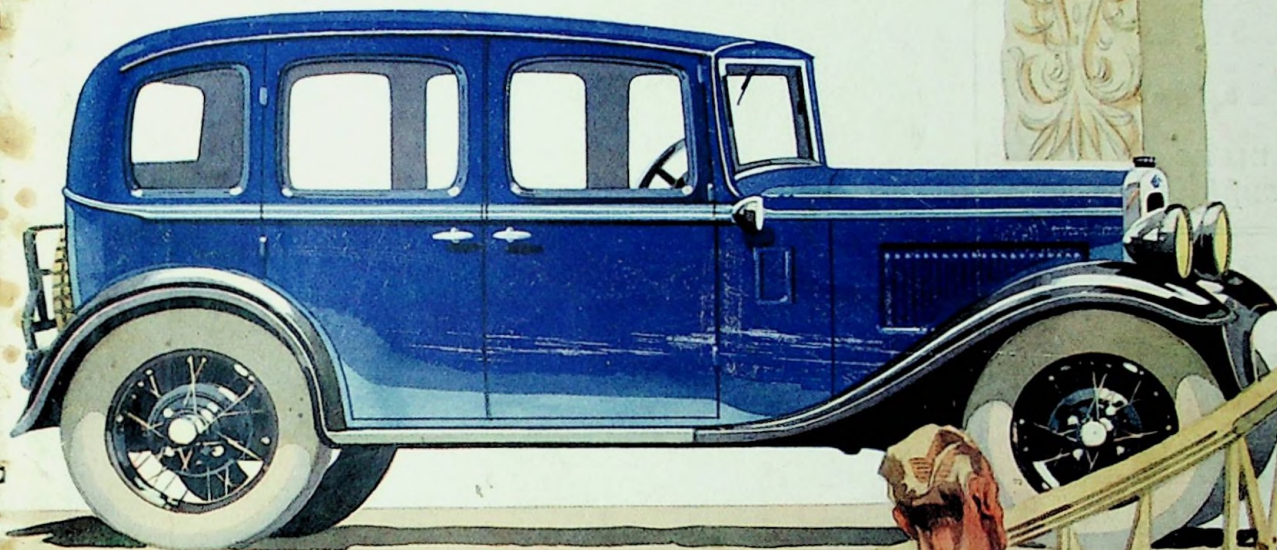


SPECIAL SUMMER NUMBER

3^d

The Light Car & Cyclecar



I'M the car that has taken the fancy
Of every person who knows
What a car ought to be—
What a car ought to do—
And, quite as important, what it
ought not to, too!
Delightfully roomy—so silent—
Far above all suspicion of tricks.
Father's latest idea,
I'm a car for a peer—
The epicurean "Twelve-Six."

The New *Austin*
Twelve-Six

Price £198 at Works.

THE AUSTIN MOTOR CO., LTD.,
LONGBRIDGE BIRMINGHAM,
London Showrooms: 479-483, Oxford Street, W.1.
And at Holland Park Hall.

100 CARS IN STOCK

FOR IMMEDIATE DELIVERY

**AUSTIN
MORRIS
RILEY
TRIUMPH
WOLSELEY
STANDARD**

*Any make of
car supplied.*

HIRE DEPARTMENT

1930 Austin 7 and
Morris-Cowley Saloons,
from £4-10-0 week.
Taxed and insured.
Unlimited Mileage.

Sole London Distributors
for



BODIES

Write for particulars.

HAVE YOU HAD YOUR COPY OF "MOTORING MADE EASY"? FREE ON REQUEST.

11, Hammersmith
Road - - - W.14

(Opposite Olympia)

'Phone: Fulham 3477 8

NORMAND GARAGE LTD

92, Gloucester Road,
S.W.7

(Five doors from Gloucester Road Station)

'Phone: Frobisher 3037

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

'Phone: Mayfair 6801/2.

OPEN UNTIL 6 P.M. SATURDAYS.

Highest
Prices
in
Part
Exchange.

Low
Deferred
Terms
Arranged
in 48 Hours

ONE OF THE HUNDRED

CLOSED.



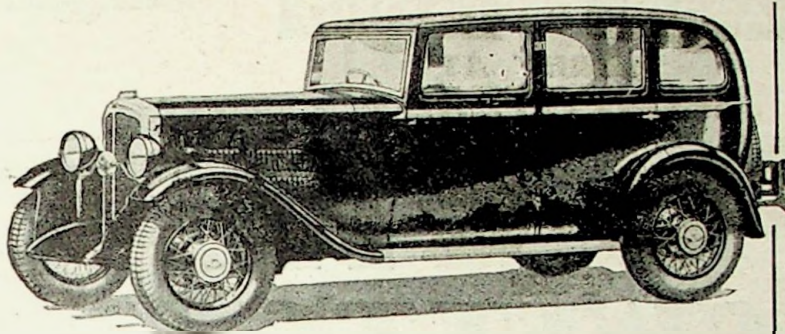
OPEN.



The "MARTIN" Four-Seater Coupe. Coachbuilt finish,
safety glass, leather upholstery, colours to choice.
Undoubtedly the cheapest Car of its kind.

On "MORRIS MINOR" CHASSIS **£165**

Whiteley's



ROVER 10/25 h.p.

COACHBUILT SALOON or FABRIC COUPE
Or delivery after first payment of £16-10-9
Or Cash down £19-10-0 and the balance, payable
in 18 equal monthly payments of £10-3-1.

£189

Or Cash down £38 and the balance payable in 24 equal monthly
payments of £6-18-5. With Wire Wheels—£5 extra.

—and other NEW CARS in stock

AUSTIN SEVEN

Coachbuilt Sunshine
Saloon **£135**
Or delivery after the first payment
of £11-16-3

ROVER 10/25 h.p.

Kingsley drop
head Coupe.. **£228-10**
Or delivery after the first payment
of £19-19-10

TRIUMPH SUPER

SEVEN de luxe
Coachbuilt Sun
Saloon **£197-10**
Or delivery after the first payment
of £17-5-7

MORRIS MINOR

S.V. Coachbuilt Sun
Saloon **£119**
Or delivery after the first payment
of £10-8-3

STANDARD BIG

NINE Coachbuilt Sun
Saloon **£225**
Or delivery after the first payment
of £19-13-9

ROVER 10/25 h.p.

Fabric Sportsman's
Sun Coupe **£194**
Or delivery after the first payment
of £16-19-6

SINGER JUNIOR

Coachbuilt Sun Saloon **£150**
Or delivery after the first payment
of £13-2-6

SWIFT TEN "Pala-

adin" Coachbuilt Sun
Saloon. List Price £259 **£219**
Or delivery after the first payment
of £19-3-9

ROVER 10/25 h.p.

Coachbuilt Sun
Saloon, wire wheels **£199**
Or delivery after the first payment
of £17-8-3

- Whiteleys always carry an extensive stock of
- new and second-hand cars, and offer every
- facility and help to the completion of a satis-
- factory transaction. New cars can be sup-
- plied on Deferred payment terms ex-
- tending over periods of 12, 18 or 24 months.
- The minimum interest charge (5% for 12
- months credit and pro rata) is added.

SECOND-HAND CARS

MORRIS MINOR

1930 8 h.p. Fabric
Saloon **£89**
Or delivery after the first payment
of £7-15-9

SINGER JUNIOR

1929 8 h.p. Saloon
(choice of two) .. **£77-10**
Or delivery after the first payment
of £6-15-8

SWIFT 1930 10 h.p.

Saloon **£150**
Or delivery after the first payment
of £13-2-6

AUSTIN 1929 7 h.p.

Saloon **£75**
Or delivery after the first payment
of £6-11-3

FIAT 1928 12 h.p.

2-seater and dickey **£50**
Or delivery after the first payment
of £4-7-6

QUEEN'S ROAD, LONDON, W.2. - Park 1234

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



—VERSE—(or worse)
 I KNOW A NICE GIRL—
 MARY BROWETT,
 I TAUGHT HER TO DRIVE ON
 MY JOWETT.
 SHE STEPPED ON THE GAS—
 IT MUST HAVE BEEN SHELL,
 I HAD TO ACT QUICK OR WE'D
 BOTH BE IN—WELL—

THAT'S
 WONDERFUL ACCELERATION
 MARVELOUS ON HILLS
 PLENTY OF LEG ROOM
 AND ONLY

£7 TAX

ALIGHT AT
HAMPSTEAD
 AND SEE

F.O.C.H.
 FOR
JOWETT'S
 LONDON'S JOWETT DEPOT AND SERVICE STATION:
**5, HEATH STREET,
 HAMPSTEAD, LONDON, N.W.**

'Phone—Hampstead 3752.,

Hours—9-8. Sundays till 2.

BUY DIRECT
 FROM US
 —
 BEST TERMS and
 EXCHANGES
 —
 AGENTS FOR
 ALL OTHER
 GOOD CARS
 —
 A GOOD SELECTION OF
 GUARANTEED USED CARS
 ALWAYS IN STOCK!

TRADE SUPPLIED IN LONDON!

IMMEDIATE

JOWETTS

DELIVERY.

Our mechanics have had
TEN YEARS

working experience on JOWETTS.
 Buy from us and learn what real
 Service-after-Sales means.

EASY DEFERRED TERMS
 Prices from—
£142

THE MAIN AGENTS.

WESTMINSTER BRIDGE
 GARAGE & ENGINEERING COMPANY LTD.



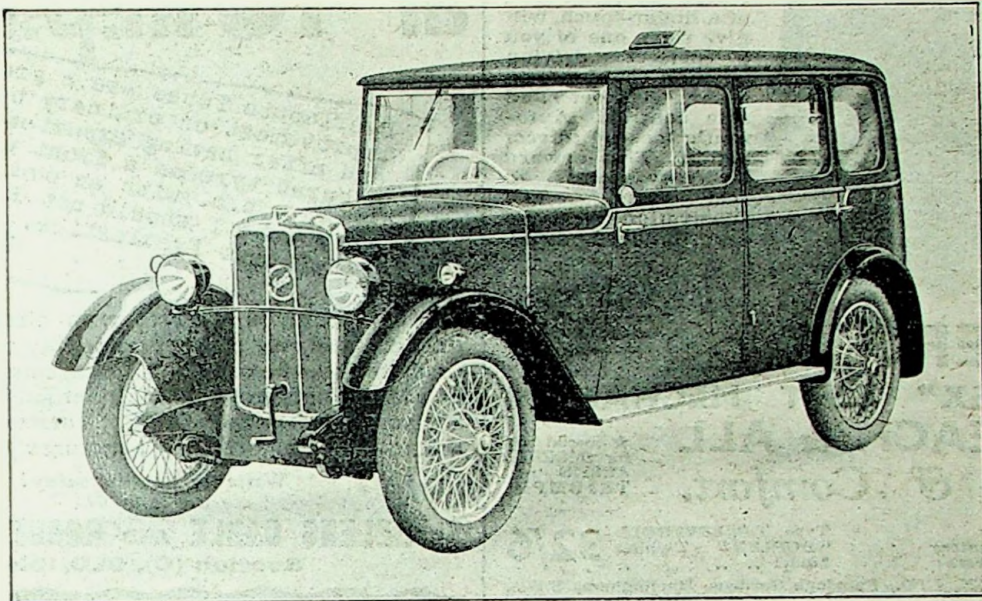
2nd Turning
 on right over
 Bridge.

OPEN DAY AND NIGHT.

5, LAMBETH PALACE RD., LONDON, S.E.1.
 Telephones: Works and Spares Dept.: Hop 5279. Car Sales Dept.: Hop 1665.
 Telegrams: "Uppermost, Phone, London."

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

The Black Prince



Shall we send the address of the nearest agent? He will take you and your family up your biggest hill.

Then, if you are satisfied, ask for full details of running costs and book of testimonials.

Bear in mind that our car is lower in tax than any other and our running costs lower.

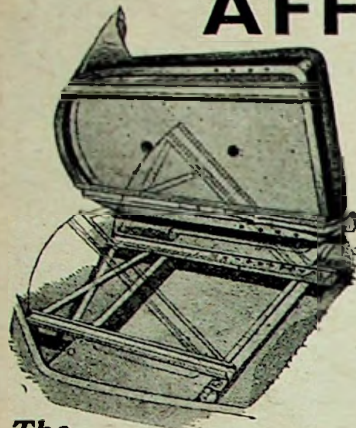
When fully satisfied, place your order for a Jowett. You'll never regret it.

Prices from £142.

Tax £7

JOWETT CARS LTD., IDLE, BRADFORD

It's a FAMILY AFFAIR!



You drive; maybe your wife or family occasionally take the wheel. LEVEROLLS, at a finger-touch, will give each one of you a perfect driving position that bestows sheer comfort and safe control! Automatic locking (direct action). Tips forward for easy access to rear seats. The illustration shows the seat lifted off slides.

The **LEVEROLL** "DUPLEX" SEAT MECHANISM gives EACH & ALL Safety & Comfort.



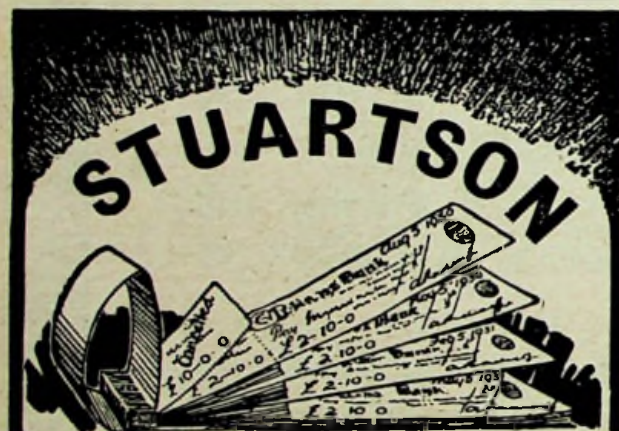
Seat tipped forward for ease of access to rear seats (2 door saloons) tool boxes, accumulators, etc.

★ Special Sets for MORRIS, AUSTIN and TRIUMPH.

