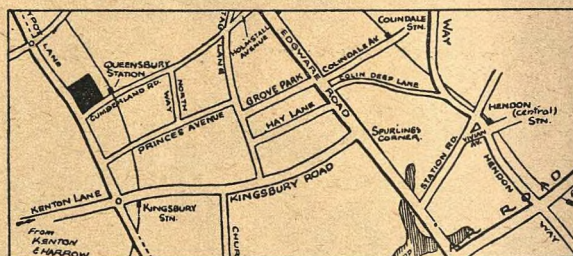
**Lighting-up Times** for to-morrow (Saturday, June 13) are as follow:— London, 10.17 p.m.; Birmingham, 10.30 p.m.; Edinburgh, 10.58 p.m.; Liverpool, 10.41 p.m.; Cardiff, 10.30 p.m.; Dublin, 10.54 p.m.; Belfast, 11 p.m.; Newcastle, 10.45 p.m.

**Mr. A. S. Jenkinson**, whose touring articles have appeared from time to time in *The Light Car*, has compiled a collection of them under the title of "In search of Romantic Britain." It is being published to-day by Barron at 7s. 6d.; the book is well produced and there is a number of photographic illustrations.

**Great North Road.** Several improvements are planned to the section of the Great North Road that passes through the West Riding of Yorkshire. The S-bend at Darrington and the dangerous cross-roads a little to the south are to be widened and diverted, while a central island will be provided at the cross-roads.

**Road Accidents.** In spite of the fact that the fatality figures for the past few weeks have shown increases over those for the corresponding weeks of 1935, there have been 5.5 per cent. fewer road deaths in the first 22 weeks of 1936 than there were in the same period of 1935. During the week ended May 30, 122 persons were killed and 4,769 injured, as compared with 97 and 4,463 respectively for the week ended June 1, 1935.

(Right) The Zenith carburetter service station has been removed from Stanhope Street to Honeypot Lane, Stanmore, Middlesex, as indicated by the black square on this map.



**New R.A.C. Chairman.** Following the retirement of the Hon. Sir Arthur Stanley, G.B.E., C.B., who has been Chairman of the R.A.C. since 1912, Lieut.-Colonel J. Sealy-Clarke was elected Chairman of the Club.

**Channel Ferry.** Plans are on foot to open a new ferry between Dover and Dunkirk, starting on October 1, and running one service each way per day. Preparations are complete at Dunkirk and it is expected that Dover will be ready in the near future.

**Bridge as Monument.** The stone arch bridge over the River Clyde, on the Glasgow-Carlisle road, built by Thomas Telford, is to be preserved as a permanent example of the famous road-builder's work. A new bridge of ferro-concrete will be constructed and the road diverted for a distance of about 1,150 yards.

**Wimbledon Tennis.** The official car parks at Wimbledon, Surrey, for the three chief events of the tennis season—the Wightman Cup, the All-England Championships and the Davis Cup Inter-zone Finals and Challenge Round (June 22-July 4)—will again be under the control of the A.A. There will be accommodation for 3,000 cars; prices range from 2s. 6d. in the unreserved parks to £2 2s. for a season ticket covering the entire period. Further details from the Secretary, the A.A., Fanum House, New Coventry Street, London, W.1.

**Le Mans.** For the first time in the history of the famous 24-hours Grand Prix d'Endurance at Le Mans a postponement has been necessary as a result of the French strikes and the consequent petrol famine. The race, which was to have started at 4 p.m. to-morrow, may now be run on July 19, the date originally allotted to the Circuit de Deauville; this event is run by the Le Mans organizers, the Automobile Club de l'Ouest. Le Mans drivers were informed of the postponement last Saturday. Efforts to fit in the great sports car event on June 20-21, to-morrow week, have been unavailing.

(See "Sports Jottings.")

**WHAT'S HAPPENING?**  
A Brief Summary of General Events.

- June 12.**  
Ancient Custom: Common Riding, Selkirk.  
Highland Tattoo, Athol Palace Hotel, Pitlochry. Leicestershire Agricultural Show, Leicester (two days).  
Golf: Irish Cup Finals, Castlerock, Co. Derry (two days). Tennis: Great Britain v. America (Wightman Cup), Wimbledon, Surrey (two days).
- June 13.**  
English Folk Dance Festival, Hyde Park, London (also July 4). Crowning of Queen of Loch Leven, Kinross.  
Cricket: Nottingham v. All India, Nottingham.  
Golf: England v. France (Amateur), Deal.  
Yachting: Thames Sailing Barge Match, Lower Hope to Gravesend via the Mouse.
- June 14.**  
Ancient Custom: March Riding and Beltane Festival, Peebles (to June 20).  
"The Feast of Orpheus," Blackpool (to June 21).
- June 15.**  
Royal Counties and Sussex Agricultural Show (also Hackney Horse Show), Worthling (four days).  
Golf: Scottish Ladies' Championship, Turnberry (to June 20).
- June 16.**  
Ancient Custom: Riding the Marches, Linlithgow.  
The Turf: Royal Ascot (four days).
- June 17.**  
Royal Norfolk Agricultural Show, Norwich (two days).  
Cricket: Minor Counties v. All India, Lord's, London.
- June 18.**  
Golf: Summer Meeting, Minehead.

**Francois Lecot**, the French marathon driver, has already covered 210,000 miles of the 250,000 which he set himself to complete in 12 months. His original route was between Paris and Monte Carlo, varied with an entry into the Monte Carlo Rally, but he has now abandoned this route and is finishing off with trips to European capitals.



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

### Glamorgan.

**Bridgend** is to lose a famous landmark when the Brewery, described as "an ancient and picturesque" building, is demolished to allow road-widening works to be carried out.

\* \* \*

### Weston-super-Mare.

**Brean Fort**, on the coast, has been sold to the Royal Society for the Protection of Birds and will probably be used as a bird sanctuary. The district is already well known among ornithologists for its variety of bird life.

\* \* \*

### Weymouth.

The white horse on the hills above the town, which is a world-famous landmark for sea travellers, is to be "groomed." Boy Scouts have volunteered to do the work and have established a camp on the site. They will clean the horse throughout the summer at week-ends.

### ROAD INFORMATION.

Supplied by the A.A.

*A list of roads on which repair work has been carried out and which are now open to traffic or will be in the near future.*

#### Home Counties.

Barking-Southeast (at Stifford), now completed; (at Thundersley), will be completed in approx. three weeks; Romford-Chelmsford (between Socketts Heath and Orsett) (at Widford), now completed; Gt. Baddow-Maldon (at Danbury), will be completed in approx. two weeks; Purley-East Grinstead (at Kenley and Whyteleafe and Caterham), now completed; Riverhead-Redhill (at Nutfield, Limpsfield and Westerham), now completed; Slough-Windsor (Windsor Road, Eton), now completed; Heathfield-Hurst Green (at Broad Oak); Offington Corner-West Worthing (1 m. north-west of Worthing), now completed; Portsmouth-Brighton (1½ m. E. Chichester); Northiam-Tenterden, A.28 (at Cherry Tree Garden).

#### Eastern Area.

Cromer-Wells (between Cromer and Sheringham); Ipswich-Hadleigh (at Station Road, Hadleigh), now completed.

#### Western Area.

Devizes-Frome (at Maple Hill).

#### S. Western Area.

Barnstaple-Bideford (at Fremington), now completed.

#### E. Midland Area.

Boston-Spalding (at Pinchbeck), will be completed approx. 27.6.36; Worksop-Doncaster (at Victoria Square, Worksop), now completed.

#### N. Eastern Area.

York-Malton (2½ m. from York); Scarborough-Malton (between Seamer and Scarborough); \*Keswick-Grasmere (between 1st and 2nd miles from Keswick), now completed; Carlisle-Greenhead (3½ m. from Carlisle), will be completed approx. 13.6.36.

\* N. Western Area.

### Norton (Malton).

**Bridging** this busy level-crossing on the main road from York to Scarborough is again under discussion. Thirty years ago, when the matter was first mooted, a traffic census was taken. On July 14, 1906, the gates were closed 106 times for 155 trains, and 605 vehicles used the crossing. Now upwards of 10,000 vehicles cross on a busy day.

### FOR FOREIGN TOURISTS.

#### A Handbook on Vienna.

"TO VIENNA BY MOTORCAR" is the title of an interesting little booklet published by the Tourist Traffic Department of the City of Vienna, 2, Messepalast, Mariahilferstrasse, Vienna 7. This is the fourth edition and has been entirely revised; it contains details of all necessary formalities, the routes to Vienna, specimen trips from the city, and a summary of traffic regulations in Austria. In addition, there is a map of Vienna with an index of garages, hotels and places of amusement.

### A Reminder!

## OUR ANNUAL SUMMER NUMBER

will be on sale

Next Friday, June 19

Despite enlarged size and many special features, the price will not be increased; the Number will cost

THE USUAL THREEPENCE

### NEW ROAD ORDER.

#### "Companions of the Road."

A NEW road order, The Companions of the Road, has been formed under the presidency of the Earl of Lonsdale, K.G., G.C.V.O. There are two main objects in view:—First, to establish among all users of the road toleration and consideration of each other's rights; and, second, to provide

assistance for children injured in road accidents and facilities for convalescence and recuperative health building in country and seaside homes. To achieve the second object, sympathizers can enrol as Knights and Dames of the Order at an annual subscription of 5s., or as Companions at 1s. per year. Further details can be obtained from the Secretary-General, Companions of the Road, 1, St. Paul's Churchyard, London, E.C.4.

### EIFEL RACES.

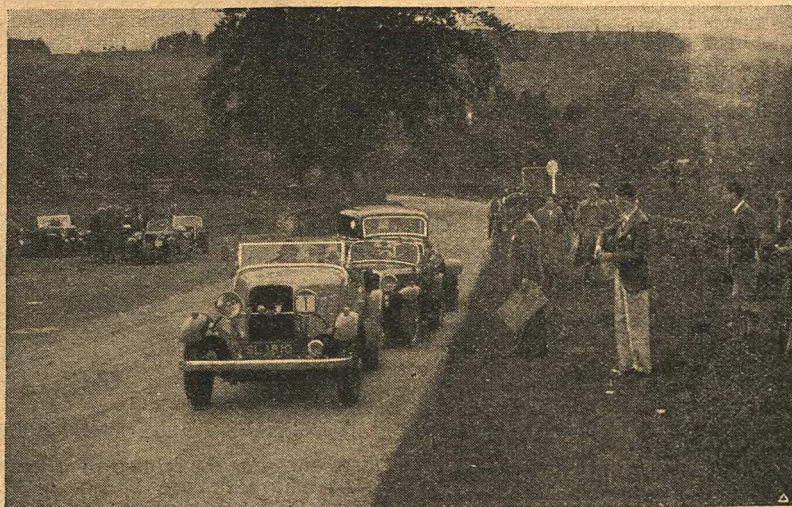
#### Fine Programme for Nurburg Meeting.

VISITORS to the famous Nurburg Ring, in Germany, for the Eifel Race Meeting, next Sunday (June 14), will certainly get good value for their entrance money, particularly if they are interested in motorcycles. The programme starts at 8 a.m. and there are altogether six races: two for solo motorcycles, one for sidecar machines, a race for sports cars under 1½ litres, another for racing models coming within the same limit, and a "Grand Prix" type event for formula cars.

Many British drivers and cars figure among the entries for the under 1,500 c.c. race, including five E.R.A.s (Mays, Earl Howe, Lehoux, "Bira" and Embiricos), six M.G.s (Kohlraush, Binds, Stösser, Sir Alistair MacRobert, Herkuleyns and Cadell).

The Nurburg Ring is one of the most beautiful and spectacular race tracks in Europe, being set amongst picturesque mountains on the flanks of which the steeply switchback course runs.

Further details of the entries will be found in "Sports Jottings" this week, and a full report of the meeting will appear in next week's issue.



THE START of the Scottish Sporting Car Club's Team Trial for the R.S.A.C. Trophy last week-end; the Trophy was won by a team entered by the organizing club. (See "Club Items.")



NEWS

From North, South, East and West

# BOL D'OR BECOMES REAL RACE

## Only One Cyclecar Among 23 Starters

### GORDINI (FIAT) COVERS 1,321 MILES IN 24 HOURS

THE 15th annual Bol d'Or 24-hour race, run at Whitsun, was a very different affair from its predecessors. Until this year, the event has been essentially a race for the amateur cyclecar builder and a large proportion of machines entered have been home-made.

Now, however, the character of the race has changed. Only one cyclecar participated—a small three-wheeler, which turned over and eliminated itself. The remainder of the field were all genuine light cars in the 1,100 c.c. classes, either "sports" or "racing." There were only 23 of them as against the usual crowd of over 40 vehicles, and as a result speeds were much higher from this reduction in traffic on the tiny St. Germain circuit.

Fiats, Amilcars, M.G.s and Salmsons

had the race to themselves, apart from a lone 750 Rosengart. Maillard-Brune, driving Jacques Menier's blown Magnette, made the running right up to the final hours. Kenny, with a 750 c.c. M.G., had the bad luck to break a connecting rod soon after the start, but Druck, on a Magnette, put up a very fine show until an hour and a half before the finish, when he had to retire with axle trouble after covering nearly 1,400 kiloms.

There is no official general classification in the Bol d'Or, although the trophy itself goes to the driver covering the greatest distance, but this, of course, is the greatest interest of the race and spectators always make a general classification for themselves. Maillard Brune got well away at the start and held his lead from 6 p.m.

until 10 p.m., when Gordini (Fiat) began to worry him. Gordini increased speed and eventually managed to pass him. Brune kept going well, however, and by 1.15 a.m. on the Monday morning he had the lead again.

By the 20th hour Gordini and Brune each had the same number of kilometers to their credit, and positions were as follow:—

**Racing Class:** Maillard Brune, 1,809 kiloms.; Grignard (Amilcar), 1,609 kiloms.; Breillet (Salmson), 1,379 kiloms.; Woolf (M.G.), 1,245 kiloms.

**Sports Class:** Gordini (Fiat), 1,809 kiloms.; Horvilleur (Amilcar), 1,529 kiloms.; Zanardi (Fiat), 1,500 kiloms.; Martin (Fiat), 1,396 kiloms.

At about 3 p.m. on the Monday afternoon, with another 2 hrs. 50 mins. to go, Brune's engine developed a funny noise and he lost a lot of time at the pits. Nothing seemed seriously wrong, but he had instructions to go slow and finish the race if possible. He carried on steadily and lost 11 laps, whereupon his pit signalled him to go all out. This he did with gusto, but it was too late to catch Gordini, although Brune actually made up more than four laps before the finish of the race.

Woolf (M.G.), a Swiss amateur, made an excellent performance for his first attempt at the Bol d'Or, but had to have a rest during the night. It should be remembered that no change of drivers is allowed in this race. Gordini, with 2,100 kiloms., covered the distance from Paris to Monte Carlo and back in the 24 hours. This represents an average speed of 56½ m.p.h. He broke all records for the difficult and trying little circuit, which gives no rest to drivers in the way of long straights, but keeps them hard at work on corners during the whole of the long 24 hours.

**THE RESULTS.**

**Racing cars:** 1, Maillard Brune (M.G.), 2,130.48 km., average speed 55.08 m.p.h.; 2, Grignard (Amilcar), 1,942.69 km.; 3, Woolf (M.G.), 1,663.64 km.

**Sports cars:** 1, Gordini (Fiat), 2,175.08 km., average speed 56.41 m.p.h.; 2, Zanardi (Fiat), 1,851.71 km.; 3, Martin (Fiat), 1,735.81 km.; 4, Horvilleur (Amilcar), 1,655.46 km.

# BLACKPOOL RALLY

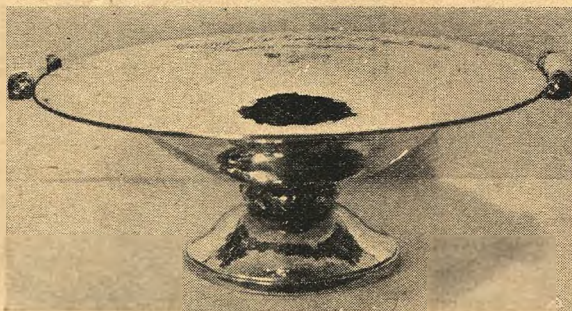
## Eliminating Tests on North Shore To-morrow

TO-DAY (Friday), during the morning, some 200 competitors will start from six selected towns on their way to Blackpool for the first Rally and Coachwork Competition to be held at this popular northern holiday resort. The routes to be covered are approximately 250 miles in length and, during the day, every competitor will have to pass through a simple driving test on an uphill road in the Trough of Bowland. The idea of this test is not only to add interest to the road section of the Rally, but also to test the way in which competitors handle their cars on a gradient, there being no suitable hill in Blackpool.

To-morrow morning, after fetching their cars from the open-air car park and undergoing an easy starting test, drivers will proceed to the Middle Walk, North Shore, where, at 10 p.m., there will be a series of eliminating tests. Interesting things, these, for spectators, as it is unbelievable how even a skilful driver can fail in a simple manoeuvre when it is performed "against the clock."

To round off the event, a coachwork competition will be held on Sunday morning at the same venue (Middle Walk) at 10 a.m. Some 60 cars, repre-

sentative of the best of this country's coachwork, will be competing, and the sheen of scratchless cellulose and brightly polished chromium will form a fine picture. For those who like a spice of mystery, it is rumoured that a new model by a prominent manufacturer will be seen for the first time.



**TROPHIES TO BE WON AT BLACKPOOL.**

(Above) For the winner of Class 6 (closed cars—supercharged over 9 h.p. and unsupercharged over 16 h.p.), a silver dish with ivory handles presented by our associated journal, "The Motor." (Right) "The Light Car" Trophy, an ornamental statuette, goes to the winner of the Class for unblown closed cars up to 9 h.p.





# AWARDS in the EDINBURGH TRIAL

## Car and Three-wheeler Results Fully Analysed

### SUMMARY OF RESULTS.

**Three-wheelers:** 5 started, 1 premier award, 1 silver medal, 3 bronze medals.

**Four-wheelers:** 155 started, 19 retired, 74 premier awards, 40 silver medals, 15 bronze medals, 5 with no award, 2 held over.

#### A.C.

G. A. Wooding L (1991), 4 .....S

#### AERO MINX.

E. H. W. Sharp L (1185), 3, 5, 6 .....B

#### ARMSTRONG SIDDELEY.

B. L. Coates C (2394), 5 .....S

#### AUSTIN.

W. J. Milton L (747), 5 .....S

L. Hyland L (747), 1, 2, 3, 4 .....B

H. L. Hadley S (747) .....HO

#### BAYLISS-THOMAS.

W. J. Haward L (1496), 5 .....S

#### BENTLEY.

F. E. Elgood L (2996), 10 .....NA

W. G. Lockhart L (4596) .....PA

M. Chambers L (4596) .....PA

W. Walker L (3000), 12 .....S

#### BRITISH SALMSON.

W. C. N. Norton L (2570) .....PA

#### B.S.A. (Three-wheeler).

E. F. Cope S (1325), 6 .....S

R. E. Legat S (1021), 2, 4, 5 .....B

#### FIAT.

N. W. Steib C (995), 1, 2, 5 .....B

C. E. Stothert C (595) .....PA

#### FORD.

W. G. Eatherley L (1172) .....PA

J. A. Kyd L (1172) .....PA

F. Allett L (3622), 3 .....NA

K. N. Hutchison L (3622), 5 .....S

S. H. Allard L (3622), 4 .....S

S. L. Chappell L (3622) .....PA

J. Harrison L (1172) .....PA

J. McEvoy L (1172) .....PA

J. W. Whalley L (1172) .....PA

G. M. Denton L (3622) .....PA

The Viscount Chetwynd L (3622), 4 .....S

J. B. Thompson L (3622) .....PA

R. G. M. Paul L (1172) .....PA

P. C. T. Clark L (1172), 6 .....S

B. Burton L (3622), 3 .....S

B. H. Holloway L (1172), 2, 3, 5 .....S

H. Hillcoat S (3622), 9 .....NA

W. S. Millar C (3622), 4, 5 .....B

A. K. B. Clarkson O (3622), 3 .....S

#### FRAZER-NASH.

N. E. Heard L (1496), 2, 3, 6 .....B

H. J. Ebbutt L (1549), 3 .....S

K. M. Roberts L (1496), 5 .....S

J. E. Williamson S (1496) .....PA

#### FRAZER-NASH-B.M.W.

C. G. Fitt L (1911), 3 .....S

H. G. Symmons L (1911) .....PA

H. C. Hunter L (1911) .....PA

L. Maxwell L (1911) .....PA

N. V. Terry S (1911) .....PA

#### H.R.G.

C. H. Robins L (1497) .....PA

#### LANCHESTER.

J. Horsfall S (2390), 6 .....S

#### LEA-FRANCIS.

A. L. S. Denyer L (1496), 5, 6 .....B

#### L.M.B.

F. B. Lakin L (3622), 6 .....S

#### McEVoy SPECIAL.

A. J. G. Bochaton L (1454) .....PA

#### MORGAN (Four-wheeler).

H. F. S. Morgan L (1122), 4 .....S

G. H. Goodall S (1122), 4 .....S

T. H. Jones S (1122) .....PA

#### MORGAN (Three-wheeler).

D. F. Darken L (990), 1, 2, 5, 6 .....B

H. R. Euston L (847), 1, 5 .....B

W. A. Goodall S (990) .....PA

#### M.G.

S. L. H. Potter L (847), 4 .....S

N. E. Bracey L (847) .....PA

A. P. Squire L (847) .....PA

K. S. Richardson L (847) .....PA

D. Clare L (847), 2, 5 .....B

J. C. Funnell L (847) .....PA

K. G. Moss L (1287) .....PA

F. M. Shepherd L (2468) .....PA

D. Maclean L (1286) .....PA

C. B. K. Milnes L (1287) .....PA

H. Knott L (1287) .....PA

H. W. Littleton L (1271), 5 .....S

R. Varley L (847), 5 .....S

A. C. Cookson L (939) .....PA

S. W. Cottee L (847), 2 .....S

G. P. Stooks L (939) .....PA

H. A. Macdermid S (1408) .....PA

J. A. Bastock S (1408) .....PA

A. B. Langley S (1408) .....PA

J. M. Toulmin S (939) .....PA

H. K. Crawford S (939) .....PA

J. E. S. Jones S (939) .....PA

J. W. Fox S (1287) .....PA

K. W. Mahany S (847), 1, 2 .....B

W. S. Whittard S (847) .....PA

E. H. Goodenough S (847) .....PA

G. H. Marshall S (1287), 3 .....S

J. G. Murray S (847) .....PA

A. J. Lambert S (847) .....PA

S. Curry S (847), 10 .....NA

H. H. Porter-Hargreaves, 2 .....S

G. M. S. R. Redmayne C (1287) .....PA

P. K. Potter C (1287) .....PA

#### RILEY.

S. H. Collier L (1493) .....PA

F. Broomfield L (1493), 2, 3, 4 .....B

A. J. Rice L (1635), 1, 2 .....B

F. B. Gerard L (1096), 1 .....S

A. P. McGowan S (1089) .....HO

S. H. Roe S (1635), 5 .....S

R. E. C. Jennings S (1496) .....PA

T. S. H. Fairclough C (1089), 5 .....S

#### ROVER.

J. R. Crouch L (1496), 1, 3 .....B

#### SINGER.

E. G. Mobbs L (972) .....PA

H. K. Heaven L (972) .....PA

J. R. Edwards L (972) .....PA

E. B. Booth L (972) .....PA

N. A. Prince L (972) .....PA

J. F. Montgomery L (972) .....PA

L. J. Flack L (972) .....PA

J. A. H. Gott L (972), 5 .....S

F. A. H. Frey, L (972) .....PA

D. E. Harris L (972) .....PA

H. W. Johnson L (972) .....PA

R. E. Sandland L (972), 3 .....S

W. A. V. Davis L (1495) .....PA

M. H. Lawson L (972) .....PA

A. G. Imhof L (972) .....PA

W. J. B. Richardson L (972) .....PA

Norman Roundhill L (972), 5 .....S

C. J. Turner L (1493) .....PA

A. T. K. Debenham L (972) .....PA

E. G. Bengel L (972), 5, 4 .....B

L. W. Jenkinson L (972), 5 .....S

L. E. C. H. Hall L (1493) .....PA

A. L. Mason S (972) .....PA

H. M. Hutton S (972), 5 .....S

G. T. I. Taylor S (1496) .....PA

V. M. Roberts S (972), 5 .....S

A. H. Langley S (1493) .....PA

J. D. Barnes S (1493) .....PA

M. G. Billingham S (1493) .....PA

Wm. C. Butler S (1493) .....PA

J. F. Heaton S (972), 5 .....S

C. Redfern S (972) .....PA

G. F. Horan S (1493), 2 .....S

#### STANDARD.

J. Torromé L (1608), 5 .....S

H. E. M. Kingdon L (1050), 3 .....S

#### TALBOT.

W. J. G. Proffit L (2969), 3, 4 .....B

F. H. Lye C (3029) .....PA

#### TRIUMPH.

G. L. Boughton S (1991) .....PA

#### VAUXHALL.

A. S. Heal L (4234), 4 .....S

#### WOLSELEY HORNET.

J. Barker L (1271) .....PA

P. F. Bold L (1271), 4, 5 .....B

D. G. Burleigh L (1604), 5, 6 .....B

C. H. Stroh L (1150), 3 .....S

J. Smithies C (1271), 10 .....NA

#### TEAM PRIZES.

Car Class: Team No. 12: W. J. B. Richardson, M. H. Lawson and A. G. Imhof (all driving 972 Singers).

#### ABBREVIATIONS.

PA—Premier Award.  
S—Silver Medal.  
B—Bronze Medal.  
HO—Held over.  
NA—No Award.  
L—Started from London.  
L—Started from Stratford-on-Avon.  
G—Started from Carlisle.  
(The figures in brackets denote engine capacity.)

#### KEY TO FAILURES.

1. Failed Park Rash.
  2. Failed Summer Lodge.
  - 3.\* Failed Wrynose Pass.
  - 4.\* Failed Hard Knott Pass.
  5. Outside standard time in Wrynose Test.
  6. Outside standard time in Hard Knott Test.
  7. Outside time limit at start.
  8. Outside time limit at intermediate check.
  9. Outside time limit at Harrogate.
  10. Outside time limit at Kettlewell.
  11. Outside time limit at Carlisle (early arrival).
  12. Outside time limit at Carlisle (departure).
  13. Outside time limit at Liberton.
- \* Did not comply with all requirements of test.  
Note.—Non starters and retirements were given at the conclusion of our report of the trial.

Bill

**DESPITE** the addition of a special test on Wrynose Pass, premier awards proved plentiful in the Motor Cycling Club's classic Edinburgh Trial run off at Whitsun. The event was the twenty-ninth of the series and the same observed sections were used as in the 1935 event.

They were Park Rash, Summer Lodge, Wrynose Pass and Hard Knott Pass. On Wrynose there was a special test involving reversing and on Hard Knott a simple stop and re-start test was staged.

Following last year's successful experiment, competitors were given the option of starting from London, Stratford-on-Avon or Carlisle, the event being run on rally lines both from these points to the breakfast stop at Harrogate, and also from the lunch stop at Carlisle to the finish. The starting points are identified by the letters "L," "S" and "C" after the competitors names in the fully analysed results given below.

### Stop Press

## LE MANS and A.C.F. GRAND PRIX

AS this, our latest page, goes to press we learn that the Le Mans 24-hours endurance race for sports cars, originally due to take place to-morrow but postponed on account of the labour troubles in France, will be run off on Saturday and Sunday, August 1 and 2.

In view of this long postponement, the Automobile Club de France has not found it necessary to change the date of its Sports Car Grand Prix at Monthéry; this fixture will therefore take place a fortnight hence—on June 28.

Other fixtures scheduled for the Le Mans week-end are the Nice Grand Prix and the Ciano Cup Race; both of these events cater for pure racing cars, however, and therefore are unlikely to affect Le Mans competitors. It is doubtful in any case whether the Nice race will take place.

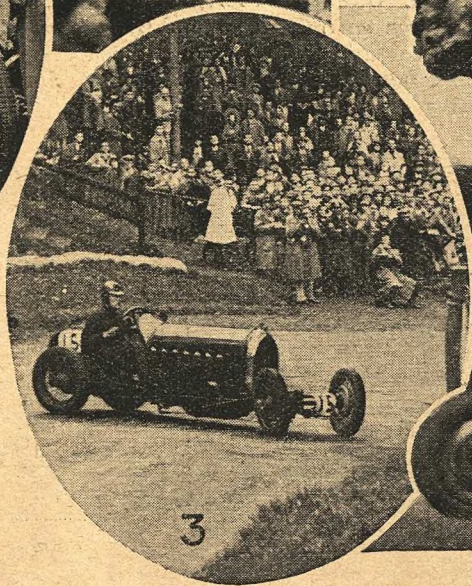
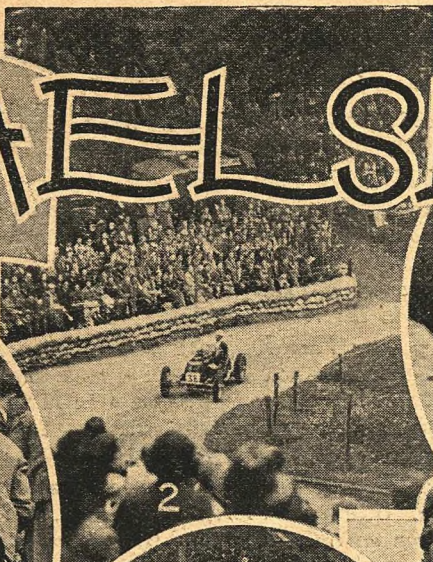
The information on this page cancels that given in "News" and "Sports Jottings."



# "SHELSELEY"



(1) Miss Barbara Skinner looks worried whilst helpers are busy on the engine of her blown Morris Minor.



(2) D. G. Evans (M.G., S.) on the famous corner. (3) Richard Bolster (1,087 Bolster Special) a moment before ramming the inside bank.



(4) Raymond Mays (1½-litre E.R.A.) putting up best time of the day. (5) W. Baumer making second fastest climb; his time was equalled by Fane (Frazer-Nash).

THE Shelsley Walsh hill-climb on Saturday last was, frankly, disappointing. As ordinary Shelsleys go it was scarcely up to standard, and as the meeting which had all the makings of the most thrilling climb for years, it fell very far below the anticipations of the enormous crowd that had assembled on the famous hill.

Not that the spectators complained. Rather did they sympathize with the organizers, the Midland Automobile Club, and the competitors for the combination of circumstances responsible. They realized that the club had spared no pains to prepare a better Shelsley than ever before—better accommodation for spectators, better broadcasting, better presentation of the programme, better entry—and they realized, too, that racing cars will be racing cars (and, therefore, temperamental) and that the English summer will be the English summer (and therefore winter).

"Vox," the Editor of *The Light Car*, provided them with definite disappointment No. 1 by announcing over the loud-speakers that Raymond Mays's 2-litre E.R.A. was off its food and that trouble in the engine department would prevent it from running, although Mays would drive the 1½-litre job. So the battle royal for the record between Mays and Hans Stuck, the Austrian crack, was off.

Still, there remained the chance of watching Stuck send the record tottering, and whether it tottered or no spectators would be able to see, for the first

time in this country, just what a modern Grand Prix racing car—the famous Auto-Union—could do. They saw neither, but that is anticipating.

Just before the climb, "Vox" skilfully shepherded "Bira" (who was to open the climb with an exhibition run), Mays and Stuck into the broadcasting box to say a few words, and Stuck delighted the spectators with, "I am very glad to be, after six years, here in Shelsley again and I hope I can show you what you want."

After "Bira's" opening run, A. N. L. Maclachlan (Austin, S.) set the 750 c.c. class a good example with a finely judged climb which entailed the near-side front wheel lifting (but not too far) as he swept very fast indeed into the S bend. His time of 44½ secs. was too good for D. G. Evans or R. King-Clark; both in blown M.G.s, or for G. G. Garman and S. C. H. Davis, who followed in two more blown Austins, although all except Garman were very fast.

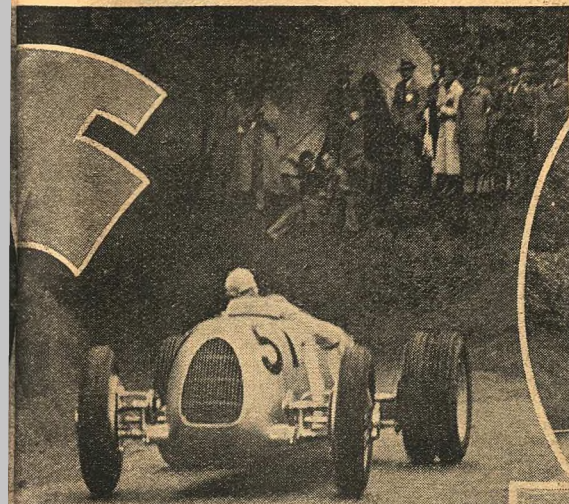
Then Walter Baumer, the German driver, who has been remarkably successful with Austins, thought it was time to set an even better example than Maclachlan. His getaway at the start was terrific, and so was his treatment of the S bend through which he took his little white single-seater with a

## Wet Course Hampers Ha Dry Road) Recorded

slight snake beautifully held. His time, 42¾ secs., remained unbeaten in the class, although Goodacre, in one of the new o.h.v. Austins, came near it with 43¼ secs.

The 1,100 c.c. machines were, as a class, rather bad tempered. Spikins's blown Singer made a halting start and refused the climb on the lower slopes. Maclean's M.G. lacked all its cylinders,

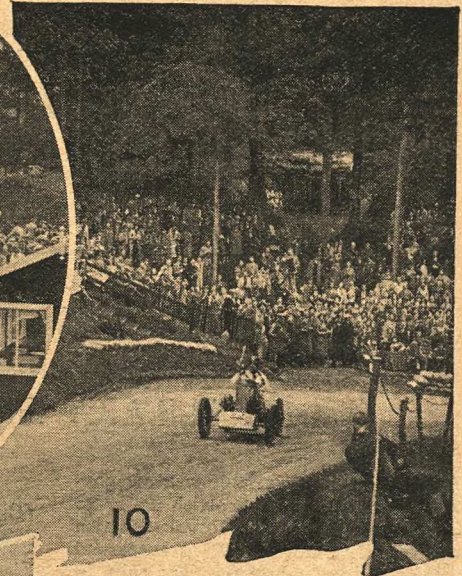




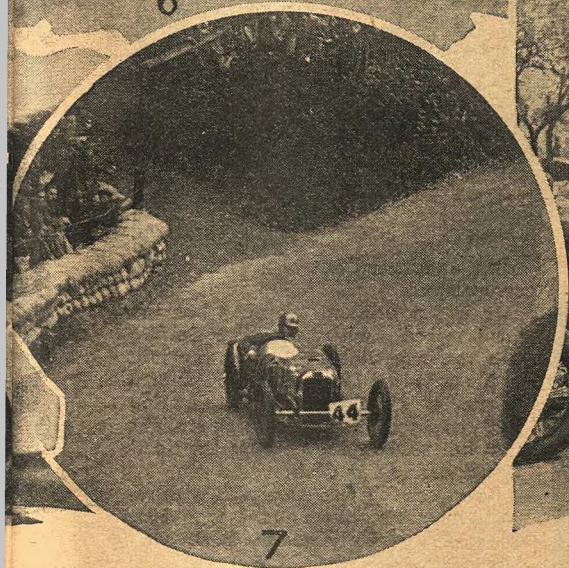
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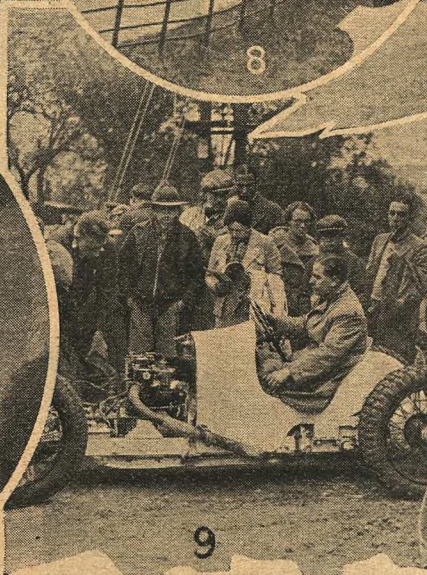
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7



9

(6) A fine action study of Stuck emerging from the S corner. (7) John Bolster in his twin-engined Special now re-named "Sanglant Marie."

(8) S. C. H. Davis (Austin) awaits the starting signal. (9) A typical paddock scene featuring Carlmark in his G.N.-J.A.P.

(10) A famous Shelsley special in action—Symonds snaking through the corner in the B.H.D. Special.

and occupied the hill for over a minute; Hippisley-Cox took even longer with petrol pouring visibly out of the carburettor of his Grasshopper chassis. Moor found difficulty in making both cylinders of his Wasp fire and when they did a driving chain fell off; and Whitehead's Alta behaved itself well as far as

(48½ secs.) and Glegg in the unblown Dorcas went up in 51½ secs. to the accompaniment of much wheel-flapping and snaking.

Fane opened the 1½-litre class with a superbly well judged effort in his blown single-seater Frazer-Nash to equal Baumer's time, and Mays went one better in the small E.R.A. with 41½ secs. This, as events turned out, stood as best time of the day, for, to the great disappointment of everyone, the rain came on as the class ended and a wet course brought times down.

Miss Allan (Frazer-Nash, S.) took 48 secs.—best woman's time of the day—and Goodwin (Frazer-Nash) recorded the best unblown 1½-litre climb.

Despite the rain, John Bolster, in the "translated" twin-engine Bolster Special (one-time "Mary") recorded 45½ secs., and held it on its snaky course with his usual sang froid (we can translate, too). This was best time but one recorded during the remainder of the afternoon. The

exception, of course, was Hans Stuck.

On the wet road Stuck's task was hopeless. The Auto-Union, with its twin-rear wheels, is a very wide car and with the terrific power waiting to swing the car sideways at the least touch of the throttle, it was out of its element on Shelsley's narrow, wet slopes. Despite these handicaps, Stuck made a beautifully judged climb in 45½ secs.

This, of course, was the best climb in the over 5,000 c.c. class. In the 3-5-litre class, Lindsay Eccles (3.3-litre Bugatti) had put up the best time but had not been able to better 50½ secs., whilst Whadcoat (Bugatti) had clocked the best 2-3-litre climb (49½ secs.).

The second climbs were largely devoid of interest. Owing to the wet course, most drivers realized that any attempt to beat their earlier efforts was hopeless, and most of them wisely did not risk a crash in trying. Only five drivers managed to better their first runs, and of these four had made very slow first runs. The fifth was Newsome with the SS Jaguar, who reduced 53½ secs. to 52½ secs., and recorded the best unblown 2-3-litre climb.