Inventors, Patentees and Manufacturers:

Type T.P. LEVEROLL "DUPLEX" Tipping Model 32/6

A. W. CHAPMAN, LTD., Ranelagh Gardens, Hurlingham, S.W.6. Telephone—Putney 2372/3. Telegram—"Navalsh. Phone London."



Divide that Premium by **FOUR!**

You **MUST** Insure.

But why not pay **QUARTERLY?** WITHOUT EXTRA COST.

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

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

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



Everlastic Tubes are a great improvement on ordinary tubes and after having experienced a burst tyre on a front wheel at 40 m.p.h. with an ordinary thin tube I should not like to be without Everlastics. D.P.

The danger of burst tyres with disastrous consequences is an ever present possibility on the crowded roads to-day. Be on your guard against accidents—fit Everlastic Puncture Resisting Inner Tubes. Everlastics are tough, thick and strong. Bursts are practically unknown and all ordinary punctures are prevented.

Write for details to-day!
(Patent No. 217379.)

St. HELENS CABLE AND RUBBER Co., Ltd.,
Section (C), SLOUGH.

"We're Fluxite and Solder—The reliable pair, Famous for Soldering, Known everywhere! Wise Motorists take us Wherever they roam, On highways—in byways—And then back home!"



See that Fluxite and Solder are always by you—in the house, workshop, garage—anywhere where simple, speedy soldering is needed. They cost so little, but will make scores of everyday articles last years longer! For Pots, Pans, Silver and Brassware; Radio, odd jobs in the GARAGE—there's always something useful for Fluxite and Solder to do.

ANOTHER USE FOR FLUXITE—Hardening Tools and Case Hardening. Ask for Leaflet on improved methods.

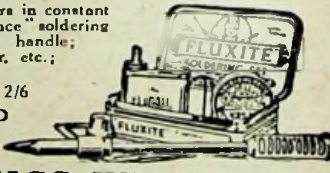
All Hardware and Ironmongery Stores sell Fluxite in Tins **8d. 1/4 and 2/8** NEW "JUNIOR" SIZE, 4d. per tin.

FLUXITE SOLDERING SET

Simple to use and lasts for years in constant use. Contains special "small-space" soldering iron with non-heating metal handle; pocket blowlamp, Fluxite, Solder, etc.; and full instructions.

COMPLETE 7/6, or LAMP only 2/6

FLUXITE LIMITED
(Dept. 420),
Rotherhithe, S.E.16

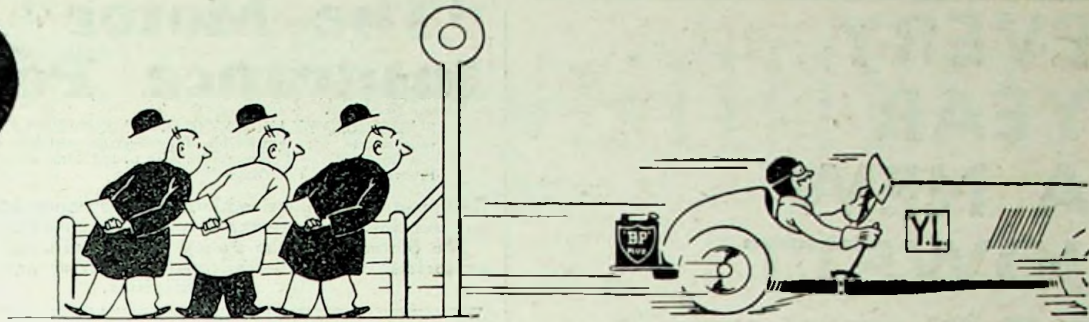


ALL MECHANICS WILL HAVE

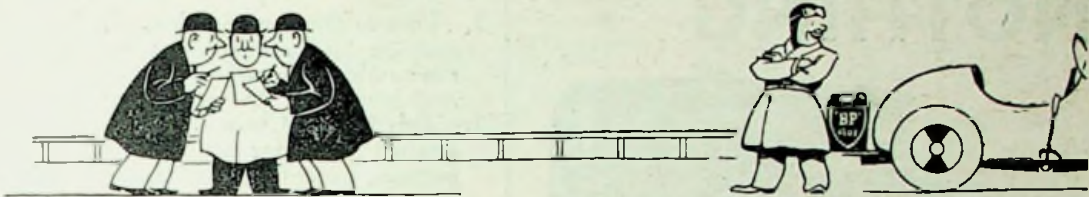
FLUXITE

IT SIMPLIFIES ALL SOLDERING.

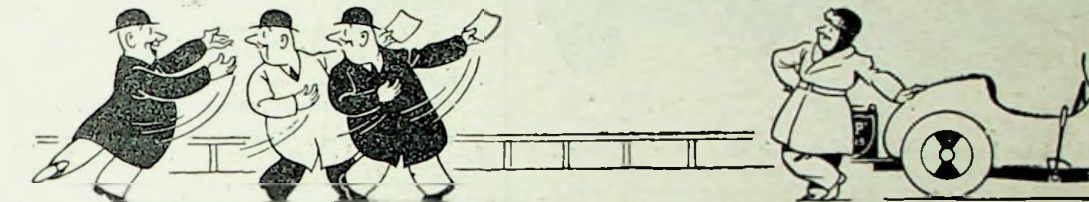
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally



Young Lochinvar has won out in the Test,



Said all the wise judges "His run was the best-



He was first off the mark and led all the way:



'Plus' is the secret—we'll buy some to-day"

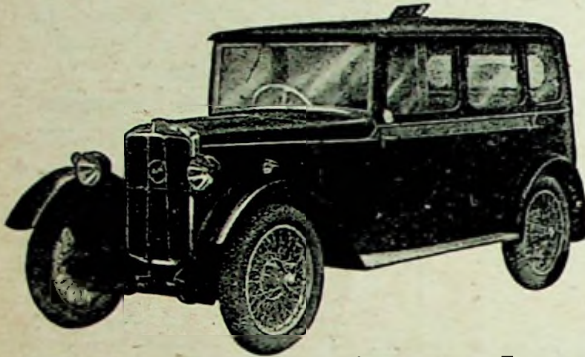
The blue 'BP' plus definitely ensures—
Instant starting + amazing acceleration +
more M.P.G + fullest power + wonderful
hill-climbing + freedom from pinking



ANGLO-PERSIAN OIL CO. LTD.
BRITISH PETROLEUM CO. LTD. BRITANNIC HOUSE, MOORGATE, E.C.2
DISTRIBUTING ORGANIZATION

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

EVERY YEAR A NEW JOWETT FOR NOTHING



This is an honest fact—strange as it may seem. Every year you can have a new car, without the usual initial outlays, by the Jowett plan of "New cars for old." It is the modern method of motoring . . . saves you worry and trouble . . . assures you of a new car every year.

First—you purchase a Jowett outright . . . then simply pay us 2½d. per mile up to 15,000 miles. For 2½d. per mile WE pay—Annual Tax. Full Insurance Policy. Supply all Petrol at 1/4½ per gallon on a 35 m.p.g. basis. Supply all oil at 7/6 per gallon on a 750 m.p.g. basis. Tyres and tubes as necessary. Repair and maintain up to £25 for such a period—not more than 1 year—in which 15,000 miles have been run. (If £25 is not expended, half the difference will be refunded to you as rebate). And when you've done 15,000 miles you get a new car FREE and start all over again just paying 2½d. per mile all in.

GODFREYS ARE THE PEOPLE

Go to Godfreys'—London's main agents and trade distributors—let them explain this plan more thoroughly. Inspect all the latest Jowett models . . . find the one to suit you. Godfreys' have Easy Terms that you can easily afford . . . they have an After-Sales Service that will never let you down . . . a complete Jowett Spares Dept., and, more than ever, at Godfreys' you'll get a square deal—or no deal at all.

Call, phone or write for a Jowett catalogue . . . get to know about this new value in motoring . . . you'll never regret it.

Godfreys

LTD

366, EUSTON ROAD, N.W.1.

Phone—Museum 3401.

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

"The Motor" Car Insurance Policy.

SUBSCRIBED BY UNDERWRITING MEMBERS OF LLOYD'S, who alone are responsible for carrying out the terms and conditions of the Policy, no liability of any kind attaching to the Proprietors of "The Motor."

The most comprehensive Motor Car Insurance obtainable at the present time. The terms and conditions have been prepared by "The Motor" and the Policy is available for all approved motorists. It provides adequate protection and is free from ambiguities.

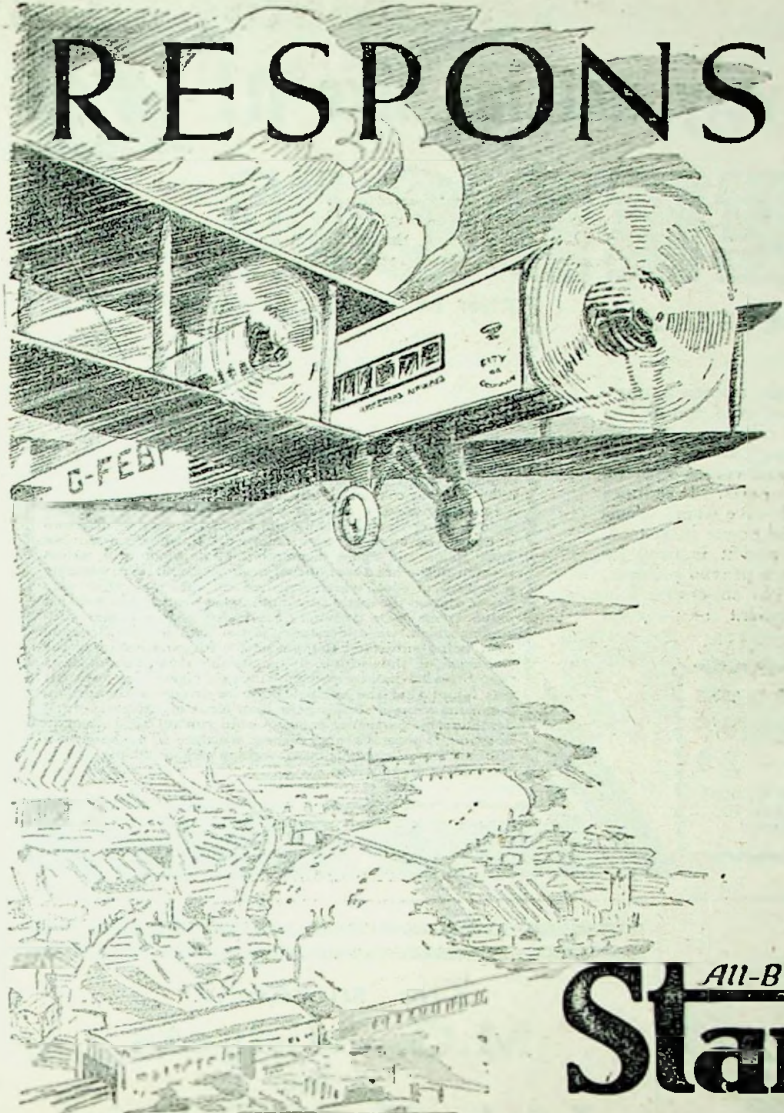
The Distinctive Features of "The Motor" Car Insurance Policy.

- 1.—**Loss or Damage Section.** This section includes damage by frost (without qualification, provided reasonable steps are taken to safeguard the vehicle) and loss of or damage to internal body fittings.
- 2.—**Third-party Claims.** The Assured is indemnified against claims for accidental bodily injury to any person, excepting claims for liability under the Workmen's Compensation and/or Employers' Liability Acts. This section also indemnifies any licensed driver driving with the Assured's consent.
- 3.—**Personal Accidents.** This section covers accidents to the Assured and/or the Assured's Wife (or husband) in connection with the insured car or whilst mounting, dismounting, or travelling in any other private motor car.
- 4.—**Medical Expenses.** Covers accidents to the Assured, the driver, or other occupant of the car, each of whom can claim up to 25 guineas. This section is extended to apply to the Assured and/or to the Assured's Wife (or husband) in connection with any private motor car.
- 5.—**Rugs, Golf Clubs and Personal Effects.** These are insured against loss and/or damage (within limits) without payment of additional premium.
- 6.—**Agreed value.** The underwriters agree in the event of total destruction or total loss of the insured car to pay in cash the insured value.
- 7.—**Loss of Licence.** In the event of a total loss, the Assured will not lose any amount he is unable to recover from the Taxation Authorities in respect of the car licence.
- 8.—**Garage Clause.** Loss of or damage by fire, lightning or explosion up to £100 to garage if such garage is owned by the Insured or the Insured is legally liable therefor.
- 9.—**Foreign Use.** Whilst the cover under this section is on the usual lines, there is no need to give prior notice to the underwriters before taking the car abroad.
- 10.—**No-Claim Bonus.** This is on a sliding scale and increases from 10 per cent. at the end of the first year to 20 per cent. after four years. The Assured will not lose his No-claim Bonus through the operation of the "Knock-for-Knock" or any similar agreement.
- 11.—**Definition of "Private Purpose."** The term "private purposes" means social, domestic, and pleasure purposes including use during elections and for personal matters in connection with the Assured's business or profession.

Enquiries for Prospectuses and Proposal Forms should be made to any Insurance Broker and not to the Offices of "The Motor."

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

RESPONSIBILITY



RESPONSIBILITY can be either a handicap or an encouragement.

For those who lack courage or initiative it is a burden.

For others—the strong and progressive—it is an urge to succeed. Its presence demands care and forethought, increased effort and patience. Its ready acceptance creates confidence in those who bear it.

The Standard Motor Company recognise their responsibility and accept it gladly. Every effort is made to maintain and improve the high reputation for Quality and Value that has been earned by Standard cars.