Two drivers had exciting moments on the "S" bend. One was Dobbs, who spoilt the famous off-set white Riley by going head on into the sandbanks lining the entry to the turn—due apparently to water in one of the front brake drums causing the car to pull unexpectedly towards the off side. Very hard luck!

The other was Richard Bolster, who swung his Bolster Special right round and stopped, nosing the bank, after which he undoubtedly qualified for best time of the day—on the descent. Fortunately, neither Dobbs nor Bolster were hurt.

A full list of every driver's times, together with the results, will be found in "Club Items."

## Stuck. Fastest Climb (on Mays in the 1½-litre E.R.A.

the "S" and then needed the break-down lorry to move it farther.

In contrast, R. J. W. Appleton put in a polished exhibition in his blown Appleton Riley and recorded best class time of 45½ secs., whilst Instone in the G.N. Martyr shot from bank to bank on the lower slopes but clocked 47 secs. nevertheless. Best of the unblown motors was Carlmark's G.N.-J.A.P.



# THE FIFTH SCOTTISH RALLY

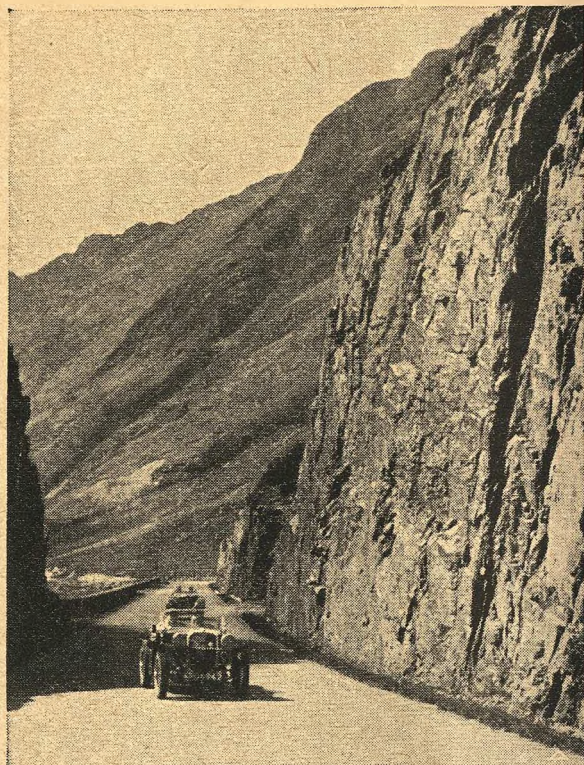
## Singers Score Notable Successes in Well-sup- ported R.S.A.C. Event

**H**ELD in very variable weather conditions, the fifth Scottish Rally to be organized by the Royal Scottish Automobile Club proved as successful and enjoyable as any previous rally in the series. That is saying a lot, for the "Scottish" has an atmosphere entirely its own which, helped by the scenic setting and the regulations framed to make for pleasure rather than unnecessary discipline, calls back competitors each year.

The outstanding feature in the awards list this year was the prominence of Singer cars, due largely to the well-known "Candidi Provocatores" team of trials drivers (W. J. B. Richardson, A. G. Imhof and M. H. Lawson, with their 9 h.p. models), who carried off the team prize. In addition, Imhof won Class 1 (for open cars up to 1,300 c.c.), with M. H. Lawson third in the class.

The event started from Edinburgh (conveniently following the M.C.C. Trial) on June 1, only 14 non-starters

(Right) Frowning crags make an impressive gateway for T. L. McDonald (Singer) and W. K. Elliott (Riley) during Thursday's run.



(Right) The "Candidi Provocatores" Singers—and an interloper—proceed in formation along the banks of Loch Luichart. (Below) The scenic high-spot of the Rally—Tornapress. The competitor shown here is H. H. Ansbach (Riley).



being announced out of a total of 176 competitors.

It was a brilliant morning but too good to last, and by the time Bo'ness was reached, 20 miles away, the rain had started. Here, on the Kinnell Estate, a straightforward acceleration test was staged on the finishing straight of a hill used in the past by the Scottish Sporting Car Club.

Great secrecy was preserved with regard to times, but anyone who beat 30 secs. was fairly good. B. L. Carlaw (Frazer-Nash-B.M.W.) clocked around 25 secs., S. J. Clutterbuck (Rover) was neater than most and Lewis Welch (M.G. Midget) was one of the best of the smaller cars. Impressive also were W. Keith Elliott and Charles Sleigh (both Riley Sprites), Mrs. A. E. Moss (Marendaz Special), and G. L. Boughton (blown Triumph).

After a sinuous road had been followed to Braemar (where W. M. Couper missed the check and had to return 40 miles), the second test of the day was staged on Cockbridge Ladder on a 1-in-7 slope. Here drivers had to accelerate past a pylon between the bends, reverse below it and continue to the hill-top.

One of the first cars to arrive—J. P. Agnew's Talbot—removed the pylon, and Viscount Chetwynd (Lincoln Zephyr) did the same. Several others showed up badly at reversing. Then Onslow-Bartlett performed, driving J. Watkinson Naylor's black M.G. Midget, and sent the chilled spectators into a vigorous round of applause for his brilliant handling. Others to impress, amongst many, were A. G. Imhof (blown Singer Nine), Miss Joan Richmond (Triumph), B. W. Fursdon (Wolseley Wasp), and Miss Wilby (Frazer-Nash).



**THE SCOTTISH RALLY**

*(continued)*

The 260-mile day's route finished at Inverness and competitors were thankful that there was no night run this year.

Next morning the route struck northwards and the first test was held near the Aultnamain Inn on the road to Dornoch. After a standing take-off cars were accelerated to a tape 100 yds. away and there stopped as quickly as possible, both time and braking distance being formulated. The great snag was that nobody knew what the formula was and consequently what competitors did was more a matter of luck than judgment. Some braked as

and later competitors had no trouble, except D. E. Harris (972 Singer), who hit the bank, burst a tyre, but managed to continue non-stop.

The last day was sunny and fine; the route consisted of a 260-mile run to Glasgow, through Glen Afric, Invergarry, Kinlochleven and Aberfoyle, where the most spectacular of the five tests was held. This was a simple figure of 8, which was approached from 20 yds. away and which was concluded

by a dash into a barrier-protected area. Touching the barriers lost marks.

Really outstanding in this test was A. G. Imhof (972 c.c. Singer), who took an unofficial 14½ secs.—the best time noted. Lewis Welch (M.G.) was just as neat but slid a little more and thus wasted time. Charlie Grant's Hillman Minx was one of the best saloons, Herbert Johnson (Rover) took the test very gently again and W. Keith Elliott (Riley Sprite) clocked 16 secs.

There was nothing left now except the final check at Glasgow, and so the road section ended, as pleasant as the Scottish Rally always is, more enjoyable because there was no night run, but marred just a little by the unsettled weather.

Light cars figure in the provisional results as follow:—

**Class I** (open cars up to 1,500 c.c.): Trophy presented by *The Motor World*—1, A. G. Imhof (972 Singer 8), 719.99 marks; 2, J. W. Naylor (939 M.G.), 713.37 marks; 3, M. H. Lawson (972 Singer), 710.86 marks; 4, T. L. McDonald (972 Singer), 710.29 marks; 5, W. J. B. Richardson (972 Singer), 708.95 marks.

**Class II** (closed cars up to 1,500 c.c.): Trophy presented by the Rt. Hon. Lord Weir of Eastwood—1, B. W. Fursdon (1,069 Wolseley), 697.53 marks; 2, Miss M. V. Milne (972 Singer), 693.19 marks; 3, H. G. M. Paul (1,172 Ford), 692.08 marks; 4, D. S. Milne (1,292 Wolseley), 690.83 marks; 5, A. Ballantyne (1,185 Talbot), 689.43 marks.

**Class III** (open cars from 1,500 c.c. to 2,250 c.c.): Trophy presented by *The S.M.T. Magazine*—1, W. K. Elliott (1,496 Riley), 709.69 marks; 2, C. Anthony (1,496 Aston Martin), 709.35 marks; 3, G. Murray Frame (1,495 Singer), 708.83 marks.

**Class IV** (closed cars from 1,500 c.c. to 2,250 c.c.): 2, R. J. Fursdon (1,496 Riley), 703.55 marks; 3, S. J. Clutterbuck (1,496 Rover), 695.64 marks.

**Ladies' Prizes** (open cars): Miss M. Wilby (1,496 Frazer-Nash); (closed cars): Miss M. V. Milne (972 Singer).

**Scottish Sporting C.C. Prize** for the best performance by a member: T. L. McDonald (972 Singer).

**Team Prize:** The Singer M.C.C. No. 2 Team consisting of W. J. B. Richardson, M. H. Lawson and A. G. Imhof (all driving 972 Singers), aggregate marks 2,159.80; runners-up, the Singer M.C.C. No. 1 Team, aggregate 2,104.40 marks.

**COACHWORK COMPETITION.**

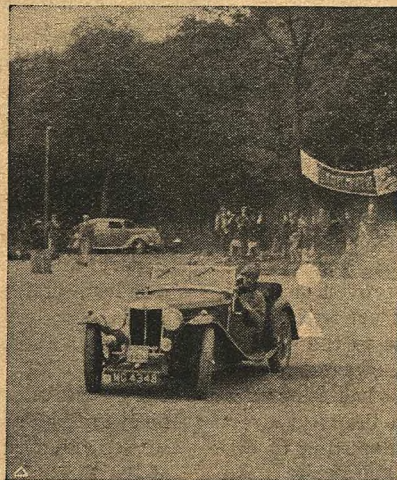
**Class I** (open cars up to £250): Lieut.-Cmdr. A. J. S. Eastley (Standard Avon). **Class II** (open cars from £250 to £500): 1, H. E. Gibbon (Rover); 2, J. R. Maudslay (Standard Avon). **Class IV** (closed cars up to £250): R. Mickel (Wolseley).

Note: The Novices Prize and the Oldest Car Prize have not yet been awarded.

A full list of the provisional results will be found in the current issue of "The Motor."



(Above) A general view of the coachwork competition in Kelvin-grove Park, Glasgow. (Right) R. A. Smith (M.G.) in the "figure-of-eight" test at Aberfoyle. (Below, right) On the banks of Loch Oich—A. E. Lindsay (Standard), Mrs. Agnew (M.G.) and J. P. Agnew (Talbot).



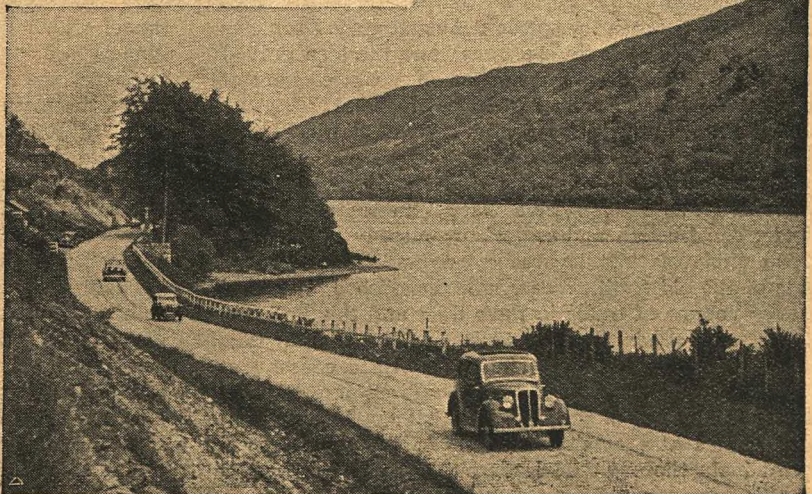
early as possible and recorded a 2-in. braking distance. Others crossed the line at speed and took 40-50 ft. to stop.

The route led across to the West Highlands through glorious scenery and then, after 215 miles, back to Strathpeffer, where a downhill braking test caused many failures. Cars had to come to a standstill in a prescribed area and continue, but more than 30 failed to stop. They locked their wheels but accelerated whilst still sliding forward, thereby scoring a failure.

Amongst the best were W. R. L. Thorne (M.G. Magnette), Gunnar Poppe (10 h.p. Talbot), R. G. M. Paul (10 h.p. Ford), the Candidi Provocatores Singers and B. W. Fursdon (Wolseley).

The third day was the climax of the Rally, for the route led due west to Applecross, by way of Tornapress, which climbs to 2,000 ft. in four miles and has three wicked little bends of 1 in 5 at the top. Cars had sealed bonnets and a large crop of failures was expected.

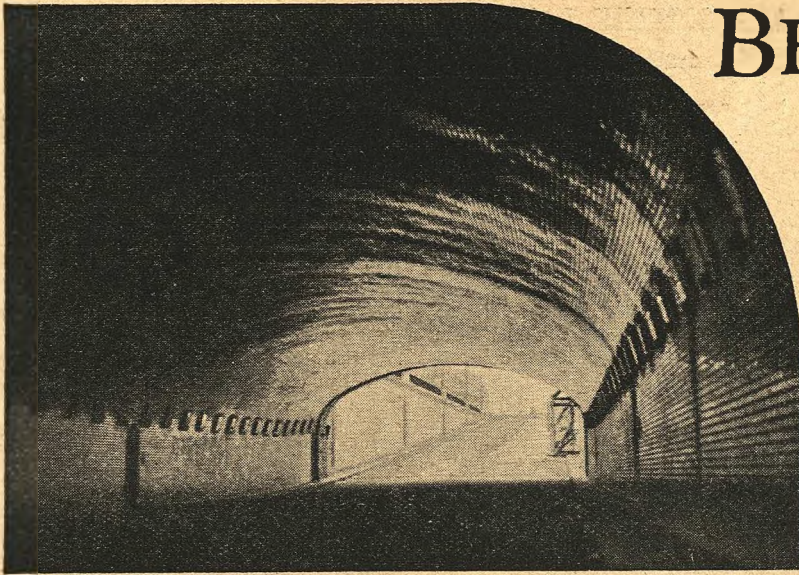
Actually only three seals were broken, and although some of the early M.G.s were boiling the wind-changed





# BELOW STREET LEVEL

by L. Graham Davies



(Left) Looking upwards out of the Porte Maillot tunnel. (Below) The entrances are not necessarily eyesores, as this photograph of the tunnel at Porte Champerret shows.

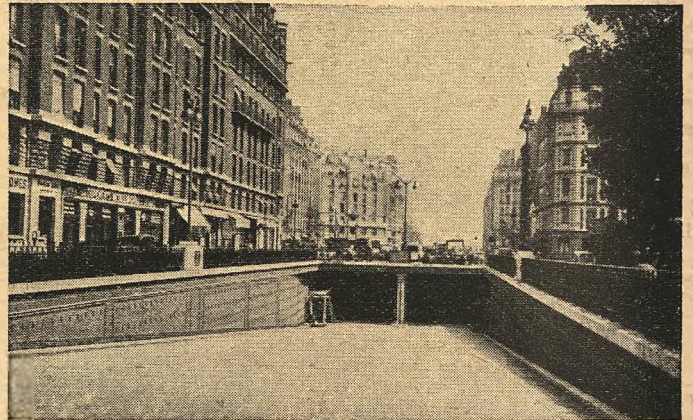
## Paris has Solved Some of Her Problems of Traffic Congestion by Building Tunnels at Many Important Road Junctions

THOSE who revisit Paris to-day, after an interval of several years, must be struck by the great improvement in traffic conditions which has been brought about. The traffic is fast, but really well controlled and street accidents show a steady and progressive drop each year. The "odd and even" parking rule has proved a great success and this idea not only relieves congestion but gives a pleasing and orderly appearance to the streets.

Quite apart from police regulations, however, a wise and far-sighted municipal administration has adopted a great scheme of structural alterations in the city, street widening, bridge building and, most interesting of all, road tunnels for cross-traffic at congested points. An experimental tunnel of this kind was constructed about five years ago at the Porte de Dauphine. This carries cross-traffic beneath the splendid Avenue Foch (formerly the Avenue du Bois de Boulogne) and the idea proved so successful that the construction of a whole series of similar tunnels was immediately put in hand.

The French are masters in the craft of civil engineering and this great programme is being carried through with remarkable speed. At every point where great arterial roads radiate from Paris, traffic tunnels are under construction and several are already open. The great circle of "boulevards extérieurs" following the line of the old fortifications, now demolished, carries a heavy volume of traffic in these days and this line cuts the arterial roads at right angles. The tunnels take cross-traffic beneath the main roads with a consequent relief to congestion which may be well imagined as traffic in and out of the city flows without interruption.

A tunnel at the busy Porte de la Villette, where a great main thoroughfare leads out towards Le Bourget



airport and the north-east of France, has worked wonders, and another at the Porte Clichy has given similar good results. Shown in several of the photographs on these pages is the tunnel at the well-known Porte Maillot, familiar to nearly everyone who has visited Paris. This particular tunnel will probably be open for traffic by the time that these lines are in print, as also will a very important tunnel, or series of tunnels, at the Place de la Porte de Champerret.

At the last-mentioned point, branch tunnels take traffic from converging avenues and lead it into the main tunnel which dips under the arterial road. Further tunnels are under construction at the Porte de la Chapelle, the Porte de Vincennes, the Porte d'Italie, where the main road leads out towards Lyons and the south of France, and the Porte d'Orleans, where the Paris-Bordeaux road starts. The tunnels are wide, brilliantly lighted and free from pedestrians, who are not allowed in them, so that traffic can flow through quickly—and this in Paris means as fast as possible, as anyone will tell you.

There is no speed limit in Paris either on the surface or beneath it, except for buses. The latter are not supposed to do more than 30 m.p.h., although some of the new ones often make it 45 m.p.h. when they get a clear run. The average speed of the traffic stream is very much higher in Paris than in London and point duty men are constantly urging drivers to get a move on in order to avoid traffic jams.



BELOW STREET LEVEL (Contd.)

In the Maillot and Champerret tunnels construction has been complicated by the fact that in each case a branch of the Paris "Metro" runs beneath at little greater depth than that of the London Metropolitan Railway. A new roof of enormous strength has had to be built over the railway tunnels to bear the weight of heavy traffic which will use the road ones. Further road tunnels are being built on the banks of the Seine in the heart of Paris, at the bridge-heads of the Pont du Carroussel and the Pont d'Iena. The last-mentioned tunnel has a twofold purpose, as the Pont d'Iena will be within the precincts of the great Paris Exhibition next year and the tunnel will avoid any necessity for diverting ordinary traffic at this point.

Now comes a far more ambitious scheme. This is an ingenious project which has been submitted to the Paris Council and the Prefecture de Police by M. André Ventre, a distinguished government architect. It is designed to relieve the ever-increasing obstruction in streets adjoining the Palais Royale, the Louvre and the Central Markets.

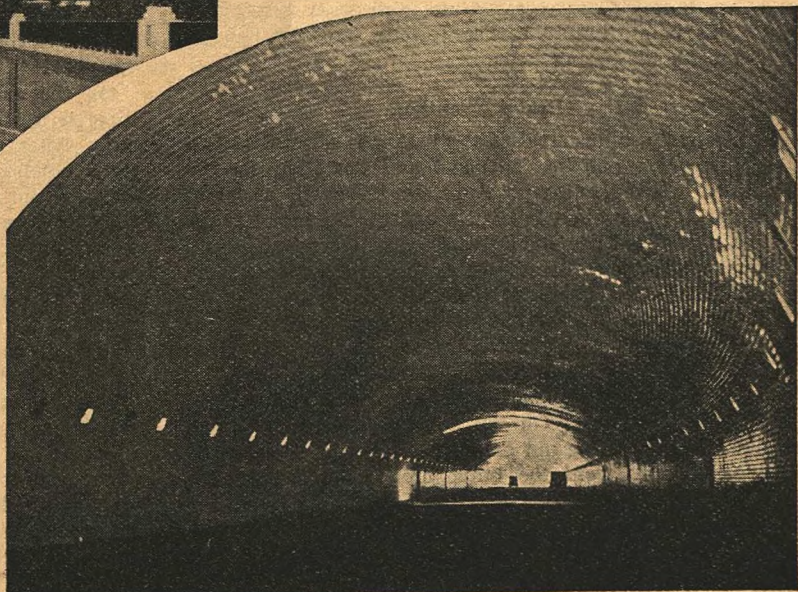
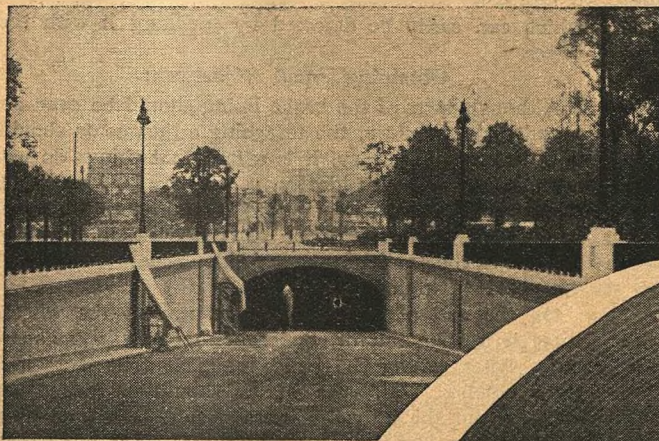
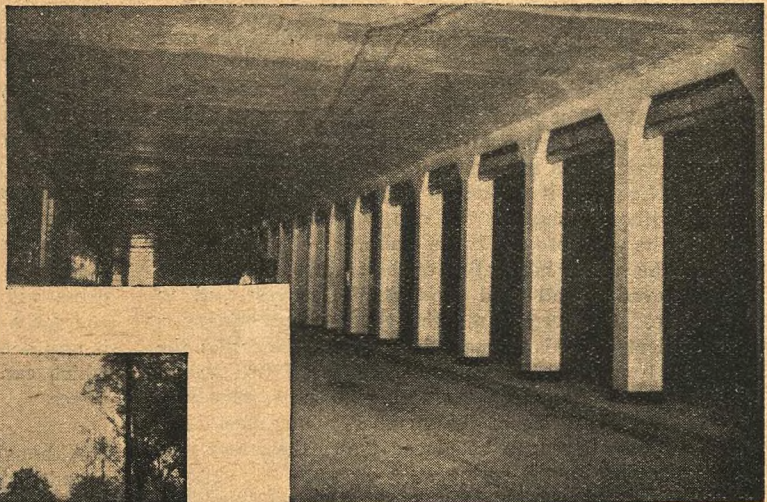
Recent police statistics show that between the hours of 2 p.m. and 6 p.m. 14,000 vehicles pass the Palais Royale, and this figure is likely to increase after the Carroussel bridge widening is completed. The idea is to construct a great underground road system linking up the Avenue de l'Opéra with the Bourse de Commerce (beside the Central Markets) and with the Place du Carroussel, which is really part of the Tuileries Gardens. The plan is costly, but may quite possibly be adopted. The relief from congestion would make it well worth while, and

the appearance of this district, which contains so many splendid and historic buildings, would not be spoilt. That is one thing to be said for Paris municipal authorities. Be their political views red, green, or magenta, they are far too proud of their beautiful city to mess it up with unæsthetic official works.

Incidentally, the tunnel inlets and outlets are not at all ugly. Where possible, as at the Porte de Champerret, they have a sort of little garden round them.

The traffic problems of Paris are very different from those of a vast, sprawling agglomeration like London, as Paris is relatively far more compact. There are, nevertheless, many things that one great city can learn from the other, and the tunnel system is one of them. Imagine, for instance, traffic tunnels at points such as Hammersmith Broadway, or certain bridge-heads along the Thames. Save for the Thames tunnels, our only true traffic tunnel is that which the trams use from Kingsway to the Embankment.

I humbly suggest that the L.C.C. might with advantage send over a *small* deputation to cast an eye over the Paris tunnels.



UNDER THE ROADS OF PARIS.

(Top right) The tunnel under the Place de la Porte de Champerret is built on rather different lines from the others; it is divided into two "one-way" sections and, in addition, is joined by branch tunnels from other roads. (Above) The entrance to the "underground road" at the Porte Maillot has an imposing appearance. (Right) The first experimental tunnel at the Porte de Dauphine which proved so successful that the present ambitious scheme was started.



## Tuning and Maintenance

# JOWETTS OLD AND NEW

### Concluding Instalment— How to Retain Braking Efficiency and Steering Accuracy

THE procedure for dismantling the rear hubs for lubrication of the bearings (a job required only at long intervals) was described last week.

On Jowett cars built before 1932, much the same proceeding is necessary for the front hubs. From that date onwards, however, a grease nipple has been fitted to each front hub inside the Magna disc. Every month or two the disc should be removed and the grease-gun applied to the nipple. Half a dozen pushes will be enough.

It is a good plan periodically, such as when the rear hubs are being greased, to go a little more thoroughly into the lubrication of the front ones. With the wheel removed it will be possible to tap off the end cap of the hub; the grease-gun can then be used on the nipple until grease starts to emerge from the open end of the hub. Note that if too much grease is forced into the hub, without removing the cap, some of it is liable to find its way into the brake drum.

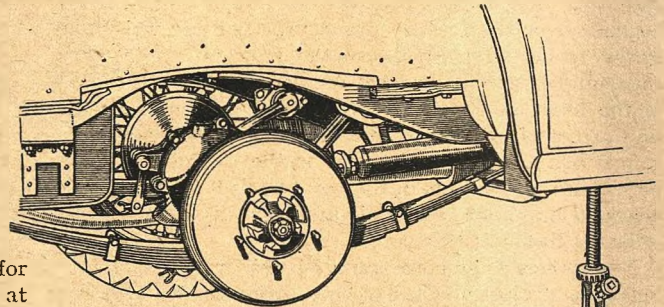
For the proper lubrication of the springs, they should be relieved of all load so that the leaves tend to separate. On current models, the jacking system is convenient for this purpose because the jack lifts the chassis frame; thus when the wheel is off the ground its weight is carried by the spring in the reverse way to the usual loading of the member. On earlier cars, the ordinary jack can be placed under the frame side member close to the spring.

When this has been done, penetrating oil should be brushed or sprayed on to both of the springs. For models from 1932 onwards, Silentbloc bushes are used in the spring eyes; therefore no lubrication is required at this point, but in earlier Jowetts, greasers will be found on the spring bolts.

#### Brake Attention.

Normally, adjustment of the brakes is effected at two points only; one for the pedal and the other for the lever. The adjusting point for the lever will be found under the floor boards at the end of the brake cross-shaft on the driver's side, where a set screw and lock-nut will be seen. To take up slack, the set screw should be turned clockwise, but there should be about  $\frac{1}{16}$ -in. clearance between the end of that screw and the lever underneath it on the cross-shaft. Do not forget to tighten the lock-nut after adjusting.

The position of the foot brake adjustment has changed from time to time. On 1935 and 1936 models, it takes the form of a wing nut on the front end of a short rod which passes from the brake cross-shaft through the frame cross-bracing underneath the floor board on the driver's side. On models dated from 1930 to 1934, inclusive, there is a wing nut near the brake pedal mount-



*Before lubricating the road springs they should be relieved of load by jacking up under the chassis frame. On current models the jacking system lifts the frame, but on other types the jacks should be placed as shown.*

ing; it can be reached by raising the bonnet on the off side, when it will be seen at the back, close to the frame side-member.

In every case, the brakes can be taken up by turning this nut so that it travels away from the end of the rod on which it is screwed. The hand brake should not be applied during this process and the nut should not be turned so far as to bring the brake shoes into contact with the drums. An easy method of checking this last point is to tap each drum in turn lightly with a hammer or spanner; if the shoes are still free, the drum will ring clearly. Alternatively, the car can be run for a short distance without using the brakes and if any shoe is rubbing its drum will warm up, a fact which can easily be detected by touching it with the finger.

#### Obtaining Equal Adjustment.

Although wear of the brake lining should be even all round and, therefore, the foregoing adjustments should be all that is necessary, it is a fact that things do not always happen in this ideal way. It may be found that the shoes in one drum come into action before the shoes in another, because no form of compensation is incorporated in the Jowett brake lay-out. Separate adjusters are provided to cope with this.

On the end of each brake rod near to the wheel, there is a wing nut or, on earlier models, a hexagon nut. After setting the hand brake so that it is just three notches "on," the wheels should be jacked up in turn and the adjusting nuts should be set so that the shoes are just touching the drums. It is important to arrange that every wheel requires the same effort to turn it. When that has been done, and the hand brake is released again, none of the shoes should be touching the drums. This must be checked.

Several points in the brake-operating mechanism require lubrication. This can be carried out satisfactorily with an oilcan if the front floor boards and rear seat tray are removed. The points to which a spot or two of engine oil should be applied are the brake pedal pivot and the pin connecting the pedal to the brake rod; the yokes on the end of the brake rod by the lever and the cross-shaft; the three points on each of the link levers which are close to the front anchorage



... TUNING AND MAINTENANCE OF THE JOWETT (Contd.) ...

of the rear spring; and the pins at the end of each brake rod close to the brake drums.

Apart from greasing, the only attention which the steering gearbox can require is adjustment if there is too much backlash. On all the twin-cylinder Jowetts this component is of a very simple type. On the end of the steering column is a pinion which meshes with an internally toothed ring. This ring is, in effect, the drop arm and at its lower edge there is a ball to which the drag link or coupling rod is attached.

The ring rotates on a short spindle, part of which is conical so that wear at that point can be taken up by means of the castellated nut on the end of the spindle, immediately under the steering column. However, this does not often require attention as there is a spring washer under the nut and this keeps the conical spindle drawn into its bush.

If the steering wheel can be turned for more than ¼ in. at its rim, without moving the road wheels, there is more backlash than is necessary. This can generally be cured by adjusting the pinion on the column to mesh more deeply with the internal teeth on the ring. The column is carried at its lower end in a sleeve which is clamped in the steering gearbox by a bolt.

The latter can be seen running through lugs on the top side of the box where the column enters it; when it is loosened the sleeve can be turned. Inside it and surrounding the column are two eccentric bushes which move with the sleeve and thus alter the position of the steering column. In this way the gear teeth can be brought into closer mesh and the back lash reduced.

It is, of course, possible for play to develop in the

For the past two or three years, hydraulic mounting has been used between the engine and the chassis frame. The gearbox is supported on rubber and this needs no attention, but the hydraulic device requires the addition of a little oil from time to time.

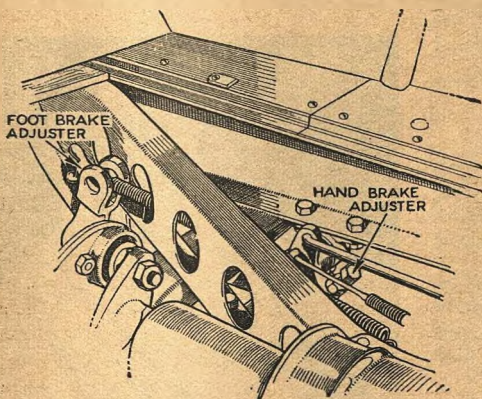
Alongside each cylinder head is a bracket between which and the frame is a small cylindrical arrangement. A horizontal bolt connects the top part of this to the bracket and almost level with it will be seen a small screw. Every 1,500 miles or thereabouts, the screw should be removed and a few drops of Castrol XL oil poured into the hole.

**Timing Chain Tension.**

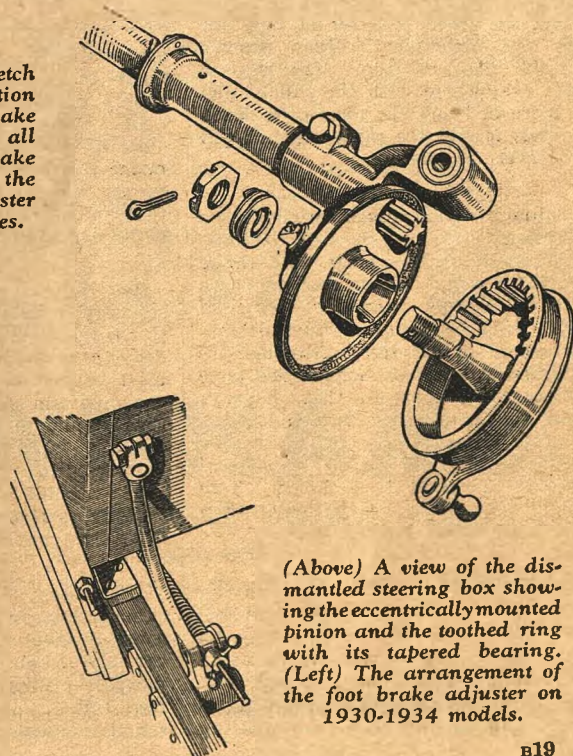
Another point concerning the engine should have been included in the first article of this series. It refers to adjustment of the timing chain. Once or twice a year this should be tested. In the front of the timing case there is an inspection plug which can be unscrewed by placing a spanner in the cross-shaped slot. When that has been done one can insert a finger and feel whether the chain is slack or tight. If correctly adjusted it should give a little under gentle pressure, but there should not be much movement.

To alter the tension of this chain which drives the camshaft and the dynamo, the latter unit must be turned. It is attached to the back of the timing case by means of a flange with three studs and nuts. When the three nuts have been slackened slightly the dynamo can be rotated to some extent. To tighten the chain the top part of the dynamo body should be moved towards the near side of the car.

When performing this work it is advisable not to loosen the nuts very much. If the dynamo is free to move in other ways than the simple turning described, the chain adjustment after the nuts have been tightened may be quite different from what was intended. In any case it is wise to check the tightness of the chain when the job is finished.



(Left) This sketch shows the position of the hand brake adjuster on all four-wheel-brake models and of the foot brake adjuster on recent types.



(Above) A view of the dismantled steering box showing the eccentrically mounted pinion and the toothed ring with its tapered bearing. (Left) The arrangement of the foot brake adjuster on 1930-1934 models.

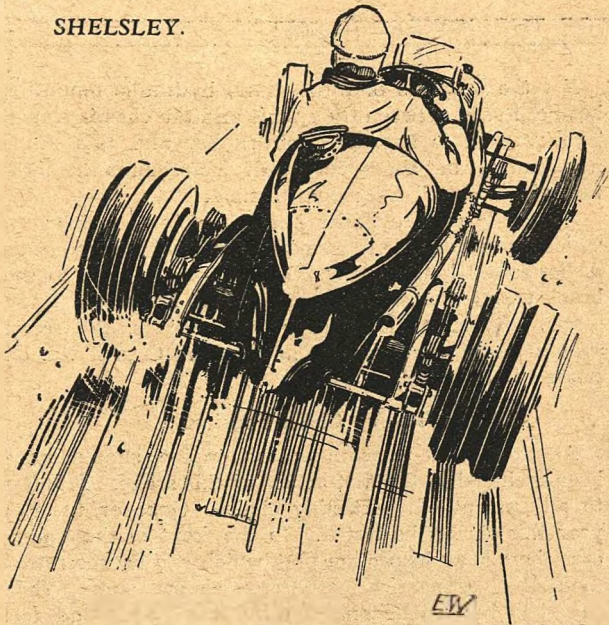
ball joints on the drag link, but this is not likely to happen, especially if reasonable lubrication is maintained. No grease-gun nipples are provided, but engine oil should be squirted into the socket alongside the ball. This applies also to the track rod joints.

Should there be any sign of excessive wear of the front tyres, the alignment of the wheels should be checked. The manufacturers advise that the two wheels should be quite parallel when they are not locked over.

If it is found that the alignment is at fault, the necessary correction can be made by altering the length of the track rod which connects the two steering arms. To do this, uncouple the track rod from the steering arm on the off side. Then loosen the nut which locks the end sleeve on the rod. This sleeve, which forms the extremity of the track rod, can then be screwed either way so as to lengthen or to shorten the rod, according to which is required.



SHELSLEY.



# Sports ★ ★

## ★ ★ Jottings

### That Was Shelsley . . . To-morrow's Eifelrennen Promises Well. Mudguards and Montlhery. Coming Events

THE way Hans Stuck took his Shelsley disappointment was grand, and, incidentally, a pattern on which some of our own people might model their behaviour in similarly galling circumstances. No excuses. No reining. No sulking. No scowling. One would be tempted to describe the champion's smiling acceptance of a smarting blow as "big" if that adjective, used in the Hollywoodish sense, did not make one retch.

Stuck says he's coming again: partly because he would dearly love to chip a chunk off that record and partly because he likes us. So does his charming wife, who, incidentally, is to tennis what her husband is to hill-climbing; or rather she was, for nowadays she wields the racket only for her own amusement. Frau Stuck's tortoise likes us, too. The tortoise goes everywhere with the Stucks and in spite of being the toast of a dozen capitals is still the same unspoilt girl that ever she was.

Stuck has good reason for cherishing affectionate feelings towards Shelsley; if a graph of his career were to be plotted it would be seen that the curve climbed sharply from the spring of 1930, when he set up his Austro-Daimler record of 42½ secs. Although his abilities had not by any means gone unrecognized prior to that, he says that the tremendous fuss which the English Press made of his Shelsley performance did him a colossal amount of good back home. This might be said to be the point from which He Never Looked Back.

One heard many widely varying answers to the great question of the day—What would Stuck have done on a dry hill? Some thought he could get to the top in 37 secs. Others took the view that he would have had his work cut out to better the existing

record. During practising he was unofficially timed to equal the record exactly. \* \* \*

The power of the Auto-Union is so terrific that even on Friday, when the surface was dry, Stuck had to be ultra-cautious with the throttle pedal and really, on a hill like this, a lot of superfluous power is almost as great a nuisance as slightly too little: if the driver's right foot goes down a fraction farther than its owner intends the tail starts to gyre and gimble hopelessly.

I would put it this way: from the starting line to the beginning of the final straight, Stuck should be at least

#### By The Blower

as fast as the fastest yet; and that burst of acceleration to the finish should enable him to save at least ⅓ sec. on the present record.

Be all that as it may, the fact remains that Raymond Mays is still the fastest man the hill has ever seen, and that his 39½ with a 2-litre car is altogether wonderful.

On future occasions Wilson is seriously considering sticking rigidly to the rule limiting the number of each driver's practice runs. It is really most vexing for the M.A.C. when its generosity in this matter of practice runs results in several blow-ups . . . specially when the casualties include Mays's 2-litre.

The trouble with the E.R.A. was a sticking carburettor piston, causing disastrous enrichment of the mixture.

It's a funny thing, but somehow one cannot suppress feelings of acute personal dismay when a beautiful little car like Dobbs's Riley hits an immovable object, with the result recorded on another page. Having found it impossible to keep the rear

end straight, Dobbs was carrying 3 cwt. of Worcestershire as ballast in the Riley. Apparently his skid resulted from uneven braking caused by water in the drums.

There was no extra charge for close-up views of the Auto-Union engine in the paddock, although the M.A.C. could doubtless have swelled its already considerable takings by putting a fence round Stuck's car and sticking people up for 1s. per bo-peep.