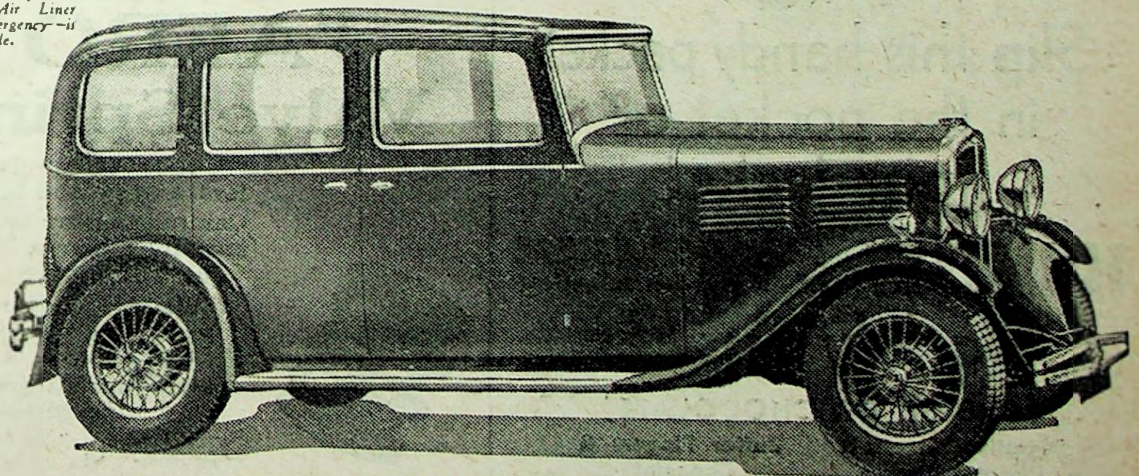
A defect in detail will mar any vehicle—may even have serious consequences.

The name of Standard is a Hall Mark of Quality—it has earned the confidence of both Trade and public—it guarantees you the best car in its class.

All-British Standard

PASSENGER AIR LINERS

Modern civilization demands the ready acceptance of responsibility. The Air Liner pilot—quick in emergency—is an outstanding example.



"BIG NINE" Models for 1931.

4/5 seater Saloons.

Fitted 3-speed gear—£195, £215, £225. "SPECIAL" fitted 4-speed silent third gear—£245, £255.



Buy the best at Standard

THE STANDARD MOTOR COMPANY LTD COVENTRY

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

TRY ITS MAGIC *~~~~~* **Positively nothing like it!**
To-day *~~~~~*

SPEEDOIL

LUBRICATES THE MOST ESSENTIAL PARTS OF THE ENGINE

You've heard SPEEDOIL praised—read about it in the motoring press. Well, try it on *your* car to-day! Up to the present your engine has been only *half-lubricated*—but SPEEDOIL will change all that. SPEEDOIL finds its way surely into the combustion chamber where ordinary oils cannot go. It surrounds pistons, rings and valves with an oil film which resists the high temperature of these parts. It reduces friction losses by 50%, and prevents piston, ring and valve wear; compression is improved, petrol consumption reduced and power increased. SPEEDOIL has been tested by the motor journals, and it is used by many of the leading manufacturers and drivers. It is a proved product. **MAKE CERTAIN THAT YOU GET SPEEDOIL.** No substitute can do what SPEEDOIL does—provide absolutely efficient anti-carbon upper-cylinder lubrication.

**Used and Approved
 by Many World-Famous
 Car Manufacturers**

THE SPEEDOIL CO., 28, BASINGHALL STREET,
 LONDON, E.C.2
 Phone: Metropolitan 5768

PRICES IN TINS
 19/6—10/6
 4/6—2/9
 ASK YOUR LOCAL
 GARAGE TO
 SUPPLY

After an extended Test of 'SPEEDOIL'

The Light Car

& Cyclecar says:

We undertook a very lengthy test of Speedoil which was used by us first in a 1930 Standard Nine engine. In the ordinary way this engine needed decarbonizing every 2,000 miles if it was to remain fully efficient; furthermore, there was a tendency for the exhaust valves to gum up or to squeak. Before using Speedoil the engine was thoroughly cleaned out and the sump oil was changed. It was then run for 3,000 miles and again dismantled. The amount of carbon present in the head was almost negligible, and there was only a deposit of soot, which brushed off easily, on the valve heads and on the metal surrounding the seats. The exhaust valve stems were definitely lubricated with a greasy substance which, we understand, is the final form of Speedoil after being subjected to great heat. An examination of the crankcase oil showed it to be remarkably clear, an indication that Speedoil had formed an effective piston ring seal. It was found that the engine could be driven really hard on long runs without showing the least signs of distress. Incidentally, this particular engine would run at 6,000 r.p.m. in bottom and second gears—a speed which could not have been attained had the valves been working stiffly. At present we are testing Speedoil in an Austin Twelve-Six and we shall publish a report of our findings.



Slip this handy packet
 in the pocket of
 your jacket

HUNTLEY & PALMERS
Handy Snacks

(CHEESE OR CHOCOLATE)

Digestive Biscuits & Butter Fingers &
 Chedlet Cheese Chocolate

Handy packets of Biscuits and Chedlet Cheese or
 Chocolate packed in Transparent Hygienic Wrappers.

2d. each.

The successful
M.G. Midgets

in the
Irish Grand Prix
 were equipped with
"AERO"

Valve Springs

"Aero" are marvels of tireless energy and accuracy. Command extra speed and surging power—

fit "AERO" now.

Made only by
TERRY'S

—the world's greatest
 Spring Makers.

For all Engines, write for List, and ask us for advice if you are in any doubt.



HERBERT TERRY & SONS, LTD., MFTRS.,
 REDDITCH, ENGLAND. Est. 1855.



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

Summer touring

"Laissez-faire" is an ideal policy for a motoring holiday.

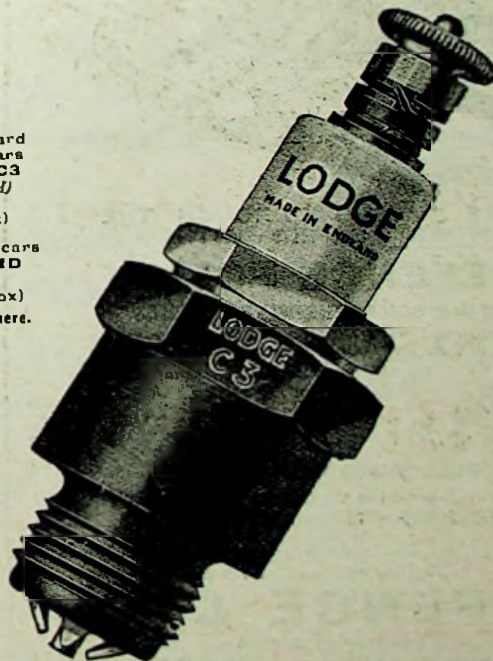
Adopt it by fitting a new set of

LODGE PLUGS

You will then be unaware that such things as plugs exist, except for the wonderful smooth running of your engine.

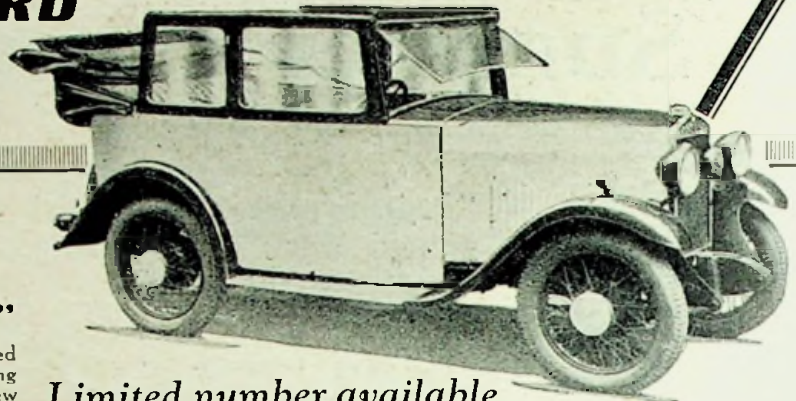
For standard touring cars
LODGE C3
(Illustrated)
6/-
(red box)

For sports cars
LODGE HD
6/-
(bronze box)
Sold everywhere.



LODGE PLUGS LTD., RUGBY.

NOW at Special Request
a TRIUMPH "Scorpion"
 with
TICKFORD
Body



The famous
100% OPEN
100% CLOSED
"Sunshine Saloon."

The popularity of this body is proved by numbers of our clients asking for its introduction on the new "Scorpion" Six Cylinder Chassis.

Accordingly we are now making the offer of this fine combination general and here lies your opportunity.

Limited number available
 for **IMMEDIATE DELIVERY**
Price - £237-10-0

Special allowance made for 7 h.p. Tickford Saloons in part payment.

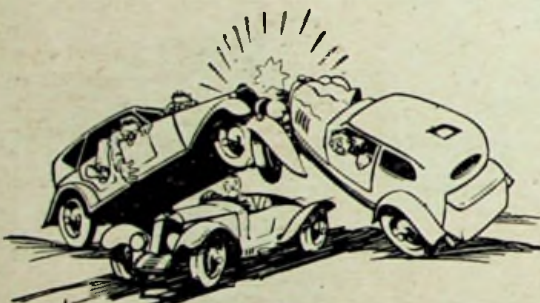
TRIUMPH DISTRIBUTORS AND SPECIALISTS:

RATCLIFFE BROS.

Phone: Museum 8603.

200, Gt. Portland St., London, W.1

Head Office: Erinton-on-Sea.



ONE PASSES THROUGH THE WORST SAFELY—WITH A

DEFENCE POLICY

FULL COMPREHENSIVE POLICIES

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

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

FULL THIRD PARTY POLICIES

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

ANY Driver 12½% extra. 10% Reduction for No Claim Bonus. Applications for agencies are invited.

DEFENCE LTD.,

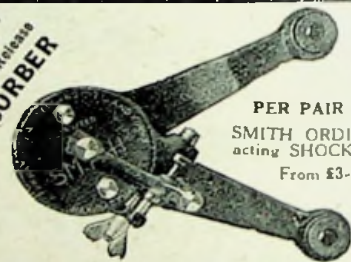
Insurance Brokers,

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

(This office is between the Monument and London Bridge.)
 Tel: Mansion House 9022 (six lines).

And at 1, Manchester Road, BRADFORD. Tel. 196.

THE LATEST Improved
 "SMITH DE LUXE"
 single acting Adjustable Release
SHOCK ABSORBER



FROM

£4

PER PAIR
 SMITH ORDINARY single acting SHOCK ABSORBER
 From £3-5-0 a pair

"SMITH"
AIR FILTER

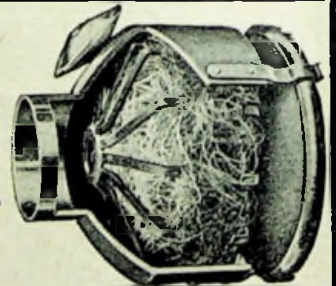
(Patented)

Fitted with SILENCER. Also gives audible warning when filter requires cleaning.

PRICE. For Motorcycles and cars up to 10 h.p. **10/-**

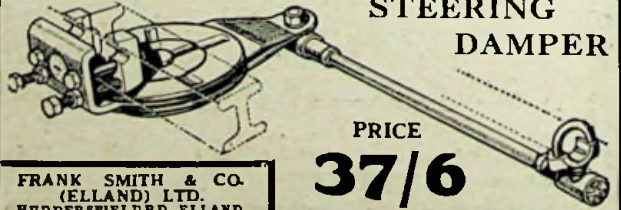
Cars 10 h.p. to 18 h.p. 15s.
 " 20 h.p. to 30 h.p. £1.

Where special adapters required 5/- extra.



CORRECTS WHEEL WOBBLE OR SHIMMY.
 Easier cornering—reduced wear and tear—economy in tyres.

"SMITH"
STEERING DAMPER



PRICE

37/6

FRANK SMITH & CO. (ELLAND) LTD.
 HUDDERSFIELD RD., ELLAND.

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

Registered

Trade Mark.



THE PERFECT UPPER CYLINDER LUBRICANT

THE MIXTROLLER

Patent No. 323717.



Height, 5 in. Width, 3½ in.
Finished in

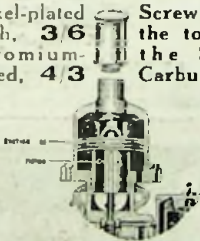
Brass and Blue 21/-
Chromium-plated and Blue .. 28/6

The Mixtroller holds 14 oz. of Mixtrol, which atomises with the petrol with each combustion and will give perfect upper cylinder lubrication for 1,400 miles or more according to Petrol Consumption of engine.

Can be fitted on the dash under the bonnet in a few minutes.

OUR PATENT OILER FOR S.U. CARBURETTERS

Nickel-plated, 3/6 Screw on to finish, 3/6 the top of
Chromium-plated, 4/3 the S.U. Carburetter



Patent No. 327266

This automatically keeps the bearing of the piston suction disc positively lubricated. Simply refill with Mixtrol approximately every 1,000 miles, at a cost of less than one penny. A special adapter is necessary with the Morris Oxford 15 h.p. Six at an additional cost of 2/3.

Put it in your Fuel
or in the Mixtroller
**Save that extra 2^d
on Petrol by using
MIXTROL**

WE ARE THE SOLE MAKERS OF
THE ORIGINAL AND GENUINE
UPPER CYLINDER LUBRICANT

MIXTROL IS THE PIONEER

IMPORTANT NOTICE

OUR NEW SUPERFINE
MIXTROL TREATS TWICE
THE QUANTITY OF FUEL,
THUS REDUCING THE COST
TO THE USER BY HALF.

HALF OUNCE NOW TREATS
TWO GALLONS OF PETROL
INSTEAD OF ONE GALLON.
IT NOW COSTS MOTORISTS
LESS THAN ONE HALFPENNY
TO TREAT A GALLON OF
FUEL INSTEAD OF ONE
PENNY AS HITHERTO.

**RACING
SUCCESSSES**

OVER 700 FIRSTS
350 WORLD'S RECORDS
3 CHAMPIONSHIPS

MIXTROL has had so many Successes
in Racing and still having them weekly
that owing to lack of space it is
quite impossible to enumerate them.

You can get it here
by the half ounce
for one penny, which
treats Two Gallons.



THE
MIXTROL
SERVICE
TANK



The screw
measure on
each tin
holds suffi-
cient for
two gallons
of fuel.

PRICES:

4 oz. Tin (Postage 2d. extra) 1-
Flat oval shape for tool bag.
8 oz. Tin (Postage 3d. extra) 1/9
32 oz. Tin (Postage free) 6/-
128 oz. Tin (Carriage paid) 19/-

WE GUARANTEE

1. Absolute lubrication of the cylinder walls and all upper working parts.
2. Longer life of engine.
3. Cures knocking.
4. More power, speed and pick-up.
5. Easy starting.
6. Increased mileage.
7. Carbon deposit reduced to a minimum.
8. No gumming up.
9. No seizing up.
10. Cures squeaky valves.

MIXTROL OIL CO., 74, NEWMAN STREET, LONDON, W.1

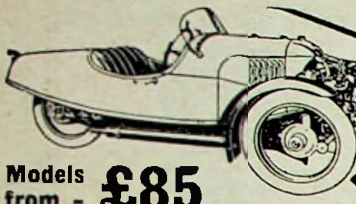
Telephone: Museum 2645/6.

Telegrams: "Olmistrol, Rath."

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

MORGANS delivered immediately— for your holidays!

Get in touch with
Homac's the Morgan
Specialists to-day!



Models from - **£85**

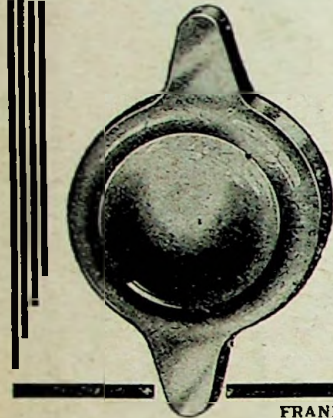


BEST TERMS, PART EXCHANGES, FULL STOCK OF SPARES

Tel.: Clissold 9616-7.
243-7, Lower Clapton Road, E.5.
(Opposite Lea Bridge Rd., 2 mins. Clapton Station.)
Works: 46, London Road, E.5.

LONDON'S OFFICIAL MORGAN SERVICE DEPOT!

"BROOKLANDS"



Hub Caps

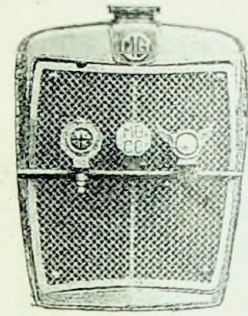
"Brooklands" Hub Caps fitted to bolt on wire wheel give the appearance of the knock-on racing hub. Effect wonderful improvement in appearance of both wheel and car. Solid brass throughout, heavily Chrome plated. Equally suitable for normal and sports cars. Complete with all fittings in sets of 5.

Set of 5 Complete **21/-**
Proc. Pat.

Stoneguards

"Brooklands" Radiator Stoneguards are constructed of solid brass throughout, including diamond pattern mesh. All joints welded and finished in heavy Chrome Plate throughout. Complete with all fittings for easy attachment. Write for descriptive leaflet.

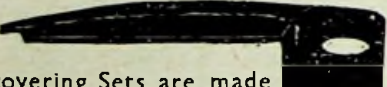
Austin, Minor, Midget, etc. - - **30/-**
Riley, Triumph, Hornet, etc. - - **35/-**
Over 100 Stock Models.



FRANK ASHBY & SONS, LTD., STIRCHLEY, BIRMINGHAM.

RE-COVER YOUR HOOD

IN YOUR OWN GARAGE



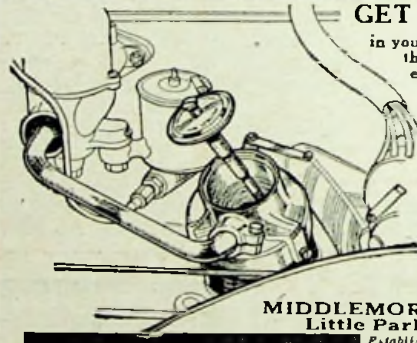
Grafton Hood Re-covering Sets are made in a variety of first-class materials. All sewing is done, including backlight fitted. Complete to the last tack. All ready for fixing to frame.

Mention make of car, year and size (2 or 4 seater), when range of patterns and prices will be sent per return.

THE GRAFTON ENGINEERING CO.,
Sycamore Grove, New Malden.

FUMELESS MOTORING!

GET FRESH AIR



in your body and rid your car of the obnoxious fumes which escape from the crank case through the breather.

MIDDLEMORES Fume EXTRACTOR
Fitted in a few minutes. For Morris Oxford and Cowley, Morris Minor and Austin 7 h.p., Wolsley 6, 8 and Hornet, Singer Junior, Standard 9, Rover 10 and Ford.

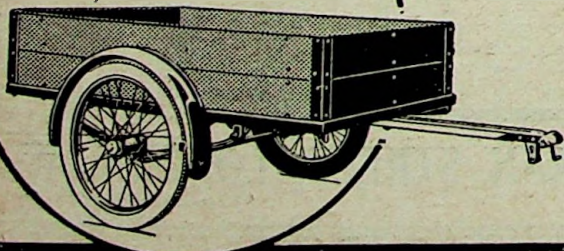
PRICE 21/-
Complete

Write for Leaflet:
MIDDLEMORES (Coventry) Ltd.,
Little Park St., Coventry.

Established over 60 years.

10 GNS. At this price THE GIBSON has no equal!

CHASSIS (at Works) complete with accessories



The Ideal Light Car Trailer

Light, strong, and remarkable for its road-holding qualities, this Trailer will carry a load up to 3 cwts. It is complete with Mudwings, Rear Lamp and Flex, Number Plate, Patent Self-Locking Ball Hitch and Detachable Wheels.

Price, with Body as Illustrated, 13 Gns.

Send for full particulars of this and the complete range of Gibson Trailers.

J. BROCKHOUSE & Co., Ltd., Victoria Works, West Bromwich, Staffs.
London Office: Australia House, Strand, W.C.2.
Phone: Temple Bar 4803/4. Grams: "Brockhusco, Australia, London."

Agents for Irish Free State: R. CALLOW & SONS, Westland Row, Dublin.



IRISH INTERNATIONAL
GRAND PRIX

The
RILEY TEAM

was the
fastest in
the entire
Race

(irrespective of handicap)

This Team of 3 Cars driven by

Mr. C. R. Whitcroft	-	74.79 m.p.h.
Mr. W. P. Noble	- -	74.48 "
Capt. Sir Malcolm Campbell		73.27 "

made

NON-STOP RUN

averaging

74 M.P.H.!

International Class "G"

1st 2nd & 3rd

AWARDS:

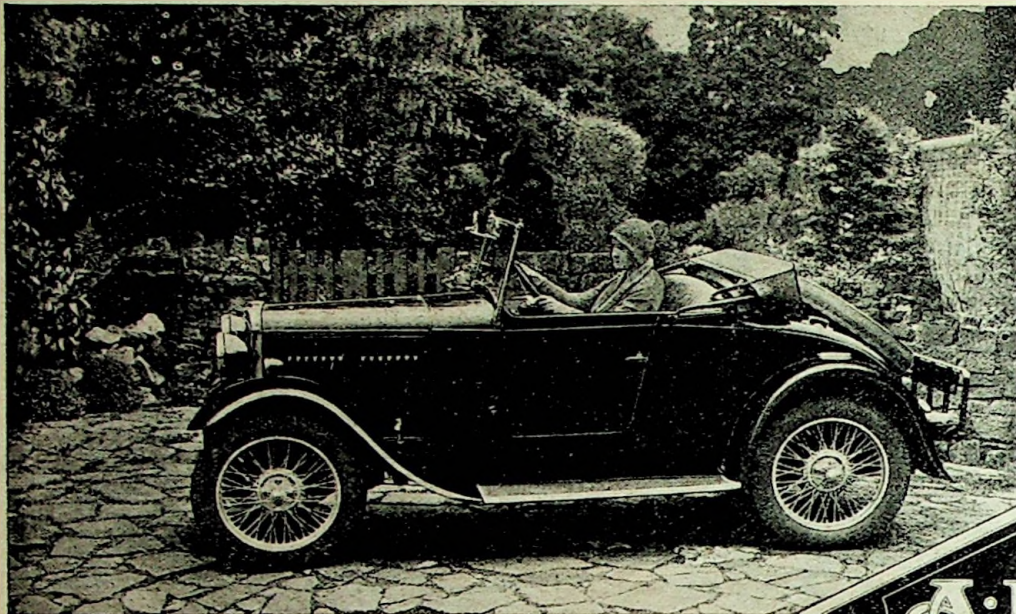
- R.I.A.C. £100 AWARD
- "IRISH INDEPENDENT" CUP
- THE IRISH TROPHY
- R.I.A.C. GOLD MEDAL
- R.I.A.C. SILVER MEDAL



As a car buyer, Reliability is your first and greatest need, hence, proof such as this should induce you to know more of the Riley—"the Car that depreciates least." Ask for catalogues and copy of the "Riley Record"—our monthly magazine.

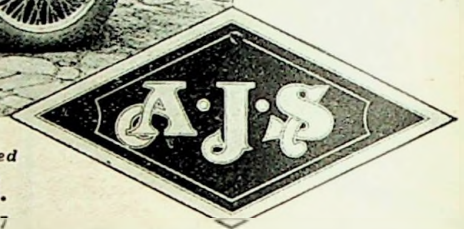
RILEY (Coventry) LIMITED
COVENTRY
42, Nib. Audley St., London, W.1

"The choice of an A.J.S. is proof of good judgement"



MODELS and PRICES:

- 'Richmond' Saloon
£197
- *De Luxe Coach-built 2-Seater, with Dickey (as illustration)
£199
- De Luxe Fabric Saloon
£219
- De Luxe Coach-built Saloon
£229



Catalogue and name of nearest dealer sent. :: :: Also trial run arranged

A. J. STEVENS & CO. (1914) LTD., WOLVERHAMPTON.

London Distributors: H. TAYLOR & CO., LTD., 49-53, Sussex Place, S. Kensington, S.W.7

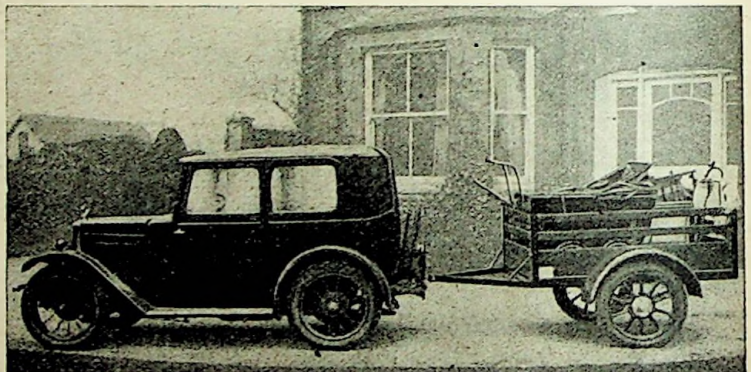
AN IMPOSSIBILITY

It is a sheer impossibility for a man to take his family AND luggage on a holiday in a small car with comfort. The use of a light "D-B" Super Trailer takes the luggage out of the car and puts it where it is out of mind, and yet, in your personal care.

"D-B" SUPER TRAILERS

Model F.6C £20 Ex Works.

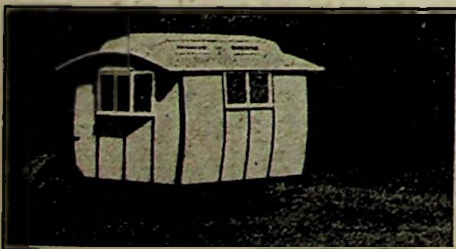
NO EXTRA TAX when towed by private car.



B. DIXON-BATE, BRIDGE WORKS, TARVIN ROAD, CHESTER.

ON THE ADMIRALTY, WAR OFFICE AND INDIA OFFICE LISTS.

BUY AN "ANGELA" CARAVAN—AND BANK THE DIFFERENCE!



Read this Specification—

This model is specially suitable for the AUSTIN "SEVEN" and other LIGHT CARS.

SPECIFICATION:

Length—8 ft. by (width) 6 ft. Gracefully designed with bow sides and bay window. Pullman lantern roof with four windows, all of which are hinged to open. Two side windows, both hinged to open. The door is in two halves—the top half being glazed. The body is strongly constructed with laminated mahogany panels, and the design eliminates both weight and wind resistance.

The furniture includes settee-beds to accommodate three adults, luxuriously upholstered in a dainty hard-wearing Cretone. Large Wardrobe, Cupboard-table with extending leaf, Blue-flame Stove in fireproof recess, and the usual clothes lockers. The tow-pole is of polished ash and fitted with Automatic Brakes. The Axle is of Special Tubular Steel fitted with wire wheels, fitted Goodyear Tyres.

Complete with Lamp Bracket and Number Plate. Beautifully painted and lined in a good range of colours. **COMPARE WITH OTHERS AND YOU'LL BUY AN "ANGELA."**

The Caravan with a Grace and Beauty Unsurpassed.