HANS STUCK talks it over with his tortoise at Shelsley.

Tortoise: "Well, Hans, I suppose you've given them a new record to remember you by?"

Stuck: "Well, no, as a matter of fact the best we could do to-day was 45½ secs."

Tortoise: "Oh, rotten! Tell you what—supposing I have a crack at it. You won't catch me throwing away a lot of power in wheel spin."





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



One of the more noticeable things about the A.U. facia board was the rev. counter calibration: it comes to a full stop at 5,000.

Second prize for a beautifully prepared car probably goes to Appleton, whose blown Appleton Riley, as usual, bore all the marks of having been "got up" in the style known as Regardless.

In doing away with sports car classes as such, the organizers naturally supposed that they had eliminated the need for a fixed qualifying time. In view of the extreme slowness of one or two of Saturday's climbs (yes, even allowing for the wet surface) it will not be surprising if the qualifying rule be reintroduced in September.

Here is a suggestion which a colleague makes:—"Why does not the Midland A.C. institute a special 'class,' open by invitation only, for record attempts, entrants to have the option of running at the beginning of the afternoon, at the beginning of the second half or at the end?"

"When the weather is doubtful, as it so often is at Shelsley, potential record breakers would thus have the chance of making their attempts under the best conditions. These record attempts would not count for normal classes, the drivers concerned running again in the ordinary way under the same conditions as the rest of the class."

Any just impediment?

**SYMPATHY** is hereby extended to all whose apple-carts have been capized by this fiendish Le Mans business. This is just about the most vexing thing that has happened in years. Even worse, it seems possible that the A.C.F. may be unable to run its sports car Grand Prix at Montlhery on June 28, for quite apart from the dates muddle, work is at a standstill in most of the French car factories at the time of writing. Oh, dear, dear, dear!

**THERE** being no confirmation of the original rumour that the 1½-litre Mercedes would make its debut in the Eifelrennen to-morrow, the 1,500 c.c. race is bound to produce a ferocious three-cornered fight between the lone Seaman Delage, the six Maseratis—three of which are "official"—and the five E.R.A.s. Three of the latter are from the works and will be manned by Mays, Howe and Lehoux; "Bira" and Embiricos account for the remaining pair.

Other British cars in the 1,500 c.c. race are to be handled by Walter Baumer (750 Austin o.h.c.), M. Cadell (Magnette), Harry Herkuleyns (M.G. Midget), Sir Alistair MacRobert (Magnette), Brudes (Midget), Stösser (Magnette), and Bobby Kohlrausch (Magic Midget).

Charles Martin (3.2 Alfa) is the only British driver in the formula event; Mercedes, Auto-Union and Ferrari all have full teams

**ROY ECCLES**, who originally intended to enlist the services of his wife as driving partner in the French Sports Car Grand Prix, has discovered that the A.C.F. do not permit women drivers. The Singer will therefore be shared by Roy Eccles and Andrew Leitch, who has at least one thing—an adequate physique—in common with Roy.

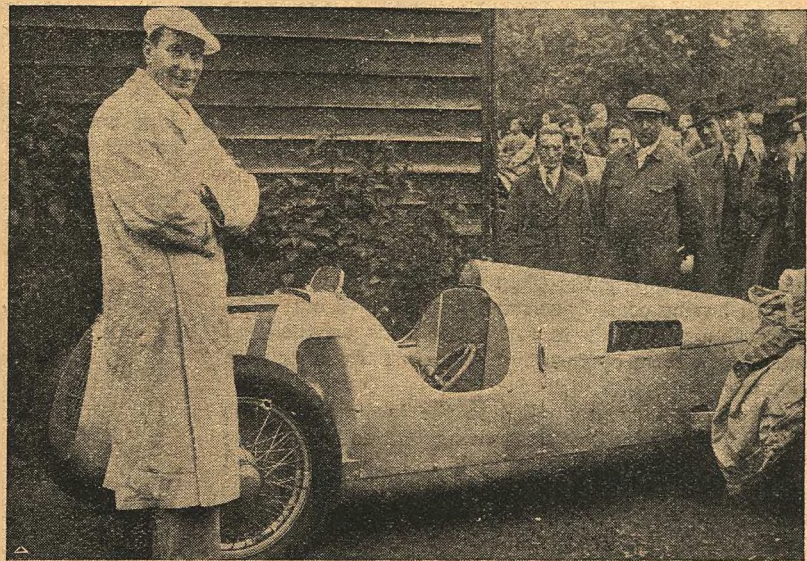
Talking of the A.C.F. Grand Prix, I hear that some of the French drivers, notably the Delahaye and Talbot people, are pressing for the annulment of the rule which insists upon wings being fitted to competing cars. They claim that at Miramas a dangerous situation arose when the presence of mudguards prevented drivers from perceiving that their tyres were down

π<sup>2</sup> of the Garning (Sweepstakes on Test Hills) Act of 1834, or something like that.

**CONTRARY** to report, R. Edis Legat, who drove a twin-cylinder B.S.A. three-wheeler in the Edinburgh, did not fail on Park Rash.

**DENIS SCRIBBANS** (E.R.A.) has beaten Fane's 1½-litre class Brooklands Mountain record. New time, 52.6 secs. = 80.08 m.p.h.

**THE** ex-Eyston Magic Magnette is in the market, complete with road and track bodies. Price, £500. Would-be magicians should get in touch with Denis Evans at the Bellevue Garage, Wandsworth Common, S.W.17.



**FIRST APPEARANCE** in Great Britain of the rear-engined Auto-Union: Hans Stuck at Shelsley Walsh. Note the steering wheel, detached for ease of driver ingress.

to the canvas . . . which brings to mind Wordsworth's lines—"all unheeded of their doom the little victims play."

**SEE** "Club Items" for full details of the Brighton and Hove meeting at Donington on June 25, regulations for which are now obtainable from Stanley Chandler, 24, Market Street, Brighton. I understand that "Bira," Dobbs and Lord Howear are probables for the special invitation race.

**OTHER** good reasons for referring to "Club Items" are that particulars of the J.C.C. Members Day at Brooklands (June 27) and the M.C.C. Torquay Rally (July 18 and 19) appear thereunder.

I rather like the idea of the Test Hill Sweepstake which forms part of the J.C.C. programme: two-thirds of the entry fees go in the hat and the winner gets two-thirds of that. If one didn't know the J.C.C. for one of our major props of law and order one might have imagined that such a proceeding would be contrary to Section 2, Sub-section

**THE** Circuit de Deauville, which is due to take place on July 19, has been given International status.

**THE** Ferrari scuderia scored its second victory of the year on Sunday, when Nuvolari won the Barcelona Grand Prix from Caracciola (Mercedes-Benz), averaging 69.2 m.p.h. Farina, driving a similar Ferrari Alfa to the winner's, ran 3rd; it must have been a terrific tussle, for only 3 secs. separated first and second cars at the finish.

**I UNDERSTAND** that the "Round Australia" race, if it materializes, will probably boil down to a mere sprint of about 3,000 miles down the East side of the Continent from Cairns or Brisbane to Adelaide. A full circuit of Australia would mean a mileage of something like 8,000 miles. According to Mr. H. B. James, the well-known Australian sportsman who is behind this big idea, it is quite possible to plan a course which does not necessitate the crossing of deserts and swamps.





# PRACTICAL ASPECTS

BY "SHACKLEPIN"

## Methods of Removing Tight Studs—Machining Valve Ports with Rotary Cutters — Plug Maintenance

THE removal of studs from, say, a cylinder block, is a job that amateurs often find difficult. During works assembly the studs are screwed in very tightly under mechanical power, because in nine cases out of ten it will never afterwards be necessary to remove them. Occasionally, however, the tenth case arises and one or more of the studs must be undone.

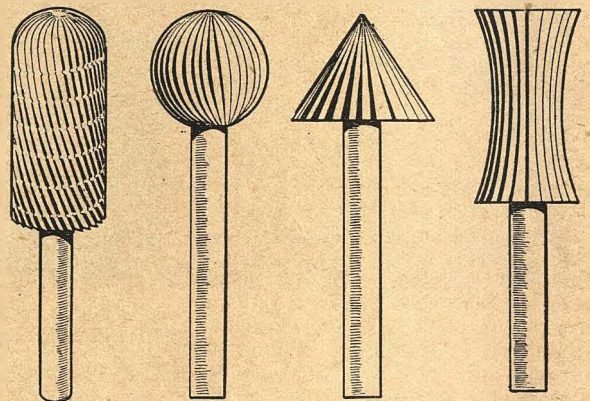
If it is to be used again care must be taken not to damage it in any way; therefore, the fairly simple method of gripping the plain part with some kind of wrench having coarsely-serrated jaws is ruled out. The alternative scheme is to screw two nuts on the stud and to lock them by turning one against the other with spanners.

A spanner is then applied to the lower nut of the two and turned in the "unscrewing" direction. If the stud be only moderately tight, it will usually respond to this treatment, but more often than not there is nothing doing; either the two nuts turn on the stud or, at the worst, the thread strips.

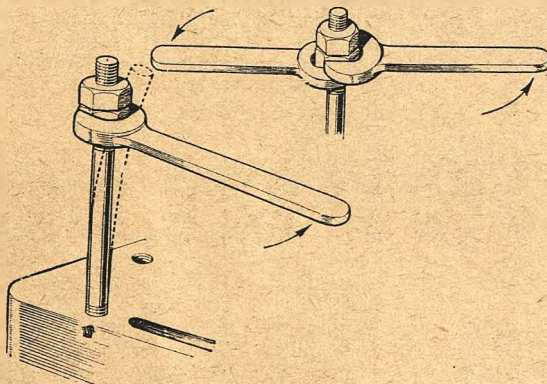
One of the reasons why difficulty is experienced when this method is adopted is that the stud, if it be long, tends to bend under the force applied by the spanner so that a large amount of the true turning effort is lost; furthermore, a kind of side thrust is placed on the base threads of the stud and this sets up still further friction. If, however, a balanced turning effort be applied by the use of two spanners on the nut, the bending and frictional effects are eliminated and one achieves a direct turning effort, to which the stud will almost invariably respond. Incidentally, Mr. Mantell mentioned this point

recently in "Technical Aspects" when dealing with power losses.

The two spanners used on the nut should have thin jaws and, of course, the top one must not come into contact with the flats of the other nut, because, if this be slacked, the locking effect is lost. When refitting the stud one can, of course, use a box spanner on the top nut and a long tommy bar will allow the double-handed effort to be applied.



Examples of rotary milling cutters reproduced approximately full size. Used with a power-driven flexible shaft they are ideal for port polishing.



When extracting studs by the lock-nut method use two spanners to ensure an even turning effort. With one spanner the stud may bend.

I should perhaps warn my readers that accurately fitting steel nuts must always be used when extracting studs in the manner that I have indicated. I mention this because, in the case of manifold studs, it is customary for the manufacturers to fit bronze nuts in order to avoid seizure under the somewhat high temperatures attained. A bronze nut has ample strength when used merely to hold the manifold in place, but, if a pair of them be used for stud removal, the threads are apt to strip under the heavy load necessarily applied.

Where a stud proves particularly stubborn and, perhaps, its threads have been stripped in consequence, one must use a serrated-jaw spanner of the pipe-wrench type, or, better still, a tool known as a stud setter. This is of simple construction and consists of a carrier provided with an eccentrically mounted knurled disc.

It is slipped over the stud and operated by means of a square-ended key wrench, the action of turning being to force the knurled disc into contact with the stud shank so that it grips it rigidly; in fact, the more force one applies to the wrench the greater is the grip.





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If you so desire you may publish this letter.

Yours faithfully,

*E. A. Cussans*



PRACTICAL ASPECTS (Contd.)

A tool of this kind costs, I believe, about 12s., but an amateur mechanic, who seldom has occasion to remove studs, would perhaps not be justified in including such a tool amongst his workshop equipment. There is always, however, the possibility of borrowing one from a friendly garage. The setter can, of course, be used for screwing in studs as well as for their removal.

By the way, where stud holes are drilled through into the water spaces it is essential that there shall be no leakage of water past the threads. If the stud be screwed in really tight leakage is most unlikely, but I regard it as a good plan to apply a coating of jointing compound, preferably of the kind containing graphite, to the threads before screwing in the stud.

**Port Polishing.**

One does not seem to hear quite so much nowadays about head and port polishing as a means for increasing engine efficiency. This may be because many modern engines have their heads and ports machined as part of the production routine. A drawback from the amateur's point of view is that polishing involves either the laborious use of curved files, known, by the way, as rifiers, or somewhat expensive equipment that includes a high-speed electric motor and a flexible shaft.

If it is to cut efficiently, an abrasive wheel of up to, say, 1 in. diameter, must run at some 20,000 r.p.m. and this is a speed that can by no means conveniently be obtained. The abrasive wheels will, of course, cut reasonably well at much lower speeds, but they wear rapidly in the process and do not leave a particularly good finish on the work.

For these reasons I often wonder why more general use is not made of rotary milling cutters of the kind illustrated in one of the accompanying sketches. The cutters are made of an extremely high-quality steel and they work most efficiently at quite low speeds. I believe that the recommended speed is about 900 r.p.m., but the 1,490 r.p.m. of the average A.C. electric motor does not appear to be too high, as the teeth, in addition to being singularly hard, are very tough, so that there is no tendency either towards chipping or glazing.

In my opinion milling cutters of this kind are rather more efficient than abrasive wheels when removing metal

from cylinder heads, ports and so on. They cut very rapidly and produce a smooth finish which requires no further treatment. The illustration reproduced shows four cutter shapes, but there is an extremely wide variety available, so that there is no nook or cranny in an engine to which access cannot be gained. The shanks of the cutters are about 5 mm. in diameter, so that they fit conveniently into any drill chuck of the kind used with a flexible shaft.

The cutters are not difficult to handle as they show no particular tendency to wander and, although they cut very rapidly, they are not so "spiteful" as a small high-speed abrasive wheel should they get out of control. Any good engineers' tool stores can supply them.

Now that 14 mm. plugs are in fairly general use, it is appropriate to mention that they require cleaning at rather more frequent intervals than the larger type. In a modern high-compression engine the plug has a fairly hard life and if not given proper attention it cannot work at full efficiency. The size of the insulator and the smaller internal clearance of a 14 mm. plug make it more sensitive to the effects of soot or carbon deposits, which allow electrical leakage and thereby cause misfiring. Similarly, there is the possibility of the deposits becoming incandescent, when they will cause pre-ignition and general over-heating.

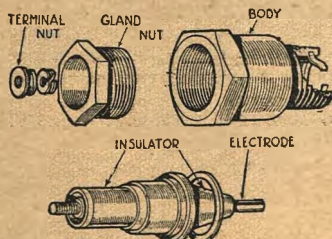
**Plug Cleaning.**

It is a simple enough matter to dismantle a plug for cleaning, but it must be borne in mind that the insulation of a central electrode should never be scraped with a cutting tool or rubbed with abrasives. A petrol-soaked rag will remove the soot or carbon, but, if something more effective is needed, it may be found that immersing the centrepiece of the plug in methylated spirit for a little time will have the effect of loosening the carbon.

When the plug is reassembled it is essential to set the gap correctly and, in this connection, readers may be interested to know that Lodge Plugs, Ltd., of Rugby, publish a very useful leaflet giving full instructions regarding plug cleaning and gap setting, whilst, in addition, anyone who cares to apply for it can obtain from that concern, free of charge, a plug gauge which will enable them to set the gaps correctly.

**How it Works—26.**

ALTHOUGH a very simple object in appearance and having no moving parts, a sparking plug calls for a high degree of skill in its design and construction. It has to withstand high temperatures and pressures; also it must carry a current in excess of 10,000 volts without leaking. That part of a plug which screws into the cylinder is known as the body; it is made, usually, of high quality steel, specially treated to make it rustproof. Fitting into the body is a highly insulated centre portion; it carries a metallic core, known as the electrode. This, in most plugs, is of bi-metallic construction; the lower portion being made of a special heat resisting alloy and the remainder of steel. The last-named part extends beyond the top of the insulator and is threaded to take a terminal nut. The centre portion is held to the body by a



gland nut and so arranged that the electrode is close to the earthed point, or points, let into the end of the body portion.

As a rule, the gap between the electrode and the points is about twenty thousandths of an inch (.02 in.). There are, in effect, two stages in the formation of the spark. Gas and air are non-conductors of electricity but, by a phenomenon known as ionization, they become conductors. The first effect of the H.T. current at the electrode, therefore, is to ionize the gap. Thus, a conducting path is provided and the current passes over it in the form of a spark. The gap offers a very high resistance to the passage of the spark—hence the reason for misfiring if the current can find an easier path to earth—such as across the soot or carbon of a dirty insulator.



Technical Aspects

# CARBURETTER TUNING

## Principles of Static Correction and How They Are Applied in the Solex "Assembly 20"

By  
L. Mantell

AS the result of several requests, I propose, this week, to assist readers who run Solex-equipped cars and who are mystified by the new main-jet system which has recently superseded the older methods on all models of that carburetter. It is called "Assembly 20," and was described in *The Light Car* on January 31 last.

As it is entirely different from all preceding designs, motorists who are accustomed to the Solex and who unscrew parts under which they expect to find the main jet discover, instead, a member resembling a pilot jet but drilled with a big hole so that it cannot possibly be a petrol jet at all.

Similarly, they have difficulty in finding the main jet because it is not in its old place; furthermore, it looks more like a pilot than a main one, because it no longer includes, in the same member, the corrective and diffusive additions of which the older main jets were composed. Without an instruction book, in fact, and with only a knowledge of previous Solex types to guide one the Assembly 20 carburetter is a little apt to get even an experienced amateur guessing.

ACTUALLY, although it is quite different the new system is even easier to deal with than the older ones. Hitherto, it has been the practice to obtain the various degrees of correction by the use of different types of jet, having the same general shape as regards their tubular formation, with a calibrated fuel-metering orifice at the bottom and a number of air-bleed holes in the sides.

These lateral drillings gave various correctional curves according to their disposition, number and diameter, and in many respects the system was found to be quite good.

The increasingly great number of different engines on the market, however, with their many and variable correctional needs made this originally useful principle a little cumbersome, and besides, the greatly increased speeds and varieties of characteristic curves made a separation desirable, especially as a new way of obtaining static automatism had been found which was both more effective and much easier for the amateur to understand than the old all-in-one method.

In order that my readers shall be able to grasp the principle without illustrations I must first outline broadly the general laws of "static

correction." I would define it as:—Reducing by a progressive percentage and without the use of moving parts the output of a jet which, if uncorrected, would increase disproportionately with the rise in engine speed.

This property is characteristic of all simple jet systems; the outflow increases disproportionately with the rising engine revs. and tends, therefore, to produce enrichment at high speeds and to become too weak at the bottom end.

It is due, in large measure, to the pulsating nature of the actuating air current which, in effect, draws the fuel from the jets, hence its different values in different engines and the necessity for having an adjustable means of "correction" and maintaining thereby a correct firing mixture.

The broad principle employed by nearly all carburetter makers is to submerge the main jet in such a way that the actual fuel-measuring orifice is an inch or more below the float chamber level, and generally at the bottom of some vertical tubular formation into which, at some point or points below the normal level, air at atmospheric pressure will be admitted.

AS all suctional efforts involve the production of a partial vacuum it stands to reason that if air is admitted in this way at any point between the submerged measuring orifice and the eventual spraying outlet in the choke tube it will progressively interfere with the petrol output because (1) it relieves the actuating vacuum, and (2) if made to enter at certain positions and in certain directions it can become more and more mechanically obstructive as the speed rises, thereby producing a progressively steeper correctional curve. The principle is employed in Zenith and other carburetters, in addition to Solex.

In the older Solex spraying assemblies reason 1 was the predominating influence, and high-correction jets were those having larger diameter lateral holes in the main jet tube.

Position also made a difference, because the deeper the correction holes in the petrol column, that is, the nearer to the measuring orifice or submerged jet, the more effective were they as such. It also made a difference whether

the holes were opposite to each other in the jet tube or staggered, because of the factor of mechanical obstruction which depended to an extent thereon.

This aspect of correction, however, was not greatly considered in the combined member; *quantity* of air rather than *direction* was the principal factor.

With the new assembly all this is altered. Here the fuel is provided by (1) a simple device resembling a pilot jet fitted into a submerged carrier consisting of a kind of plug screwed in the bottom or side of the float chamber from outside, and (2) an air correction jet of similar shape but drilled with a much bigger hole. This is screwed in either at the uppermost point in the centre of the jet stand, just above the choke tube, in the down-draught types, or, in the case of the vertical and horizontal types—at the *lowermost* point directly beneath the jet assembly.

WHILE the correction is, of course, a measure of the amount of air admitted and, therefore, the effect becomes greater proportionately with increased air jet sizes, the predominant influence is from the *direction* of the air, because, while in the older models this was not of special importance the design of the Assembly 20 causes the correction air current to meet the petrol "head on," as it were, inside the vertical diffuser tube.

It is not difficult to appreciate that where the respective directions are completely opposed in this manner any increase in the air jet size—while it certainly relieves the spraying depression—acts much more vigorously in virtue of sheer mechanical obstruction.

The net result is that the air correction jet operates mainly at high speeds and conversely the submerged main jet affects principally the low speed output. The method of adjusting is most simple.

Given a correct choke size and an approximate adjustment as regards jets, get your pick-up and low-speed flexibility right by using an adequate main jet, employing, naturally, one that just gives the results you need. Then, if there is insufficient maximum speed or any other indication of top end weakness, increase the power by cutting down the air jet size until the output is right.

There is the alternative method of getting the speed right first then cutting down the main jet as far as you can without the acceleration suffering.



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**"Safety Thirst."**

IN last week's issue we published the broad outline of the redrafted Motor Vehicles (Construction and Use) Regulations, which are destined to take the place of similar instructions issued in 1931. They might almost be cited as the Minister's "Safety Thirst" Regulations, for they impose on owners and drivers the onus of still further making sure that their vehicles are safe and roadworthy. Naturally, the draft covers a wide field; the word "motor vehicle" does not merely mean motorcar. It includes what are called locomotives, whilst motor tractors, heavy motorcars, motorcycles, invalid carriages and trailers all come within its purview. If the Minister has his way, it would seem possible that during the next few years only law-breakers will be able to drive unsafe cars, in which case a good deal of the responsibility for accidents which is now automatically thrown on to the shoulders of motorists will have to be borne elsewhere; and that will be a good thing.

Before the proposed regulations are approved they will be discussed and commented upon. We ourselves consider it our duty to enter the fray and to deal with some of the cardinal points which make their appearance for the first time in regulations of this kind. Copies of the draft, by the way, cost only 7d.; they can be purchased through any bookstall.

**Official Examination.**

THE proposed regulations tell us in black and white that any police constable and any person for the time being appointed by the Minister of Transport as a certifying officer or public-service-vehicle examiner under the Road Traffic Act, 1930, or as an examiner under the Road and Rail Traffic Act, 1933, is empowered to test and inspect (either on the road or, subject to the consent of the owners of the premises, on any premises where the vehicle is) any brakes, silencers or steering gear fitted to a motor vehicle or trailer. This clause will cause widespread comment. It gives certain authorities definite power, and it conjures up visions of police hold-ups, interminable delay whilst tests take place, and the possibility of a summons and a fine. This

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

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Topics of the Day

would appear to be a gloomy outlook, but surely it will not be quite so dark as it appears at first sight? It may even react favourably. Take, for example, the case of the man who runs into you from behind when you pull up on the amber. Were his brakes effective? If they were not the blame rests with him, not with you. We do not anticipate that there will be hold-ups of a widespread character. The regulations, as we see them, give the

authorities the power to test brakes and steering or silencers on such occasions as tests may seem to be desirable in the common interest. This is, perhaps, an optimistic outlook, but we sincerely hope that it is justified.

**Etcetera.**

IN view of the controversy which has been going on for some time concerning the desirability of a hooting ban, it is interesting to observe that the draft regulations enforce the fitting of "an instrument capable of giving audible and sufficient warning," but it is laid down that a gong or bell must not be used except in the case of a fire brigade, ambulance or for police purposes. If straws show which way the wind blows, it may be taken for granted, we think, that the Minister is reconsidering his ideas. The wording of the paragraph dealing with brakes in the 1931 regulations has been amended in the new draft, which makes it clear that where a brake shoe is capable of being applied by more than one means of operation all the wheels of the motorcar shall be fitted with brakes all of which are operated by one of the means of operation: in other words, compulsory four-wheel braking. In passing we cannot help quoting one rather delicious line in view of the ambiguity which exists in connection with three-wheeled light cars. It runs: "Provided that in the case of motorcars with only three wheels . . ." Comment, we think, is superfluous.

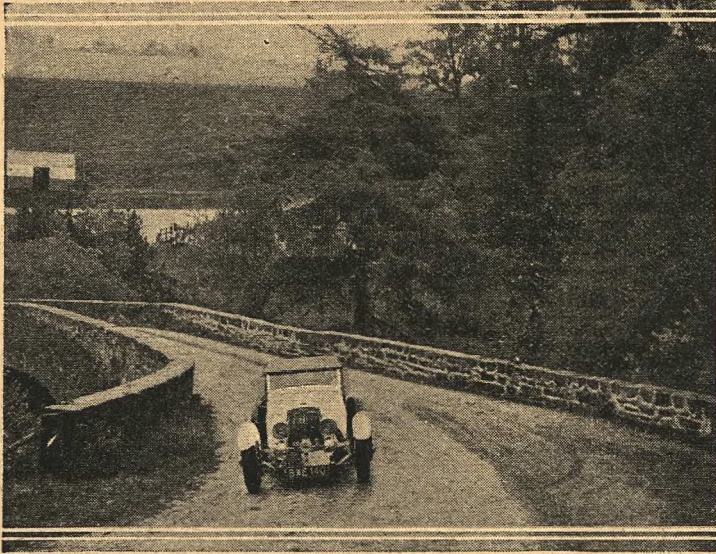
Other points worthy of mention are that wind-screen wipers, if fitted, must be in working order, "deadly" mascots are prohibited, and excessive noise, caused either directly or indirectly, is banned. How will motoring interests react to these "Safety Thirst" regulations? We must wait and see.



# RICH MIXTURE

## Light Car Comment and Advice

By Indicator.



**Historic.**

**A**BOUT this time last year I chronicled the fact that in early June Wigan is a place of beauty, or nearly so. A recent trip through that famous Lancashire town confirmed the fact. How or why it came about I know not, but rhododendrons are popular there, and around Whitsuntide they make the place gay with colour.

To call Wigan famous is not to overstate the case. Thanks to George Formby, its pier is renowned. Many people undoubtedly believed that celebrated structure to be fictitious, but it was not. Wigan Pier existed. It was no more than a few paces long, I believe, but it served the very useful purpose of permitting coal trucks to dump their burdens into barges floating in the canal below.

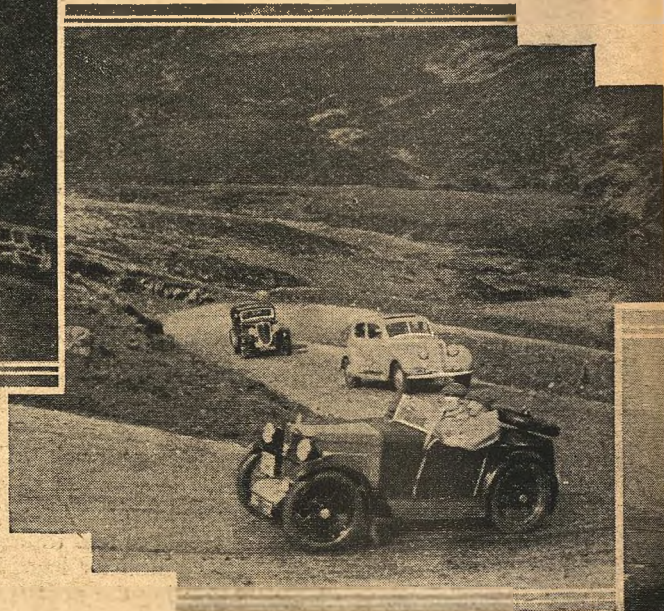
Now it has gone. The coal mine was closed so the trucks ceased to arrive and the Pier has been demolished; but its memory lingers on. Its name, too, is perpetuated by the Wigan Pier Filling Station on the main road and I understand that this sign is more frequently "snapped" by passing motorists than is any other spot in Wigan.

### Lakeland.

**O**N the same journey I had a look at the Lake District, or, to be precise, a small bit of it. There has been a good deal of correspondence in the lay Press about the scandal of making motor roads in that part of the country. Blea Tarn came in for particular mention and I formed a mental picture of a sort of Great West Road carrying motor coaches.

There is no need to worry. Possibly a coach or two may go that way, but the road at least does not spoil the scenery. I remember when Blea Tarn hill caused dismay to the finest riders in a Six Days' motorcycle trial. To-day it can be climbed comfortably by small family saloons, but the difference is due to the removal of tons of shingle from its surface and the substitution of something firmer.

B32



### BEAUTY SPOTS IN THE SCOTTISH RALLY

One of the greatest attractions of the Scottish Rally, which finished last Friday, is the magnificent scenery through which the route passes. Shown on these pages are (from left to right) Denis G. Flather (Aston Martin) by the Bridge of Allan; on the Devil's Elbow—Lt. Cmdr. G. M. D. Maltby (M.G.); Miss Bird (Riley) and Lady Mary Grosvenor (Riley) on the fine road through the Spittal of Glenshee.

### Scenic Beauty.

**M**ANY parts of the Lake District are unknown to me, so I make no pretence of judging which is its finest scenery. My route from Ambleside to Blea Tarn passed by Skelwith Bridge, Elter Water and through Great Langdale.

There had been gentle rain in the night. Although the sun shone, the atmosphere had that clearness which suggests more rain to come. Under such conditions the views were both magnificent and pretty—a combination which is by no means common. If any Lakeland "fan" can tell me where to find something even better, I shall be his debtor for life.

### Marble Church.

**J**UST by way of variety I came home through North Wales, and saw amongst other things the celebrated Marble Church at Bodelwyddan. Its name is misleading. The outer part is not marble, but local limestone of a light colour, almost white. Inside, however, there is a great variety of marble from Belgium, Carrara, Languedoc, Ireland and Purbeck.



As a contrast to it one might have a look at St. Asaph Cathedral, two or three miles away. The smallest cathedral in the United Kingdom, this building is as simple as Bodelwyddan is ornate. On the other hand, its history goes back nearly 15 centuries, although the oldest part of the present building is no earlier than Norman. Those interested in architectural styles should find it interesting because there are specimens of Perpendicular, Early English and Decorated work as well as the Norman bits in the chancel.

**Large v. Small.**

**D**URING part of this Welsh journey I was in the company of a relation driving a large car. That was rather a pity. These leviathans have their uses, of course, but they are not ideal for exploring the countryside.

Narrow lanes are not for them. On one occasion, indeed, we had to turn back—and the turning was no fun for him either. Yet my Singer carries as many people as that big fellow does and, I'm told, with equal comfort. Anyhow, on that particular run, four of our party of seven chose to ride in the Singer, and it was never left behind. Expense is not the only reason for intelligent people to buy small cars.



**Reserve Taps, Please.**

**O**NE of the things I miss most on modern cars is the reserve tap in the fuel system. A couple of years ago it was a common fitting. Now it has disappeared except on some sports cars. This, I think, is a pity. Instead, we are supplied with a gauge which is rarely accurate.

Certain types cannot be, unless the tank is made with a sump into which the float can sink at the bottom of its travel. Apart from that, I am feeling sore at present because my particular gauge has suddenly conceived the idea that my tank is always full to the brim. Its silly needle stays hard against the stop all day long while I have to fiddle about with a stick to see how much petrol really remains for use.

**Reversing Light.**

**O**NCE or twice recently I have seen cars travelling gaily with a reversing light shining brightly at the back. It is, of course, illegal to show anything but a

red light at the rear. Perhaps this is another case where a tell-tale of some sort is desirable, although if we are to have tell-tales for all the things we might overlook, there will be no room on the car for the normal equipment.

A colleague has evolved a simple scheme to overcome this particular difficulty. His reversing light has its own switch, but he has connected it so that it draws its current through the switch for the instrument panel light. Like most other motorists, he illuminates the instruments only intermittently as required. Consequently, the panel light reminds him to switch off the reversing lamp after using it, but the former can be used alone when he wants it.

**Starting.**

**A**T this time of year one has very little trouble with starting. Still, there are some elderly cars on which the starting handle is advisedly used. Some of them have chokes with spring-loaded controls so that the thing remains in operation only so long as it is held.

Consequently two people are required, one to work the choke and another to turn the handle. For cars on which the choke is controlled by a knob on the dash, here is a useful and simple tip to avoid the need for an assistant. Pull out the knob and lodge a penny or a halfpenny between it and the dash. Of course, some people are sufficiently agile to operate a choke directly with the bonnet open, and to turn the starting handle at the same time.

**Science.**

**T**HERE is no limit to the curiosity of learned scientists. So insatiable is their thirst for knowledge that you simply cannot tell what they'll be up to next. That, of course, is why there have been so many remarkable discoveries in the past 20 or 30 years.

A little list of recent publications has left me a trifle dizzy. Some of the things you can read about if you want to are a chord method of measuring the thickness of metal coatings, the heterogeneity of steel ingots, the graphitization of cast iron as an electro-brochemical process in anaerobic soils, load-partition in multi-row joints, and the transmission of light through window glasses. I wonder how easy these fellows find it to fill in an income-tax form? It must be child's play.

The Motoring Muse.

No. 110—THE MODERN ARTIST.

*I tramped (the artist said) of yore  
With stool and easel—what a bore!  
But now, since money is no bar,  
I do my painting from my car.*

*What peace is mine! No more I fear  
Those urchins' voices in my ear.  
"Hey, mister, what's that meant to be?"  
"I bet a tanner that's a tree."  
No more I parry cunning shots  
From tramps and village idiots.  
No more I mutter angry curses  
When good folk fumble in their purses . . .*

*To-day, inside my house of glass,  
Unvexed, I paint the mountain pass.  
All undisturbed, I sketch and tint,  
And capture every fleeting glint.  
And when I've put the final touch,  
I smile—and I let in the clutch.*

E.S.T.





# READERS' OPINIONS

We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. Letters intended for publication in the next issue should be addressed to the Editor, "The Light Car," 5-17, Rosebery Avenue, London, E.C.1, and should reach us by first post on Monday. Please write only on one side of the paper and leave a wide margin.

SUMMER SUNSHINE, filtering through leaf-laden boughs, prints a mosaic pattern on the village street of Shorwell, Isle of Wight.

## SAFE CRUISING AT "70" AGAIN

### Opinions Still Differ

I have been driving a car for over 12 months; before that I rode motorcycles, both solo and with sidecar. I have done as much as 340 miles in a day, but have yet to find a road on which it is possible to keep up 50 m.p.h. for more than a mile or two. To say that one can cruise at 70 m.p.h. on main roads, as Mr.

*A "Ridiculous" Claim.*

B. H. Clay does, is ridiculous. Drivers of his kind deserve all they get. What account does he take of 30 m.p.h. limits and police cars?

I remember an article in *Motor Cycling* a few years ago which described a ride made by a member of that journal's staff from London to York in the early hours of the morning, using the Norton machine which won the Junior T.T. Race; I do not suppose the rider cruised at 70 m.p.h. on that occasion.

A. CHAPMAN.

Clifton.

\* \* The motorcyclist referred to, who is now on the staff of *The Light Car*, says that it was necessary to cruise at over 80 m.p.h. in order to average 50 m.p.h. from London to York and back. We do not recommend Mr. Clay, or anyone else, to emulate the feat, however.—Ed.

#### Unbelievers "Living in the Past."

I really fail to see why Mr. B. H. Clay's friends should find it so difficult to believe that he is able to cruise at 70 m.p.h. on main roads. Such incredulity means one thing only: the unbelievers are still living in the remote past and fail altogether to take cognizance of the improvement in braking, steering and acceleration which has taken place in recent years; likewise the improvements in road surfaces, the easing of corners and the widening operations which are constantly going on.

There are, naturally, a great many people who have no inclination to take advantage of this progress; having taken up motoring in, say, 1920 or thereabouts and fixed the idea firmly in their heads that any cruising speed above "40" is dangerous, they will continue in that belief to their dying day. This, however, does not entitle them to indulge in self-righteous criticism of a later and faster-moving generation of motorists. *The Light Car* itself has many

times stated that the intelligent use of speed is not of itself dangerous.

I habitually cruise 10 m.p.h. slower than Mr. Clay, but only because my car, a sports model of slightly less than 1-litre, is not really comfortable above the 60 mark; I am perfectly certain that, given a slower-revving engine 50 per cent. larger than mine, I could maintain 70 m.p.h. in safety on long main road journeys mile after mile, slackening speed only for corners and when passing through limits or picking a course between other vehicles.

A well-known racing driver once told me that he had very little difficulty in averaging 55 m.p.h.—this was in pre-limit days—on journeys of upwards of 200 miles, driving a T.T.-type 1½-litre car. I may add that he was not in the habit of boasting about this as an out-of-the-ordinary feat, having in fact no need to boast, his list of successes telling its own tale.

Having a pair of legs rather too short for my body, none too good a "wind" and weighing 14 stone, I am never likely to be able to run 100 yds. in 10 seconds; but if one of your readers were to tell us that he could do so I should be the last to discredit the claim. R.E.S. Scarborough.

#### When "L" Does Not Signify Learner.

I have a grievance, and it is doubtless shared by thousands of others. Nothing which Mr. Hore-Belisha has done makes me more indignant than his driving tests. In May, 1934, I took out a driving licence for the first time, but did not renew it when it expired, having disposed of my car. Recently, I obtained another car and accordingly applied for a new licence, but, although I had had a full year's motoring, I was informed that I must first pass a test.

My grievance does not stop there, however. As it happens, it is not convenient for any friend or acquaintance of mine who has held a licence for more than two years to arrange to accompany me while the test is pending; I must, therefore, pay for the company of a stranger—a total of 23s. for three outings.

Then, in order to keep the car on the road at all, I have had to pay the full quarter's tax—which expires in



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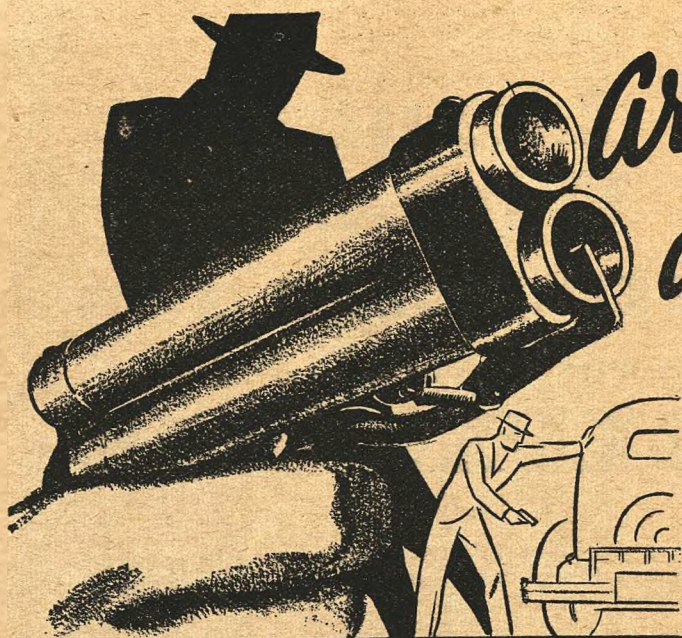
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a C.G. man?