AT THE AMAZING PRICE OF—**£65 EX WORKS.**

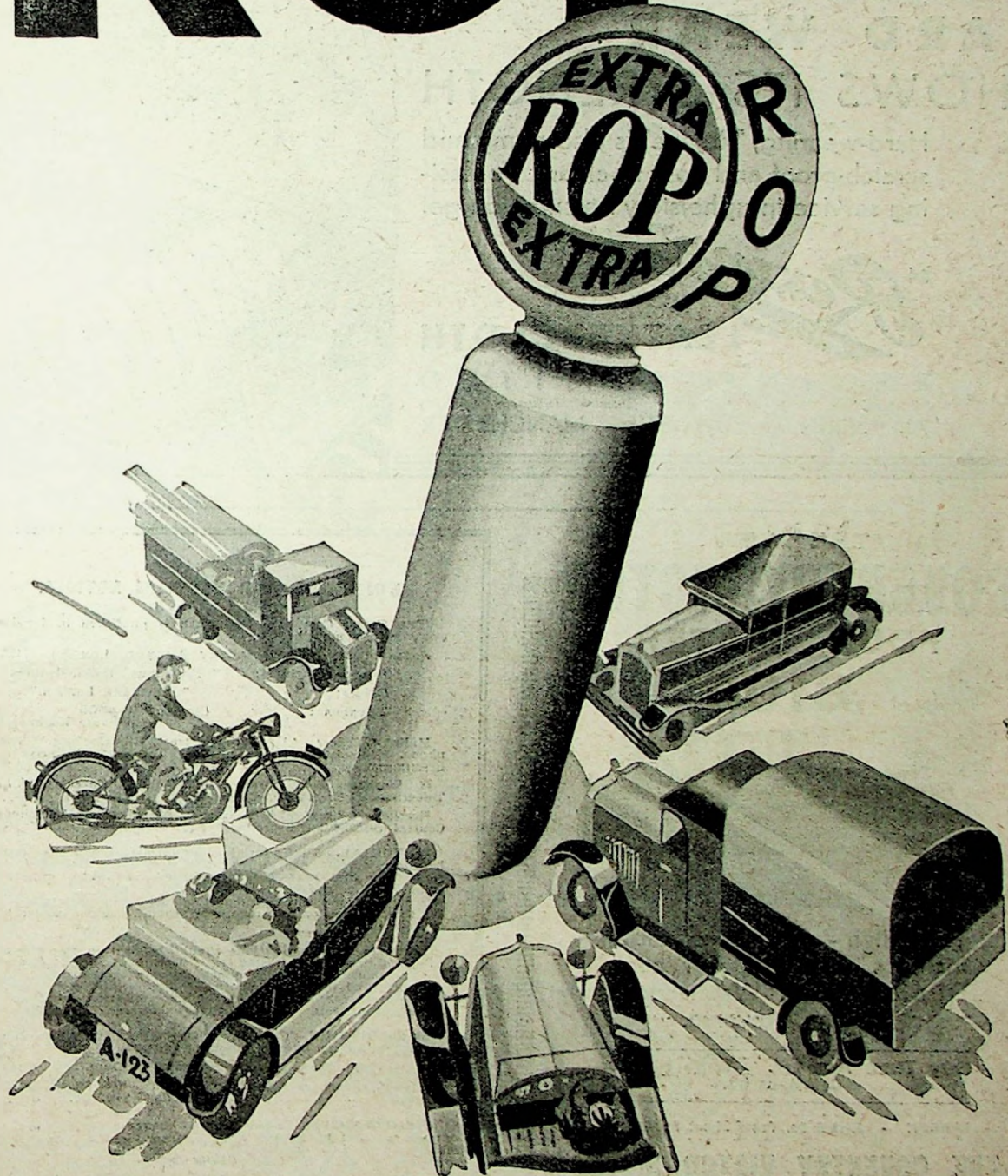
ALL-STEEL CHASSIS £5 EXTRA.

10 ft. four-berth model, PRICE £80. Other models pro rata.

ANGELA CARAVAN CO., ON WATLING STREET, Near FLAMSTEAD, ST. ALBANS.

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

ROP



Russian Oil Products, Ltd., Moorgate Hall, London, E.C.2.

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

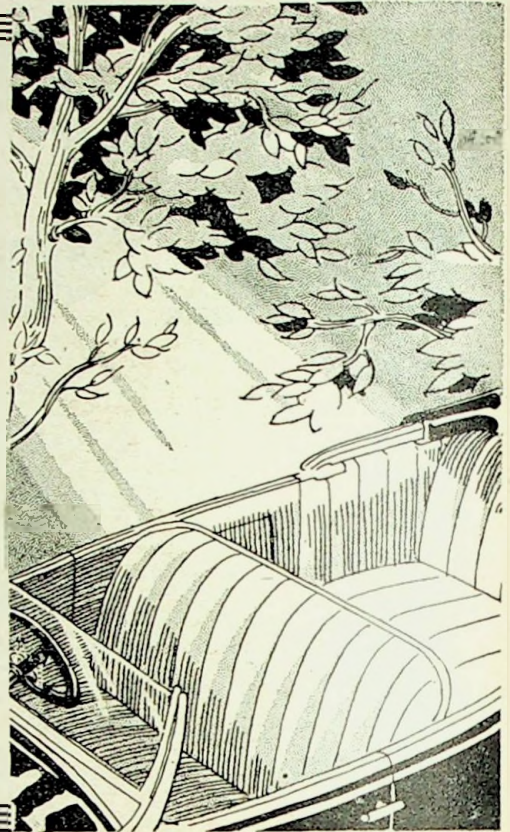
SUNLIGHT REVEALS ITS BEAUTY

—the realistic grain and rich quality of colour which distinguishes "Rexine."

HARD WEAR SHOWS ITS STRENGTH

Hard-wearing, "Rexine" is also damp and scratch-proof and easy to clean. For lasting service in upholstery be sure you get

"Rexine"
BRAND LEATHERCLOTH
REXINE LIMITED
(A subsidiary company of Imperial Chemical Industries Limited)
70, SPRING GARDENS, MANCHESTER
R.A. 207



THE NEW "COVENTRY VICTOR" FOUR SEATER

Fully Equipped **£105** Tax - £4



The High - class Specification includes Detachable Wheels, Dunlop Tyres, Water-cooled Engine, Reverse.

Easy Terms Arranged. Write Now for Catalogue C2.

LONDON - Kirk & Co., Praed Street, Paddington.

THE COVENTRY VICTOR MOTOR Co., Ltd. - - - **Coventry**
Lubricate with Wakefield Castrol XL Oil.

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

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

Inland Telegrams: "Pressimus, Holb., London."

Cables: "Pressimus, London."

Telephones: Clerkenwell 6000. (Private Exchange).

Midland Offices: 61-65, New Street, Birmingham. Telephone, Midland 4117 (3 lines). Telegrams, "Presswork, Birmingham."

6, Warwick Row, Coventry. Telephone, Coventry 4775. Telegrams, "Presswork, Coventry."

Northern Offices: 274, Deansgate, Manchester. Telephone, Central 5433-4. Telegrams, "Presswork, Manchester."

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor" and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

SUBSCRIPTION.—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

REMITTANCES.—Postal orders, cheques, etc. should be made payable to Temple Press Limited, and crossed "Midland Bank Ltd., Bedford Row." Remittances from abroad should be made by International Money Order in Sterling. All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on page 45.)

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

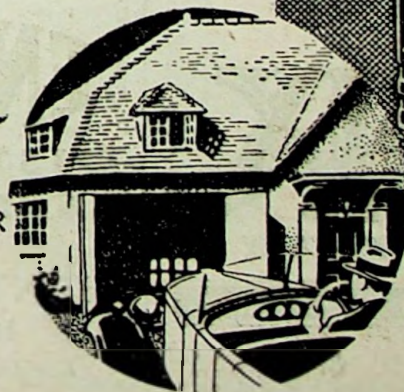
**A PYRENE
FIRE EXTINGUISHER
NOT ONLY
SATISFIES
THE LAW
BUT GIVES
UNFAILING
FIRE
PROTECTION**

FOR YOUR OWN SAFETY'S SAKE
BUY A

Pyrene
TRADE MARK
FIRE EXTINGUISHER

Get one from your dealer to-day. Prices from **35/-**

Write for illustrated folder F/L.



● Your garage is a "storage place" under the Petrol Storage Regulations, even if the only petrol stored is that in the tank of the car. And as such, it must be equipped with some form of fire protection.

A Pyrene Fire Extinguisher fitted to your car meets these regulations. And it gives you protection on the road as well.

You need never fear fire if you have a Pyrene Fire Extinguisher at hand . . . never lets you down . . . doesn't depend on maintained pressure . . . its action is instant and permanent! It can be used in any position . . . gives a continuous and powerful jet by means of its double-acting pump . . . and is easily refilled.



THE PYRENE COMPANY, LIMITED, GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

Telephone - Ealing 6012 (7 lines).
Telegrams - "Pyrene, Brentford."

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

A quick and easy start

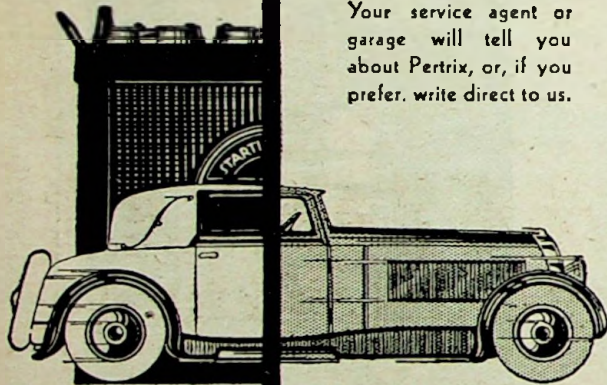


A touch of the starter switch . . . a short whirr . . . does your engine immediately leap to life?

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

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

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



Look for the Yellow Sign

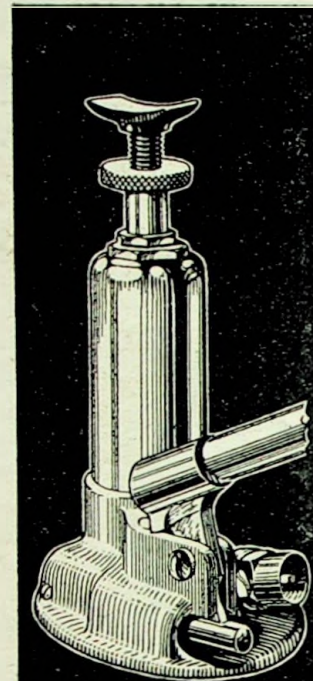
PERTRIX BATTERIES

STARTING — LIGHTING — IGNITION

The Batteries you can trust

Abts. of Britannia Batteries Limited, Britannia House, 233 Shaftesbury Avenue, London, W.C. 2. Works: Redditch, Telephone: Temple Bar 7971 (5 lines). Telegrams: "Britannia, Westcat, London." 4210

RAISES THE "BABY" EASILY



ENOTS MINOR HYDRAULIC JACK

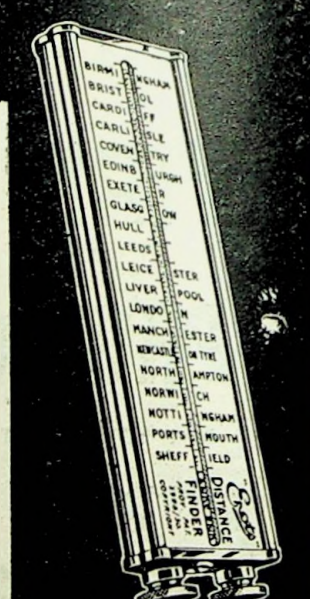
This powerful little jack raises your "baby" car with the minimum of effort on your part in a few seconds and gently lowers it again when you open a release valve. It is a small edition of the famous Enots Hydraulic Jack for full size cars. It gives the same splendid service and lasts a lifetime.

Minimum height, 6 1/2"
Hydraulic Lift - 3 1/2"
Hand Extension, 2 1/2"
Total Lift - 5 1/2" **25/-**

Why DOUBT the Distance

when you can tell it as easily as the time? The Enots Distance Indicator gives in a moment the mileage of any of 3,000 journeys in Gt. Britain. Pocketable. Handsomely chromium plated. **10/6**

ENOTS DISTANCE INDICATOR



BENTON & STONE LTD.,
163, Bracebridge St., Birmingham.
London: 108, Great Portland Street, W.1.

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

Godbolds.



**HERE IS YOUR
EXTRA
MILEAGE!**

**NATIONAL
BENZOLE MIXTURE**

*Same price as petrol
—but
more miles
per gallon*

NATIONAL BENZOLE CO. LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, LONDON, S.W.1
(The distributing organisation owned and entirely controlled by the producers of British Benzole).

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

"THE MOTOR MANUAL"

Sales exceed the
 $\frac{3}{4}$ -Million Mark!

WIDESPREAD POPULARITY



WHEN "The Motor Manual" was first issued it met with an instant welcome from motorists, and year by year, as the successive rewritten editions have been published, appreciation has continued to grow. To-day its sales total the impressive figure of 770,000 copies!

This success has not been obtained without reason. "The Motor Manual" is universally acknowledged as the leading guide to motors and motoring. It contains more clear and practical information than any other single book on this subject.

PRICE 2/6 NET.

Of all Bookstalls and Booksellers, or 2/10 post free from the publishers.

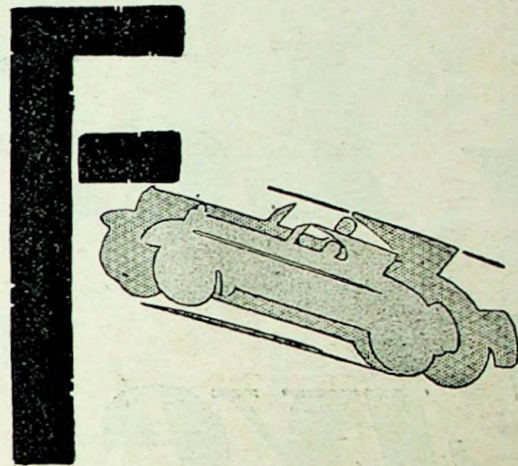
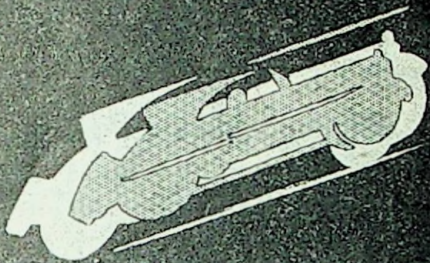
TEMPLE PRESS LTD., 5-15, Rosebery Avenue, London, E.C.1

Wholesale Agents

E. J. LARBY, LTD., 30, Paternoster Row, E.C.4.

All about Motors and Motoring

FAST *is* SAFE DRIVING DRIVING



**Your Car is
fitted with
DEWANDRE
BRAKING**

THE NEW ROAD ACT
Will give you no anxiety
as far as speed and driving
go, if your Car is fitted with
DEWANDRE VACUUM
BRAKING. Instant Re-
sponse to a touch of the
pedal — a pull-up in a
matter of feet!