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CONCOURS  
d'ELEGANCE**

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JULY 11**

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



READERS' OPINIONS (Contd.)

six weeks or so. I cannot go through with this accursed test until June 18, the earliest date for which an examination can be fixed. Thus, for twelve days' "free" motoring I shall have paid £3 7s. to the Government in licences alone.

It is grossly unfair, but I don't suppose that worries the M.O.T. very much. London, W.3. C. A. McEvoy.

M.G.s in the Manx Race.

In your account of the R.A.C. International Car Race you stated that "H. Williams had the cruel luck to break a shock-absorber bracket on the way to the start, and . . . retired after completing seven laps."

The facts are that, while Mr. Williams had the misfortune to break the shock-absorber bracket on his seventh lap, causing his retirement, the other M.G. Magnette, driven by Flt. Lt. R. L. Briggs, was the car which suffered this calamity on the way to the starting line. Flt. Lt. Briggs consulted the stewards in the matter, and, with their permission, decided to start in the race, with a view to ascertaining whether or not the car was drivable.

He found himself able, not only to continue, but to complete 44 laps of the circuit before the time limit expired.

I would be extremely grateful if you would give publicity to this correction, as I think that Flt. Lieut. Briggs's performance with a crippled car merits the highest praise.\*

Ballyclare, Co. Antrim. J. C. G. BELL.  
\* So do we.—ED.

Two-stroke Engine Design.

With regard to Mr. Nicholson's letter on the subject of two-stroke design, I have no doubt that Mr. Mantell will have some further interesting comments to make. At the same time I should like to take Mr. Nicholson to task on some points.

First, he does not make it very clear whether he intends the crankcase to be divided into individual compartments to enable each cylinder to function on the lines of the ordinary two-stroke motorcycle engine. If, however, a supercharger of correct capacity be fitted, there is no need for this; further, in these circumstances it is unnecessary to increase the crankcase volume.

Secondly, if this system is employed with a C.I. cycle, difficulties with the lubrication system are bound to arise, as there is the risk of lubricating oil from the crankcase being carried to the cylinder and causing premature ignition.

Thirdly, it is not possible for the exhaust port to be "situated at the bottom of the stroke." The exhaust port inevitably begins to be uncovered when the piston is probably 25 or 30 per cent. short of the end of its

stroke; herein lies one of the disadvantages of the three-port system, as the effective portion of the stroke must end prematurely.

The statement that the power value of the stroke is non-effective after five-eighths of the stroke is very much open to question, and, in fact, suggests that the designer has made a mistake.

Lastly, although blast injection admittedly has had its day in the larger type of engine, a revival of some modified form of this system in the small high-speed engine would not be surprising.

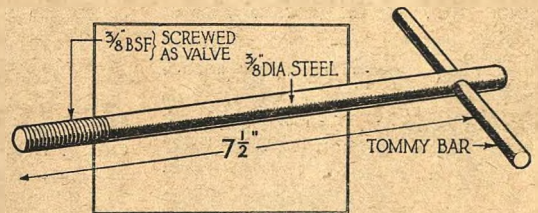
I am very much in agreement with Mr. Mantell when he says that a revised form of the two-stroke cycle has great possibilities, but I do not hesitate to say that in its eventual form we shall not recognize the simple three-port design of to-day, and some form of forced induction is a *sine qua non*. Chatham. C.M.H.

Three Hints for Jowetteers.

In your articles on the maintenance of Jowett models, I was surprised to see no reference to a simple tool for removing and replacing valves. The tool shown in my sketch facilitates this job considerably.

To remove valve assembly, unscrew and take out valve, insert tool, screw into spring-retaining collar, compress spring by pulling tommy bar and remove cap nut. When re-assembling, the tool can be used to bring the threads of the nut and the collar into line.

Here are two other points which, owing to the horizontal position of the cylinders, apply mainly to Jowetts:—



The task of removing Jowett valves and springs is made easy by the use of this simple tool.

1. Sediment tends to collect in the undersides of the water jackets and may restrict the circulation. When de-coking it is worth while working around them with a stiff wire. (The writer found three 4-in. nails in one jacket, which a previous owner had apparently forgotten to remove.)

2. Upper-cylinder lubricant is advisable, especially on long journeys, as the inlet valves otherwise have a tendency to squeak. (This, I believe, does not apply to the later models.) TWIN-CRANK.

Penarth, Glam.

At the start of the Scottish Sporting Car Club's Team Trial last Saturday. The proceedings opened with a driving test in the Station Yard at Moffat. Here we see a little under-the-bonnet inspection before the serious business of the day began.





# CLUB ITEMS

## and Sporting Events

**C.S.M.A.**

The annual rally and gymkhana is to be held at Donington Hall, Castle Donington, on Saturday and Sunday, June 27-28. Sporting events are to be included in the attractive programme that is in the course of arrangement.

**BOURNEMOUTH M.C.**

On Sunday, June 21, the club is holding a run to Exmouth, starting from Fleets Bridge, Bournemouth, at 10 a.m. Members should carry a picnic lunch.

Hon. secretary, Mr. A. G. Goodland, 42, Poole Hill, Bournemouth.

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

The run for Sunday next, June 14, will take the form of a "Swag Hunt," for which members will meet at Pinkneys Green, on the Maidenhead-Marlow road, at 3.50 p.m. Members should bring with them a picnic tea.

Hon. secretary: Mr. C. L. Hurst, Municipal Offices, Spa Road, Bermondsey, London, S.E.16.

**THREE-WHEELER CLUB (N.W. SECTION).**

The run for Sunday next, June 14, is to Llandulas, departing from Mere Corner, on the Manchester-Chester road, at 9.50 a.m. On the following Sunday, June 21, the Derwent Valley and district will be visited; start from Chesdale Green (Cheshire) at 10 a.m. Picnic meals should be carried on both occasions. Hon. secretary, Mr. S. G. Withers, 3, Knypersley Avenue, Dialstone Lane, Stockport.

**PLYMOUTH 200 TRIAL.**

The results of the Plymouth M.C.'s Plymouth "200" Trial, held on Whit-Monday, are as follows:—

"200" Challenge Trophy (best performance by member of organizing club): G. H. Turnbull (Riley Nine). Nockolds Trophy (best performance by member of N. Cornwall M.C.): C. A. Murton (Hillman Aero Minx). Speedwell Team Trophy: Plymouth M.C. "Hopeless" team. First-class Awards: W. H. Edwards (847 M.G.), D. Campbell (847 M.G.), R. J. Williams (1,185 Hillman), W. H. Tonkin (1,122 Triumph), R. Harper (1,778 Vauxhall). Second-class Award: R. Houson (953 Ford).

The event was run off in showery weather over a course including 13 obstacles in the shape of observed hills and special tests. Despite this, no fewer than 11 of the 37 starters retained clean sheets, and the awards were decided by the results of the special test on Buses Mill.

**STOCKTON AND D. M.C.**

A club party will visit Scarborough on Sunday next, June 14, and will leave Finkle Street at 10 a.m. Picnic lunches will be carried and tea will be taken at Ruswarp. The President's Cup night trial for cars and motorcycles will be held the following week-end, starting from Finkle Street at 10.50 p.m. on Saturday, June 20. Entries to Mr. E. M. Blakeway, 40, Greylands Avenue, Norton.

**SOUTHPORT M.R.C.**

The chief event for the sand race meeting to be held on Southport beach on Saturday, June 20, will be the 75-mile scaled-handicap car race. In addition to this there will be three straight-mile races, the competitors being divided up for these events according to the handicap given in the long-distance race. The programme is due to open at 2.30 p.m. Entries close tomorrow (June 13).

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

**MIDDLESBROUGH AND D. M.C.**

Invitations to compete in the car events at Saltburn Speed Trials have been accepted by the Southport M.R.C. Yorkshire Sports C.C. and the R.P.M. Motor Club. This meeting is due to take place on Saturday, June 27, and the car section will include straight-mile races for various classes, also a 20-mile handicap race. The first race will start at 2 p.m. Regulations and entry forms are now ready, and can be obtained from the hon. secretary. Members who can assist in the organization should give in their names.

Hon. secretary, Mr. A. V. Buttress, 72, Harrow Road, Linthorpe, Middlesbrough.

**TALBOT CLUB'S WOODS TROPHY.**

The following are the results of the Talbot Owners' Club recent Woods Trophy trial and speed test:—

Woods Trophy (best performance): B. J. Cox. Speed Test Awards: Class A, A. C. D. Helm; Class B, W. M. Couper; Class D, B. J. Cox; Class E, F. H. Lye. Long-distance Award: L. Pascoe.

First-class Awards: H. A. Nash, E. R. King, W. S. Robertson, A. C. D. Helm. Second-class Awards: A. B. Gilbert, R. L. Chesterton, J. E. Scott, J. H. Hoddinott, F. H. Lye. Third-class Awards: W. M. Couper, Lord Ashley, J. Friedlander, S. W. Mason, W. Cox, M. Sheldon, J. Bagge.

**C.S.M.A. CAR TRIAL.**

A series of four interesting tests held at the R.A.C. Depot at Ruislip, Middlesex, formed the main obstacle in the car trial run off by the Civil Service M.A. on Sunday last. This part of the trial, however, was preceded by a 39-mile course, which competitors had to cover, choosing their own routes but visiting three predetermined points and running to a 20 m.p.h. schedule.

The first of the tests was a kerb-driving affair, which failed six of the 37 competitors; easily the best performer was T. G. Jones (M.G.). Next came a reversing test of a fairly complicated nature—so complicated, in fact, that only four drivers completed it without either touching posts or having to run forward to avoid them. They were: H. S. Keay (Morris Eight), B. A. Benning (Singer Nine), L. O. Cooke (Standard Nine) and R. V. Harris (Riley Nine).

A parking test resulted in all but 11 losing marks and, finally, there was a surprise test in which competitors were required to drive to a line, slip into neutral and coast to a second line on a slight up-grade, stopping as near to it as possible. Benning made the nearest attempt with an error of 23 ft.

The results are as follow:—Dunlop Cup: B. A. Benning (Singer Nine). First-class Awards: J. Collins, L. O. Cooke, W. J. O. Scott, J. A. Aldred, S. Richardson, C. R. Turner, L. P. Mortimer, C. W. Thomas.

**MERTHYR MOTOR CLUB.**

The main-road trial due to be held on Sunday last was cancelled owing to lack of entries.

Hon. secretary: Mr. T. J. Poyner, 9, Mount Street, Merthyr.

**FORTHCOMING EVENTS.**

**June 12.**

Barnsbury Pioneers M.C. Social Evening. Harrow C.C. Social Evening. Ravensbury M.C.C. Club Night.

**June 12-14.**

Blackpool Rally. Scottish Jowett L.C.C. Bradford Run. Southern Jowett C.C. Bradford Run.

**June 13.**

Kent and Sussex L.C.C. Speed Trials, Lewes (2.30 p.m.). Coventry Triangle M.C. Run to Bradgate Park. Junior Car Club (S.W. Centre). Half-day Trial. Mid-Surrey A.C. Grand Cup Trial.

**June 13-14.**

Singer M.C.C. (London). Run to Blackpool.

**June 13-15.**

Midland A.C. Trip to Nurburg Ring.

**June 14.**

Eifel Races, Nurburg Ring. Coventry Triangle M.C. Run to Bewdley. C.S.M.A. (Manchester and Birmingham) Joint Run. C.S.M.A. (Merseyside). Social Run. C.S.M.A. (S.E. England). Run. C.S.M.A. (S. Wales and Swansea). Group Run. C.S.M.A. (N. London). Run to Northend Common.

Enfield M.C. Run to St. Neots. Gipsy M.C. Run to Longdown Hill. Harrow C.C. Scavenger Hunt. Kentish Border C.C. Freak Hill-climb. Leicester and D. M.C. Run to Whipsnade Zoo. N.A.L.G.O. (Met. Dist.) M.C. "Swag" Hunt.

Norwood M.C. Support T.V.T.C. Trial. Nottingham M.C. Ladies' Cup Event. Ravensbury M.C.C. Support T.V.T.C. Trial.

Rochester, Chatham and D. M.C. Run to St. Margaret's Bay.

Sale and D. M.C.C. Support E. Cheshire Trials Group Hill-climb. Scottish Western M.C. Wounded Soldiers' Outing.

Sheffield and Hallamshire M.C. Fishing Trip to Whitby. Standard C.O.C. (S.E. Section). Children's Outing.

Stockton and D. M.C. Visit Scarborough. Three-Wheeler Club (N.W. Section). Run to Llandulas.

**June 17.**

Barnet and D. M.C. General Meeting.

**June 18.**

Norwood M.C. Club Night.

**June 19.**

Ravensbury M.C.C. Club Night.

**June 20.\***

Ulster A.C. County Down Trophy Race, Ireland.

Bugatti O.C. Speed Hill-climb. Club of Nomad Motorists. Social-Picnic Trial.

Southport M.R.C. Sand Races, Southport. Stockton and D. M.C. President's Cup Trial.

**June 20-21.\***

Brighton and Hove M.C. Brighton-Bear Trial. Rochester, Chatham and D. M.C. Night Trial.

**June 21.\***

Leicestershire C.C. Sturgess Cup Trial. Oxtom M.C. Trial.

\* Abbreviated Lists.

## Week-end Trials and Results

**THE SCOTTISH TEAM CHAMPIONSHIP.**

Seldom has there been a more exhilarating contest than happened in the team trial for the R.S.A.C. trophy organized by the Scottish Sporting Car Club last week-end. As only two teams were allowed from any club, there was a real gathering of experts, and "amongst those present" were teams from Kirkcaldy, Newcastle, Lancashire and the Scottish Sporting Car Club, not to mention the inimitable Cream Crackers team of supercharged M.G.s. The latter excited great interest, and spectators did not dream of leaving a hill before they had performed, but they had met doughy opponents in the S.S.C.C. team No. 1.

The driving test at Moffat was a kind of relay race, with No. 2 car of a team at the far end of the course and No. 3 car the finisher. Everyone was very careful here, and, as it turned out, this was the deciding factor of the day. The drastic rule was that anyone touching a pylon or any of the railway property would entail disqualification for his team (the test was held in the Railway Yard at Moffat), and, of course, care was essential.

Had the course been wet, everyone might have been there yet! Bodesbeck alone claimed an army of observers, and nine other really good sections could have been really naughty with even a little moisture; but the course had been craftily plotted to become progressively more difficult, and team after team went out until the final hill near Langholm was reached. A word of sympathy is due in passing to Leslie Thorne, who broke a half-shaft on the descent of Eveslees; his Magnette had just done a wonderful week's motoring in the Rally, and this was very bad luck.

The last hill—called the Mill—was tackled in a real undercurrent of excitement, and spectators crowded every vantage point. Word had gone round the course of the fine driving of the Cream Crackers, and spectators knew their own folks—Keith Elliot, Murray Frame and Leslie McDonald. As these two teams were the only ones with clean sheets, the excitement was intense. Keith Elliot was as perfect as always; McDonald managed—only just—but George Murray Frame came unstuck on the bend. The Cream Crackers also managed two out of three

—Welch just didn't—and the brake test came into operation, giving the verdict to the Scottish team by a tiny margin.

The results are as follow:—R.S.A.C. Team Trophy: S.S.C.C. No. 1, W. K. Elliot (Riley), G. M. Frame and T. L. McDonald (Singers), time 1 min. 37 secs.

S.S.C.C. Award: The Cream Crackers Team of M.G.s, M. Toulmin, K. Crawford and L. A. Welch, time 1 min. 41.8 secs.

**LEICESTER CLUB'S NIGHT TRIAL.**

The Night Trial held by the Leicester and D. M.C. last week-end proved very popular, with competitors. The event started from Leicester at 11 o'clock on Saturday night and was mainly in the nature of a route-finding competition, competitors being required to follow a certain main route and make detours to smaller places on the way without losing themselves—a task which sounds easy but which only one competitor accomplished. The event concluded at Skegness, where breakfast was taken.

The results are as follow: 1, Foster Cup (best performance), B. H. Foxon (Standard Nine); 2, E. Lister (Hornet); 3, J. E. Briffitt (Vauxhall).

**MIDDLESEX COUNTY A.C.**

The British Car Competition held by the Middlesex County A.C. on Saturday last attracted an entry of 33. The event was in the nature of a running-to-schedule competition over a course of 50 miles from the Great West Road via Fulmer, Penn Street, Tottenham, Wendover, Aston Clinton to Tring. There were three intermediate checks and an acceleration test near Great Missenden. After the event 120 members and friends took tea at the "Rose and Crown," Tring.

The results are as follow:—Up to 1,500 c.c.: 1, B. Dyer (Hillman Minx); 2, T. O. Blake (I.B.S.A.); 3, J. Baxter (Austin Seven). Over 1,500 c.c.: 1, —, Butterfield (SS1); 2, G. E. Sutton (Austin); 3 — Maskall (Austin).



**CLUB ITEMS ... (Continued)**

**BRIGHTON AND HOVE M.C.**

An attractive series of events has been drawn up for the Members' Day of the Brighton and Hove M.C. at Bonington Park on Saturday, July 25. The programme, which starts at 2 p.m., comprises a series of five-lap races for standard sports cars up to 850 c.c., 1,100 c.c., 1,500 c.c. and unlimited; a special invitation 15-lap race for unlimited racing cars; the Brighton Road Race for standard sports cars (in which competitors will have to carry out certain pit work at the conclusion of each lap); a handicap race for standard sports cars; a relay race for teams of two; and a five-lap handicap for racing cars. All these events are being held on the inner, or Manufacturers' circuit, and attractive cash prizes are offered, especially in the case of the 15-lap event, for which the first prize is £25.

Entry fees for the various events vary from 7s. 6d. to £1, and the closing date for entries is July 11. Copies of regulations and entry forms are obtainable from the secretary of the meeting, Mr. S. W. Chandler, 24, Market Street, Brighton, 1, Sussex.

**M.C.C. TORQUAY TRIAL.**

Regulations are now available for the M.C.C. Torquay Trial, Rally and Appearance Competition, which starts on Friday, July 17, and ends on Sunday, July 19.

Competitors start on Friday evening from London, Stratford-on-Avon, Penzance or Cardiff, and proceed to a breakfast stop at Exeter, after which the trials contingent will follow a typical M.C.C. trials route via Dartmoor, whilst the rally competitors proceed to Torquay via a main-road course. The final tests will be staged at Torquay, but this year their nature will not be divulged until competitors reach their starting points.

On the Saturday evening competitors, passengers and officials will be guests of the Torquay Corporation at an official reception and dance at the Town Hall, and on the Sunday a Rally and Appearance competition will be staged at Walshill (adjoining Babbacombe Downs). All M.C.C. members are eligible for this competition, no matter whether or not they have competed in the Rally or Trial.

The event is open to motorcycles, three-

wheelers and cars, the entry fees being 10s. for motorcycles and three-wheelers and £2 for cars. For the Appearance Competition the entry fee is 2s. 6d. for motorcycles and three-wheelers and 5s. for cars.

Anyone not yet a member of the club who wishes to compete must apply for membership not later than Friday, June 25. The closing date for the actual entries is Monday, July 6. Full details and entry forms are obtainable from the secretary, Mr. J. A. Masters, 22, Norland Square, Kensington, London, W.11.

**KENTISH BORDER C.C.**

On Sunday next, June 14, the club is holding one of its freak hill-climbs on the usual hill in Gnat's Valley, near Farningham. There will be two classes, up to and over 1,100 c.c., supercharged cars automatically running in the larger class. No chains will be allowed. Members should assemble at the Manor House, Kingsdown, on the main London-Maidstone road (three miles beyond Farningham), not later than 2.30 p.m. Tea will afterwards be taken at the Manor House.

Hon. secretary: Mr. K. R. W. Shackel, 61, Eltham Road, Lee, London, S.E.12.

**J.C.C. MEMBERS' DAY.**

J.C.C. members are reminded that entries for the Members' Day Meeting at Brooklands on Saturday, June 27, close at single fees on Monday next, June 15, and at double fees on Wednesday next, June 17. The morning will be taken up with the Twelfth Annual High-speed Trial, in which, to gain a standard award, the following speeds must be maintained for the various classes: 950 c.c., 52 m.p.h.; 1,100 c.c., 54 m.p.h.; 1,500 c.c., 56 m.p.h.; 2,000 c.c., 58 m.p.h.; 3,000 c.c., 60 m.p.h.; over 3,000 c.c., 62 m.p.h. Special awards will be granted to all who exceed these speeds by 6 m.p.h., but it is to be noted that blown cars will be required to average 3 m.p.h. more than the set speeds for their classes. The event will be held over the International Trophy course, cars having to cover 20 laps, which equals about 50 miles.

The afternoon part of the programme consists of a series of one and two-lap handicaps, a driving-skill event and a test-hill sweepstake. Regulations and entry forms are obtainable from the General Secretary, Junior Car Club, Empire House, Brompton Road, London, S.W.7.

**ASKED and ANSWERED**

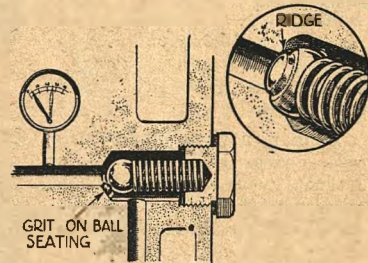
**A.J. (Truro).**—What is known as a "fully floating" rear axle is one in which the driving shafts do not take any of the weight of the car, the weight being carried on the axle casing.

**B.M. (London, W.).**—It is quite true that the power output of an engine falls off at high altitudes, but the effect is not felt appreciably on any roads in this country, as the height above sea-level is not great enough.

**A.F.S. (Cromer).**—Tyre pressures cannot possibly be judged by the amount that the covers deflect in contact with the road. You should invest in a good tyre gauge and use it regularly. Correct pressures make for longer tyre life.

**E.C. (Brighton).**—Yes, it is certainly true to say that the power output of an engine is roughly proportional to its speed throughout the major part of its range. When nearing the limit of its speed, however, the power gradually falls off until there comes a point when higher speed actually means less power.

**R.E. (London, N.).**—Providing you have satisfied yourself that there is no actual leakage in the pipelines of your engine lubrication system, it is probably that the pronounced decrease in oil pressure is due to some fault in the relief valve, although wear of bearings can also result in decreased pressure, as the larger clearances permit the oil to escape from the bearings more readily. In this case, however,



Oil relief valve troubles that can cause a fall in pressure (see reply to "R.E.").

the reduction in pressure would develop very gradually as the car became older.

As the decrease was sudden in your case, it is probable that the relief valve is at fault; either a particle of grit has found its way on to the seating of the ball, so preventing the valve closing properly, or else the ball itself has developed a ridge and, having become displaced, has returned to the seating in a different position where the ridge prevents proper contact and provides a permanent oil leak through the valve. In the first case, of course, the cure lies in thorough cleaning and, in the latter, in the fitting of a new ball.

**READERS' WANTS**

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

**Austin Seven.**—An instruction book for the 1930 model.—A. L. Owen, 5, Westfield Avenue, Ilford, Essex.

**Austin Seven.**—An instruction book for the 1927 model.—T. Maye, 10, Beaulieu Road, Hamble, near Southampton, Hants.

**Jetwet.**—An instruction book for the 1926 model.—A. E. Williams, 6, Isledon Road, Holloway, London, N.7.

**M.G. Midget.**—An instruction book for the 1930 model.—E. P. Degg, 111, Humphrey Road, Old Trafford, Manchester.

**Singer Junior.**—An instruction book for the 1929 model.—H. Thompson, 39, Kentish Town Road, London, N.W.1.

**Swift.**—An instruction book for the 1930 10 h.p. model.—C. Gallers, 20, The Causeway, Camshilton, Surrey.

**Morris Minor.**—An instruction book for the 1931 s.v. model.—William D. Wood, 21, Higham Station Avenue, South Chingford, London, E.4.

**Singer Eight.**—An instruction book for the 1929 model, also readers' experiences.—J. E. Vernon, 145, Springthorpe Road, Erdington, Birmingham.

**"Shelsley"—Results and All Times**

**M.A.C. Cup and £200** (best time of the day): Raymond Mays (1½-litre E.R.A.), 41 3-5 secs.

**M.A.C. Cup and £50** (second fastest): T. E. between A. F. P. Fane (1½-litre Frazer-Nash) and W. Baumer (747 Austin s.v.), 42 3-5 secs.

**M.A.C. Cup** (fastest British car): Raymond Mays (E.R.A.).

**£25** (British car award—see note): C. L. Goodacre (744 Austin o.h.v.), 45 1-5 secs.

**M.A.B. Cup** (fastest unsupercharged car): John Bolster (1962 Bolster Special), 45 4-5 secs.

**C.P. Type Challenge Cup and Replica** (fastest unsupercharged car under 1,500 c.c.): H. D. Carlmark (998 G.N.-J.A.P.), 48 3-5 secs.

**Garvagh Challenge Cup and Replica** (fastest unsupercharged car over 1,500 c.c.): H. G. Dobbs (1986 Riley), 49 1-5 secs.

**M.A.C. Cup and £25** (fastest car driven by a woman): Miss Margaret Allan (1½-litre Frazer-Nash S.), 48 secs.

**Fray Challenge Cup and Replica** (team prize): Austin team—L. P. Driscoll and C. L. Goodacre (o.h.v.) and Walter Baumer (side-valve model).

(Note.—No driver is entitled to more than one cash award. Where British cars win the £200 and £50 awards, the £25 goes to the next fastest.)

**FULL LIST OF TIMES.**

The time of every competitor on both runs is given (in seconds) below. Class winners—supercharged and unsupercharged—are indicated by the use of heavy type.

**CLASS 1. Up to 750 c.c.**  
A. N. L. MacLachlan (747 Austin, S.), 44 2-5, 49 2-5.

**Walter Baumer** (747 Austin, S.), 42 3-5, 49 1-5.

D. S. Evans (746 M.G. Midget, S.), 45 1-5, 48 3-5.

L. P. Driscoll (744 Austin, S.), 47 3-5, 51 2-5.

C. L. Goodacre (744 Austin, S.), 43 1-5, 47 1-5.

S. C. H. Davis (747 Austin, S.), 47 3-5, 52 2-5.

R. King-Clark (746 M.G. Midget, S.), 45 4-5, 51 1-5.

C. J. P. Dodson (744 Austin, S.), 44 3-5, 48 3-5.

G. G. Garman (747 Austin, S.), 58 4-5 73 1-5.

**CLASS 2. 751 c.c. to 1,100 c.c.**  
R. L. Appleton (1,089 Appleton Riley), 56 1-5.

**R. J. W. Appleton** (1,089 Appleton Riley, S.), 45 3-5, 51.

C. R. Instone (998 G.N., S.), 47, 52 1-5.  
Miss B. Skinner (849 Morris Minor, S.), 49, 54 1-5.

R. C. Bolster (1,087 Bolster Special, S.), 49 3-5, —

F. J. Monkhouse (1,097 Milcar, S.), 51 1-5, 52 2-5.

D. Maclean (1,087 M.G., S.), 60 3-5, 65 3-5.

D. Hippley-Cox (1,086 Grasshopper), 63 4-5.

J. N. Sulman (972 Sulman Singer), 55 2-5, 60.

E. J. Moor (1,056 Wasp), —, 54 2-5.

J. G. Grenfell (1,086 Lagonda Rapier), 56 3-5, 59 1-5.

P. N. Whitehead (1,074 Alta, S.), —, —.

H. D. Carimark (998 G.N.-J.A.P.), 48 3-5, 51.

G. L. Glegg (1,095 Dorcas), 51 2-5, 56

**CLASS 3. 1,101 c.c. to 1,500 c.c.**  
A. F. P. Fane (1,496 Frazer-Nash, S.), 42 3-5, 51 3-5.

I. Peters (1,496 Frazer-Nash), 54 4-5.

B. L. Goodwin (1,496 Frazer-Nash), 49 3-5, 53 2-5.

R. Mays (1,488 E.R.A., S.), 41 3-5, 48.

G. S. Griffith (1,496 Anzani-Nash, S.), 47 2-5, 54 1-5.

Mrs. K. Petre (1,480 Riley, S.), 55 4-5, 51 3-5.

G. A. Mangolets' (1,476 Lea-Francis, S.), 48 1-5, 53 3-5.

G. Bagratouni (1,287 M.G.), 59 4-5, 55 2-5.

Miss M. Allan (1,496 Frazer-Nash, S.), 48, 55 3-5.

R. G. J. Nash (1,496 Union Special, S.), 51 4-5, 52 4-5.

J. Hulton-Harrop (1,496 Bugatti), —, —.

G. H. Symonds (1,495 B.H.D. Special), 52 4-5, 57 1-5.

Mrs. K. Petre (1,496 Frazer-Nash S.), —, 52.

**CLASS 4. 1,501 c.c. to 2,000 c.c.**  
A. F. P. Fane (1,911 Frazer-Nash-B.M.W.), 52, 53 1-5.

J. Bolster (1,962 Bolster), 45 4-5, 49 1-5.

H. G. Dobbs (1,986 Riley), 49 1-5, —.

C. Shipton (1,990 Shipton Special, S.), —, —.

**CLASS 5. 2,001 c.c. to 3,000 c.c.**  
S. H. Newsome (2,263 SS), 53 1-5, 52 3-5.

W. E. Whadcoat (2,270 Bugatti, S.), 49 3-5, 52.

A. Powys-Lybbe (2,511 Alvis), 55 2-5, 57.

G. A. Bainton (2,265 Bugatti, S.), 50 4-5, 51 1-5.

**CLASS 6. 3,001 c.c. to 5,000 c.c.**  
R. R. K. Marker (4,168 Hudson), 53 2-5, 56.

R. Hughes (4,366 Vauxhall), 57 3-5, 57 3-5.

A. H. L. Eccles (3,255 Bugatti, S.), 50 3-5, 51.

**CLASS 7. Over 5,000 c.c.**  
H. Stuck (5,304 Auto-Union, S.), 45 1-5, 48 4-5.

G. K. Burness (6,24 Mercedes-Benz, S.), 61 1-5, 58 4-5.

Mrs. S. Darbishire (6,240 Mercedes-Benz, S.), 72 4-5, 62 1-5.



And Wit its Humour lent,  
Without its Sting.  
—THOMSON.

# CUTTING IN —

With Scissors and Paste, Here and There, on  
the World's Motoring Humour



"Don't go too near the edge, George—you've got the car key in your pocket."  
*The Light Car (original).*

Sandy, on a visit to London, was having a rather acrimonious argument with a taxi-driver on the question of fare.

"Dinna try to tell me anything, mon," said Sandy; "I havena been riding in taxis all my life for naething."

"No," retorted the driver. "But I bet you've had a jolly good try."—*The Malaya Tribune.*



"We've motored so far that I've forgotten what country we're in."

"Don't worry about that so long as we're in the right continent."

*Curieux (Neuchatel).*

"I've bought a new siren for my car," said the sporting motorist to his friend.

His friend shook his head wonderingly. "Why did you give up that blonde you used to go everywhere with last year?" he asked.—*Kriesballt (Iserlohn).*

A man named Little, who was charged in New York recently with knocking down three lamp-posts and a traffic signal, admitted that he had driven a car only once before.

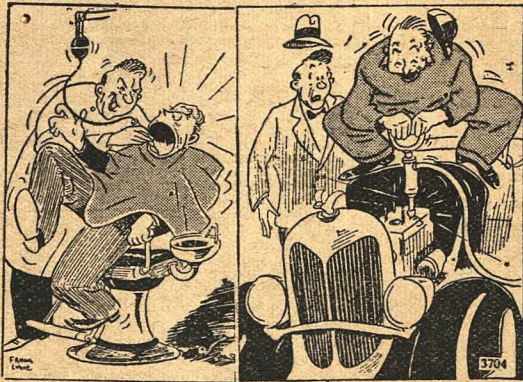
A Little learning is a dangerous thing.



A parking place is where you put the car to have those little dents put in the wings.

Meek Man (to policeman): "Excuse me, officer, but I've been waiting here for my wife for over half an hour. Would you mind ordering me to move on?"—*The N.Z. Motor World (Auckland, N.Z.).*

Novice: "What on earth do I do?—there are three pedals and I've got only two feet."—*L'Auto (Paris).*



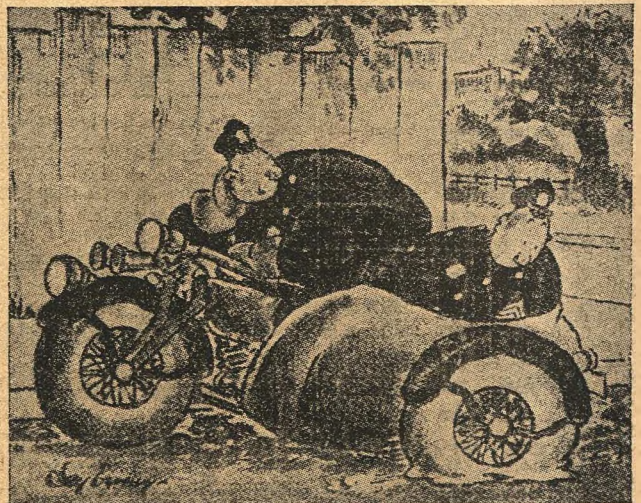
The garage mechanic gets his own back on the dentist.—*Neue Kraftfahrer Zeitung (Stuttgart).*

An idler, watching some road-menders, called out to one of them: "Hi, lad, 'ow much does tha get for banging that paving-ram down?"

"Nowt," replied the workman. "It goes down itself. I gets paid for lifting it oop."

"Who's that fellow walking so miserably down the road?"

"Oh, that's Nutt, the plumber. He went out motoring, but forgot to take his car."



"It's your turn to repair it, sergeant—the burst's on your side."—*Collier's Magazine (New York).*



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secures any Second-hand Car. Payments over 12, 18 or 24 months.

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3rd Party only on Cars up to £50; over £50 Comprehensive, payable in two instalments.

### NO WAITING, ENQUIRIES or FUSS

Pay required deposit and take Delivery at Once.

CASH	DEPOSIT
£91 10	1935 MORRIS 8 4-door saloon, sliding roof, blue and black, indistinguishable from new .....
£89 10	1936 FORD 8 Tudor saloon, sunshine roof, black, sparingly used .....
£89 10	1935 MORRIS 10/4 saloon, in exceptionally fine condition throughout, blue .....
£85 0	1936 FORD 8 Tudor saloon, as new in every particular .....
£83 10	1935 MORRIS 8 2-seater, in first-class condition, black and green .....
£79 10	1934 HILLMAN Minx saloon de luxe, sunshine roof, blue, exceptionally good .....
£77 10	1934 MORRIS 10/4 saloon, sun roof, blue, in very fine order .....
£77 10	1935 FORD 10 saloon, maroon, in exceptional condition .....
£73 10	1935 MORRIS 8 saloon, black and red, splendid order, and good tyres .....
£73 10	1935 FORD 8 saloon, sunshine roof, black, maroon interior .....
£69 10	1935 AUSTIN 7 Ruby saloon de luxe, blue, appearance perfect, and mechanically excellent .....
£67 10	1935 FORD 8 Tudor saloon, light blue, very attractive .....
£61 10	1934 MORRIS Minor saloon, sunshine roof, dark blue, excellent condition .....
£59 10	1934 AUSTIN 7 de luxe saloon, exceptionally well kept .....
£57 10	1934 FORD 8 sunshine saloon, black and green, good tyres .....

CASH	DEPOSIT
£55 10	1933 HILLMAN Minx saloon, blue and black, v r y smart .....
£55 10	1934 AUSTIN 7 2-seater, blue, very good order .....
£53 10	1933 AUSTIN 7 sunshine saloon, good tyres .....
£42 10	1932 AUSTIN 7 sunshine saloon, blue, very sound order .....
£42 10	1933 FORD 8 Tudor saloon, blue, good tyres .....
£36 10	1931 MORRIS Minor coachbuilt saloon, sunshine roof, dark green, slide valve engine .....
£36 10	1931 AUSTIN 7 sunshine saloon, good tyres .....
£24 0	1930 MORRIS Minor saloon, black, sound condition .....
£21 0	1930 SINGER 8 4-door saloon, duo-brown .....
£21 0	1929 AUSTIN 7 saloon, running well .....
£19 10	1930 AUSTIN 7 saloon, in sound order .....
£19 10	1929 AUSTIN 7 tourer .....
£15 0	1929 AUSTIN 7 2-seater, ex-government .....
<b>THREE-WHEELERS.</b>	
£82 10	1935 B.S.A. 2-seater, cream and black, absolutely as new .....
£79 10	1935 MORGAN 10 4-cylinder sports, perfect and very fast .....
£45 0	1934 RALEIGH Safety 7 4-seater family car, duo-green .....

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YOURS FOR ONLY

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**AUSTIN 7 SINGER 9 HILLMAN Minx**  
on Similar Terms

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**MAIL ORDER**—Any car delivered for trial and approval anywhere in England for £2-10-0 —no obligation. **BARGAIN LIST FREE.**

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NAME .....  
ADDRESS .....

**7/6**  
**RADIATOR**  
HEAT INDICATORS,  
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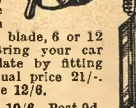


Government Surplus (by Smith). Maker's price 25/-. Our price 7/6. Postage 9d. P. & C. Latest model. Chromium plated, 15/6. **GUARANTEED ACCURATE AND RELIABLE.** State make of car.

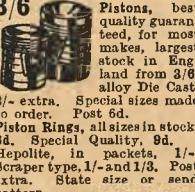
**12/6**  
Electric Windscreen Wiper, complete with arm and blade, 6 or 12 volt. Bring your car up to date by fitting one. Usual price 21/-. Our Price 12/6. Stadium, 19/6. Post 9d.



**PLATES**, with straps. Post 4d. 2/-



**3/6** Pistons, best quality guaranteed, for most makes, largest stock in England from 3/6, alloy Die Cast, special sizes made to order. Post 6d.  
Piston Rings, all sizes in stock, 6d. Special Quality, 9d. Hepolite, in packets, 1/-. Scaper type, 1/- and 1/3. Post extra. State size or send pattern.