DEWANDRE VACUUM BRAKE

CLAYTON DEWANDRE CO LTD
TITANIC WORKS • • LINCOLN

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

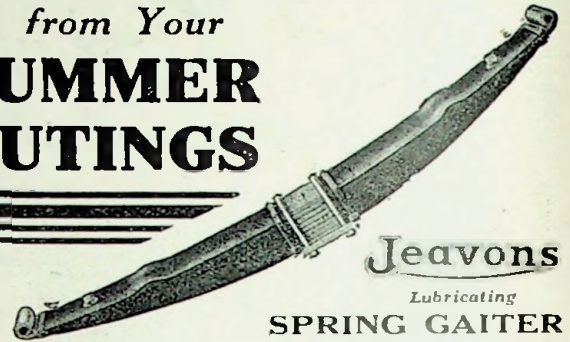
Live & Let Live!



... the **SAFE**
Brake Lining
for **ALL** Speeds

SMALL & PARKES LTD., HENDHAM VALE WORKS, MANCHESTER
London Depot, 97d, Queen Victoria Street, E.C.4

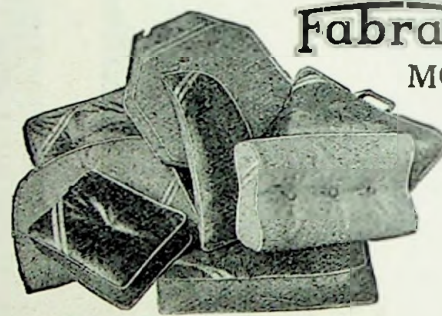
Get more Pleasure from Your **SUMMER OUTINGS**



Jeavons
Lubricating
SPRING GAITER

NEW REDUCED PRICES make it easier for every car owner to fit "Jeavons" and enjoy the advantages of Safety, Comfort, and Economical Running. "Jeavons" keep the springs in a healthy condition, completely protected from wet, mud, dust and rust, with a film of oil over the entire frictional surfaces of the Spring Leaves. Easy to put on or take off, and fit like a well-made glove. Force Feed Oil Gun given FREE with each complete set.

For full particulars with price for your car, post the Coupon.



Fabram Gilt Edged
**MOTOR
CUSHIONS**

Motoring in comfort in your due, and "Fabram" Cushions help you to attain it. The various designs afford a welcome change of position for driver and passenger alike. Fifteen different shapes in nine colours, every cushion beautifully soft and resilient.

waterproof and durable, enhanced by gold piping and gold braid.
Post the Coupon for full particulars.

Starling PICNIC OUTFITS



Folding Chairs, 4/6 and 3/6 each.
Folding Stools, 1/7 each.
Better quality, 2/3 and 3/- each

Put more pleasures into your picnics. Ideal for every outdoor purpose. All steel frames and tastefully coloured canvas. Single stools and chairs as illustrated. Collapsible Tables, plywood top 3/11 ea. Also in sets complete with carrying case as follows—

- "Super" Stool Set. Four strutted stools in carrying case with grip handle. 21/- complete.
- "Standard" Stool Set. As above, but with plain stools . . . 18/6 complete.
- Chair Set. Four folding chairs in carrying case with grip handle 27/6 complete.
- "Super" Table Set. Combined table-carrying case in blue, and four strutted stools . . . 25/- complete.
- "Standard" Table Set. As above, but with plain stools . . . 22/6 complete.

Write for Full Descriptive List.

Products of

RAMSDENS (HALIFAX) LTD.,
3, Station Works, Halifax, England;
Fabram House, Southampton Street,
Fitzroy Square, London, W.1.

POST THIS COUPON TO-DAY.

To RAMSDENS (HALIFAX) LTD., 3, Station Works, HALIFAX.

Please send me FREE Descriptive Lists as indicated by a X.

Name

Address

Name of Usual Dealer

- "JEAVONS" Spring Gaiters.
- "FABRAM" Motor Cushions.
- Protect-all Outfit.
- Loose Covers.
- Campers' Equipment.
- Lounger.
- "STARLING" Picnic Outfits.
- Rear and Dickey Screens.
- L.C.

Announcing A New Model!

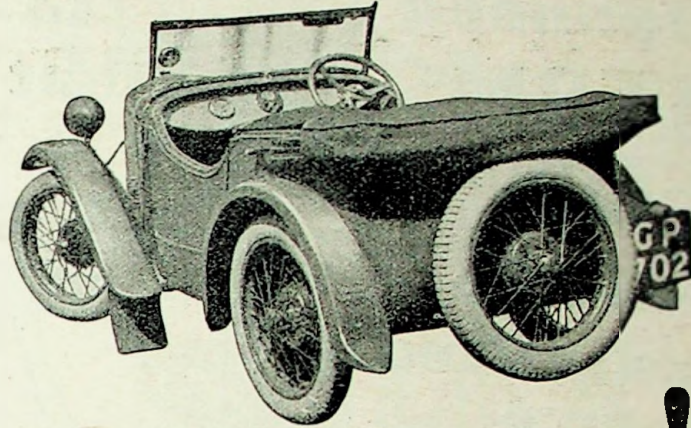
Arrow

COACHWORK
IS NOW FITTED ON THE
FOLLOWING CHASSIS:

- AUSTIN SEVEN
- MORRIS MINOR
- TRIUMPH SEVEN
- WOLSELEY HORNET

PRICES FROM

£140



Austin Arrow Foursome!

£155

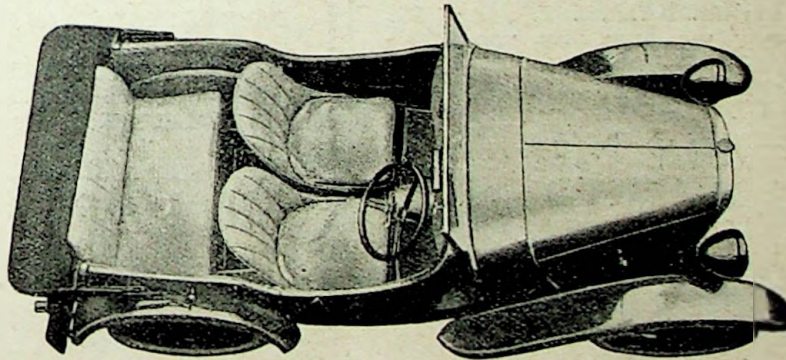
COACHBUILT
& CELLULOSED

In response to widespread public demand we have produced the Austin Arrow Foursome on similar lines to our famous Wolseley Hornet model.

The Austin Arrow Foursome will appeal strongly to all who wish to get out of the mass production coachwork rut. Its attractive design and beautiful lines place it in a class apart—yet the cost is moderate. Let your Austin bear an Arrow body—and be proud of it!



THE SEAL OF
SATISFACTION



DEMONSTRATION
GIVEN ANY-
WHERE IN GREAT
BRITAIN
THROUGH YOUR
LOCAL AGENT.

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Address.....

at present I own a..... H.P.....

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BIRMINGHAM
FRANK HALLAM & CO., Bristol St.

LIVERPOOL
ROSCOE MOTORS, 62, Roscoe St.

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

“SERVICE”
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financed
TERMS
FOR
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admittedly
BEST
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because—

Top
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 Present
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- (a) THE PLEASING AND HELPFUL SPIRIT IMPARTED INTO THESE TRANSACTIONS BY THE SERVICE COMPANY.
 - (b) THE SERVICE COMPANY'S DESIRE TO ARRANGE TERMS TO SUIT INDIVIDUAL REQUIREMENTS.
 - (c) LOWEST CHARGES FOR DEFERRED TERMS.
- MAY WE GIVE YOU, TOO, SATISFACTION?

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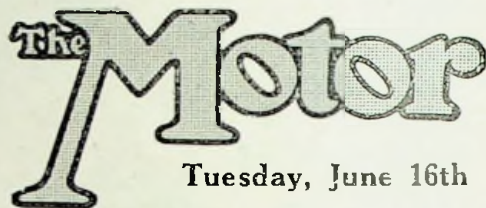
The Service Company Ltd

273-274, HIGH HOLBORN, W.C.1
 Phone: Holborn 0664 (3 lines). Established 1889
 Hours: Mon.—Fri. 9 a.m. to 6.30 p.m. Sats. 9 a.m. to 5 p.m.

**The Full Story
 of the Great
 24-Hour Race
 at Le Mans**



See This Week's Issue of



Tuesday, June 16th

WONDERFUL PICTURE FROM INDIANAPOLIS IN WHICH FIVE CARS ARE SHOWN INVOLVED IN AN AMAZING INCIDENT.

ALL ABOUT NEXT SUNDAY'S FRENCH GRAND PRIX.

THE 10,000 KILOMETRE TRIAL.

British Car's Successes in Strenuous Trial.

WHERE TO GO—WHAT TO SEE.

Armada Furniture in a Home of the Middle Ages. Next Week's Great Pageant at Rochester. How to Get There.

MOULDED NON-METALLIC BODIES.

THE 38-250 H.P. MERCEDES-BENZ AND THE FRAZER-NASH BOULOGNE MODEL TESTED ON THE ROAD.

THE MOTOR INDUSTRY IN THE U.S.A.

By Sir William Letts (in an interview).

TESTING ROAD SURFACES IN RACES.

Remarkable Skid-proof Qualities of Grand Prix Circuit.

Next Week.

THE FRENCH GRAND PRIX.

Descriptive Report and Exclusive Pictures by Air.

Now on Sale - Price 4d.

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

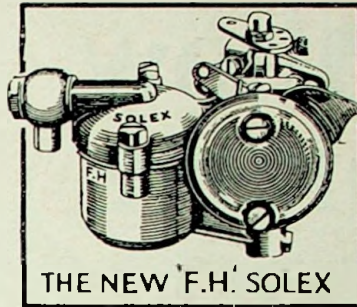
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

ASK YOUR LOCAL GARAGE- to fit a **NEW 'SOLEX'** to your car on 30 Days Free Trial

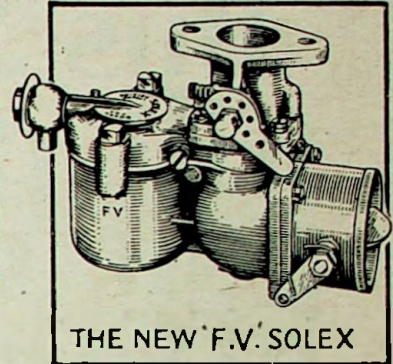
Your Garage will tell you of the astounding results obtainable from the new "F" Type Solex—how you can yet obtain even more miles per gallon—more speed, better acceleration and all-round better running. You know the performance of the existing Solex—you will easily be able to appreciate the vastly superior performance with the new "F" Type. The same offer of 30 DAYS' FREE TRIAL applies—and a special allowance is made on your old Solex.

If your car is fitted with an early model "Solex" we will make a special generous allowance for it in part exchange for a new "Solex."

N.B.—We offer generous allowances for other makes of carburettors, if after test of the Solex on your car you decide to purchase.



THE NEW 'F.H.' SOLEX



THE NEW 'F.V.' SOLEX

SOLEX

THE NO-TROUBLE CARBURETTOR

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

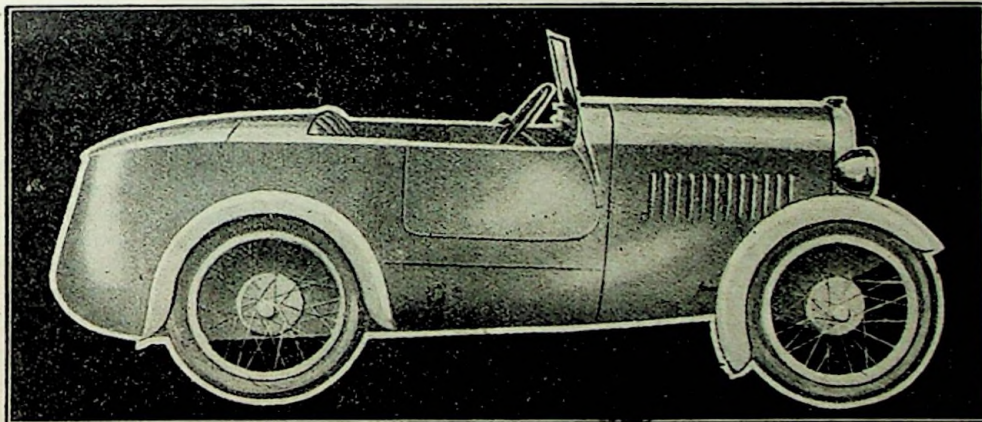
Telephones: Paddington 8621, 8522, 8523, 8524, 8525, 8526.

Telegrams: "Solexcarb, Edge, London."

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

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

Re-introducing an old friend—!



The
'K.C.' Austin Special
Now Reduced to—
£168-10

SPECIAL
SPORTS
£182-0-0
ULSTER TYPE
UNDERSLUNG
CHASSIS—
£204-0-0

The "K.C." Austin Special has always been one of our most popular lines—and now that it is available on the new Austin chassis at a reduced price, it will have more friends than ever!

All the outstanding "K.C." Bodywork features are preserved, including the following:—

Disappearing Hood. "Fold-flat" Screen. Complete Under-shielding. Cycle-type Mudguards. Leather Upholstery. Best Cellulose Finish (colours to customer's requirements).

WITH SAME SPECIFICATION AS BEFORE.

THE BEST VALUE IN FAST AUSTINS

— K. C. MOTORS, 405-11, NEW KING'S ROAD, FULHAM. —

'Phone' PUTNEY 3848.

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

SUMMER SHOW at NEWNHAMS

**This Show
will prove
you can
afford a
New Car
Come and see**

FROM
JUNE 19th
TO
27th Inclusive

between 9 a.m. and 9 p.m. you can examine side by side in our immense Showrooms a truly wonderful selection of about 200 of the most popular and economical types of small and medium-powered cars, including representative ranges by such well-known manufacturers as:

**AUSTIN
ARMSTRONG SIDDELEY
HUMBER
MORRIS RILEY
ROVER SINGER
STANDARD
and TRIUMPH**

This display is very appropriately limited to cars of moderate price and low upkeep costs which many people can afford to purchase, even in these hard times.