**8/3** 5-gallon drums Oil, super quality, best make guaranteed, medium 8/3, medium heavy 9/6, extra heavy 9/6, 1-gallon tins 2/8, carriage forward. Sample qt. Tin 1/-. Post 9d.



**6/6** Fleece lined, chamois leather, black, 6/6. Extra strong wool lined, black or tan, as illustrated, 9/6. Special Super Model, 12/9. Post 4d.



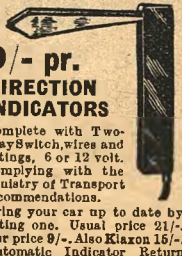
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4.75 x 19	20/-	27/-
4.75 x 21	20/-	27/6
5.00 x 19	21/-	28/-
5.00 x 20	21/-	29/-
5.25 x 18	24/6	29/-
5.25 x 19	26/-	34/6
5.50 x 18	27/-	35/-
5.50 x 19	27/-	36/-
30 x 6	37/6	54/6
32 x 4 1/2	30/-	40/-
32 x 6TT	46/6	69/-
82 x 6HD	53/-	86/-


Inner Tubes from 2/6.  
Quotation by Return Post for any Tyre.



**9/- pr. DIRECTION INDICATORS**  
Complete with Two-Way Switch, wire and fittings, 6 or 12 volt. Complying with the Ministry of Transport recommendations.  
Bring your car up to date by fitting one. Usual price 21/-. Our price 9/-. Also Klixon 15/-, Automatic Indicator Return Switches, 6/9. Post 6d.



**16/6**  
**6 VOLT BATTERIES** for most makes. 40 amp. Guaranteed.  
18/6. 6 volt 60 amp., 22/6. 6 volt 86 amp., 28/-, 12 volt 40 amp., 30/-, 12 volt 60 amp., 35/- Best makes only. Quotation any size by return.



**6/9** Foot Pumps, best quality complete with connection 6/9. Post 9d. Large model 9/6 Post 1/-.



**1/6** Useful assortment of 144 bolts, nuts, set screws and washers, 1/6. 144 Split Pins 9d. Post 6d.



**3d.** Lamp Bulbs. Guaranteed. Side or tails, 4, 6 or 12v. gas filled 3d. Head 6d. State if single or double pole; 6v. double filament, 1/-, Post 3d.



**EASY TERMS**—2/6 deposit secures any accessories amounting to 20/-. Balance weekly, larger amounts pro rata.

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All goods despatched on approval against cash or C.O.D. Order by postcard and pay on delivery. Quotations for any spare part or accessory by return. Easy terms arranged.

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## AROUND THE TRADE

Power washing and greasing plant, together with other up-to-date service equipment, has been installed by Mr. Maurice Gavson at his garage at 249, Stretford Road, Manchester.

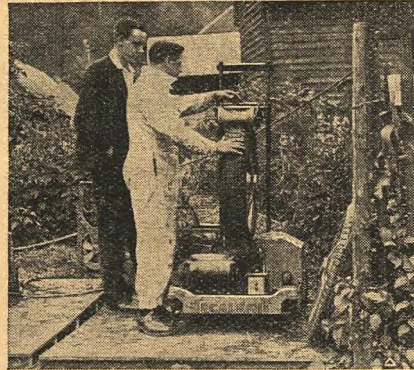
Recent successes scored by users of Dunlop tyres include the winning of all twelve events in the B.A.R.C. Whitsun Meeting at Brooklands and the first three places in the R.A.C. International Car Race.

For a week from June 16, Morris service experts will be in attendance at the premises of the following distributors: Holland Brothers, Ltd., Bargate, Boston, Lincs; J. W. Hardcastle, County Garage, Scarborough.

A free life insurance policy and a free pension are two of the remarkable offers made to their employees by C. C. Wakefield and Co., Ltd., in a new pension scheme. The new scheme is entirely non-contributory, and members of the former scheme will benefit as from the date of their first entry into the original joint scheme.

The Anglo-American Oil Co., Ltd., announce that the following new appointments have been made: Mr. J. L. N. Pollock, formerly sales manager for the West of England and South Wales, has been appointed to head office in London as assistant general sales manager for the North of England and Scotland; Mr. W. F. Burgess, formerly sales manager for the Liverpool area, takes Mr. Pollock's place, and Mr. R. J. Pinder, assistant sales manager for the South Wales area, becomes sales manager for the Liverpool Division.

The Zenith Carburetter Co., Ltd., inform us that they are now the sole manufacturers of the Stromberg carburetter in this country, and that complete service and spares are available at their new Service Station at Honeypot Lane, Stanmore, Middlesex.



Seen in the paddock at Shelsley: A Pneugrippa machine in full working trim.

The next Practical Tests for the I.A.E. Repair Certificates will be held as follows: Mechanical—(on July 11) at Bradford, Bristol, Coventry and Manchester; (on June 27) at London, and (on August 8) at Glasgow. Electrical—(on July 18) at Birmingham, and (on July 4) at London. Full details from the Secretary, The Institution of Automobile Engineers, Watergate House, York Buildings, Adelphi, London, W.C.2.

### DID YOU SOLVE IT ?

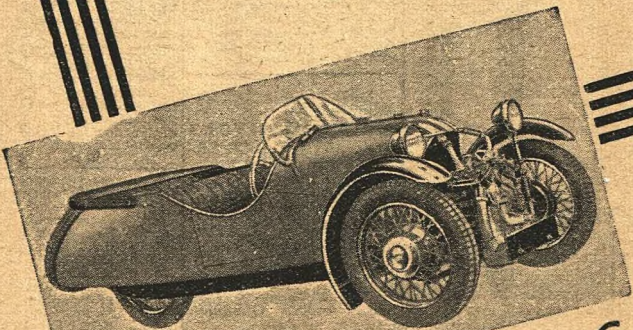
The answer to the Reverse-a-Phrase in "Affairs of the Moment" this week will be found by reading backwards the letters in heavy type in the following extract from the sentence: ". . . Time **AT** Labrador . . ."

# The MORGAN

## SPORTS TWO-SEATER

WITH S.V. WATER-COOLED ENGINE  
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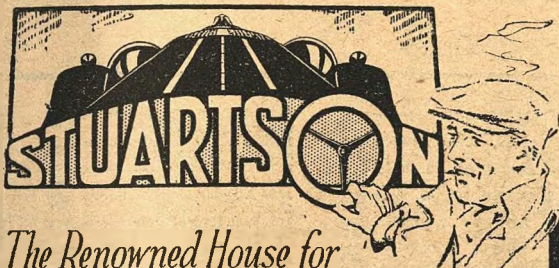
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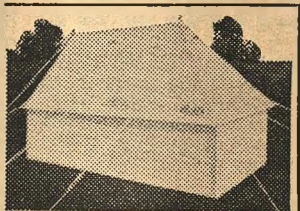
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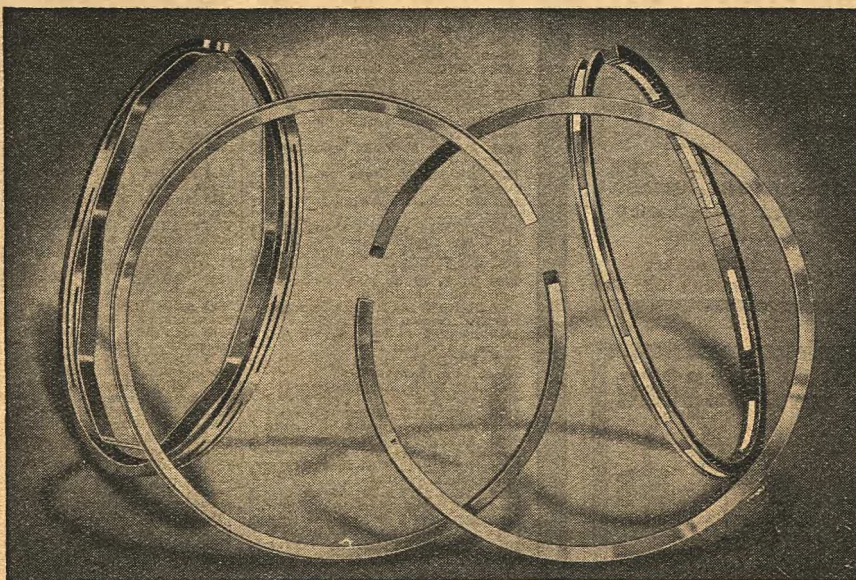
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ALVISES, 200 under £100. See page 22. 227-74

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£7 Deposit or 69 gns. cash. ARMSTRONG SIDDELEY, 1933, Twelve-Six 4-door coachbuilt sunshine saloon, green and black, leather upholstery, bumpers, trafficators, carefully used, spare tyre unworn, excellent condition. Exchanges. List. Weekdays, Saturdays 9-9. Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-266

### AUSTIN.

AUSTIN. 200 new and used Austin cars in stock at Austin House, the 100% Austin depot, quarter mile north of Tally Ho! Corner on the Great North Road. Phone, write or call for list of 7 and 10hp Austin saloons, tours, 2-seaters and sports models. Any car or motorcycle taken in part exchange. Austin repairs by Austin experts. Complete service of spare parts and accessories of every Austin model. Reborn cylinders exchanged for worn ones over the counter while you wait or the whole job completed in our works within 24 hours. Solely Austin sales and service ever since 1929. Great Northern Motors (London), Ltd., Austin House, 11th Rd., North Finchley, London, N.12. Phone all departments, Hillside 0024-5-6-7-8. zzz-823

AUSTIN 7, 1935 saloon, £80; taxed December, supplied on first payment of £4 8s., plus insurance, delivery arranged in 48 hours. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Frobisher 3037-8. zzz-95

AUSTIN 7 1934 tourer, blue, one owner, mileage 11,000, good tyres, indistinguishable from new in every way, taxed December, £60. K.J. Motors, Bromley, Kent. (Ravensbourne 3456-7.) 228-537

AUSTINS, 200 under £100. See page 22. 227-75

1935 AUSTIN 7 Ruby de luxe saloon, sun roof, black, splendid condition, taxed, insured, £75. No agents. 23 Collier Row Lane, Romford, Essex. 227-n607

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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 1/4 per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR," whose decision shall be final and binding to both parties.

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Copy for and all matter relating to advertisements must reach our Head Offices by 6 p.m. Monday and should be addressed to G.P.O. Box 147, "THE LIGHT CAR," 5-17, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

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



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

**AUSTINS.** Guaranteed before and after sale. A selection from 150 cars, all ready to drive away.

**1935** Ruby de luxe, black and green, £84.

**1934** De luxe saloon, in maroon, £69.

**1933** Sun roof, coachbuilt, in blue, £58.

**1933** 10hp de luxe saloon, in blue, £77.

**1932** Sun-roof saloon, in blue, £49.

**1931** Coachbuilt sun saloon, in duo-blue, £41.

**1930** Wydor sun saloon, in brown, £30.

**1929** Coachbuilt saloon, in black and red, £24.

**1928** Cup model, in red and black, £16.

**SELF-FINANCED** hire-purchase. No references or inquiries. Generous exchanges. Open Sunday morning, 37 Sheen Lane (Mortlake Station), S.W.14. Prospect 1061; and at Portsmouth Rd., Thames Ditton. Emberbrook 2670.

**MCCARTHY'S MOTORS (1925), LTD.** 44a Westbourne Grove, W.2. Bayswater 3201-2.

**WE** have always 150 guaranteed second-hand **AUSTINS** in stock of all models. Inspect our stock before deciding on your exchange.

**GUARANTEE** for three months is given on every car sold by us. We specialize solely in the sale of **AUSTIN** cars, and have the largest stock in London. We offer to take back any car at full price paid within one month, in exchange for another model from our stock, to guarantee satisfaction.

**TRADE** inquiries invited.

**MCCARTHY'S MOTOR (1925), LTD.** 44a Westbourne Grove, W.2. Bayswater 3201-2. 227-70

**GRANVILLE MOTORS, AUSTIN Specialists,** offer you these bargains, reconditioned and guaranteed. Low-deposit terms. Below.

**£85.** 1935 **AUSTIN 7** Ruby sunshine saloon, first-class condition, positively unscratched. Below.

**£79.** 1935 **AUSTIN 7** 2-seater, mileage 4,000 only, literally as brand new. Below.

**£57.** 1933 **AUSTIN 7** sunshine saloon, one owner only, very carefully maintained. Below.

**£42.** 1932 **AUSTIN 7** sunshine saloon, long-wheel-base model, super value, taxed. Below.

**£16.** 1928 **AUSTIN 7** coachbuilt saloon, excellent condition, splendid runner, taxed. Below.

**GRANVILLE MOTORS, Austin Specialists.** Low-deposit terms. 350 Kennington Rd., S.E.11. Near Oval Tube. Open till 9 p.m. Reliance 3500. 227-66

**1935 AUSTIN 10-4** de luxe, hide, sun roof, bumpers, small mileage, magnificent condition, five excellent tyres, one owner, £115; terms arranged; trial anywhere; three months' guarantee. Premier Motor Co. (B'ham), Ltd., Aston Rd., Birmingham. 227-48

**AUSTIN 7**, underslung 2-seater, £16; good tyres; taxed. Lulworth, Park Rd., Godalming. 227in598

**£87/10.** 1934 **AUSTIN 10-4** de luxe saloon, exceptional condition; another, with nearly new tyres, £92 10s. Below.

**£85.** 1935 7hp Ruby de luxe saloon, very nice condition, at Putney Autos, 263 Putney Bridge Rd., S.W.15. 227-187

**AUSTIN, 1936** model A.E.W. underslung sports 2-seater, as brand new, £148; exchange 7 saloon. 12 Bedford Rd., Alexander Park, Wood Green. 227-443

**£85.** 1934 **AUSTIN 10** Lichfield de luxe saloon, small mileage, condition absolutely as new, taxed, sun roof, bumpers, hide upholstery, guaranteed; choice of two; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 227-447

**LONDON BROTHERS** promise you a fair deal. Whitehorse Lane, South Norwood, S.E.25.

**AUSTIN 10** 1935 de luxe saloon, sunshine roof, leather upholstery, safety glass, etc., in particularly good mechanical condition, taxed to December 31, £115.

**AUSTIN 10** 1934 saloon, fitted full de luxe equipment, splendid performance, £90.

**AUSTIN 7** 1933 de luxe sunshine saloon, finished in blue cellulose, upholstered in blue leather to match, any examination welcome, £59.

**AUSTIN 7** 1931 sunshine-roof coupe, leather upholstery, £37. Easy-purchase facilities to suit individual requirements. Write for full list of bargains and booklet on easy-purchase terms. London Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). 227-474

**CARSHALTON AUTOMOBILES.**

**SUPER** enthusiast's **AUSTIN**, completely rebuilt 1935, underslung Brooklands chassis, raked steering, outside handbrake, Brooklands outside exhaust, balanced inlet, Solex carburettor, Alta head, Laystall crankshaft, Laystall cylinder liners and racing pistons, large valves, polished ports, whole interior of engine polished, fold-flat windscreens, cycle wings, 55 m.p.h. in second gear, amazing road-holding and acceleration, £55. Below.

**SPECIAL** trial **AUSTIN 2-seater**, super-tuned Alta head, fold-flat windscreens, cycle wings, large competition tyres, huge headlamps, rear petrol tank, taxed, £34. Below.

**STREAMLINED** sports 2-seater, tuned engine, fold-flat Aero windscreens, outside exhaust, sloping radiator, stoneguard, very pretty car, £29. Below.

**SPECIAL** sports 2-seater, super-tuned, down-draught, N.F.F. carburettor, very fast, £24. Below.

**STREAMLINED** coachbuilt sports 2-seater, very fast, flared wings, £20. Below.

**CUP** model sports 2-seater, fine condition, very fast, £19. Below.

**SPORTS** 4-seater, recently rebored, very fast, lovely condition, £22. Below.

**1929** Semi-sports 2-4-seater, fine order, very fast, £17.

**CARSHALTON AUTOMOBILES, AUSTIN 7.****SPORTS** specialist.

**ALL** cars over £20 guaranteed three months. 46 Carshalton Park Rd., Carshalton. Wallington 4552. 227-458

**£95.** Smartest and best maintained **AUSTIN 10** cabriolet imaginable, 1934 (September), one private owner only, 13,000 miles, original tyres, taxed. Below.

**£30.** 1931 (June) **AUSTIN 7** coachbuilt saloon, leather upholstery, new tyres, taxed. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 227-467

**1935 AUSTIN 7** Ruby saloon, sunshine de luxe, perfect condition, moderate mileage, cash £82 10s. Phone, Wimbledon 1698. 227-x130

**ULSTER AUSTIN, 85** m.p.h., specially built racing 7, recellulosed, new hood, etc., revs. nearly 7,000, a genuine bargain, £49. Rite Motor, 28C High Rd., Balham, S.W.12. Battersea 3260. 227-408

**AUSTIN 7, 1930** sunshine saloon, nice condition throughout, taxed, £25. Rose and Young, Ltd., 97 Streatham Hill, S.W.2 (across "Locarno"). Tulse Hill 6464-5. 227-409

**1931 AUSTIN 7** sunshine saloon de luxe, choice of two, 37 gns.; exchanges, terms. Third-party insurance. Open Sunday. Car Sale, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station). Chiswick 4815. 227-422

**KIRKS.** 1934 **AUSTIN 7** saloon, attractive blue cellulose finish, most carefully used, beautiful appearance, guaranteed, £62.

**KIRKS.** 1931 **AUSTIN 7** sunshine saloon, excellent car, guaranteed, £39.

**KIRKS.** **AUSTIN 7, 1929** Swallow sports saloon, 2-tone cellulose finish, leather interior, bargain, £35.

**KIRKS, 49** Praed St., W.2 (Paddington 6409). Close 8 p.m. Thursday, Sundays 1 p.m. 227-424

**AUSTIN 7, 1933** coachbuilt sunshine saloon, four speeds, rear tank, taxed, spotless, £58 offer. Wallington 2386. 227-x126

**£35.** 1931, taxed, **AUSTIN 7** coachbuilt saloon, fitted in brown and black, sun roof, good tyres, very clean, excellent runner. Also

**£20.** 1928, taxed, **AUSTIN 7** special sports coupe, finished in red and black, engine recently overhauled. Also

**£17.** Taxed, **AUSTIN 7** coachbuilt special sports 2-seater, similar to 65 model, fitted in green throughout, good hood and equipment, faultless mechanical order. Magna Motors, 248 High St., Harlesden, N.W.10. Willesden 3865. 227-404

**G.P. Balham. £42.** 1932 **AUSTIN 4-seater** tourer, exceptional condition.

**G.P. £27 10s.** 1930 **AUSTIN 7** Wydor de luxe saloon, any trial, taxed.

**G.P. £37 10s.** 1931 **AUSTIN 7** coachbuilt sun saloon de luxe, immaculate condition.

**G.P. £42.** 1932 **AUSTIN 7** 2-seater sports roadster, just overhauled, cost £6 10s., guaranteed.

**G.P. £57 10s.** 1934 **AUSTIN 7** sports 2-seater, in 1936 condition throughout, a beautiful car, also Austin Swallow sports 2-seater, £35 10s.

**G.P. £19 10s.** **AUSTIN 7** saloon, in excellent condition and appearance, any trial; 80 others; terms, 8.30-9.30. 2c Balham Hill, Balham. Macclesley 2910. 227-318

**1931 AUSTIN 7** de luxe coachbuilt saloon, new tyres, mechanically perfect, as new, £36. Roy Motors, 10 Scampston Mews, Ladbroke Grove, Ladbroke 1603. 227-333

**1934 AUSTIN 7** saloon, perfect condition throughout, finished in black, and green upholstery, £60. Reys Motors, Ltd., 173 Gt. Portland St., W.1. Welbeck 2984. 227-325

**COOKES MOTORS** offer 1932 **AUSTIN 10-4** Litchfield saloon, £68; 1933 ditto, £78; 1935 ditto, £109. 9-11 High St., Sutton. Phone 3800. Sundays 9-1. 227-512

**A.Z. MOTORS.**

**AUSTIN 7s.** Open 1928 Cup model, £20; 1928 coachbuilt 2-seater sports, £20; 1928 open 4-seater, £20; 1929 Stadium 2-seater, £25; 1931 coachbuilt 2-seater, £35; 1930 Swallow 2-seater, £50; 1932 Ulster 2-seater, £60. Below.

**SALOONS.** 1931 Swallow, £47 10s.; 1932 long-chassis coachbuilt sun-roof, £50; 1935 Ruby sun de luxe, £75. Below.

**AUSTIN 10, 1935,** sun saloon de luxe, rebored, £70; 1933 cabriolet, £75; 1934 sun-roof saloon de luxe, £85; terms, etc. 180 West End Lane, N.W.6 (Hampstead 6033), and at 62 High Rd., Chiswick (Chiswick 4716). 227-1075

**46** Gns.!!! A rare model!!! 1931-2 **AUSTIN 7** Swallow sports saloon, in simply super order, sun roof, all new tyres, taxed, black-green real morocco, many extras, mascot, all chromium fittings, a car for discriminating purchaser. 1111 Finchley Rd., Golders Green (adjacent "Royal Oak"). 227-288

**AUSTIN 7** 1930 tourer, excellent condition, two spare covers, muff, chains, all tools and accessories. £24. 33 Palace View, Bromley, Kent. 227-n710

**£45.** 1932-3 **AUSTIN 7** sun saloon, brown, black, taxed, new tyres, overhauled, excellent condition throughout. 165 Wembley Hill Rd., Wembley. 227-n709

**AUSTIN 7** Special, Alta head, fast, mechanically a good taxed, £12. Yeats, 7 Bolton Rd., Chiswick, W.4. Phone 3586. 227-n708

**1935 AUSTIN 7** Opal 2-seater, only 9,000 miles, taxed, carefully used, unscratched, buying larger car; no offers no dealers, £64. Cowan, 23 Northside, Streatham 4013. 227-n706

**1929 AUSTIN 7** tourer, blue, in good condition, £22 10s. Any evening, 67 Chandos Rd., East Finchley, N.2. 227-n700

**AUSTIN 10** 1934 one-owner saloon, sliding roof, taxed year, faultless condition, £85. Below.

**£79.** 1935 Ruby 7 sunshine saloon, taxed year, one owner, whole car as new. Below.

**£39.** 1932 coachbuilt 2-seater, very smart and perfect; also 1931, £29. Below.

**£29.** 1931 saloon, one owner, smart condition; several 1929-1930 saloons, from £19 to £25. Below.

**£18.** 1929 sports coachbuilt 2-seater, smart, fast; also several Cups, Swallow 2-seaters, from £18 to £30. Below.

**£18.** 1929 tourer 4-seater, smart; 20 other tourers, £8 to £22, many taxed. **AUSTIN 7** Specialists, rear of 243 Maida Vale, Kilburn, W.9. Mai. 1740. 227-131

**LOOK AUSTIN 7** tourer, 1929, excellent condition and order, £13 10s., good tyres. 30 Paddock Rd., Oxgate Lane, Cricklewood, N.W.2. 227-n636

**£24!!!** **AUSTIN 7, 65** m.p.h. in top, 40 in second. Late 1929 special G.E. Cup model, in mottled grey, high-compression engine, special gear ratios, Tecalemit one-shot lubrication, four new tyres, a real enthusiast's car; four other Austins in stock. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-194

**EARLS, LTD.,** of Kentish Town Rd., for **AUSTIN 7s.** Exchanges and hire-purchase terms.

**1935** Speedy sports 2-seater, 75 m.p.h., £98; also 1931 genuine Ulster sports, £55.

**1932** De luxe sun saloon, in excellent condition, £48; also 1932 2-seater, £44.

**1931** De luxe sun saloon, engine overhauled, £38; also 1931 saloon, £35.

**1930** Coachbuilt saloon, £28; also 1930 sun coupe, £28.

**1930** Wydor fabric saloon, in good condition, £25; also another, £22.

**1929** Mulliner fabric saloon, sun roof, £18; also 1929 tourer, £20.

**1928** Coachbuilt saloon, taxed December, new tyres, £22; also 1927 tourer, £12.

**1928** G.E. Cup Model, original finish, £27; also 1927 Cup Model, £24.

**EARLS, LTD.,** 114-118 Kentish Town Rd., N.W.1 (near Camden Town Underground). Phone, Gul. 1751. Open 9 till 8, 1 o'clock Sundays. 227-183



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

**£11.** AUSTIN 7 tourer, repainted, new tyres, excellent condition.

**59 Gns.** 1934 AUSTIN 7 de luxe sunshine saloon, leather upholstery, 4-speed.

**£45.** 1931 AUSTIN 7 de luxe saloon, excellent condition, good tyres.

**59 Gns.** 1934 AUSTIN 7 de luxe 2-seater sports, showroom condition.

AUSTINS, 147-153 High St., Harlesden, N.W.10. Willesden 2099. 227-179

**RAVENSWOOD GARAGE.** 48 gns., 1935 AUSTIN 7 2-seater, taxed; terms, exchanges. Ravenswood Rd., Balham. 227-n627

**AUSTIN 7s.** 1935 Ruby sunshine de luxe, hide upholstery, one private owner throughout, thoroughly sound, £80. Below.

**1934 (March)** sunshine, dark blue, leather upholstery, one private owner always, new tyres, full guarantee, £68. Below.

**1934** 4-seater tourer, late delivery, privately owned throughout, dark blue, perfect all-weather equipment, £65. Below.

**1933** Sunshine saloon, maroon, red hide, three new tyres, grid, excellent order, £60. Below.

**1933 (March)** 4-seater tourer, dark blue, guaranteed mileage 14,000 only, equal to 1935 car, one private owner, all new tyres, £58. Below.

**1932** 4-seater tourer, blue, one private owner since new, quite exceptional condition, £45. Below.

**1931 (March)** 4-seater, dark blue, privately used, exceptional condition, £40. Also 1930 model, £27. Below.

**1930-1** Saloon, black, red leather, very good tyres, sound and reliable, £38. Below.

**SMITH AND HUNTER, LTD.** Rossmore Court, 57 Park Rd., N.W.1 (Baker St. Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 227-162

**NEWNHAMS** for good AUSTINS at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

**1935** 7hp de luxe sun saloon, beautiful little car, £79.

**1936** 10-4 de luxe sun saloon, hardly soiled, £135.

**1935** 10-4 fixed-head saloon, absolute showroom condition, £92.

**1934** 10-4 de luxe cabriolet, very carefully used, £89.

**NEWNHAM HOUSE,** 257 Hammersmith Rd., London, W.6. Riverside 4646. 227-147

**1933 AUSTIN 10** de luxe, maroon, £72.

**LIDDAMORE MOTORS,** 702 High Rd., Tottenham, N.19. Tottenham 2321. Open Sunday 10-1. 227-248

**NAYLOR AND ROOT, LTD.** AUSTINS.

**£48.** 1932 AUSTIN 7 sunshine saloon, blue, good chassis, smart car.

**£59.** 1935 AUSTIN 7 de luxe sun saloon, blue, 4-speed, leather.

**£59.** 1932 AUSTIN 7 Ulster Speed 2-seater, tuned engine, 70 m.p.h.

**£69.** 1934 AUSTIN 7 de luxe saloon, 4-speed, one owner, very smart.

**£85.** 1935 AUSTIN 7 Ruby de luxe saloon, green, very good condition.

**£79.** 1934 AUSTIN 7 Model 65 sports 2-seater, saxe blue, fast car.

**£72.** 1935 AUSTIN 10 de luxe saloon, black, sun roof, very smart.

**£75.** 1934 AUSTIN 10 Clifton 4-seater, side screen, very smart.

**£89.** 1934 AUSTIN 10 de luxe saloon, hide, 4-speed, dark maroon.

**£95.** 1934 AUSTIN 10 cabriolet, drop-head four-some coupe, as new.

**£120.** 1935 AUSTIN 10 Lichfield de luxe saloon, blue, choice three.

**£119.** 1935 AUSTIN 10 Colwyn cabriolet, dove grey, one owner only.

**NAYLOR AND ROOT.** We thoroughly overhaul each car before sale, and give a three months' written guarantee with all over £50. One-quarter deposit or less by arrangement secures instant delivery, balance being extended over 24 months; exchanges.

**NAYLOR AND ROOT, LTD.,** 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 227-221

**1934 AUSTIN 7** de luxe sunshine saloon, leather upholstery, four-speed, immaculate condition, £60. 73 Atkins Rd., Balham, S.W.12. 227-1066

**AUSTIN 10s.** 1935 (June) 4-seater tourer de luxe, enclosed spare wheel, dark blue, one owner since new, now exchanging for saloon, taxed, £100. Below.

**1936** Sunshine de luxe, dark blue, leather upholstery, used three months, mileage 2,700, taxed, quite unblemished, £145. Below.

**1934** Sunshine, green with black top, green leather, 13,000 miles, first-class order, £95. Below.

**1934** Cabriolet, dark blue, leather upholstery, one private owner, new tyres, attractive, £90. Below.

**1933** Sunshine de luxe, maroon, one private owner, bumpers, grid, indicators, £75. Below.

**1932** Sunshine saloon, dark blue, privately owned since new, £5 extras, superb order, £65. Below.

**1935 (May)** sunshine saloon de luxe, dark blue, beautifully kept in every way, small mileage, A.A. examination welcomed, full guarantee, £120. Below.

**SMITH AND HUNTER, LTD.** Rossmore Court, 57 Park Rd., N.W.1. (Baker St. Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 227-163

**HUMPHREYS, LTD.** Magnificent AUSTIN 7 Ulster sports 2-seater, one owner, registered August, 1932, small mileage, very fast, wonderful mechanically, £59 10s.; terms, big exchange allowances. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-160

**HUMPHREYS, LTD.** 1931 AUSTIN 7 2-seater roadster, exceptionally well cared for, small mileage, new tyres, almost unmarked, £42 10s.; terms, exchanges. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-158

**HUMPHREYS, LTD.** 1935 AUSTIN 7 de luxe model sunshine saloon, small mileage, excellent tyres, sound mechanically, £79 10s.; terms, exchanges. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-155

**1935 AUSTIN 7** saloon, colour blue, exceptional mechanical order and very nice appearance, three months' guarantee, £75. Martin, 18a Herbrand St., W.C.1. Terminus 4464. 227-126

**AUSTIN 7** Gordon saloon, 1927, taxed and insured, splendid running order, £17 10s.; Austin 7 saloon, 1930, taxed, perfect order, £20. 159 Leytonstone Rd., Stratford, E.15. 227-n399

**HARRY NASH.** AUSTIN, 1935 (July) 10-4 de luxe Lichfield sunshine saloon, black, red leather upholstery, one private owner, taxed, mileage 7,000 only, showroom condition, £112 10s. Below.

**AUSTIN, 1935 (January)** 7hp Ruby de luxe sunshine saloon, blue, mileage, 7,900, leather upholstery, bumpers, new condition, genuine car, £85. Below.

**AUSTIN, 1933 (May)** 10-4 de luxe sunshine saloon, blue, bumpers, carrier, leather upholstery, magnificent condition, wants seeing, £75. Harry Nash, 548 King St., Hammersmith. Riverside 2837. 227-1061

**£99.** 1936 AUSTIN 7 saloon, mileage 1,600 only. H. C. Paul Ltd., 90-2 Gt. Portland St., W.1. Museum 8464-5. 227-258

**£47/10.** AUSTIN 730 c.c. Ulster model, unimproved supercharged 2-seater, taxed, chromium plating throughout, four new Dunlop 90s, fold-flat and aero screens, good hood, outside exhaust, etc., very last and reliable; terms, exchanges. La Saltram Crescent, Shirland Rd., W.9. Willesden 5407. 227-251

**AUSTIN 7, 1935** Ruby de luxe sunshine saloon, taxed year, as new, £85. Below.

**AUSTIN 7, 1933 (June)** de luxe sunshine saloon, exceptional condition, £58. Below.

**AUSTIN 7, 1930** saloon, taxed, good car; terms, exchanges, £25. Fred Guy, 198 King St., Hammersmith. Riverside 4652. 227-395

**1931 AUSTIN 7** coachbuilt sun saloon, £35, fine condition. 1150 London Rd., Norbury. Pollards 4823. 227-380

**MAINTENANCE, LTD.** Beaver Lane, Hammersmith. Riverside 5482. 1934 AUSTIN 7, sun roof, faultless, unmarked, £72; 1935 Austin Ruby saloon, new condition, £85; numerous others. 227-1111

**1935 AUSTIN 7** sunshine de luxe saloon, one owner, mileage only 9,000, like new throughout, £85, with written guarantee; another, £75. H. Simons, 511 Euston Rd., N.W.1. Museum 4128-9. 227-530

**1931 AUSTIN 7** tourer, £34, perfect condition. 1150 London Rd., Norbury. Pollards 4823. 227-381

**1935 AUSTIN 10-4** de luxe saloon, choice of several, from £105; exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 3884. 227-377

**1933-34 (August)** AUSTIN 10hp de luxe sunshine saloon, perfect, £64; deferred payments. 8 Pennant Mews, Earl's Court. Western 4154. 227-1108

**£29!!!** AUSTIN 7 1929 Stadium sports 2-seater, very elaborate equipment and most exceptional condition throughout; deposit £9, including tax and insurance! Below.

**£39!!!** AUSTIN 7 1930 Stadium sports 2-seater, really last, in guaranteed condition throughout; deposit £11, including tax and insurance! Below.

**£47!!!** AUSTIN 7 genuine 1932 long-chassis de luxe saloon, blue and black, exceptional chassis and nice clean car throughout; deposit £13, including tax and insurance. Below.

**N. C. DEAR** for above and many other attractive N.C. light car bargains on similar unbeatable terms; no formalities and same-day deliveries. 65-66 Chalk Farm Rd., N.W.1. Gulliver 5552-3. 227-211

**1933 AUSTIN 10** de luxe saloon, as new, £77 10s. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m.; Sunday mornings. Wembley 3888-9. 227-119

**1934 AUSTIN 7** de luxe saloon, small mileage, unscratched, £65. Carpenter, 42 Green Lane, Penge. Sydenham 6800. 227-115

**1934 AUSTIN 10hp** de luxe saloon, as new, £89; also 1933 ditto, £70. Penge Motors, Green Lane, Penge. Sydenham 6800. 227-114

**AUSTIN 10** 1933 saloon, very good condition, five very good tyres, £65. Exchanges and deferred. Papworth, Ltd., 41 Filmer Rd., Fulham 5432. 227-102

**NEWNHAMS** offer 1935 AUSTIN 10 saloon, splendid condition throughout, £68. Self-financed hire purchase. 136 Streatham Hill. Tulse Hill 6222. 227-95

**1936 AUSTIN 7** Ruby de luxe sunshine saloon, practically new, £95. Below.

**1936 AUSTIN 10** Open Road tourer, mileage negligible, practically new, taxed. Below.

**1936 AUSTIN 10** de luxe sunshine saloon, mileage 700, exceptional condition. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 227-93

**1927 AUSTIN 7** saloon, good running order, £9. Yeats, 7 Bolton Rd., Grove Park, Chiswick. Phone, Chiswick 3586. 227-6036

**THE CAR MART, LTD.** AUSTIN.

**1935 AUSTIN 7** saloon de luxe, renovated, £85.

**1935 AUSTIN 10-4** open 2-seater, low mileage, £115.

**1935 AUSTIN 10-4** saloon de luxe, large selection of completely renovated cars in various colours, £125.

**AUSTIN HOUSE,** 297 Euston Rd., N.W.1. Museum 4641. 227-55

**1933 (June)** AUSTIN 10hp 4-seater all-weather, equipped, perfect, £59; deferred payments. Gwynne-Vaughan, 1 Princes Rd., Holland Park. Park 4773. 227-1104

**1927 AUSTIN 7** sports 2-seater, recent modifications, well kept, £27 10s.; 1934 Austin 7 coachbuilt de luxe sun saloon, £69; 1934 Austin 10-4 coachbuilt de luxe sun saloon, £89. Hungerford Motors, 201 Upper Richmond Rd., Putney, S.W.15. Putney 0222. 227-366

**1936 AUSTIN 7,** only done 4,000 miles, as new, still under guarantee, £85. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 227-1045

**AUTOSNIPS.**

**£85.** 1935 AUSTIN 7 Ruby de luxe saloon, sun roof, leather upholstery, small mileage, one owner.

**£59.** 1932 AUSTIN 7 de luxe saloon, long chassis, sun roof, leather upholstery, five new tyres.

**£22.** 1928 AUSTIN 7 saloon, leather upholstery, really good.

**OPEN** weekdays, 9-8.30; Sundays, 10-1. Deferred terms up to 24 months; part exchanges; any trial or inspection. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-357

**1930** Tourer AUSTIN 7, perfect, £25. Griffin and Nash, 1 Streatham Place, Brixton Hill. 227-352

**1931 AUSTIN 12-6** de luxe saloon, coachbuilt, good order, £58; also 1935 model de luxe, £70. Denmans, 152-3 Long Acre, W.C.2. Temple Bar 8155-8. 227-344

**1931 AUSTIN 7** Mulliner sun coupe, overhauled, recellulosed, new tyres, 35 gns. Ruffells Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. Open to 8 p.m. 227-1093

**£22/10.** 1928 AUSTIN 7 saloon, first-class order.

**WARDS,** 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-293



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

**£82/10.** 1934 AUSTIN 10 2-seater, very good order.

**£89/10.** 1934 AUSTIN 10 saloon de luxe, excellent condition.

**WARDS,** 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-294

**£70.** 1935 (June) AUSTIN 7 Opal 2-seater, blue, one owner, very small mileage, veritably in new condition throughout, a lovely runner, taxed. Exchanges, deferred. H. and A. Autocars, 67, 71 Church Rd., Upper Norwood, S.E.19. Livingstone 227-1074

**ROWLAND SMITH (MOTORS), LTD.**

**AUSTIN 7s.** List free. Terms, exchanges. Rowland Smith. Below.

**£11** Deposit or 105 gns. cash. May, 1936, Pearl cabriolet, dove grey, leather upholstery, one owner, run about 160 miles only, absolutely brand-new condition, taxed.

**£7** Deposit or 65 gns. cash. Late 1934 de luxe coachbuilt sunshine saloon, maroon, leather upholstery, trafficators, carefully used, excellent condition.

**£6** Deposit or 59 gns. cash. Late 1933 de luxe coachbuilt sunshine saloon, maroon, leather upholstery, disc wheels, very good tyres, carefully used, excellent condition.

**£5** Deposit or 49 gns. cash. Late 1932, de luxe coachbuilt sunshine saloon, blue, leather upholstery, carefully used, excellent condition.

**£3** Deposit or 32 gns. cash. 1931 model, chummy, blue, very good condition, taxed.

**£3** Deposit or 19 gns. cash. 1929 model, Stadium 2-seater, green and gold, very good condition.

**15** Gns. 1926 (reg., Oct., 1928), chummy, black, very good condition.

**10** Gns. 1927 (reg. 1928), coachbuilt sports 2-seater, cream and black.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays 9-9. Sundays 9-1. Hampstead 6041. 227-283

**10** Gns. AUSTIN 7, 1927 (reg. 1928), coachbuilt sports 2-seater, cream and black; terms, exchanges. List. Weekdays, Saturdays 9-9. Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-268

**B.S.A.**

**1935** R.S.A. 3-wheeler 4-cylinder, one owner, as new, £83. 12 Sonia Gdns. N.W.10. 227-m688

**B.S.A.s,** 200 under £100. See page 22. 227-77

**BLUE STAR** 1931 3-wheeler, perfect condition, chromium lamps, £30; evenings. 79 Dyne Rd., Kilburn. 227-n705

**HARRY NASH.** B.S.A. 1936 (February) 10hp Scout 4-seater tourer, red, silver wheels, small mileage, spare unused, cost £170, almost new, genuine car, £129 10s. Harry Nash, 348 King St., Hammersmith. Riverside 2837. 227-1060

**NAYLOR AND ROOT.** 1934 B.S.A. 10 sunshine saloon, Daimler fluid flywheel, preselecta, 4-speed, good tyres, beautiful condition, £95. choice three; exchanges, terms. 150 cars in stock. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 227-236

**B.S.A.** 1934 3-wheeler, 4-cylinder, new tyres, marvellous condition, £67 10s.; and B.S.A. 1931 3-wheeler, fully equipped, £35; terms, exchanges. Palmers, 81 Stanley Rd., Teddington, Middlesex. Moseley 1646. 227-202

**B.S.A.,** 1934 (October) 10hp saloon, fluid flywheel, preselector gears, exceptional car; terms, exchanges, £95. Fred Guy, 198 King St., Hammersmith. Riverside 4652. 227-397

**HUMPHREYS, LTD.** 1931 B.S.A. 3-wheeler, genuine exceptional condition, £39 10s.

**1932** B.S.A. sports 3-wheelers, recently overhauled, splendid appearance, first-class mechanically, £42 10s.; terms, exchanges. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-388

**B.S.A.,** 1934 3-wheeler de luxe, 4-cylinder, coachbuilt, excellent condition, £75; exchanges and terms. Palmers, 53 York St., Twickenham. Popesgrove 2241-2. 227-363

**UNREGISTERED** 4-cylinder 3-wheeler B.S.A., as new, a bargain at £70; motorcycle taken in part exchange. Pearce, Chobham Rd., Woking. Phone 608. 227-n726

**NAYLOR AND ROOT, LTD.** B.S.A. 3-wheelers.

**LARGEST** stockists in England.

**£89.** 1935 special sports, 4-cylinder, duo-tone; choice five.

**£75.** 1934 special sports, 4-cylinder, black and red, very smart.

**£64.** 1933 special sports, 4-cylinder, black-green; choice three.

**£49.** 1932 special sports Blue Star, twin, black-red, fast.

**£59.** 1933 sports coachbuilt Blue Star, chromium lamps, smart.

**£45.** 1932 sports Blue Star, chromium lamps, black and red, fast.

**£34.** 1931 sports, Vee screen, good tyres, black-red, smart.

**£65.** 1934 family coachbuilt de luxe, blue, equal to new.

**£46.** 1932 family, good tyres, black, red, carefully used.

**£68.** 1934 de luxe, coachbuilt, flat screen, taxed December, as new.

**£35.** 1931 family 2-4-seater, blue side screens, new tyres, taxed.

**£54.** 1933 de luxe, flat screen, black and red, side screens, very smart.

**£28.** 1930 sports, Avon body, good tyres, starter, very smart, taxed.

**A** Snappy performance characterizes the famous B.S.A. 3-wheeler, economical and a delight to drive. Let us give you a demonstration without obligation. Terms over 24 months. Motorcycles and cars in part exchange. Three months' guarantee over £40.

**NAYLOR AND ROOT, LTD.,** 120 High St., Tooting, S.W.11. Streatham 4020. Open 9 to 8 (Wednesday 1 p.m.); Sundays 10-1. 227-237

**ROWLAND SMITH (MOTORS), LTD.**

**B.S.A.s.** List free. Terms, exchanges. Rowland Smith. Below.

**£11** Deposit or 105 gns. cash. June, 1935, Scout sports 2-seater, cream and black, carefully used, very small mileage, practically new condition.

**£7** Deposit or 69 gns. cash. 1933 9hp 4-cylinder F.W.D. 4-seater, green and black, small mileage, very carefully used, excellent condition, taxed.

**£3** Deposit or 32 gns. cash. 1931-32 9hp 2-seater 4-wheeler, black and red, very good condition.

**£10** Deposit or 95 gns. cash. 1936 model de luxe 4-cylinder special sports three-wheeler, black and ivory, one owner, small mileage, almost new condition.

**£9** Deposit or 85 gns. cash. 1935 model 4-cylinder special sports three-wheeler, black and ivory, tyres unworn, excellent condition.

**£7** Deposit or 72 gns. cash. 1934 4-cylinder special sports three-wheeler, black and red, new tyres, excellent condition, taxed; choice of six.

**£7** Deposit or 65 gns. cash. September, 1933, 4-cylinder special sports three-wheeler, black and green, very carefully used, excellent condition.

**£6** Deposit or 59 gns. cash. Late 1934 coachbuilt de luxe three-wheeler, dark blue, red wheels, small mileage, spare unworn, excellent condition.

**£6** Deposit or 59 gns. cash. 1934 Family three-wheeler, green, excellent condition.

**£5** Deposit or 45 gns. cash. 1932 Family three-wheeler, dark blue, very carefully used, good tyres, spare unworn, excellent condition, taxed.

**£3** Deposit or 32 gns. cash. 1931 Family three-wheeler, black, green wheels, one owner, very good condition.

**£3** Deposit or 29 gns. cash. September, 1931, three-wheeler, green, good condition, taxed.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 227-285

**BUGATTI.**

**BUGATTI,** type 37 Grand Prix, over 80 m.p.h., equipped, £110. Only address: J. Lemon Burton, 17 Cavendish Rd., London, N.W.6. 227-457

**CITROEN.**

**NAYLOR AND ROOT.** 1934 CITROEN Big 10 de luxe saloon, free wheels, good tyres, beautiful condition, £89; exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 227-222

**AUTOSNIPS.**

**1935** CITROEN super modern sports saloon, sunshine roof, Ashby wheel, one owner, small mileage, £110.

**OPEN** weekdays 9-8.30; Sundays, 10-1. Deferred terms up to 24 months. Part exchange; any trial or inspection. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-362

**COVENTRY-VICTOR.**

**15** Gns. COVENTRY-VICTOR, 1927, 6.88hp water-cooled twin Family 3-wheeler, brown, dynamo, hood, very good condition; taxed; terms, exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. 227-261

**CROSSLEY.**

**CROSSLEYS,** 200 under £100. See page 22. 227-76

**FIAT.**

**THE CAR MART, LTD.** FIAT.

**1935** FIAT Balilla 4-door pillarless saloon, £120.

**832** FINCHLEY RD., N.W.11. Speedwell 7841. 227-56

**F** LATS, 200 under £100. See page 22. 227-78

**FORD.****ANDREW OF MORTLAKE.**

**FORD.** Guaranteed before and after sale. A selection from 150 cars, all ready to drive away

**1935** 10hp Tudor saloon de luxe, £95.

**1935** 8hp Tudor saloon, in blue, £75.

**1934** Tudor saloon, in maroon, £56.

**1933** Tudor saloon, in blue, £48.

**SELF-FINANCED** hire-purchase. No references or inquiries. Generous exchanges. Open Sunday morning. 37 Sheen Lane (Mortlake Station), S.W.14 Prospect 1061; and at Portsmouth Rd., Thames Ditton. Emberbrook 2670. zzz-393

**NAYLOR AND ROOT, LTD. FORDS.**

**1935** De Luxe 10 sun saloon, hide, two doors, Cordoba grey and red, £98.

**1935** De luxe 10 double-entrance sun saloon, black, smart car, £105.

**1935** De luxe 10 2-door saloon, blue, good tyres, very clean, £89.

**1935** De luxe 8 Fordor sun saloon, leather, black and red, as new, £85.

**1935** Popular 8 Tudor saloon, leather, good tyres, blue, £75.

**1934** Tudor 8 saloon, sun roof, cloth, good tyres, very clean, £65.

**1933** Tudor 8 saloon, good tyres, new engine, black, grey cloth, £49.

**1933** Fordor 8 saloon, leather, good tyres, very fine car, maroon, £59.

**DEFERRED** terms: One-quarter deposit, balance 24 months. Three months' guarantee. Exchanges. Any car sent 100 miles without obligation.

**NAYLOR AND ROOT,** 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 227-223



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

**W. HAROLD PERRY, LTD.**

HAVE a selection of thoroughly reconditioned 8hp and 10hp FORD saloons, one-year-old models may be obtained under the terms of our Perry Plan, i.e. £20 down and £4 5s. per month, including tax and insurance.

WE can also offer the following:-

**1933** Tudor saloon, new engine, fitted, excellent condition, good tyres. £57 10s.

**1934** Tudor saloon, in first-class condition, sunshine roof, good tyres, £70.

**1934** Tudor saloon, thoroughly reconditioned, £65.

**1935** FORD 10 single-entrance saloon, sun roof, leather, low mileage, £100.

**1935** FORD 10 single-entrance saloon, low mileage, £95.

**1935** FORD 10, double entrance, small mileage, sun roof, £100.

ALL these cars carry our written three-months' guarantee of mechanical fitness.

NEW engines and tyres have been fitted where necessary.

**W. HAROLD PERRY, LTD.**

**INVICTA WORKS**, North Finchley, N.12. Finchley 1111-2-3. zzz-531

**FORDS**, 200 under £100. See page 22. 227-79

**HARRY NASH.** FORD 1935 (March) 8hp saloon, black, mileage 5,700, super condition, £69. 348 King St., Hammersmith. Riverside 2837. 227-1062

**1934** Tudor FORD 8 saloon, sunshine roof, finished black and green, leather upholstery, good condition, insured year, £60. 3 Midcroft, Ruislip, Middlesex. 227-n637

**1935** FORD 10 4-door sun saloon, wireless, one owner, mileage 11,000, taxed, 100% car. £87. North 3663. 227-x121

**1933** Tudor 8 saloon, excellent condition, new battery, £40. 105 Cheyneys Avenue, Edgware. Edgware 2979. 227-n640

**£44!!!** Taxed and insured!!!! 1933 FORD 8hp Tudor saloon, very good order, one owner (private); this car is much above the average of its date; any trial, genuine offer. 1111 Finchley Rd., Golders Green. (Adjacent "Royal Oak.") 227-291

**FORD 1934** 8hp saloon, £55. Below.

**FORD 1935** 10hp 4-door, leather, sun roof de luxe saloon, £90. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 6033); and at 62 High Rd., Chiswick (Chiswick 4716).

**1934** (August) FORD 8 saloon, sun roof, leather upholstery, one owner, low mileage, splendid condition, £65 terms. Alery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 227-303

**FORD 10** saloon, late 1935, leather upholstery, whole car indistinguishable from new, £89; exchanges, hire-purchase. 243 Maida Vale, W.9. 227-132

**HUMPHREYS, LTD.** 1935 FORD 8 saloon, small mileage, leather upholstery, excellent condition throughout, £72 10s.; terms, exchanges. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-156

**HUMPHREYS, LTD.** 1935 FORD 10 saloon, leather upholstery, splendid order throughout, absolute bargain, £85; terms, exchanges. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-157

**FORD 8.** 1936 Tudor saloon, black-green leatherette, mileage 5,800, full equipment, condition, equal to new, £85. Below.

**1935** 4-door saloon, one private owner, mileage 7,000, unblemished condition, £78. Below.

**1935** (June) 2-door sunshine saloon, brown, leather upholstery mileage under 10,000, immaculately kept, £78. Below.

**1933** (June) Tudor saloon, black-green wheels, mileage 22,000, nearly new tyres, one change only, £50. Below.

**1933** Abbey sports 4-seater, first registered March. 1934, mileage 19,000, bumpers, tonneau cover, twin wipers, splendidly kept, any trial, £68. Below.

**SMITH AND HUNTER, LTD.**, Rossmore Court, 57 Park Rd., N.W.1. (Baker St. Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 227-177

**1935** FORD 10 Fordor sun saloon, small mileage. £95. Newnham's, 257 Hammersmith Rd., London. Riverside 4646. 227-152

**FORD 10.** 1935 4-door sunshine, black-grey upholstery mileage 11,000, tyres unmarked, coachwork perfect, owner exchanging for larger car, £98. Smith and Hunter, Ltd., 57 Park Rd., N.W.1 (Baker St. Station). Ambassador 1011. 227-176

**THE CAR MART, LTD. FORD.**

**1935** FORD 8 single-entrance sun saloon, leather upholstery, 6,000 miles, £80.

**16 UXBRIDGE RD.**, Ealing, W.5. Ealing 3821. 227-57

**£85.** 1935 (late) FORD 10 de luxe saloon, leather upholstery, sliding roof, 10,000 only, one owner, taxed, faultless; deferred arranged. "Bungalow," Verbena Gardens, Hammersmith (near "Commodore"). Riverside 4126. 227-107

**1933** Ford 8 saloon, several from £42 10s. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m.; Sunday mornings. Wembley 3888-9. 227-120

**1935** FORD 10 4-door de luxe, maroon. £95.

**1935** FORD 10 Tudor de luxe, blue, £89.

**1935** FORD 8 4-door de luxe, £75.

**LIDDAMORE MOTORS**, 702 High Rd., Tottenham, N.19. Tottenham 2321. Open Sunday 10-1. 227-247

**COMERFORDS.** FORD 8 1935 saloon, tax paid, splendid condition, leather upholstery, £69; down payment £18. Comerfords, Portsmouth Rd., Thames Ditton, Surrey. 227-410

**1934** FORD 8 4-door saloon de luxe, leather and sun roof. £62. 12 Kentish Town Rd., N.W.1. Gulliver 1217. 227-x127

**£57/10.** 1934 FORD 8 Tudor saloon, excellent condition, good tyres, leather, trafficators, Kingfisher blue with cream wheels. Below.

**£82/10.** 1935 FORD 10 Tudor saloon, care-fully used, exceptional condition throughout, one owner. M. T. Lane, 65 Old Town, Clapham. Macaulay 2946. 227-400

**1936** FORD. Gatehouse. Below.

**1936** FORD 10hp 4-seater tourer, run under 1,000 miles, black, red leather, delivered three weeks ago, £125. Below.

**1936** FORD 8hp Tudor saloon, one owner, 7,000 miles, whole car as new, £85. Below.

**1934** FORD 8hp Tudor saloon, special lead, unquestionably best example possible, £59. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchange, deferred terms. Open week-ends. 227-463

**ROWLAND SMITH (MOTORS), LTD.**

**FORDS.** List free. Terms, exchanges. Rowland Smith. Below.

**£9** Deposit or 89 gns. cash. 1935 10hp 4-door sunshine saloon, black, small mileage, spare unused, practically new condition.

**£8** Deposit or 75 gns. cash. Late 1935 8hp Tudor sunshine saloon, blue, leather upholstery, one owner, practically unworn tyres, very small mileage, nearly new condition.

**£7** Deposit or 69 gns. cash. 1935 model, 8hp Tudor saloon, blue, very small mileage, spare unused, practically new condition.

**£6** Deposit or 56 gns. cash. 1934 model 8hp Tudor sunshine saloon, blue, cream wheels, excellent condition. Choice of six.

**£5** Deposit or 45 gns. cash. 1935 8hp Tudor saloon, dark maroon, cream wheels, excellent condition.

**ROWLAND SMITH**, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 227-269

**FORD 8hp** 1935 saloon, leather upholstery. £67; also others. Kings, 322 Fore St., Edmonton, N.9. 227-479

**CAR SALES, Chiswick.**

**£65.** 1935 FORD 8 4-door saloon, very nice condition, very small mileage, exceptional appearance, guaranteed mechanically six months; exchanges, terms. Third-party insurance. Open Sundays. Car Sales, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station). Chiswick 4815. 227-420

**1935** (June) FORD 8 saloon, leather, taxed, one owner, perfect, £62; deferred payments. Gwynne Vaughan, 1 Princes Rd., Holland Park, Park 4773. 227-1102

**1935** FORD 8 Tudor saloon, in spotless condition throughout. H. Simons, 311 Euston Rd., N.W.1. Museum 4128-9. 227-331

**1935** FORD 10 Fordor and Tudor saloons, from £80; de luxe from £85; large selection. Ford agents. Denmans, 132-3 Long Acre, W.C.2. Tem. 8135-8. 227-342

**AUTOSNIPS.**

**£95.** 1935 FORD 10 saloon, leather upholstery, taxed, one owner.

**£65.** 1934 FORD 8 Tudor saloon, leather upholstery, sun roof.

**£49.** 1933 FORD 8 Tudor saloon.

**TERMS, exchanges.**

**OPEN** week-days, 9-8.30; Sundays, 10-1. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-556

**1936** FORD 8 4-door leather saloon, £72 10s., perfect. 1150 London Rd., Norbury, Pol-lards 4823. 227-387

**FORD 10** 1935 4-door saloon, taxed, excellent car; F. terms, exchanges; £88. Fred Guy, 198 King St., Hammersmith. Riverside 4652. 227-393

**£77.** 1935 FORD 10 Tudor sunshine saloon, extremely good condition throughout. Below.

**£45.** 1933 FORD 8 Tudor saloon, taxed, exceptionally good condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 227-1069

**£47/10!!!** 1935 FORD 8hp Tudor saloon, good tyres, good condition throughout; terms, exchanges. Period Motors, 49 Fortess Rd., Kentish Town, N.W.5. Gulliver 2251. 227-317

**KYNANCE GARAGE** offer below.

**£62!!!** 1935 FORD 8 Tudor sunshine saloon, black, taxed year, excellent throughout. 18 Kynance Mews, Gloucester Rd., S.W.7. Western 4078. 227-327

**FRAZER-NASH.**

**FRAZER-NASH.** The manufacturers have available for sale reconditioned and used cars from year 1926 to 1934, including all types. For full particulars apply Frazer-Nash Cars, London Rd., Isleworth. Hounslow 0011-0012. zzz-856

**£35** Single-seater Anzani NASH, chain drive, f.w.b., sprint model, colossal acceleration. Sports Spares, Chilworth St. Paddington 2309. 227-1101

**£57/10.** FRAZER-NASH 1½-litre, f.f.b., well-based wire wheels, new tyres, mechanically faultless; terms, exchanges. La Saltram Crescent, Shurland Rd., W.9. Willesden 5407. 227-249

**£5** Deposit or 45 gns. cash. FRAZER-NASH, October, 1926, 1½-litre sports 4-seater, polished aluminium, f.w.b., rev. counter, fog-lamp, exceptionally fast; exchanges. List. Weekdays, Saturdays 9-9, Sundays 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. 227-270

**GWYNNE.**

**GWYNNE** 8hp 4-seater de luxe, low-pressure tyres, original paintwork, two owners, exceptional condition, 12 gns. E. H. Hora, Rainford Rd., Chelmsford. 327-n632

**SUPER-SPORTS** 8hp streamlined 2-seater, super tuned, very fast, taxed, £25. 46 Carshalton Park Rd., Carshalton. Wallington 4552. 227-460

**HILLMAN.**

**1935** HILLMAN Minx, 10hp 4-door sun saloon, blue, almost new, £100. Chambers and Bright, Ltd., 204-6 Gt. Portland St., W.1. Museum 6125-4. 227-1027

**NEWNHAMS** offer 1934 HILLMAN Minx de luxe saloon, beautiful condition, one owner, £88. Self-financed hire-purchase. 156 Streatham Hill, Tulse Hill. 156 Streatham Hill. Tulse Hill 6222. 227-96

**KIRKS.** HILLMAN Minx 1935 sunshine saloon, most attractive, maroon and black finish, bargain, guaranteed, £98.

**KIRKS.** 49 Praed St., W.2. Paddington 6049. Close 8 p.m. Thursdays, Sundays 1 p.m. 227-423



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

**HILLMANS**, 200 under £100. See page 22. 227-80

**58 Gms.** 1933 sunshine saloon **HILLMAN** Minx, mechanically guaranteed six months, a very smart car; exchanges, terms; third-party insurance. Open Sundays. Car Sales, 2 Bedford Park Corner, W.4 (adjoining Turnham Green Station). Chiswick 4815. 227-421

**NEWHAMS** for good **HILLMANS** at right prices. A few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

**1936** Minx Magnificent de luxe saloon, small mileage car, £145.

**1935** Minx fixed-head saloon, really beautiful order, £98.

**1934** Minx de luxe sun saloon, very carefully used, £85.

**NEWHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 227-148

**THE CAR MART, LTD. HILLMAN.**

**1933** **HILLMAN** Minx sun saloon, finished in maroon, £75.

**832** **FINCHLEY RD.**, N.W.11. Speedwell 7841. 227-58

**1934** **HILLMAN** Minx Club saloon, in excellent condition, maroon, taxed for year, £85. King Hall, Ltd., 58 Manchester St., W.1. Welbeck 1301-2. 227-52

**1933** **HILLMAN** Minx 4-door saloon, in excellent condition throughout, £60. Terms and exchanges. Paris, Ltd., 114-118 Kentish Town Rd., N.W.1. Phone, Gul. 1751. Open Sunday mornings. 227-184

**HILLMAN** 1935 Minx sunshine de luxe, dark blue, upholstered to match, mileage 11,000, owner going abroad, £110. Below.

**1935** (January) Minx sunshine, black-brown interior, one owner throughout, well kept, guaranteed, £100. Below.

**1933** (March) Minx de luxe sunshine, black-brown wheels and upholstery, all tyres practically new, exceptional condition, £78. Below.

**1932** Minx sunshine de luxe, blue-black, A.1 lot, selling for private owner, £65. Below.

**1932** (June) Minx 4-seater tourer, brown, 23,000 miles, new tyres, perfectly kept, £60. Below.

**SMITH AND HUNTER, LTD.** Rosemore Court, 57 Park Rd., N.W.1 (Baker St. Station). Ambassador 1011. Daily 9-8, Sunday 10-1. 227-173

**AUTOSNIPS.**

**£89.** 1934 **HILLMAN** Minx de luxe saloon, one owner, small mileage, as new.

**£65.** 1935 **HILLMAN** Minx 4-door saloon, immaculate condition.

**OPEN** weekdays 9-8.30; Sundays, 10-1. Deferred terms up to 24 months. Part exchange; any trial or inspection. Autosnips, 5-7 High Rd., Balham Phone 1509. 227-360

**HILLMAN** Minx 1934 de luxe sunshine saloon, free wheel, excellent condition, terms exchanges, £70. Fred Guy, 198 King St., Hammersmith. Riverside 4632. 227-394

**1936** Minx Magnificent sunshine saloon, mileage 2,100, as brand new, taxed year, cost £175, bargain £135. Speechleys, 395 Edgware Rd., W.2. Ambassador 1300. 227-1109

**1935** **HILLMAN** Aero Minx foursome coupe, in beautiful condition, £125. Broadway Motors, 167 Gt. Portland St., W.1. Welbeck 8874. 227-254

**1936** **HILLMAN** Minx, magnificent de luxe, 1,000 miles only, taxed, £147 10s.

**LIDDAMORE MOTORS**, 702 High Rd., Tottenham, N.19. Tottenham 2321. Open Sunday 10-1. 227-246

**£79/10.** 1934 **HILLMAN** Minx sun saloon de luxe, carefully maintained.

**£142/10.** 1936 **HILLMAN** Minx sun saloon, negligible mileage, as new.

**WARDS**, 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-295

**COOKES MOTORS** offer 1935 **HILLMAN** Minx de luxe saloon, sun roof, leather upholstery, bumpers, £99. 9-11 High St., Sutton. Phone 3800. Open Sundays 9-1. 227-314

**1935** **HILLMAN** 10-4 Minx saloon de luxe, one owner only, small mileage, finished black and brown, £115. Reys Motors, Ltd., 173 Gt. Portland St., W.1. Welbeck 2984. 227-324

**HILLMAN** Minx, 1933 Salmson foursome coupe, £72 10s. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 6035); and at 62 High Rd., Chiswick (Chiswick 4716). 227-1085

**HARRY NASH.** **HILLMAN** Minx, 1936 de luxe sunshine saloon, blue, approximately 4,000 miles, leather upholstery, bumpers, taxed, as new throughout, genuine bargain, £149 10s. Below.

**HILLMAN** Minx, 1934 de luxe sunshine saloon, almond-black, free wheel, leather upholstery, taxed, original tyres, magnificent throughout, £79 10s. Harry Nash, 348 King St., Hammersmith. Riverside 2837. 227-1059

**NAYLOR AND ROOT, LTD. HILLMAN** Minx.

**£115.** 1935 Minx de luxe saloon, birch grey, red hide, smart.

**£89.** 1934 Minx de luxe saloon, black, brown hide, smart car.

**£68.** 1933 Minx de luxe sun saloon, leather, Triplex, bumpers, choice three.

**£69.** 1933 Minx sports tourer, black and green, smart and speedy.

**ONE-QUARTER** deposit, balance 24 months. Exchanges. Three months' guarantee. Any model sent 100 miles without obligation.

**NAYLOR AND ROOT**, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8; Sundays, 10 to 1. 227-224

**1934** **HILLMAN** Minx sunshine saloon in really exceptional condition, £75. Campbell Motors (Pollards 1044), 1,520 London Rd., N.16. 227-218

**TANKARD AND SMITH** offer three genuine **HILLMAN** Minx special bargains.

**£56!!!** 1933 **HILLMAN** Minx 4-door de luxe sunshine saloon, maroon and black, in good condition. Below.

**£65!!!** 1933 **HILLMAN** Minx 4-door de luxe sunshine saloon, blue and black, and absolutely perfect, extras include 4-speed gearbox, good tyres, two careful owners. Below.

**£95!!!** 1935 **HILLMAN** Minx full de luxe sunshine saloon, sliding roof and leather upholstery, genuine mileage 16,000, but really has been kept in first-class order; terms and exchanges. Tankard and Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. 227-414

**HILLMAN**, 1933 and 1934 10hp sunshine saloons, £62, £85; also others. Kings, 322 Fore St., Edmonton, N.9. 227-476

**£89.** Full de luxe 1934 **HILLMAN** Minx sunshine saloon, maroon and black, free wheel, one owner. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open weekdays. 227-470

**£80.** 1934 **HILLMAN** Minx sunshine saloon de luxe, equipped, completely overhauled, taxed, absolutely perfect condition throughout, also another, just rebored, £82 10s.; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8231. 227-454

**£97/10.** 1935 **HILLMAN** Minx sun saloon de luxe, equipped, 11,000 miles only, condition absolutely as new; also choice of another, 5,000 miles only; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kensington 8231. 227-452

**£8** Deposit or 79 gns. cash. **HILLMAN** Minx, late 1934 de luxe 4-door coachbuilt sunshine saloon, grey and black, red leather upholstery, two new Dunlop 90s, carefully used, excellent condition; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-271

**HUMBER.**

**£29!!!** 1929 9hp de luxe 4-seater tourer, very good condition throughout, bargain. Morgan Hastings, Ltd., 212 New King's Rd., S.W.6. Renown zzz-538

**HUMBERS**, 200 under £100. See page 22. 227-81

**HUMBER** 1929 9 4-door coachbuilt saloon, maroon, hide upholstery, reliable condition, £45. Smith and Hunter, Ltd., 57 Park Rd., N.W.1 (Baker St. Station). Ambassador 1011. 227-175

**ABSOLUTELY** super 9hp **HUMBER** 4-door coachbuilt blue saloon de luxe, one of the latest models, licensed, five practically new tyres, coil ignition, wire wheels, oversize sound batteries, dynamo, Autovac, finest hide upholstery, spotless, twin electric wipers, large long-range headlights, roomy body, sound mechanical condition, engine just had £10 overhaul, unused since, most economical oil-petrol, beautifully kept, quality car costing £325, immaculate showroom condition, guaranteed, 59 gns. Taylors, 278 Wheeler St., Lozells, Birmingham. Northern 2951-2. 227-51

**J.M.B.**

**£4** Deposit or 35 gns. cash. **J.M.B.**, 1934, 4.97hp J.A.P., three-wheeler, black and cream, three speeds and reverse, speedometer, small mileage, very good condition; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-262

**JOWETT.**

**JOWETT.** Manchester. 1932, 1933, 1934, 1935 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales: Saxon Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-294

**JOWETTS.** A.V. Motors, Ltd., of Teddington, have the largest stock of used Jowetts in London. Prices ranging from £10 to £130, every car over £40 overhauled and guaranteed in sound mechanical condition, as under.

**1927-9** Tourers, £10-£20; 1930 saloons, £30-£40; 1932 saloons, £60-£70; 1935 saloons, £70-£85; 1934 saloons, £80-£95; 1935 saloons, £110-£130.

**FOR** second-hand list phone Kingeton 0710. 277-328

**1935** **JOWETT** 4-door 6-light sun saloon, taxed year, 9,000 miles, exceptional condition. £112 10s. Chambers and Bright, Ltd., 204-6 Gt. Portland St., W.1. Museum 6125-4. 227-1026

**WESTMINSTER BRIDGE GARAGE** for **JOWETT**: SALES, spares, service.

**1936** Jason 10hp saloon, shop-soiled only, £189.

**1932** Saloons, guaranteed for six months, £60 to £70.

**1931** Saloon, taxed, Black Prince, £65.

**1931** Saloons, long, coachbuilt, £55 to £60.

**1927** Tourers from £10.

**1936** Models in stock. Terms, exchanges.

**LAMBETH PALACE RD.** (opposite County Hall), S.E.1. Waterloo 5279. zzz-525

**JOWETTS**, 200 under £100. See page 22. 227-82

**JOWETT** Long 2-seater, £10 10s.

**JOWETT** long 4-seater, £10 10s. Both sound cars. Lovatt, Jowett expert, Streatham Rd., Mitcham. zzz-530

**JOWETTS** are required, repaired and sold by the Pioneers, Royal Forest Garage, Chingford, E.4. Silverthorn 2200. zzz-551

**£15/10.** 1928 **JOWETT** 7 4-seater tourer, long chassis, bargain.

**WARDS**, 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-296

**1931** **JOWETT** tourer, long chassis, £35, excellent condition. 1150 London Rd., N.16. Pollards 4823. 227-379

**AUTOSNIPS.**

**£79.** 1933 **JOWETT** Kestrel de luxe saloon, sun roof, 4-speed, one owner, as new.

**OPEN** week-days 9-8.30; Sundays, 10-1. Deferred terms up to 24 months. Part exchange; any trial or inspection. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-355

**JOWETT** 1927 long-chassis 2-seater. £12 10s. Yarwoods, Stoneleigh South, High Rd., Tottenham. Phone 3122. 227-548

**KIRKS.** 1931 **JOWETT** Black Prince long-chassis sunshine saloon, wire wheels (tax £5 5s. per annum), in immaculate condition, guaranteed, £48.

**KIRKS**, 49 Praed St., W.2. Paddington 6409. Close 8 p.m. Thursdays, Sundays 1 p.m. 227-427



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

**1933 JOWETT** Kestrel saloon, £78, mileage 25,000, 4-speed, taxed year. 111, Dover Rd., Folkestone. 227-n580

**1933 (Late) JOWETT** long coachbuilt sun saloon, mechanically perfect, beautiful appearance, three months' guarantee, £72. Deferred terms. Martins Motors, 18a Herbrand St., Russell Square, W.C.1. Terminus 4464. 227-127

**JOWETT 1934** Kestrel 4-door sunshine, black-gren leather, mileage 14,000, indicators, various extras, faultless condition, £95. Smith and Hunter, Ltd., 57 Park Rd., N.W.1. (Baker St. Station.) Ambassador 1011. 227-174

**JOWETT, 35 gns.!!!** 1930 Jowett long 4-door saloon, several really good tyres, very fine engine overhauled last year, bumpers, electric wiper, taxed, super-clean body, very easy hire-purchase terms, trial-exchange. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-199

**JOWETT 1924** (August) long saloon, fully equipped, new condition, taxed, insured, £29. 29 Laurel Avenue, Twickenham. 227-n608

**PATER** for good JOWETTS. 1931 de luxe saloon, sunshine roof, dipping headlights, marvellous appearance and condition, very little used, 60 gns., and worth every penny. 1928 saloon, very clean, good order, 18 gns. 1926 tourer, 12 gns. 1926 chummy, 8 gns. 1929 chummy, 15 gns. 1935 saloon, 80 gns. Pater, The Jowett King, Bedford. Phone 3319. 227-100

**1933 JOWETT** Kestrel de luxe saloon, low mileage, £75. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m., Sunday mornings. Wembley 3888-9. 227-121

**NAYLOR AND ROOT.** 1935 JOWETT de luxe sunshine saloon, one owner, very small mileage, privately used, well recommended, £110; terms, exchanges. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 227-244

**ROWLAND SMITH (MOTORS), LTD.**

**JOWETTS.** 1936 models and comprehensive selection of used Jowetts always in stock. List free. Terms, exchanges. Rowland Smith. Below.

**£10** Deposit or £95 gns. cash. 1935 long-chassis 4-door coachbuilt sunshine saloon, black, bumpers, trafficators, one owner, carefully used, spare tyre unworn, practically new condition, taxed.

**£9** Deposit or 85 gns. cash. Late 1934 long-chassis 4-door sunshine saloon, black, one owner, carefully used, excellent condition, taxed, choice of six.

**£4** Deposit or 35 gns. cash. Late 1931 saloon, beige, wire wheels, taxed.

**£3** Deposit or 19 gns. cash. 1929 tourer, blue, excellent condition.

**10 Gns.** 1924 model long-chassis tourer, maroon, excellent tyres, very good condition.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays, 9-9; Sundays 9-1. Hampstead 6041. 227-287

**JOWETT** at Buntings Motor Exchange. 1935 saloon, £110; 1935 Kestrel, four speeds, £80; 1932 de luxe long saloon, £65; 1931 ditto, £50; others, £5 upwards. Phone, Harrow 1908. 227-456

**1932 JOWETT** 4-door coachbuilt sunshine saloon, taxed, £60; others in stock. Kings, 322 Fore St., Edmonton, N.9. 227-480

**LAGONDA.**

**THE CAR MART, LTD. LAGONDA.**

**1935 LAGONDA 10** Rapier 4-door pillarless sun saloon, finished in dual grey, passed and guaranteed by makers, £225.

**832 FINCHLEY RD., N.W.11.** Speedwell 7841. 227-60

**LAGONDA** Rapier sports 4-seater, superb order, Lowner buying saloon, £190. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 227-346

**LANCHESTER.**

**LANCHESTER 10, 1933** coachbuilt sun saloon de luxe, immaculate condition, 100 gns. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 6033), and at 62 High Rd., Chiswick (Oxswick 4716). 227-1084

**COOKES MOTORS** offer 1933 LANCHESTER 10hp drop-head coupe, with dickey, special body, cost £400, equal new, £110. Also 1935 10hp sportsman's 4-seater coupe. 9-11 High St., Sutton. Phone 3800. Open Sundays 9-1. 227-313

**NAYLOR AND ROOT.** 1935 LANCHESTER 10 foursome sun coupe, grey, preselecta, faultless condition, £120.

**NAYLOR AND ROOT.** 1934 LANCHESTER 10 de luxe, 4-door 4-light saloon, sun roof, almost new tyres, black, brown, £148.

**NAYLOR AND ROOT.** 1935 LANCHESTER 10 de luxe 4-door saloon, sun roof, good tyres, very fine condition, £105. Exchanges, terms over 24 months. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 227-225

**£12** Deposit or 115 gns. cash. LANCHESTER 10 1935 model coachbuilt Mulliner foursome coupe, sliding head, blue, preselector, rear trunk, trafficators, two new tyres, spare unworn, carefully used, excellent condition; exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-260

**LEA-FRANCIS.**

**LEA-FRANCISES, 200** under £100. See page 22. 227-83

**£69.** Probably the finest condition supercharged 12-40 open sports LEA-FRANCIS, unused since complete overhaul, one owner only. 243 Maida Vale, Kilburn, W.9. 227-134

**M.G.**

**1932 M.G. MAGNA** super-sports 2-seater, very fast, exceptional condition, £79. Rite Motors, 280 High Rd., Balham, S.W.12. Battersea 3260. 227-409

**COMERFORDS.** 1935 M.G., P-type, MIDGET 2-seater, perfect condition, one owner from new, £125, down payment £25, balance over 12, 18 months or two years. Below.