The facilities we offer are unequalled elsewhere: Instant delivery. Part Exchange and Hire Purchase terms which are self-financed and controlled by our subsidiary company — Newnhams Hire Purchase Ltd. Business can be arranged anywhere in Gt. Britain, by post if desired. Don't miss this display!

You will be welcomed whether you contemplate an immediate purchase or not.



NEWNHAMS

Newnhams House, 237, Hammersmith Road, London, W.6.

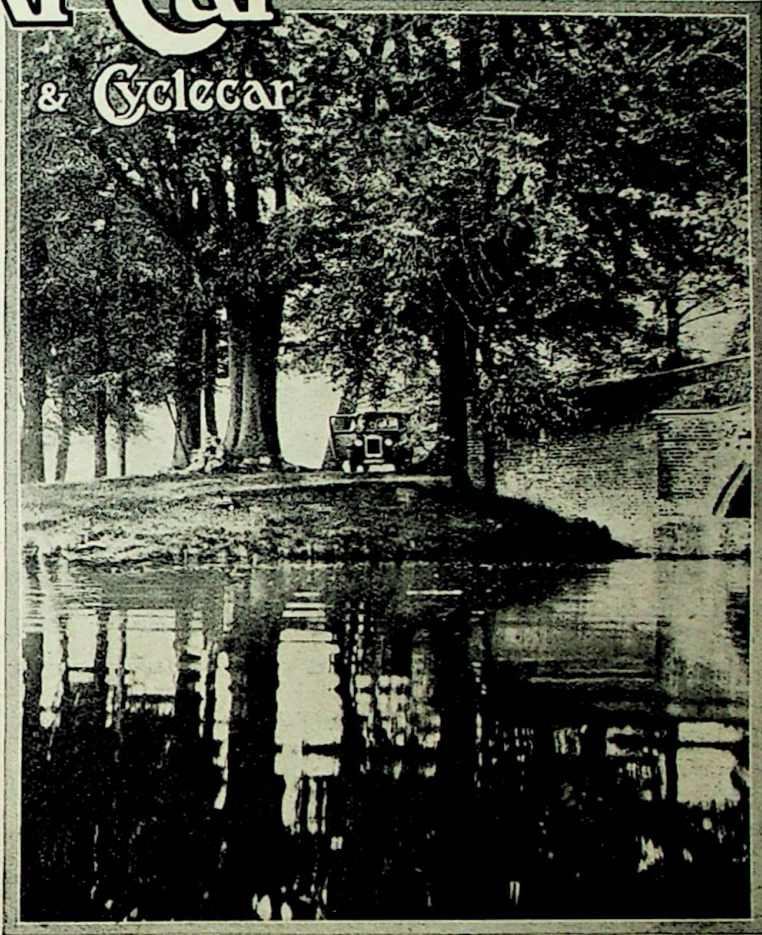
Streatham Showrooms: 136/8, Streatham Hill, S.W.2.
Open 9 a.m. to 9 p.m. (except Sundays).

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

SPECIAL
SUMMER NUMBER

The Light Car

& Cyclecar



IDLE REFLECTIONS

BREATHING the restful spirit of a real Summer's day, this charming study of Water End will bring back memories of lazy holidays of the past and increase our eagerness for the holidays to come. Perpetuate your holiday memories by taking a camera with you on your journeyings.

"WHEN are you off?" and "Where are you going?" are questions which one hears on every side just now. The answers have, as a rule, only this in common—they reveal plans which have been months in the making and in which "the car" plays a prominent part; in short, they represent the summer holiday to which every one of us looks forward all the year round—the holiday which is now very much "in the offing."

There is much in this Special Summer Number which will directly interest the man or woman

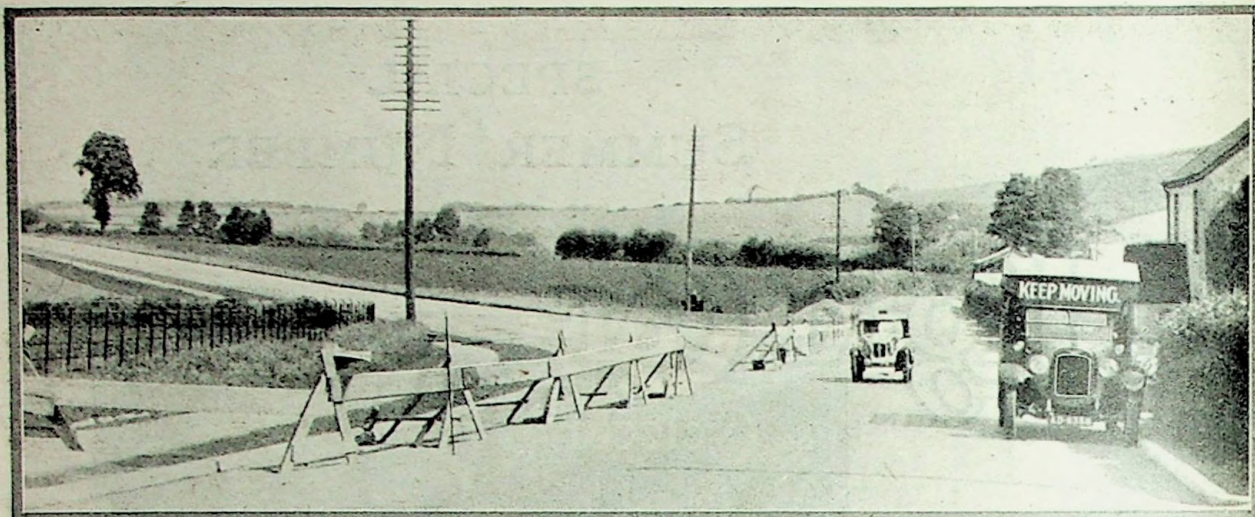
HOLIDAYS
are here
AGAIN

in eager anticipation, we shall feel that we have done our bit.

So here's to fine days and happy days; may the weather be kind; your journeyings trouble-free and your holiday the best of all. THE EDITOR.

who is making holiday plans; much, it is hoped, that will bring half-formed ideas to fruition and, perhaps, reveal "snags" in arrangements already made.

If by our efforts, therefore, we contribute to your enjoyment of the season now in full swing and of the holiday to which your thoughts are now turning



THE BROAD HIGHWAY. — A fine new by-pass at Kennford, near Exeter, which is shortly to be opened. It will short-circuit the narrow winding road seen on the right and is part of several new road schemes in the county. The notice on the lorry is not, presumably, a traffic direction!

Calmer Days Ahead?

Following earthquakes and tornados, calmer days are predicted; in other words, summer is really i' comin' in.

Make the Most Of It.

Whilst we are still looking forward to the joys of summer it comes as a rude reminder to be told that next Sunday is the longest day.

And That's Not All!

Added significance attaches to next week because short-period licences expire on Wednesday. Don't forget to renew if quarter-day affects you.

In Brighter Vein.

Let us away with pessimism and gloomy thoughts and, having done our duty in the preceding paragraphs, remind our readers that the best months of the year have yet to come. For the majority of us they are months which hold out the prospect of a holiday. If you are looking forward pleasantly to that prospect do not overlook the claims to your attention of this Special Summer Number.

The 1,000-mile Race.

The proposal of The Junior Car Club to run a 1,000-mile race next year is exciting favourable comment. The council of the Club, it is expected, will review the whole project in detail very shortly and it is possible that we may be able to make a definite announcement next week.

Relay Drivers' Meeting.

Another informal meeting of drivers and others interested in the L.C.C. Relay Grand Prix will take place on Wednesday next at 6 p.m. at The Service Luncheon Club, Tielborne Court, off High Holborn, London. At the previous meeting a number of teams were arranged. "The Blower" has more to say about the race in this issue.

NEWS of the WEEK

Our Special Summer Number; read on. * * *

How the light cars fared at Le Mans (page 98). * * *

See John Bull's Island first—says "Robin Hood" (page 102). * * *

"Diogenes" is at his best in "Ideal Holidays" (page 106). * * *

Be on the safe side. A guide to a number of useful accessories (page 119). * * *

"Give me an Open Car," implores our old friend "The Blower" (page 108). * * *

Holiday Haunts. An old theme served up with a new and appetising flavour (page 114). * * *

High-speed driving—by the Earl of March, who ought to know something about it (page 116).

The French Grand Prix.

After a lapse of six years the French Grand Prix—confined to purely racing cars—will be run at Montlbery next Sunday (June 21st).

Le Mans.

Bad luck attended the M.G. Midgets at Le Mans. The full story of the race is given in other pages.

Motor Camping.

Following its recent institution, the department organized by the R.A.C. to deal with matters appertaining to motor camping and caravanning has been enlarged to cope with the ever-increasing work.

Next Week.

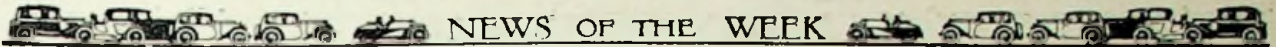
A lathe is one of the most fascinating machine tools; how it works, what it costs and how the magical operations of which it is capable are accomplished, will be described in an article the first instalment of which will appear next week.

The Air Display.

A brilliant programme is being prepared for the Royal Air Force Display at Hendon, which takes place on Saturday, June 27th. Of outstanding interest will be the first public appearance of No. 12 Bomber Squadron equipped with Hawker "Hart" aeroplanes, and a flight of No. 43 Squadron, which has within recent weeks been supplied with Hawker "Fury" Interceptor Fighters. The "Hart" aircraft are the fastest day bombers in any country and are capable of a speed of nearly 180 miles an hour—which is, of course, greatly exceeded in diving formation.

The "set piece" centres in the destruction of a powerful long-range gun which is hidden in the middle of deserted farm buildings adjoining a small wood, and the actual aircraft which would be used in similar circumstances during actual warfare will be employed.

Tickets for the pageant are priced at 10s. and 5s. They can be purchased at all agencies and from the Display Office at Hendon. Tickets priced at 2s. can be obtained only at the entrances to the aerodrome on the day of the display.



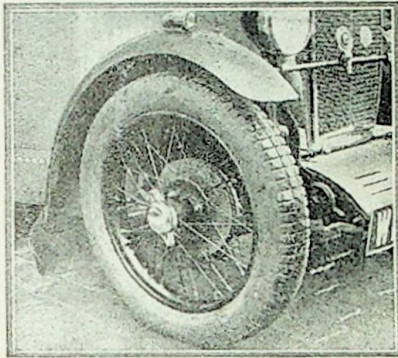
NEWS OF THE WEEK

Well! Well!

Dr. Ringer, of Vienna, has patented an everlasting sparking plug!

"Knock-off" Type Hub Caps.

Owners of cars having wire wheels of the normal stud-attached type will be interested in the attractive dummy "knock-off" type hub caps that can now be obtained from Frank Ashby and Sons, Ltd., Bournville Stamping Works, Charlotte Road, Stirchley, Birmingham. Known as Brooklands hub caps, they sell at 21s. for a set of five and are provided with a central stud for bolting to the existing hubs. The finish is chromium plating and, as an accompanying photograph shows, they give a very pleasing appearance to a wire wheel.



The Ashby dummy hub cap—21s. per set—leads a very sporting appearance to ordinary wire wheels.

An "Outboard" for £24.

The current issue of our associated journal *The Motor Boat* contains an exclusive description and test report of a new British utility outboard motor, which has been introduced to compete with several foreign makes now monopolizing the market. Known as the Sbarland, it sells at the low figure of £24, which is a record for this type of engine. The motor is of the single-cylinder two-stroke type having a capacity of 158 c.c. It develops 3½ h.p. at 3,000 r.p.m., has a B.T.H. magneto, an Amal carburetter and weighs complete 48 lb.

Brighton-to-Ber.

At midnight to-morrow, Saturday, June 20th, the Brighton and Hove Motor Club's annual Brighton-to-Ber Trial starts from the North Gate, Preston Park, Brighton. This year the trial is open to Centre and by invitation to the M.G. Car Club, the Junior Car Club and other prominent motor clubs; motorcycles, three-wheelers and cars are eligible to compete.

The trial is in two parts, the first being a run through the night from Brighton to Sidmouth, which is more in the nature of a social event than a trial, and the second, the trial proper, over a course embracing the famous Simms Hill, Fingle Bridge, Pepperdon and two hills known as Waterloo 1 and 2. The course is about 200 miles in length.

Hornet's New Zealand Success.

A Wolsley Hornet took first place and gained a silver cup in the recent Auckland A.A. 150-mile Reliability Trial. There were 46 cars competing, and the Hornet led the rest of the field by 23 points at the finish. A petrol consumption test was included in the trial, and in this the same Hornet gained a gold medal, scoring a consumption of 49.5 miles to the gallon.

Shell Advertising Exhibition.

Mr. Clough Williams-Ellis, president of the Design and Industries Association and chairman of the council for the Preservation of Rural Wales—a well-known opponent of the disfigurement of the countryside by advertisements—opened an exhibition of Press and Pictorial Advertising by Shell-Mex, Ltd., at the New Burlington Galleries, London, on Tuesday last.

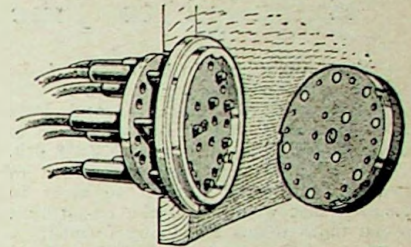
The exhibition shows the great strides made by the Shell concern in raising the standard of art in advertising. All the work in this interesting exhibition has been displayed solely on lorries and in the Press, and includes pictures by some of the most famous artists of the day, besides work by new artists discovered by the Shell concern. One design, for instance, is by George Bissill, who was, until recently, a pavement artist, but whose remarkable talent has brought him success.