**M.G. MIDGET, 1930** 2-seater, excellent condition, £35, down payment £10. Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Phone, Emberbrook 2323-4. 227-411

**1935 P-type MIDGET** 4-seater, property of real enthusiast, very carefully treated, oil and water temperature gauges, Aero screen, thermostat and tonneau cover, new steering box, new valves and springs, exceptionally fast, duo-blue, £155. Box 9370, care of "The Light Car." 227-n634

**£49.** 1931 MIDGET sportsman sunshine coupe, taxed, smart, fast. Also Midget 2-seater, in nice order, £32; hire-purchase, exchanges. 243 Maida Vale, Kilburn, W.9. 227-135

**M.G. MIDGET 2-seater,** folding screen, rear tank, large sump, taxed, remarkable condition, £50. Ward-Co! Motors, Ltd., 47 West End Lane, N.W.6. Maida Vale 2245. 227-73

**1932 M.G. MAGNA** sports tourer, indistinguishable from new, £67 10s.

**1930-1 M.G. MIDGET** 2-seater sports, many extras, £43. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m.; Sunday mornings. Wembley 3888-9. 227-122

**1933 M.G. de luxe super-sports** 2-seater, finished in duo-blue, many extras, 85 gns. Elite Motors, 959 Garratt Lane, Tooting, S.W.17. Wimbledon 2925. 227-212

**£42/10.** M.G., 8hp, M-type sports 2-seater, taxed, blue, good tyres, battery and hood, quiet gears, good brakes, excellent engine; exchanges, terms. The M.G. Specialists, 1a Saltram Crescent, Shirland Rd., W.9. Willesden 5407. 227-250

**M.G. MIDGET, 1936** 9hp PD 2-seater, finished in duo tone red, fitted with two spare wheels, bonnet straps, etc., only run 2,288 miles, owner reluctantly selling, cost when new £222 plus extras, our special bargain price, £175. Also M.G., 1936 series PA 2-seater, black and blue, mileage 5,000, several special fittings, in new condition throughout, £160. Exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Phone, Croydon 1977. 227-259

**M.G., 1933 J2 MIDGET** 2-seater, condition as brand new, overhauled and tuned, cellulosed racing green, 90 gns.; three months' guarantee; own hire-purchase. Ruffels Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. Open to 8 p.m. 227-1091

**£11** Deposit or 105 gns. cash. M.G. MAGNA 1934 Model L-type 4-seater, black, cream wheels, three new Dunlops, excellent condition; exchanges, list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-272

**NAYLOR AND ROOT.**

**1935 MIDGET** P-type 2-seater, black, as brand new, £144.

**1935 MIDGET** P-type 4-seater, blue, as brand new, £150.

**1934 MIDGET** P-type 2-seater, black, good tyres, choice of two, £120.

**1934 MIDGET** J2 2-seater, red, extras, fast car, £100.

**1933 MIDGET** J1 4-seater, black-green, as new, £95.

**1933 MIDGET** J2 2-seater, green, good tyres, etc., £89.

**1933 MAGNA** L-type sports foursome coupe, sun roof, extras, beautiful condition, £99.

**1932 MAGNA** sports 4-seater, black, green, hide, spring steering, fast car, £75.

**1932 MIDGET** 2-seater, black, red or green, fast, £65.

**ONE-QUARTER** deposit secures delivery, balance 24 months. Exchanges. Any model sent 100 miles without obligation.

**NAYLOR AND ROOT, LTD.,** 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 227-226

**AUTOSNIPS.**

**£52.** 1931 M.G. MIDGET 2-seater sports, nice condition, taxed. Terms, exchanges. Open week-days, 9-8.30; Sundays, 10-1. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-355

**RAYNES PARK MOTORS.** 1933 J2 M.G. MIDGET 2-seater, in international racing green, four new tyres fitted, with cylinder liners, brakes refined, in absolutely showroom condition, the finest value offered in Midgets, £85. Exchanges and deferred terms. Lambton Rd., Raynes Park, S.W.20. Wimbledon 1741. Open Sunday mornings. 227-372

**1933 M.G. MAGNA** 2-seater, new hood, etc., super-clean, £95.

**1934 M.G. MIDGET** 2-seater, black and red, £95.

**1934-5 Series M.G. MAGNA** saloon, like new, £150. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 227-356

**M.G.s, 200** under £100. See page 22. 227-84

**£49.** 1932 model M.G. MIDGET coachbuilt sports coupe, sliding roof, taxed, finished Cambridge blue, mechanically excellent. Gatehouse Motors, 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 227-469

**ROWLAND SMITH (MOTORS), LTD.**

**M.G. MIDGETS.** List free. Terms. Exchanges. M. Rowland Smith. Below.

**£12** Deposit or 115 gns. cash. 1933 J3 2-seater, duo-red, quick-fillers, large rev. counter, bonnet strap, Ashby wheel, stoneguards, etc., very good tyres, carefully used, excellent condition.

**£12** Deposit or 115 gns. cash. 1934 P-type 2-seater, duo-green, tyres practically unworn, carefully used, excellent condition.

**£10** Deposit or 95 gns. cash. 1934 model, J2 2-seater, duo-red, Ashby wheel, fine new tyres, carefully used, excellent condition. Choice of six.

**£10** Deposit or 95 gns. cash. 1932 model, Montlhery 2-seater, green, outside exhaust, remote control, large rev. counter, stoneguard, etc., excellent condition.

**£8** Deposit or 79 gns. cash. 1935 J2 2-seater, duo-green, good tyres (three new), excellent condition.

**£5** Deposit or 45 gns. cash. 1930 sports 2-seater, red and black, big sump, ribbed brakes, carefully used, excellent condition.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube.)** Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 227-286

**100 Gns.** 1934 M.G. P-type super-sports 2-seater, taxed, completely overhauled and reconditioned to new, recellulosed, new tyres. Exchanges, terms. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2253. 227-442



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

**M.G. MIDGET**, 1932 series, coachbuilt, black, excellent tyres and battery, absolutely sound, taxed, insured, Sept., £55. 16 Tower Hamlets Rd., Walthamstow, E.17. 228-x118

**MORGAN.**

**MORGAN.** Maskells 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.** Homacs, the official London Morgan Service Depots, have a number of well-selected second-hand Morgans for disposal, all of which have been carefully overhauled, and we can guarantee satisfaction. Write for list or new catalogue. Exchanges and deferred terms arranged. 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-25

**MORGAN** Service Depot. Officially appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homacs, 245 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

**£34.** Super-sports MORGAN, 1931 body, perfect condition, three new tyres, new chains, sprockets, rebored, bills shown. Per. 3670. 227-n724

**AERO MORGAN**, f.w.b., good running order, £8 10s., bargain, after 7. 18a Lancelot Rd., Wembley. 2271n732

**1928** Aero MORGAN, w.c. J.A.P., f.w.b., excellent hood, very sound, £22. Campbell Motors (Pollards 1044), 1520 London Rd., Norbury, S.W.16. 227-214

**NAYLOR AND ROOT, LTD. MORGANS.**

**LARGEST** stockists in England.

**£75.** 1934 super-sports o.h.v. J.A.P., 3-speed spare wheel, etc.

**£65.** 1935 super-sports, o.h.v., spare wheel, 3-speed, starter, fast.

**£39.** 1929 super-sports, o.h.v. J.A.P., f.w.b., repainted, fast car.

**£65.** 1934 sports, o.h.v., Matchless, 3-speed, spare, starter, as new.

**£59.** 1933 sports, o.h.v. J.A.P., 3-speed, starter, good tyre, fast.

**£59.** 1934 Family de luxe, 3-speed, starter, side screens, very smart.

**£42.** 1932 Family 4-seater, 3-speed, good tyres, black-red, smart.

**£89.** 1935 super-sports, o.h.v., duo-green, spare wheel, absolutely unscratched.

**£99.** 1936 Family de luxe, 4-cylinder, 4-seater, blue, 480 miles, unmarked.

**£15.** 1929 Family 4-seater, J.A.P. dynamo, good tyres, very clean.

**£32.** 1930 Aero o.h.v. Anzani, f.w.b., dynamo, aero screens, smart.

**£26.** 1928 Aero 10-40 o.h.v. J.A.P., dynamo, good tyres, very fast.

**£24.** 1929 Aero o.h.v. Anzani, dynamo, good tyres, sporty and smart.

**ENJOY** the comfort and cleanliness of a MORGAN at motorcycle cost. One-quarter deposit secures delivery, balance over any period up to 24 months. Let us quote. Any model sent 100 miles free. Three months' guarantee with all over £40.

**NAYLOR AND ROOT, LTD.** 120 High St., Tooting, S.W.17. Streatham 4020. Open 9 to 8 (Wednesday 1 p.m.); Sunday 10 to 1). 227-238

**MORGAN**, 1935 sports 3-speed and reverse, starter, spare wheel, new tyres, fast £55; terms, exchanges. Palmers, 81 Stanley Rd., Teddington, Middlesex. Moseley 1646. 227-203

**£25!!!** MORGAN super sports 2-seater, outside exhaust pipes o.h.v., cycle-type wings, aero screens, finished duo-tone blue, good hood and tyres, engine recently completely overhauled. Terms, exchanges. Period Motors, 49 Fortess Rd., Kentish Town, N.W.5. Gulliver 2251. 227-316

**MORGAN.** 1930 (March) super sports Aero, M chassis, o.h.v. J.A.P., good tyres, faultlessly kept, £45. Smith and Hunter, Ltd., 57 Park Rd., N.W.1 (Baker St. Station). Ambassador 1011. 227-171

**£52!!!** 1933 sports 2-seater, tuned high compression 10-40 water-cooled J.A.P. engine, with polished exterior, Amal carburettor, terrific acceleration, Lucas horn and wiper, V screen, self-starter, all sound tyres, chromed radiator, whole car faultlessly maintained by Morgan enthusiast, and has only done a low mileage. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-195

**1920** MORGAN 4-seater, large port, J.A.P. engine, three new tyres, in excellent condition, £15. Terms and exchanges. Earl's, Ltd., 114-118 Kentish Town Rd., N.W.1. Phone, Gul. 1751. Open Sunday mornings. 227-185

**£80** or nearest offer, 1936 4-cylinder sports 2-seater MORGAN, cream and black, taxed December, 70 m.p.h. and over 50 m.p.g., private owner, very carefully used, can be seen and tried at 38 Redcliffe Square, S.W.10. 367-n609

**1928** Family MORGAN, taxed, good order, f.w.b., £8 to clear. 243 Maida Vale, Kilburn, W.9. 227-135

**£20.** 1928 MORGAN Aero 2-seater, o.h.v. Anzani, two speeds, black, red wheels, other Morgans from £35. Get list, free delivery and free tuition! Colmore Depot, 77 Station St., Birmingham. 227-62

**MORGANS.** F. H. Douglass, the Morgan specialist, has a large stock of sound Morgans for sale and a reputation to keep up. Try me for your Morgans. Every spare and every repair. Cash or hire-purchase terms. F. H. Douglass, the Morgan Specialist, St. Mary's Square, Ealing, W.5. Phone 0570. 227-213

**MORGAN.** Model F 2-seater, 1936 water-cooled 4-cylinder, small mileage, as new. 13 Abbey Terrace, West Twyford, N.W.10. 227-n427

**£22/10.** 1930 (September) MORGAN 4-seater, water-cooled J.A.P., self-starter, f.w.b., etc., genuinely sound and smart. Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1484-5. Open Sunday morning. 227-1097

**ROWLAND SMITH (MOTORS), LTD.**

**MORGANS.** List free. Terms, exchanges. Rowland Smith. Below.

**£7** Deposit or 65 gns. cash. October, 1934, 9.30hp 4-cylinder Family model, green, cream wheels, 3-speeds and reverse, l.w.b., three new tyres, excellent condition, taxed.

**£4** Deposit or 39 gns. cash. 1932 Family, w.c. J.A.P., green and black, 3-speeds and reverse, electric starter, f.w.b., reduced steering, one owner, very good condition.

**£6** Deposit or 55 gns. cash. 1934 model Family, w.c. J.A.P., black, cream wheels, 3-speeds and reverse, electric starter, f.w.b., spare wheel, two new tyres, excellent condition, taxed.

**£3** Deposit or 25 gns. cash. 1928 Aero, racing o.h.v. J.A.P., maroon, l.w.b., straight-through exhausts, hood, new tyre, excellent condition.

**£3** Deposit or 25 gns. cash. 1930 Aero, J.A.P., ivory and black, f.w.b., reduced steering.

**£3** Deposit or 23 gns. cash. July, 1930, Family, J.A.P., blue, dynamo, carefully used, excellent condition, taxed.

**14** Gns. 1925 Aero, o.h.v. Anzani, red and black, dynamo, hood, straight-through exhausts, Aero screens, two new tyres.

**12** Gns. Registered 1927 Aero, J.A.P., green and cream, f.w.b., straight-through exhausts, hood, reduced steering, very good condition.

**12** Gns. 1927 Family, J.A.P., blue and red, f.w.b., hood, carefully used, excellent condition.

**ROWLAND SMITH**, Hampstead High St. (Hampstead Tube.) Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041. 227-284

**MORGAN**, 1930, AERO sports, water-cooled, perfect. £25. Barnes, Church Walk, N.W.3. Hampstead 2221. 227-260

**MORRIS.**

**MORRIS** 8hp, 1935 2-door sunshine de luxe saloon, excellent condition, £89. Supplied on our No-deposit terms. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Frobisher 3037-8. zzz-297

**1935** MORRIS 8 de luxe sun saloon, black and blue, one owner, well kept, £97 10s. Westminster Bridge Garage, Lambeth Palace Rd. (opposite County Hall), S.E.1. Waterloo 5279. zzz-411

"LONDON'S promise a fair deal."

**INCLUDED** in our stock of over 100 carefully chosen light cars, at prices ranging from £25 to £200, are a number of MORRIS, offering unusually good value. Write, call or phone for free bargain list; any car willingly sent on approval up to 100 miles without obligation; terms over 12, 18, 24 months. London Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). 228-918

**£95.** 1935 MORRIS 10-4 4-door sunshine saloon de luxe, low mileage, almost new condition. Below.

**£80.** 1934 MORRIS 10-4 4-door sunshine saloon de luxe, exceptionally good condition throughout. Below.

**£77.** 1934 MORRIS 10-6 4-door sunshine saloon de luxe, splendid car, magnificent condition. Below.

**£80.** 1935 MORRIS 8 2-door sunshine saloon de luxe, low mileage, almost new condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 227-1070

**£44!!!** MORRIS MINOR, 1932 side-valve 2-seater, reconditioned engine, five good oversize tyres, hood cover, etc., doctor owner since new, a really unique motor. Patrick Motors, 1111 Fitchley Rd., Golders Green (adjacent "Royal Oak"). 227-292

**MORRIS**, 200 under £100. See page 22. 227-85

**1931** MORRIS MINOR side-valve sun saloon, £35, perfect condition. 1150 London Rd., Norbury. Pollards 4825. 227-384

**MORRIS** 8 1935 open 4-seater, taxed, excellent car, £85. Below.

**MORRIS** 8 1935 de luxe sunshine saloon, exceptional condition, £85. Below.

**MORRIS** MINOR 1934 4-door de luxe sunshine saloon, splendid condition, £68. Below.

**MORRIS** MINOR 1933 2-door de luxe sunshine saloon, taxed, excellent condition, £60. Below.

**MORRIS** MINOR 1931 (June) side-valve saloon, taxed, good car; terms, exchanges; £55. Fred Guy, 198 King St., Hammersmith. Riverside 4652. 227-390

**1929** MORRIS MINOR saloon, £19 10s., splendid condition. 1150 London Rd., Norbury. Pollards 4825. 227-383

**1935** MORRIS 10-4 de luxe saloons, low mileage, choice of several in all standard colours, from £105. Exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 3884. 227-375

**1933** MORRIS MINOR 2-seater, 4 speeds, taxed year, perfect. £52. Gwynne-Vaughan, 1 Princes Rd., Holland Park. Park 4773. 227-1106

**RAYNES PARK MOTORS.** 1930 MORRIS MINOR saloons; choice of two; £20. Exchanges and deferred terms. Lambton Rd., Raynes Park, S.W.20. Wimbledon 1741. Open Sunday mornings. 227-374

**MORRIS** 1934 Family 8 4-door saloon, one owner, excellent condition, £85; exchanges and terms. Palmers, 53 York St., Twickenham. Popesgrove 2241-2. 227-364

**AUTOSNIPS.**

**MORRIS** 8 1935 de luxe saloon, sun roof, leather upholstery, one owner, small mileage, as new, £89.

**1931** MORRIS MINOR side-valve 2-seater, good condition, £35.

**MORRIS** MINOR 1933 de luxe saloon, very nice condition, £59.

**MORRIS** MINOR 8hp saloon, very nice condition, taxed, £25. Terms and exchanges. Open weekdays, 8-8.30; Sundays 10-1. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-358

**1933** MORRIS MINOR 2-seater, exceptionally clean car with many extras, taxed, £49. 12 Kentish Town Rd., N.W. Gulliver 1217. 227-x128

**£31.** Open 2-seater, 1931 o.h.v. MORRIS MINOR, very good condition. 94 Glendon Rd. Phone, Streatham 5528. 227-n728

**MORRIS** 10hp, 1936 saloon, 4-door, small mileage, M as new, taxed year, accept £145. 69 St. Paul's Avenue, Willesden Green, London. 227-413

**WALDRON MOTOR MART.** £98, late 1935 MORRIS 10 de luxe sunshine saloon, one private owner from new; exchanges and deferred terms. 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 227-402

"HOW TO DRIVE A CAR." A complete guide to the finer points of car control. 2s. 6d., net. 2s. 9d. by post.



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

**£97/10.** 1935 MORRIS 8 4-door saloon, sun-shine roof, leather, bumpers, luggage grid, safety glass, trafficators, small mileage, one owner only, condition as new throughout, taxed. Below.

**£89/10.** 1934 MORRIS 10 special sunshine four-seater, some coupe, leather, very smart and attractive car, carefully used, superb condition throughout. M. T. Lane, 65 Old Town, Clapham, Macaulay 2546.

**£48.** Taxed. Late 1932 side-valve MORRIS MINOR 2-seater, green and black, good tyres and hood, Magna wheels, excellent runner, six months' written guarantee; exchanges; easy terms, with third-party insurance. Magna Motors, 248 High St., Harlesden, N.W.10. Willesden 3865. 227-405

**1933 1/2** MORRIS MINOR 2-seater, four speeds, good condition, taxed; quick sale, £40. Phone, Streatham 1020 or Uplands 2394. 227-n597

**MORRIS.** 1935 10-6 saloon, showroom condition throughout, blue, £115. Renault Sales, Surbiton Hill Rd., Surbiton, Elmbridge 1873. 227-129

**HUMPHREYS, LTD.** 1934 MORRIS 8 2-seater, exceptionally well kept, tiny mileage, very sound mechanically, unusually fine appearance, £67 10s.; terms, exchanges. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-154

**£29.** Snip. 1931 MORRIS MINOR side-valve 2-seater, nice condition. 243 Maida Vale, Kilburn, W.9. 227-136

**MORRIS 8s.** 1935 4-door sunshine, black-red, carefully kept order, full guarantee, £98. Below.

**1935** (April) 2-door sunshine, green, Triplex throughout, mileage 12,000, excellent order, £93. Below.

**1935** Sports 2-seater, red-black, trafficators, bumpers, exceptionally attractive, guarantee given, taxed, £85. Below.

**1935** 2-door saloon, black-red, reg. BPK 905, selling for private owner, special bargain, £80. Below.

**SMITH AND HUNTER, LTD.**, Rosemore Court, 57 Park Rd., N.W.1. (Baker St. Station.) Ambassador 1011. Daily 9-8, Sunday 10-1. 227-470

**MORRIS MINORS.** 1934 (January) sunshine saloon, dark blue, under 15,000 miles, very good tyres, privately used, £72. Below.

**1934** (April) 2-seater, dark blue, one private owner, mileage 13,000, full guarantee, £68. Below.

**1933** Sunshine saloon, leather upholstery, four new tyres, grid, bumpers, taxed June, £62. Below.

**1932** 2-seater, blue-brown upholstery, recently rebored, one change ownership, exceptional lot, £47. Another, £45. Below.

**SMITH AND HUNTER, LTD.**, Rosemore Court, 57 Park Rd., N.W.1. (Baker St. Station.) Ambassador 1011. Daily 9-8, Sunday 10-1. 227-169

**MORRIS 10.** 1935 sunshine de luxe, Mack-blue leather, mileage 11,200, fullest equipment, £105. Below.

**1934** Sunshine saloon, dark blue, upholstered to match, privately owned car, usual guarantee, £95. Below.

**1933** Sunshine saloon, blue-brown upholstery, one change ownership, good tyres, bumpers, indicators, grid, £73. Below.

**SMITH AND HUNTER, LTD.**, 57 Park Rd., N.W.1. (Baker St. Station.) Ambassador 1011. Daily 9-8, Sunday 10-1. 227-168

**£56!!!** MORRIS 1935 8hp side-valve de luxe sun saloon, engine overhauled and guaranteed condition throughout, exceptional car; deposit £16, including tax and insurance. N. C. Dear Motors, 65, 66 Chalk Farm Rd., N.W.1. Gulliver 3552-3. 227-209

**1934** MORRIS 10-6 special coupe, completely overhauled, fully guaranteed, £105. Evans (Wimbledon), Ltd., Alexandra Rd. Wimbledon 3606. 227-252

**£84.** 1934 MORRIS 10-6 4-door sunshine saloon de luxe, exceptional condition.

**£67.** 1933 MORRIS FAMILY 8 4-door saloon, exceptional condition and appearance. H. C. Paul, Ltd., 90-2 Gt. Portland St., W. Museum 8464-5. 227-257

**PRIVATE** bargain. MORRIS FAMILY 8 1933 4-door sun saloon, blue, very good condition throughout, taxed December, £52. 25 Sandhills, Wallington, Surrey. 227-687

**MORRIS** 1935 10-4 open 4-seater, black-green, bumpers, indicators, really magnificent car, £89 10s. Below.

**MORRIS** 1935 (April) 10-4 de luxe sunshine saloon, black, small mileage, exceptional car, £110. Below.

**MORRIS** 1935 (March) 8hp 4-door de luxe sun-shine saloon, green-black, bumpers, trafficators, one private owner, excellent condition, £90. Below. Harry Nash, 348 King St., Hammersmith. Riverside 227-1063

**1931** MORRIS MINOR coachbuilt sunshine saloon, very clean, mechanically perfect, £35. Also 1930 Minor saloons from £20. Roy Motors, 10 Scampston Mews, Ladbrooke Grove, Ladbrooke 1603.

**BROADWAY MOTORS.** £39. 1931 MORRIS MINOR sunshine saloon, rebored, taxed, carefully used. Below.

**BROADWAY MOTORS.** £55. 1933 MORRIS MINOR 2-seater, four speeds, rebored, new hood, taxed, exceptional. Below.

**BROADWAY MOTORS.** £65. 1933 MORRIS MINOR coachbuilt saloon de luxe, four speeds, taxed, positively new. Below.

**BROADWAY MOTORS.** £75. 1933 MORRIS 10 sunshine saloon de luxe, small mileage, one owner, taxed. Below.

**BROADWAY MOTORS.** £95. 1935 MORRIS 8 sunshine saloon de luxe, small mileage, carefully used, taxed. Below.

**BROADWAY MOTORS.** £105. 1935 MORRIS 10 sunshine saloon de luxe, mileage 10,000 only, positively new. Motorcycles and three-wheelers exchanged. Deferred with third-party insurance. Broadway Motors, 67 High St., Hounslow. Phone 0175. 227-1089

**G.P.,** Balham. £56 10s. 1933 MORRIS MINOR de luxe saloon, 1935 condition, any trial.

**G.P.** £46 10s. 1932 (late) MORRIS MINOR sun saloon de luxe, in immaculate condition.

**G.P.** £28 10s. MORRIS MINOR sports 2-seater, coachbuilt, taxed, excellent condition. 2c Balham Hill. Macaulay 2910. 227-320

**£41!!!** Late 1932 coachbuilt 2-seater, finished green, new hood, good tyres, etc.; terms, exchanges. Period Motors, 49 Fortess Rd., Kentish Town, N.W.5. Gulliver 2251. 227-319

**NAYLOR AND ROOT, LTD.** MORRIS cars.

**£110.** 1935 MORRIS 10-6 de luxe saloon, as brand new, black.

**£110.** 1935 MORRIS 10-4 de luxe saloon, black-green, as new.

**£115.** 1936 MORRIS 8 de luxe 4-door sun saloon, green-black, 5,000 miles.

**£89.** 1935 MORRIS 8 de luxe sun saloon, blue-black.

**£89.** 1935 MORRIS 8 tourer, green, good tyres, fast car.

**£68.** 1934 MORRIS MINOR de luxe sun saloon, black, as new.

**£55.** 1935 MORRIS MINOR s.v. 2-seater, black, choice of three.

**£69.** 1933 MORRIS 10-4 de luxe sun saloon, green, smart.

**ONE-QUARTER** deposit, balance 24 months. Three months' guarantee; exchanges. Any model sent 100 miles without obligation.

**NAYLOR AND ROOT,** 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sunday, 10 to 1. 227-227

**1930** MORRIS MINOR saloon, one owner, taxed December, in superb order, £30. North 3663. 227-x122

**1933** MORRIS 10 de luxe sun saloon, mileage 20,000, taxed December, paintwork excellent, in superb condition, £67. North 3665. 227-x119

**O**UTSTANDING bargain. 1935 (April) MORRIS 8 4-door de luxe sun saloon, one owner, mileage 11,000, taxed, whole car like brand new, £85. North 3665. 227-x118

**1935** Open tourer, finished green and black, 8,000 miles only, taxed, £80. Terms and exchanges. Earls, Ltd., 114-116 Kentish Town Rd., N.W.1. Phone, Gul. 1751. Open Sunday mornings. 227-186

**NORTHFIELDS GARAGES.** MORRIS MINORS.

**1929** Saloon, blue, sound condition, £20.

**1930** Saloon, blue, taxed, really nice, £25.

**1931** Sun saloon, taxed, just overhauled, £38.

**1933** 2-seater, blue, taxed, new hood, etc.

**E**ACH carries six months' written guarantee.

**145** NORTHFIELD AVENUE, W.13. Ealing 0430. 227-71

**THE CAR MART, LTD.** MORRIS.

**1935** MORRIS 8 open tourer, finished in green, £95.

**1935** MORRIS 10 saloon de luxe, finished in red and black, renovated, £125.

**16** UXBRIDGE RD., Ealing, W.5. Ealing 3821. 227-59

**£92** 1931 MORRIS MINOR saloon, excellent condition, good tyres. Granville Motors, 330 Kennington Rd., S.E.11. Near Oval Tube. Open till 9 p.m. Reliance 5300. 227-68

**1935** (late) MORRIS 8 Series II 4-door de luxe saloon with sunshine roof, mileage 8,000, condition as new, perfect order throughout, £98 or near offer. Deferred terms could be arranged. T. Gibson, 16 Hill Drive, Kingsbury, N.W.9. 229-53

**1935** MORRIS 8 2-seater, taxed, £69. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 227-94

**NEWHAMS** offer 1935 MORRIS 10 de luxe saloon, one owner, beautiful condition throughout, £115. Self-financed hire purchase. 136 Streatham Hill. Tulse Hill 6222. 227-99

**P**ARWOODS CAR SALES offer!!! 1934 MORRIS MINOR sun saloon, taxed, in exceptional condition throughout, £66. Also—

**1934** MORRIS MINOR 2-seater, fitted with special engine, taxed, in superb condition, £65. Terms, insurances and exchanges. 89 East Hill, Wandsworth. Bat. 0445. 227-105

**£79** 1935 (late) MORRIS 8 saloon, mileage 7,000, one private owner, absolutely faultless. Deferred arranged. "Bungalow", Verbena Gardens, Hammersmith (near "Commodore"). Riverside 4126. 227-108

**1929-30-31** MORRIS MINOR saloons, several from £25. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m. Sunday mornings. Wembley 3888-9. 227-123

**1933** MORRIS MINOR 2-seater, four speeds, one owner, in excellent condition, £52. Campbell Motors (Pollards 1044), 1520 London Rd., Norbury, S.W.16. 227-217

**MORRIS MINOR** saloon, 1933, £50; fine condition. West, 80a Bromley Common, Kent. Hurstway 1840. 227-n581

**MORRIS** 8 4-door sunshine saloon, 1933, small mileage, property of engineer, absolutely first-class throughout, £75. Hire-purchase can be arranged. Sheppard, "Marie," London Rd., Ashford, Middlesex. 228-n701

**1932** MORRIS MINOR saloon, excellent condition. £50 or reasonable offer. Box 9386, care of "The Light Car." 227-n696

**COOKES MOTORS** offer 1935 MORRIS 8hp 2-seater, original condition, £77; also 1935 8hp 2-door de luxe saloon, £89. 9-11 High St., Sutton. Phone 3800. Open Sundays 9-1. 227-311

**1935** MORRIS 10 saloon de luxe, maroon and black, £95. Reys Motors, Ltd., 173 Gt. Portland St., W.1. Welbeck 2984. 227-326

**MORRIS MINOR,** 1934 sun saloon de luxe. £65. Below.

**MORRIS MINOR,** 1934 2-seater, £60. Below.

**MORRIS MINOR** 1931 coachbuilt sun saloon, £35. Below.

**MORRIS MINOR,** 1950 coupe, £27 10s. A.Z. Motors, 180 West End Lane, N.W.6. (Hampstead 6053); and at 62 High Rd., Chiswick (Chiswick 4716). 227-1085



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

**1933 MORRIS MINOR** 2-seater, exceptional condition throughout, four speeds, twin horns, twin wipers, spare wheel cover, good hood and screens, taxed, bargain, £47 10s. Terms, exchanges. S. A. Gilks, 26 Hugo Rd., Lady Margaret Rd., Tunell Park, N.19. 227-n635

**1935 MINOR** Series II 2-door de luxe, taxed, £87 10s., mileage 8,000. Below.

**1934 MINOR**, exceptionally good condition, taxed and insured, any examination or trial, de luxe, £65.

**1932 MINOR**, side-valve, splendid condition, sliding roof, any examination or trial, £45. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 227-1094

**1930 MORRIS MINOR** de luxe sunshine saloon, perfect, £29; payments. Oldfield, Pottery Lane, Holland Park. Park 1725. 227-350

**1935 MORRIS** 10 saloon de luxe, fine order, £100; 1934 10-6 saloon, small mileage, £90. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. Open Saturday afternoon and Sunday morning. 227-340

**LONDON BROTHERS** promise you a fair deal. Whitehorse Lane, South Norwood, S.E.25.

**MORRIS** 10, 1935 de luxe saloon, fitted sunshine roof, safety glass, leather upholstery, in first-class condition throughout, £110.

**MORRIS** 8, 1935, coachbuilt saloon, very moderate mileage, open for any trial, £79.

**MORRIS** 8, 1933 4-door family sun saloon, £55. Easy purchase facilities to suit individual requirements. Write for full list of bargains and booklet on easy purchase terms. London Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). 227-472

**MORRIS** 8hp 2-4-seater saloon from £25. Kings, 322 Fore St., Edmonton, N.9. 227-477

**BEST** value MORRIS cars. Below.

**1936 MORRIS** 10-4 series and full de luxe sunshine saloon, one owner, under 4,000 miles, positively as new, £149. Below.

**1934 MORRIS** 10-4 full de luxe sunshine saloon, one owner, small mileage, taxed, £95. Below.

**1934 MORRIS** 8hp full de luxe sunshine saloon, small mileage, excellent condition, £69. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 227-465

**£8** Deposit or 75 gns. cash. **MORRIS** 10, late 1935, 4-door sunshine saloon, black, trafficators, two new tyres, spare un worn, very carefully used, excellent condition. Exchanges. List. Weekdays, Saturdays, 9-9. Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-275

**£3** Deposit or 25 gns. cash. **MORRIS MINOR**, 1929, saloon, brown, excellent condition. Exchanges. List. Weekdays, Saturdays, 9-9. Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-274

**£9** Deposit or 89 gns. cash. **MORRIS** 8, 1936, Series I 2-door saloon, black, almost new condition. Exchanges. List. Weekdays, Saturdays, 9-9. Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-273

**OMEGA.**

**12** Gns. **OMEGA**, 1928 9.76hp J.A.P., sports 2-seater, green, dynamo, new tyre, very good condition, taxed. Terms, exchanges. List. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-263

**PEUGEOT.**

**£30**!! 1930 drop-head coupe, whole car completely reconditioned, engine and gearbox overhauled, oil consumption negligible, four low pressure Zig-Zags, a real snip. Terms and exchanges. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-197

**RALEIGH.**

**RALEIGH** 7hp car, 1934, one owner, first-class condition throughout, taxed, any trial, £49 10s. Haygarth, Duke St., Settle. 227-n666

**NAYLOR AND ROOT, RALEIGH** three-wheelers.

**ONLY** £4 tax, 50-55 m.p.g., 65 m.p.h.

**£72.** 1935 Safety 7 saloon, black and cream, one owner, as brand new.

**£65.** 1935 Safety 7 tourer, sidescreens, spare wheel, choice three.

**£52.** 1934 Safety 7 tourer, blue, good tyres, choice of four.

**£55.** 1935 parcelvan, 8 cwt., one owner, very little used, sound condition; another, 1934 model, £30.

**DEFERRED** terms: One-quarter deposit, balance 24 months. Your car, motorcycle or three-wheeler in exchange. Any model sent 100 miles without obligation.

**NAYLOR AND ROOT**, 120 High St., Tooting, S.W.17. Streatham 4020. Open 9 to 8 (Wednesdays 1 p.m.), Sundays 10 to 1. 227-239

**ROWLAND SMITH (MOTORS), LTD.**

**RALEIGHS.** List free. Terms, exchanges. Rowland Smith. Below.

**1936** 7.42hp saloon, black and ivory, brand new and unregistered; list price 105 gns., our price 85 gns.

**1936** 7.42hp sports 4-seater, duo-green, brand new and unregistered; list price 105 gns., our price 79 gns.

**£6** Deposit or 59 gns. cash. 1935 7.42hp sports 4-seater, duo-green, one owner, very small mileage, spare unused, practically new condition. Choice of 6.

**£6** Deposit or 59 gns. cash. June, 1935, 7.42hp saloon, black and ivory, small mileage, excellent condition.

**£5** Deposit or 49 gns. cash. Late 1934 7.42hp sports 4-seater, blue and grey, excellent condition.

**ROWLAND SMITH**, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041. 227-264

**RENAULT.**

**RENAULTS.** The following cars carry our usual guarantee, etc. Welham's **RENAULT** Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

**1935** 12hp Airsport saloon, in new condition throughout, metallic grey, £110.

**1934** 12hp saloons de luxe, large choice, from £85 to £100 each.

**1933** 12hp Speed Four saloon, black, unscratched condition, recently overhauled, £65.

**1931** 12hp Monaxix and Monastella saloons de luxe, all in good mechanical condition, from £40 each.

**RENAULTS**, Thirty in stock, Welham's Renault Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. 227-128

**1935 RENAULT** Airsport saloon, £215 model, with radio, £100. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 227-341

**RILEY.**

**RILEY** specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

**NAYLOR AND ROOT, RILEY** 9s.

**£159.** 1934 Monaco, preselecta, black and red, as brand new.

**£149.** 1934 Monaco, black and red, many extras, as brand new.

**£110.** 1933 Monaco, sun roof, almost new tyres, maroon-black.

**£89.** 1932 Monaco, sun roof, black and green, very fine car.

**£89.** 1932 semi-sports 4-seater, black, superb condition.

**£49.** 1930 Biarritz saloon, good tyres, black, very clean car.

**TERMS** over 24 months. Exchanges. Any model sent 100 miles without obligation.

**NAYLOR AND ROOT, RILEY** Specialists. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 227-243

**BRAGG** offers **RILEY** 9s from 19 gns.; 1928-31a purchased immediately; used spares and service. 2 Robsart St. Phone, Brixton 6496. zzz-473

**£29/10.** 1929 **RILEY** 9hp saloon, taxed, bargain. 91 Village Way, Ashford, Middlesex. 227-n665

**RILEYS**, 200 under £100. See page 22. 227-86

**1930 RILEY** 9 Special sports 2-seater, £30 recently spent on chassis, £50.

**1929 RILEY** 9 Monaco saloon, engine rebored, £50.

**1928 RILEY** 9 saloon, engine rebored, perfect condition, £25. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m. Sunday mornings. Wembley 3888-9. 227-125

**1936** (February) **RILEY** 1½-litre Falcon de luxe saloon, preselelector gear, one owner, 9,000 miles only, six months' guarantee, £195, terms. Baxter, Spenser St., S.W.1. Victoria 7548. 227-54

**1930 RILEY** 9 Monaco, splendid condition in every way, carefully serviced, £50, terms arranged, trial anywhere. Premier Motor Co. (Birmingham), Ltd., Aston Rd., Birmingham. 227-49

**G.P. BALHAM.** £29 10s. **RILEY** 9 Monaco saloon, super engine, well maintained car. 2c Balham Hill. Macaulay 2910. 227-321

**£82/10.** 1932 **RILEY** 9 sun saloon de luxe, wonderful value. Choice of two.

**WARDS**, 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-297

**1930 RILEY** 9 Monaco saloon, taxed, new tyres, marvellous condition £45.

**1933 RILEY** 9 Monaco sun saloon, spotless condition, £105.

**1934 RILEY** 9 Kestrel special sun saloon, preselelecta gear, first-class condition, £160. Guaranteed. Terms. Albery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 227-302

**RILEY** 9 1931 Monaco sun saloon, £60. Below.

**RILEY** 9 1930 sports 4-seater, £40. Below.

**RILEY** 9 1929 Monaco sun saloon, Mark IV, £37 10s. A.Z. Motors, 180 West End Lane, N.W.6. (Hampstead 6035); and at 62 High Rd., Chiswick. (Chiswick 4716). 227-1082

**£57/10.** **RILEY** 9 1931 Monaco saloon, black and red, very clean car, all good tyres, engine overhauled by us, perfect gearbox and axle, smart body, hide upholstery, fast. Three other Rileys in stock. Terms and exchanges. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-193

**RILEY** 1930 (June) Biarritz 4-door saloon, hide upholstery, Triplex throughout, owner exchanging for new car, £50. Smith and Hunter, Ltd., 57 Park Rd., N.W.1 (Baker St. Station). Ambassador 1011. 227-172

**£29.** Taxed, **RILEY** 9 Monaco, twin-carburettor saloon, exceptionally fine chassis. 243 Maida Vale, Kilburn, W.9. 227-137

**NEWNHAMS** for good **RILEYS** at right prices; few examples below but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

**1935** 1½-litre Falcon sun saloon, fitted s.c.g., very exceptional car, £210.

**1934** 9 Kestrel sun saloon, most distinctive car, £145.

**NEWNHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 227-149

**1932 RILEY** Gamecock 2-seater, cream and brown, immaculate condition, bargain, £89.

**1929 RILEY** 9 Mark III special sports tourer, recently rebored, £39. Rite Motors, 280 High Rd., Balham, S.W.12. Battersea 3260. 227-407

**KIRKS.** 1934 **RILEY** 9 Monaco sunshine saloon, twin carburettors, one-shot lubrication, leather interior, coachwork practically indistinguishable from new, guaranteed, £130.

**KIRKS**, 49 Praed St., W.2. (Paddington 6409.) Close 8 p.m.; Thursdays, Sundays, 1 p.m. 227-425

**RILEY** 1933 9 de luxe coachbuilt sunshine saloon, perfect condition, taxed, £115; exchange **RILEY** Lynx. W. Gallucci, 35 King's Avenue, N.10. 227-n723

Hundreds of new and second-hand cars of all kinds are advertised in "The Motor" (Tuesdays 4d.).



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

**ROWLAND SMITH (MOTORS), LTD.**

**RILEYS.** List free. Terms, exchanges. Rowland Smith. Below.

**£12** Deposit or 115 gns. cash. August, 1933. 9hp coachbuilt Monaco sunshine saloon, fawn and brown, three practically unworn tyres, carefully used, excellent condition.

**£9** Deposit or 85 gns. cash. Late 1932 9hp coachbuilt Monaco sunshine saloon, black, green wheels, good tyres, spare unworn, carefully used, excellent condition.

**£6** Deposit or 59 gns. cash. Late 1931 9hp Monaco saloon, green, two new tyres, excellent condition.

**£5** Deposit or 49 gns. cash. 1930 model 9hp twin-carburettor Special Monaco saloon, blue, cream wheels, leather upholstery, spare tyre unworn, excellent condition.

**ROWLAND SMITH, Hampstead High St. (Hampstead Tube). Weekdays, Saturdays 9-9, Sundays 9-1. Hampstead 6041.**

**AUTOSNIPS.**

**£110.** 1933 RILEY 9 Monaco saloon, sunshine roof, one owner, 10,000 miles, as new, choice of two.

**£59.** 1930 RILEY 9 Mark IV Hoyal special saloon, rebored, really nice condition.

**OPEN** week-days 9-8.30, Sundays 10-1. Deferred terms up to 24 months. Part exchange. Any trial or inspection. Autosnips, 5-7 High Rd., Balham. Phone 1509.

**RILEY 9, 1928, 4-seater** tourer, in really good condition, £22 10s. Vintage Sports Cars, 55 Porchester Mews, W.2. Paddington 0511. 227-349

**1931 RILEY 9 Monaco sun saloon, £58, perfect condition.** 1,150 London Rd., Norbury. Pollards 4823. 227-386

**1929 RILEY 2-seater, £29 10s., new hood, perfect.** 1,150 London Rd., Norbury. Pollards 4823. 227-385

**1930 (July) RILEY 9hp Monaco de luxe sunshine saloon, taxed, twin carburettors, perfect.** £46. Deferred payments. Gwynne-Vaughan, 1 Princes Rd., Holland Park. Park 4775. 227-1107

**RAYNES PARK MOTORS. 1929 RILEY 9 sports 4-seater, tonneau cover, good hood, £29. Exchanges and deferred terms.** Lambton Rd., Raynes Park, S.W.20. Wimbledon 1741. Open Sunday mornings. 227-373

**1930 RILEY 9 Monaco saloon, one owner, like new, £46. Easy payments.** Oldfield, Pottery Lane, Holland Park. Park 1723. 227-475

**REDWING RILEY super sports 4-seater, polished aluminium body, completely rebuilt, f.w.b., 70 m.p.h., condition as new, £24.46** Carshalton Park Rd., Carshalton. Wallington 4552. 227-459

**ROVER.**

**ANDREW OF MORTLAKE.**

**ROVER.** Guaranteed before and after sale, a selection from 150 cars, all ready to drive away.

**1932** Coachbuilt de luxe saloon in black and green, £64.

**1931** Coachbuilt de luxe saloon in maroon, £49.

**1931** Sun coupe, red and black, £42.

**1930** 4-door sun saloon in blue, £37.

**1929** Sun-roof saloon in maroon, £28.

**SELF-FINANCED** hire-purchase. No references or inquiries. Generous exchanges. Open Sunday morning. 37 Sheen Lane (Mortlake Station), S.W.14. Prospect 1061. And at Portsmouth Rd., Thames Ditton. Emberbrook 2670. zzz-392

**ROVERS, 200** under £100. See page 22. 227-87

**NAYLOR AND ROOT. 1933 ROVER 10** Charlesworth sun coupe, duo-tone, superbly finished, as new, £98.

**NAYLOR AND ROOT. 1935 ROVER 10** de luxe saloon, free wheel, hide, one owner, really beautiful condition, £149. Exchanges, 24 months' terms. Any model sent 100 miles without obligation.

**NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 227-235**

**1931 ROVER 10hp sun saloon, splendid condition, £42 10s., taxed.** Carpenter, 42 Green Lane, Penge. Sydenham 6800. 227-116

**ROVER 10 1930 4-door saloon, exceptionally sound and smart condition, fully equipped, good tyres, £27 10s.; exchanges, deferred terms.** 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 227-104

**£49/10.** 1932 ROVER 10 sun saloon, exceptional condition.

**WARDS, 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-298**

**£22!!!** 1929-30 sportsman's coupe, real hide, interior, wire wheels, good plating and bodywork, starter dynamo, etc. O.K., fine tuner, opportunity, space wanted. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-200

**1935 ROVER 10 de luxe sun saloon, genuine showroom example, £148.** Newnams, 237 Hammersmith Rd., London. Riverside 4646. 227-153

**ROVER, 1931 (January) 10-25 Regal sunshine sports coupe, maroon, bumpers, Triplex throughout, one change only, to clear, £37.** Smith and Hunter, Ltd., 57 Park Rd., N.W.1 (Baker St. Station). 227-167

**1932 Model ROVER 10 sunshine saloon, good tyres, excellent condition, £35.** Roy Motors, 10 Scampston Mews, Ladbroke Grove, Ladbroke 1603. 227-205

**1931 ROVER 10-25 Regal coachbuilt 4-door sunshine saloon, five practically unworn tyres, recently overhauled, rebored, etc., £42 10s., taxed.** 73 Atkins Rd., Balham, S.W.12. 227-1067

**£5** Deposit or 49 gns. cash. **ROVER 10, 1932, 4-door coachbuilt saloon, black, carefully used, excellent condition; exchanges.** Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6041. 227-277

**£55.** 1932 ROVER 10 de luxe saloon, overhauled, nearly new tyres, absolutely 100% condition throughout; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.5. Kensington 8231. 227-453

**£39.** 1931 ROVER 10 sportsman's foursome coupe, sunshine roof, unused for two years. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 227-464

**1932 (June) ROVER 10hp coachbuilt saloon, four speeds, taxed, perfect.** £45; deferred payments. Gwynne-Vaughan, 1 Princes Rd., Holland Park. Park 4775. 227-1103

**RAYNES PARK MOTORS. 1931 ROVER 10** coachbuilt sunshine saloon, very good tyres, £45.

**1929 ROVER 10 sports 4-seater, £17 10s.** Exchanges and deferred terms. Lambton Rd., Raynes Park, S.W.20. Wimbledon 1741. Open Sunday mornings. 227-370

**1931 ROVER 10 saloon 4-door, sun roof, £38; 1932 12hp saloon, £50.**

**ROVER 2-seater sports, 12hp 6-cylinder, most attractive sports model, late 1932 Swallow, £75.** Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 227-539

**SALMSON.**

**16 Gns.** Twin o.h.c. Grand Prix 2-seater, f.w.b., lowered chassis, tyres, battery and general condition excellent, taxed. 160 Preston Rd., Wembley, Middlesex. Arnold 1611. 227-n699

**VADUM CO., specialists since 1925 in 9.5hp double-camshaft SALMSONS (33-40 m.p.g., with cruising speeds of 45-55 m.p.h.), all open A.A. examination, offer specially selected cars.**

**29 Gns.** 1928 Grand Prix 4-seater saloonette, beautifully proportioned, rear trunk; another, 25 gns.

**25 Gns.** 1928 Grand Prix 4-door saloon, cowled radiator, rear trunk.

**39 Gns.** 1928-9 Grand Prix Special, ball-bearing crankshaft, tubular connecting rod, high-compression pistons, self-start Zenith, four speeds, splendid balloons, large f.w.b., light 2-4-seater, competition-type body, terrific acceleration, outstanding performance.

**35 Gns.** 1930 S.4 metal-panelled 4-door saloon, rear camshaft drive, fitted trunk, chromium.

**SALMSONS** bought spot cash. Repairs; used spares.

**VADUM, 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 227-1082**

**SALMSON 1928 10hp saloon, £25.** A.Z. Motors, 180, West End Lane, N.W.6 (Hampstead 6033), and at 62 High Rd., Chiswick (Chiswick 4716). 227-1081

**SINGER.**

**SINGERS** from £15. All models. Guaranteed by Singer specialists. Write for lists.

**MURPHY, Mortlake, for SINGERS.** Exchanges, deferred. 17 Sheen Lane, S.W.14. Prospect 3305. zzz-538

**1933 (Late) SINGER 9 sports coupe, red and cream, in splendid mechanical and body order, £87.** Westminster Bridge Garage, Lambeth Palace Rd. (opposite County Hall), S.E.1. Waterloo 5279. zzz-412

**ANDREW OF MORTLAKE.**

**SINGER.** Guaranteed before and after sale. A selection from 150 cars, all ready to drive away.

**1934** 10hp clutchless gear-change saloon, £87.

**1934** Sports sun coupe, in black, £95.

**1933** De luxe saloon, in black and green, £75.

**1933** Sports foursome, in green and ivory, £69.

**1932** 9 de luxe, in duo-brown, £59.

**1932** Junior de luxe saloon, £57.

**1931** De luxe saloon, in black and green, £47.

**1930** Coachbuilt saloon, in duo-brown, £28.

**SELF-FINANCED** hire-purchase. No references or inquiries. Generous exchanges. Open Sunday morning. 37 Sheen Lane (Mortlake Station), S.W.14. Prospect 1061. And at Portsmouth Rd., Thames Ditton. Emberbrook 2670. zzz-395

**1934 SINGER 9 de luxe saloon, sun roof, free wheel, one owner, as new, £85.** Forden Motors, Ltd., 114-116 Streatham Hill (Adj. Theatre). S.W.2. Phone, Brixton 4044. zzz-499

**SINGERS, 200** under £100. See page 22. 227-88

**SINGER 8, 42 guineas.** 1931 coachbuilt 4-door 4-speed sun saloon, hide upholstery, black cellulose in immaculate condition, five sound tyres, only wants seeing; terms and exchanges. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-196

**29 Gns.!!** 1930 (coil ignition) SINGER 8, coachbuilt saloon, special sun roof, five nearly new tyres, very clean upholstery and roof, duo seige cellulose, exceptional condition, chromium plating, real bargain, taxed, terms and exchanges. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-201

**THREE SINGER 8 snips.** 1928 tourer 4-seater, taxed, £8 10s.; 1929 Porlock sports 2-seater, taxed, £14; 1929 2-seater, £12 10s. 243 Maida Vale, Kilburn, W.9. 227-138

**SINGER 1934 9 sunshine sports coupe, black-red wheels, red leather upholstery, good tyres, trafficators, thoroughly attractive, £90.** Below.

**1932 8 4-door sunshine saloon, black-cream wheels, leather upholstery, two private owners, thoroughly reliable, £52.** Below.

**SMITH AND HUNTER, LTD., 57 Park Rd., N.W.1. (Baker St. Station.) Ambassador 1011. Daily 9-8, Sunday 10-1. 227-166**

**£15/15.** 1929 SINGER 8 Porlock sports, laid up December, 1934, to April, 1936, just rebored, new big-ends, valves, guides, etc., scarcely run in. 85 Cavendish Rd., S.W.12. 227-n707

**1935 SINGER 9 4-door de luxe, black and red, very nice condition, carefully serviced, splendid tyres, remarkable value, £85; terms arranged, trial anywhere.** Premier Motor Co (Birmingham), Ltd., Aston Rd. 227-50

**NEWNHAMS** offer 1935 SINGER 9 tourer, 4,000 miles only, indistinguishable from new, real opportunity, £115. Self-financed hire-purchase 136 Streatham Hill.ulse Hill 6222. 227-97

**SINGER 8, 1931, coachbuilt sunshine 4-seater coupe, exceptionally smart and sound condition, fully equipped, unworn tyres, £35; exchanges, deferred terms.** 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 227-105

**1931 SINGER 8hp sunshine saloon, very smart, £45.** Carpenter, 42 Green Lane, Penge, Sydenham 6800. 227-117



**SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).****NAYLOR AND ROOT, LTD. SINGER 9s.****1935** Le Mans sports 2-seater, two spares, several extras, good tyres, cream and red, £119.**1934** Sports saloon, sun roof, extras, good tyres, cream and green, £98.**1934** Sports tourer duo-tone, tonneau cover, good tyres, spring steering, fast, £89.**1934** De luxe 4-door sun saloon, automatic clutch, black, as brand new, £85.**1933** Sports sunshine coupe, black and ivory, good tyres, very nice chassis, £69.**1933** Sports 4-seater, duo blue, rear tonneau cover, good tyres, very smart, £72.**1932** Junior 4-door sunshine saloon, 4-speed, duo-tone, very smart, £49.**DEFERRED** terms over 24 months. Your car, motorcycle or three-wheeler taken in exchange. Any model sent 100 miles without obligation.**NAYLOR AND ROOT, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 227-241****1929** SINGER 8hp 2-seater, perfect, £16; payments. Oldfield, Pottery Lane, Holland Park. Park 1723. 247-351**SINGER 10, 1931, coachbuilt sunsaloon, exceptionally smart and sound condition, £40. 71 Tudor Drive, Kingston, Surrey. 227-245****1934** Le Mans SINGER 2-seater, immaculate condition, £97 10s. Broadway Motors, 167 Gt. Px. Land St., W.1. Welbeck 8874. 227-255**1934 (May)** 9hp sports 4-seater, Le Mans special engine, close-ratio gearbox, two spare wheels, new tyres all round, taxed December, 100 gns. 10 Havercourt, Haverstock Hill, N.W.5. 227-150**SINGER, £13, taxed December, late 1928 SINGER 8 tourer, sound hood equipment. 19 Holdene Avenue, Herne Hill. Brixton 6341. 227-1068****£67/10.** 1934 SINGER 9hp sportsman's coupe, bargain. 91 Village Way, Ashford, Middlesex. 227-n664**1928** SINGER saloon, 8hp, in good condition, just overhauled, insured, £15. Seen after 8 p.m. 24a Dartmouth Rd., Forest Hill. 227-x125**1933** SINGER 9 Le Mans 4-seater, duo-tone, leather, four new tyres, taxed, buying saloon, £65. 69 Nelson Rd., South Chingford, E.4. 227-n659**SINGER sports 2-seater, 1929, paintwork and tyres excellent, 100% mechanically, £20. North 3663. 227-x120****1929** SINGER 8 2-seater, diskey, new hood, battery, fully equipped, £18. Roy Motors, 10 Scampston Mews, Ladbroke Grove. Ladbroke 1605. 227-207**1933** SINGER 9 sports coupe, one owner, mileage 22,000, four new tyres, taxed December, paintwork like new, £67 10s. North 3663. 227-x123**1933** SINGER 9 sports coupe, in wonderful condition throughout, colour cream and red, £69. H. Simons, 311 Euston Rd., N.W.1. Museum 4128-9. 227-332**SINGER 9, 1933 sports 4-seater, excellent condition, £75. Below.****SINGER 9 1932 Special Kaye Don sunshine saloon, wonderful car, £62 10s. Below.****SINGER 8, 1931 sunshine saloon, exceptional condition, terms, exchanges, £38 10s. Fred Guy, 198 King St., Hammersmith, Riverside 4652. 227-396****1936** SINGER Bantam 2-door saloon, spotless condition, 500 miles only, full guarantee, £100. Exchanges, deferred. Ray Abbott, Harrow Weald. Harrow 3884. 227-376**£45.** 1931 10hp 4-door sunshine saloon, four speeds, rear tank, etc.**£89.** 1934 9hp 4-door sunshine saloon, good tyres, taxed, two carburetors, sports engine. Sharwood Motors, 32 Uxbridge Rd., W.5. Ealing 1484-5. Open Sunday mornings. 227-1098**RAYNES PARK MOTORS. 1934 SINGER sports coupe, in cream and black, absolutely unscratched, excellent condition, £95. Exchanges, deferred terms. Lambton Rd., Raynes Park, S.W.20. Wimbledon 1741. Open Sunday mornings. 227-368****£47/10.** 1932 SINGER 8 sunshine 4-door saloon, very carefully used, small mileage, colour maroon, good tyres, taxed. M. T. Lane, 65 Old Town, Clapham. Macaulay 2546. 227-401**£35/10.** 1931 SINGER sports two-seater, first taxed. 22 Forest Road, Sutton Common Rd., Sutton. 227-n686**COOKES MOTORS** offer several SINGER car bargains.**1936** 8hp Bantam de luxe saloon, £105.**1935-6** 9hp I.S. saloon, clutchless gear-change, fluid drive, £115.**1935** 9hp saloon, mileage only 3,000, unscratched, £98.**1934** 9hp sportsman's coupe, like new, £85. High St., Sutton. Phone 3800. Open Sundays, 9-1. 227-310**1935** SINGER 9 Le Mans sports coupe, in brand-new condition, good tyres, excellent performance, 110 gns. Ruffells Motors, White Hart Lane, Barnes, S.W.15. Prospect 5549. Open to 8 p.m. 227-1092**£15/10.** 1928 SINGER 8 saloon, cheap car.**£49/10.** 1932 SINGER 8 saloon, carefully used.**£119/10.** 1935 SINGER 9 sports saloon, very attractive. Wards, 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-299**£29!!!** 1930 (December) 8hp 4-door coachbuilt saloon, taxed June, very good condition.**£165!!!** Brand-new 1935 9hp de luxe saloon, independent front-wheel springing, clutchless gear change, list, £199. Morgan Hastings Ltd., 212 New King's Rd., S.W.6. Renown 3445. zzz-549**SINGER 8 1931** coachbuilt sun-roof saloon, £37 10s. Below.**SINGER 9 1932** coachbuilt sun-roof saloon de luxe, £50. Below.**SINGER 9 1933** sun saloon de luxe, £65. Below.**SINGER 9 1934** Le Mans sports 2-seater, £90. Below.**SINGER 11 1935** Airflow sun-roof saloon, £110. A.Z. Motors, 180 West End Lane, N.W.6 (Hamstead 6033), and at 62 High Rd., Chiswick (Chiswick 4716). 227-1076**40 Gns.!!!** 1931 SINGER 8 4-door coachbuilt sunshine saloon, really exceptional car, taxed, all new tyres, fire engine, four speeds, looks 100% real value. 1111 Finchley Rd., Golders Green (adjacent Royal Oak). 227-289**KIRKS. 1932 SINGER** Porlock sports 2-seater, excellent condition, smart streamline body, guaranteed, £49.**KIRKS. 1929 SINGER** Porlock sports 2-seater, very smart 2-tone apple-green finish, £25.**KIRKS, 49 Praed St., W.2. (Paddington 6409.)** Close 8 p.m.: Thursdays, Sundays, 1 p.m. 227-426**1935** SINGER Le Mans 2-seater, sports, excellent condition, any trial; exchanges, etc., £115. Birkbeck Garage, Birkbeck Rd., Acton, W.3. Acorn 1751. 227-347**SINGER 10, 1931** coachbuilt sun saloon, exceptionally smart and sound condition, £40. 71 Tudor Drive, Kingston, Surrey. 227-x129**ROWLAND SMITH (MOTORS), LTD.****SINGERS.** List free. Terms. Exchanges. Rowland Smith. Below.**£14** Deposit or 135 gns. cash. 1935 9hp Le Mans super sports 4-seater, green, mileage 3,800, spare unused, practically brand-new condition.**£10** Deposit or 95 gns. cash. 1934 model 9hp Le Mans super sports 2-seater, green, two spare wheels, two new Dunlops, carefully used, excellent condition.**£9** Deposit or 89 gns. cash. 1934 model 9hp sports 4-light sunshine saloon, black and ivory, trafficators, practically unworn tyres, carefully used, excellent condition.**£9** Deposit or 89 gns. cash. Late 1934 9hp sports 4-seater, black, green wheels, trafficators, spare tyre unworn, carefully used, excellent condition.**£3** Deposit or 25 gns. cash. 1929 8hp Porlock sports 2-seater, grey and green, very good condition.**ROWLAND SMITH, Hampstead High St. (Hampstead Tube). Week-days, Saturday, 9-9; Sundays, 9-1. Hampstead 6041. 227-278****1935** SINGER 9 Le Mans sports coupes from £110.**1934** Sports tourer, £90; saloons and coupes from £80.**1932** 10hp saloon de luxe, £45. Denmans, 132-3 Long Acre, W.C.2. Temple Bar 8135-8. 227-337**1936** Le Mans coupe, cream, black, rear seat, extras, tax, insured, cost £225, as new, £160. Lion, 213 Kingston Rd., Ilford. 227-734**1934** SINGER 9 sports coupe, black and cream, sun roof, low mileage, immaculate condition throughout, £82 10s. Embassy Motors, Ltd., 22-24-26 The Broadway, Cricklewood. Gladstone 6286. 227-455**SS.****NAYLOR AND ROOT. 1935 SS II** sun coupe, duo-tone, good tyres, several extras, £89; exchanges, terms. 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. 227-242**STANDARD.****A**NDREW OF MORTLAKE.**STANDARD.** Guaranteed before and after sale. A selection from 150 cars, all ready to drive away.**1933** Little 9 de luxe saloon, in blue, £72.**1932** SS 9 coupe, red and black, £82.**1932** Little 9 de luxe saloon, in maroon, £59.**1932** Avon sports tourer, red and cream, £65.**1931** Sun-roof saloon, black and green, £48.**1930** 6-light sun saloon, black and cream, £39.**SELF-FINANCED** hire-purchase. No references or inquiries. Generous exchanges. Open Sunday morning. 37 Sheen Lane (Mortlake Station), S.W.14. Prospect 1061. And at Portsmouth Rd., Thames Ditton. Emberbrook 2670. zzz-396**STANDARDS, 200** under £100. See page 22. 227-89**£52.** 1932 STANDARD Little 9 sunshine saloon de luxe, splendid condition, taxed. Granville Motors, 350 Kennington Rd., S.E.11. Low deposit terms. Open till 9 p.m. Reliance 3300. 227-67**1936** STANDARD 9 sunshine saloon, £135; immediate delivery.**1935** STANDARD 9 sunshine saloon, showroom condition, £98.**£16.** 1928-9 STANDARD 9 4-door sunshine saloon. Austin, 147-153 High St., Harlesden, N.W.10. Willesden 2099. 227-180**STANDARD 1936 10** sunshine de luxe, blue-brown upholstery, mileage 8,000, faultless throughout, full guarantee, £145. Below.**1936** 9 2-door sunshine saloon, black-brown upholstery, mileage 3,500, faultless order, taxed June, £115.**1936** 10 sunshine de luxe, dual grey, mileage under 5,000, equal to new, full guarantee, £150. Below.**1935** 10 sunshine saloon, one private owner, 13,000 miles, first-class throughout, £110. Below.**1934** 10 sunshine de luxe, blue, upholstered to match, owner taking larger car, £95. Below.**1933** Little 9 sunshine, blue, recently rebored, mechanically perfect, repainted, £65. Below.**1932** Big 9 de luxe sunshine, bumpers, Triplex grid, very small mileage, attractive throughout, £68. Below.**SMITH AND HUNTER, LTD., Rossmore Court, 57 Park Rd., N.W.1. (Baker St. Station.)** Ambassador 1011. Daily 9-8, Sunday 10-1. 227-164**HUMPHREYS, LTD.** Splendid 1934 STANDARD 10 sunshine saloon, genuine de luxe model, free wheel, four doors, spotless appearance, almost new tyres, excellent mechanically, extremely small mileage, £95; terms, big exchange allowances. 118 Hampstead Rd., Tottenham Court Rd. Museum 9515. 227-161**STANDARD Little 9 de luxe S.R., 1933, in splendid condition, £72. Storey, Brookman's Park, Herts. 227-n553**



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

**NEWHAMS** for good STANDARDS at right prices. Few examples below, but full list of 200 used cars, mostly fully guaranteed, gladly sent on request. Self-financed terms and generous exchange allowances.

**1936** 9 4-door de luxe sun saloon, very carefully used, £135.

**1933** 9 4-door sun saloon, genuine showroom example, £68.

**1935** 10 4-door sun saloon, special offer, £99.

**NEWHAM HOUSE**, 237 Hammersmith Rd., London, W.6. Riverside 4646. 227-150

**1929 STANDARD** 9 special sports 2-seater, aluminium and blue, smart, fast and good, £25. Roy Motors, 10 Scampston Mews, Ladbrooke Grove. Ladbrooke 1603. 227-206

**G.P.**, Balham. £29 10s. 1930 STANDARD 9 4-seater tourer, in 1934 condition, taxed. 2c Balham Hill. Macaulay 2910. 227-319

**£50.** 1933 STANDARD 12 4-door sunshine saloon, four speeds, very attractive condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 227-1072

**1932 STANDARD** Little 9 de luxe saloon, taxed December, two new Dunlops, whole car like new, £50. North 3663. 227-x124

**1932 STANDARD** Little 9 4-door sunshine saloon, practically unworn tyres, very sound and attractive £49. 73 Atkins Rd., Balham, S.W.12. 227-1065

**HARRY NASH**, STANDARD, 1936 9hp 2-door de luxe sunshine saloon, blue, 5,000 miles, cost £158, as new, £119 10s. Below.

**STANDARD**, 1934 (April) 9hp de luxe 2-door sunshine saloon, blue, one private owner, excellent throughout £79 10s. Harry Nash, 348 King St., Hammersmith. Riverside 2837. 227-1064

**NAYLOR AND ROOT, LTD.** STANDARD cars.

**£52.** 1932 Little 9 de luxe sun saloon, very clean car.

**£98.** 1935 de luxe 9 saloon, condor grey, one owner.

**£82.** 1934 de luxe 9 sun saloon, hide, green, smart car.

**£69.** 1933 Little 9 de luxe 4-door saloon, black-red.

**£45.** 1931 Big 9 Swallow sports saloon, duotone, wire wheels, very fast and smart.

**DEFERRED** terms over 24 months. Exchanges. Any model sent 100 miles without obligation; three months' guarantee.

**NAYLOR AND ROOT**, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8, Sundays 10 to 1. 227-234

**1934 STANDARD** 9hp de luxe saloon, in excellent condition throughout, £78. Campbell Motors (Pollards 1044), 1520 London Rd., Norbury, S.W.16. 227-216

**1934 STANDARD** 10 de luxe saloon, as new, £90.

**1930 STANDARD** 10 sun saloon, perfect, £32. Westburn Motors, Ltd., Harrow Rd., Wembley. Open 9 a.m. to 9 p.m. Sunday mornings. Wembley 3888-9. 227-124

**STANDARD** Big 9, 1932 de luxe 4-door sun saloon, exceptionally smart and sound condition, fully equipped, unworn tyres, £52 10s.; exchanges, deferred terms. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5112. 227-106

**£25.** 1929 STANDARD 9 sun saloon, smart appearance, excellent condition, taxed. 1 Downe Rd., Mitcham. 227-n702

**1930 STANDARD** Big 9 sun saloon, nice order, £50. Denmans, 152-3 Long Acre, W.C.2. Temple Bar 8135-8. 227-345

**STANDARD**, £69!!! 1933 Little 9 coachbuilt sun saloon, carefully driven by one owner since new, maintained and serviced by us, excellent condition. Morgan Hastings, Ltd., 212 New King's Rd., S.W.6. Renown 3445. 227-0327

**AUTOSNIPS.**

**£50** STANDARD Little 9 de luxe, sunshine, leather upholstery, bumpers, safety glass, one owner, new condition. Autosnips, 5-7 High Rd., Balham. Phone 1509. 227-359

**£72/10.** 1933 4-door sunshine saloon, choice of two.

**£107/10.** 1935 4-door sunshine saloon, taxed £2 6s. 8d.; also 1935 9 saloon, £95. Exchanges and terms. Palmers, 53 York St., Twickenham. Popesgrove 2241-2. 227-365

**STANDARD**, 1930 Big 9 sun saloon, excellent condition, £55 or £10 down and 12 payments of £2 6s. 8d.; also 1935 9 saloon, £95. Exchanges and terms. Palmers, 53 York St., Twickenham. Popesgrove 2241-2. 227-365

**1934 STANDARD** 9 2-door sun saloon, £79 10s.; 1933 Standard Little 9 sun saloon, £70; 1932 Standard Little 9 drop-head 2-seater coupe, £69. Hungerford Motors, 201 Upper Richmond Rd., Putney, S.W.15. Putney 0222. 227-367

**1933-34** (July) STANDARD Big 9 sunshine saloon, perfect, £65. Gwynne-Vaughan, Princes Rd. Holland Park 4773. 227-1105

**1931 STANDARD** Big 9 coachbuilt sun saloon, £42 10s.; beautiful condition, 1,150 London Rd., Norbury. Pollards 4823. 227-378

**48 Gns.!!** A genuine offer. 1932 STANDARD Little 9 4-door coachbuilt sunshine saloon, good tyres, really excellent runner, taxed, any trial. Below.

**32 Gns.!!!** Worth consideration. 1930 STANDARD Big 9, chromium throughout, sun roof, indicators, taxed, undamaged bodywork and mudguards, country owned, 111 Finchley Rd., Golders Green (adjacent Royal Oak). 227-290

**STANDARD** 1932 Big 9 coachbuilt sun saloon de luxe, £60. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 6053), and at 62 High Rd., Chiswick (Chiswick 4716). 227-1080

**STANDARD** Little 9 1932 4-door coachbuilt sun saloon, good condition, taxed, £45. Central Auto Service, 35 West Hill, Wandsworth. Phone Putney 4466. 227-1087

**1935 STANDARD** 10 saloon de luxe, special model, one owner, taxed, exceptionally nice car, £115. Terms. Alery and Bernard, 344 King's Rd. Chelsea. Flaxman 4633. 227-364

**£42/10.** 1931 STANDARD Big 9 saloon, black and red, chromium headlamp, sunshine roof, finger-tip control, bumpers, very exceptional condition throughout. M. T. Lane, 65 Old Town, Clapham. Macaulay 2546. 227-399

**£35.** Late 1930 STANDARD 9 de luxe saloon, sunshine roof, wire wheels, leather upholstery, spotless condition, excellent mechanical order; exchanges, easy terms, £3 down, with third-party insurance; six months' written guarantee. Magna Motors, 248 High St., Harlesden, N.W.10. Willesden 3865. 227-403

**1932 STANDARD** Little 9 sunshine de luxe, taxifacitors, £48. 50 Rosedene Avenue, Streatham. 227-n727

**STANDARD** Big 9 1933 4-door sunshine saloon, nice order throughout, £68. Rose and Young, Ltd., 97 Streatham Hill (facing Locarno). 227-418 Hill 6464-5.

**£8** Deposit or 75 gns. cash. STANDARD 9, late 1934 de luxe coachbuilt sunshine saloon, black, cream wheels, leather upholstery, carefully used, excellent condition. Exchanges. Rowland Smith. Below.

**£4** Deposit or 35 gns. cash. STANDARD 9, 1930 model 4-door sunshine saloon, blue, very good condition. Exchanges. Rowland Smith. Below.

**£3** Deposit or 25 gns. cash. STANDARD 9, late 1928 sports 2-seater, silver and blue, chromium plating, wire wheels, leather upholstery, very good condition. Exchanges. List. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube). Hampstead 6401. 227-279

**LONDON BROS.** promise you a fair deal. Whitehorse Lane, South Norwood, S.E.25.

**STANDARD** 9 1935 coachbuilt sunshine saloon, in particularly fine mechanical condition, open for any trial and inspection, £89.

**STANDARD** 10, 1934 de luxe sunshine saloon, fitted safety glass and leather upholstery, front and rear bumpers, etc., £90.

**STANDARD** Little 9, 1932 4-door sunshine saloon, a roomy and economical little car, £55.

**STANDARD** 9, 1929 Teignmouth sunshine family saloon, £27. Easy purchase facilities to suit individual requirements. Write for full list of bargains and booklet on easy purchase terms. London Bros., Ltd., Whitehorse Lane, South Norwood, S.E.25. Phone, Livingstone 2224 (three lines). 227-473

**£25.** 1929 STANDARD 9 4-door sun saloon, perfect condition throughout, absolute bargain; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 227-449

**£105.** 1935 STANDARD 10 de luxe saloon, sun roof, safety glass, free wheels, 15,000 miles, condition absolutely as new, guaranteed; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 227-445

**STANDARD** Little 9 de luxe sunshine saloon, 1932, £62 10s.; 1933, £67; also others. Kings, 322 Fore Street, Edmonton, N.9. 227-478

**£95.** 1935 (May), one owner, 8,000 miles. STANDARD 9 special de luxe 4-seater tourer, in fawn and black leather upholstery. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 227-466

**£57/10.** 1932 STANDARD Big 9 4-door de luxe saloon, overhauled, nearly new tyres, guaranteed, bumpers, sun roof, safety glass, 100% condition throughout; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Ken. 8231. 227-451

**£65.** 1935 STANDARD 9 4-door de luxe saloon, bumpers, safety glass, sun roof, leather upholstery, guaranteed, absolute perfect condition throughout; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 227-456

**SWIFT.**

**£29!!!** 1929 10hp 4-door sun saloon, excellent condition. Morgan Hastings, Ltd., 212 New King's Rd., S.W.6. Renown 3445. zzz-0406

**£32.** SWIFT, 1931 4-door sunshine saloon, 10hp, excellent condition. Austins, 147-153 High St., Harlesden, N.W.10. Willesden 2099. 227-181

**£32/10.** 1930 SWIFT 10 saloon, overhauled, wonderful condition. Wards, 5 Upper Richmond Rd., S.W.15. Putney 7422. 227-300

**SWIFT** 10 1931 coupe, beautiful order, £30. A.Z. Motors, 180 West End Lane, N.W.6 (Hampstead 6053), and at 62 High Rd., Chiswick (Chiswick 4716). 227-1079

**1929 SWIFT** 4-door saloon, four speeds, wire wheels, nice condition, £16 10s. 7 Cowdrey Rd., Wimbledon. 227-n703

**SWIFT**, 1930 sports foursome coupe, £29. Rose and Young, Ltd., 97 Streatham Hill (facing Locarno). Tulse Hill 6464-5. 227-417

**TALBOT.**

**TALBOT** 210 saloons, coupe, 2-seater, fit season's hard work, £5, £10; spares and service. Bragg, 2 Robsart St. Phone, Brixton 6496. zzz-569

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**TRIUMPH.**

**1931 TRIUMPH** 8 sun saloon, £32 10s., exceptional condition. 1150 London Rd., Norbury. Pollards 4823. 227-382

**TRIUMPHS**, 200 under £100. See page 22. 227-90

**1934 TRIUMPH** 9 Southern Cross open sports 4-seater, taxed, very fast and attractive, £79. 243 Maida Vale, Kilburn, W.9. 227-139

**1929 TRIUMPH** 7.9hp tourer, excellent condition, bargain, £23. 18 Milton Rd., Goringe Park, Mitcham. 228-n638

**£45!!!** TRIUMPH 8 1931 Tickford drop-head four-seater saloon, unusually smart appearance, engine rebored recently, sound tyres, finished in grey and red cellulose, opportunity for discriminating buyer, two other Triumphs in stock. Camden Motors, 136-138 Cricklewood Broadway, N.W.2. 227-198

**£79.** TRIUMPH super 9, 1934 sunshine saloon de luxe, excellent condition. Austins, 147-153 High Street, Harlesden, N.W.10. Willesden 2099. 227-182

**TRIUMPH** 7 saloon, nice little car, fast, £14. 7 Cowdrey Rd., Wimbledon. 227-n704







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

**£107/10.** 1935 WOLSELEY 9 de luxe saloon, small mileage, completely overhauled, guaranteed, sun roof, bumpers, trafficators, hide upholstery, safety glass; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 227-448

**£77/10** 80 m.p.h. 1932-3 WOLSELEY Hornet cycle, completely overhauled and specially tuned, rebored, cross-brace chassis, special road springs, triple Hartford shock absorbers, twin R.A.G. carburettors, high-gear steering, new tyres, taxed, guaranteed; exchanges, terms. Sydney G. Cummings, 101 Fulham Rd., S.W.3. Kens. 8231. 227-446

**1934 (June) WOLSELEY Hornet de luxe, free-wheel model, sunshine saloon, one owner, maintained as new, £89.** Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, London, N.6. Phone, Mountview 4444. Exchanges, deferred terms. Open week-ends. 227-471

**£13** Deposit or 125 gns. cash. WOLSELEY Hornet Special E.W. Daytona, 1934 model sports 4-seater, blue, Telecontrols, carefully used, excellent condition; exchanges. Rowland Smith. Below.

**£9** Deposit or 89 gns. cash. WOLSELEY Hornet Special Daytona, 1935 model Abbey sports 4-seater, green, three new Dunlops, carefully used, excellent condition; exchanges. Rowland Smith. Below.

**£8** Deposit or 79 gns. cash. WOLSELEY Hornet, 1934 model de luxe 4-door coachbuilt sunshine saloon, maroon, free wheel, carefully used, excellent condition; exchanges. Rowland Smith. Below.

**£6** Deposit or 55 gns. cash. WOLSELEY Hornet, 1935 de luxe 4-door coachbuilt sunshine saloon, blue, leather upholstery, very good tyres, excellent condition; exchanges; list. Weekdays, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 6041. 227-280

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**AUSTIN** stockists. Weekdays, Saturdays, 9-9; Sundays, 9-1. Hampstead High St. (Hampstead Tube.) Hampstead 6041. zzz-511

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**B.S.A.** Rowland Smith (Motors), Ltd.

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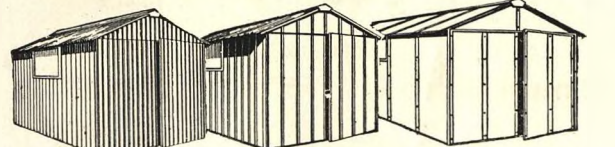
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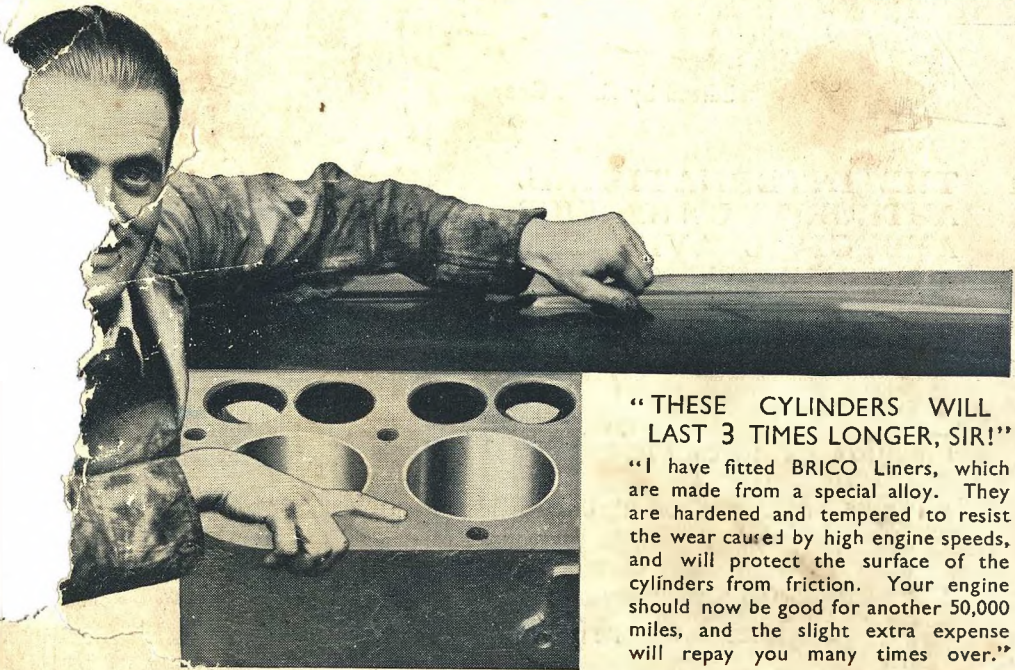


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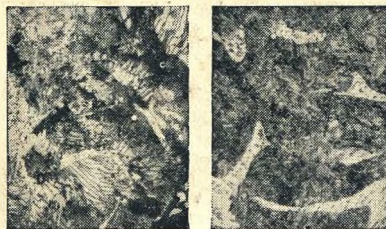
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