In his opening speech, Mr. Clough Williams-Ellis deprecated the widespread use of disfiguring advertisements over the countryside, and congratulated the Shell concern upon the stand they had taken. "You have possibly seen," he said, "those beautiful whole-page photographs of typical English landscapes in *Country Life* with just this and nothing else beneath them:—'Shell does not advertise in places like this.' That was the sort of publicity which made him say, 'Shell, please.'"

The exhibition is open daily until June 27th, from 10 a.m. to 6 p.m. (Saturdays 10 a.m. to 1 p.m.). The New Burlington Galleries are at 5, Burlington Gardens, London, W.1.

Stop, Thief!

The Smith Car Lock Co., Ltd., Weymouth, England, are marketing an ingenious device to foil the car thief. It takes the form of a circular terminal board with a quickly detachable cap which acts in the nature of a bridge

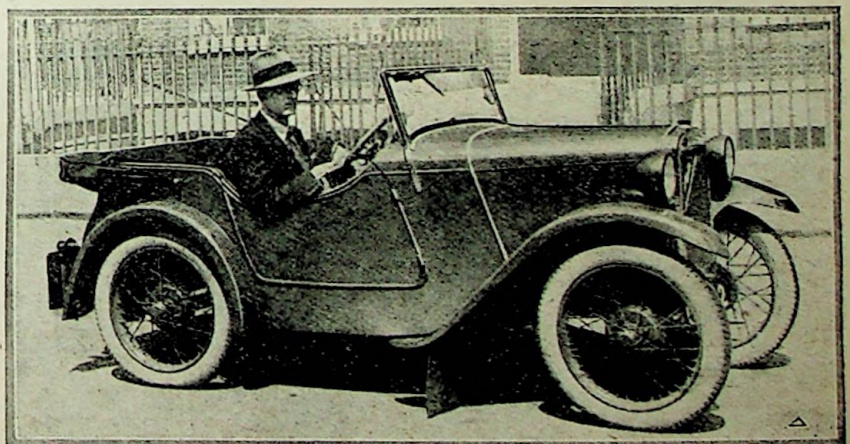


The Smiloc: a device selling at 25s. which will effectively prevent the theft of a car to which it is fitted.

piece and, when removed, definitely breaks the high-tension circuit between the distributor and the plugs. The sketch clearly shows the neatness and compactness of the device and also reveals the contact studs which are disclosed with the cover removed, and to which the h.-t. leads are led from the distributor. With the engine running normally the current flows through the leads, thence to the plugs via the bridge piece and return cables. No two locks are the same, and the cover is a handy size to carry in the pocket when the car is left; the price for a four-cylinder Smiloc—as the device is called—is 25s.

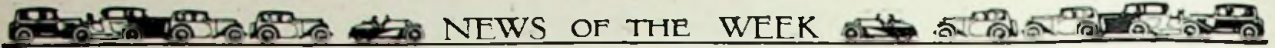
A New Gearbox.

A new design of "easy-change" gearbox has been evolved by Mr. Wilfred C. Kimber, of Tankerton Street Works, Cromer Street, London, W.C.1. This box provides five ratios in which changes are made by moving a lever over a notched quadrant. The drive is positive on each ratio and is transmitted by a special form of gearing.



A NEW ARROW PRODUCT.

A sports 4-seater Austin Seven has been built by the Arrow Coachworks, 99, Boston Road, Harewell, London, W.7. It is priced at £155. A road test report will appear in our next issue.



NEWS OF THE WEEK

THE RELAY GRAND PRIX

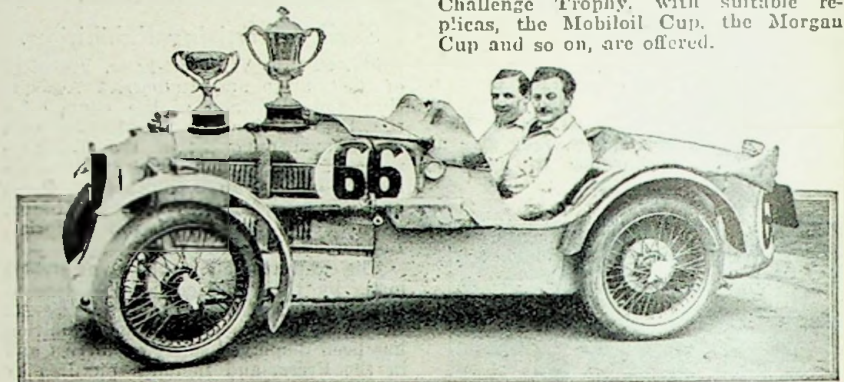
Entries Coming in Well for L.C.C. Novel Race. Closing Dates for Entries Extended to June 27th and July 4th

AS we announced in last week's issue the closing dates for entries in The Light Car Club's Relay Grand Prix have been extended at ordinary fees to June 27th and at late fees to July 4th.

The club hit on the happy idea of inviting interested parties to meet in London last week, with the result that seven more teams are being formed.

These include three M.G. Midgets entered by Mr. Thornley, the hon. secretary of the M.G. Car Club, the drivers being Littlewood Clarke, S. Pepper and C. H. Lim; three Austins, entrant Miss Worsley, drivers Miss Worsley, A. Leake and S. C. H. Randall; an M.G. Midget, an Alvis and an Austin, entrant H. C. Hamilton, drivers Hamilton, Holmes and G. H. R. Chaplin; three Salmsons (one supercharged), entrant V. Derrington, drivers V. Derrington, Farquharson and Harvey-Noble; a supercharged Riley, Bugatti and Frazer-Nash, entrant A. Alexander, drivers A. Alexander, Paterson and, it is hoped, A. M. Conan Doyle; and two other teams in process of formation, one of which will be entered by C. A. Paul, who drove a Windsor car successfully last year, and the other by S. W. B. Halewood, who owns a supercharged Montlhéry M.G. Midget and is on the look-out for two models of the same marque.

Entries received previous to the meeting to which we refer include three supercharged Austins (entrant Capt. A. C. R. Waite), three supercharged M.G. Midgets (entrant the Earl of March), three supercharged Midgets (entrant R. R. Jackson), two Salmsons



WITH THE
"SPOILS."

H. C. Hamilton at the wheel of the M.G. Midget which he drove throughout in the "Double-Twelve," gaining third place. He will enter three cars in the "Relay."

and a Frazer-Nash (entrant A. F. P. Agabeg), a Brescia Bugatti, B.C. Special and Alta (entrant J. Street), an Aston-Martin, Alfa-Romeo and Riley sports (entrant H. C. Hunter), three Morgans (entrant Geo. H. Goodall), two M.G. Midgets and a Lea-Francis (entrant the Hon. Mrs. Chetwynd), a Lea-Francis, a Riley and an Austin (entrant J. C. Elwes), and an Aston-Martin and two M.G. Midgets (entrant C. Anthony).

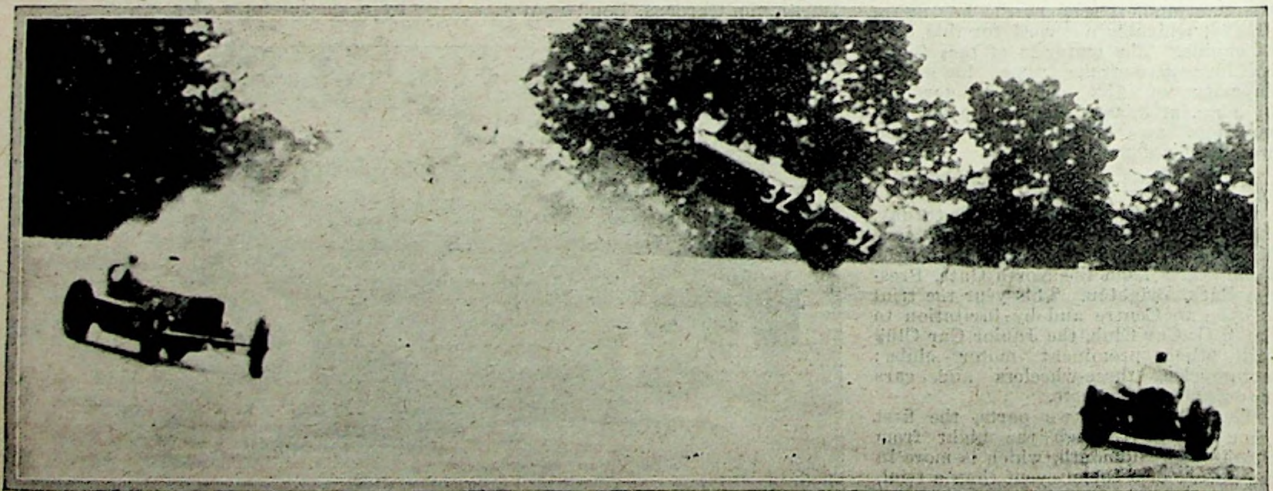
As each individual car will be handicapped the contest looks like being a very open one, and as the M.G. Midgets will appear supercharged for the first time in a long-distance race they will

start on an equal footing with the Austin Sevens.

The sporting nature of the race is creating widespread interest; in fact, nothing of the kind has ever been staged at Brooklands before. Considering the fact that it is a closed event—i.e., entrants and drivers must be members of The Light Car Club—the entry is already very good, whilst attractive prizes, which include the fine M.G. Challenge Trophy, with suitable replicas, the Mobiloil Cup, the Morgau Cup and so on, are offered.

A further meeting of interested parties will take place next Wednesday at 6 p.m.—i.e., three days before the closing date at ordinary fees. The venue will again be The Service Luncheon Club, Tichborne Court, High Holborn (over The Service Co.'s premises, Nos. 273-274, and just off High Holborn itself), light refreshments will be obtainable and anyone interested, whether a member of the club or not, is invited to attend.

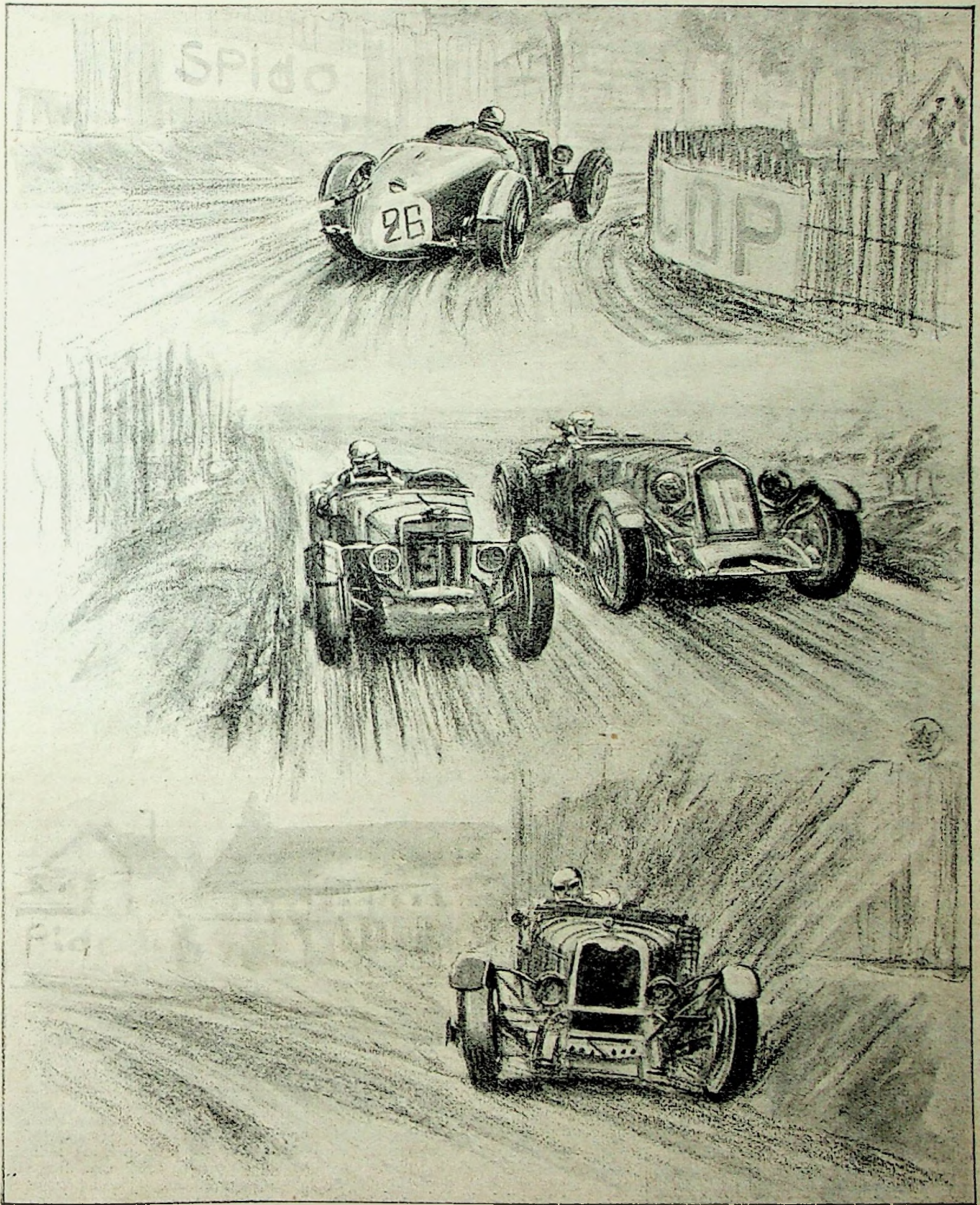
Intending entrants should lose no time in getting into touch with the hon. secretary of The Light Car Club, Mr. John Yule, Kirkney, High Road, Whetstone, London, N.20.



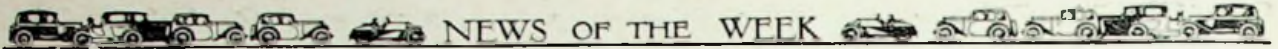
CAR'S AMAZING
LEAP.

An untouched photograph of an incident which took place in the recent race at Indianapolis. Winnai and his car, No. 32, are seen high in the air following a collision with the retaining wall. Driver and mechanic escaped injury but the skidding car on the right crashed through the lower retaining wall and the crew were seriously hurt.

LE MANS—AN ARTIST'S IMPRESSIONS



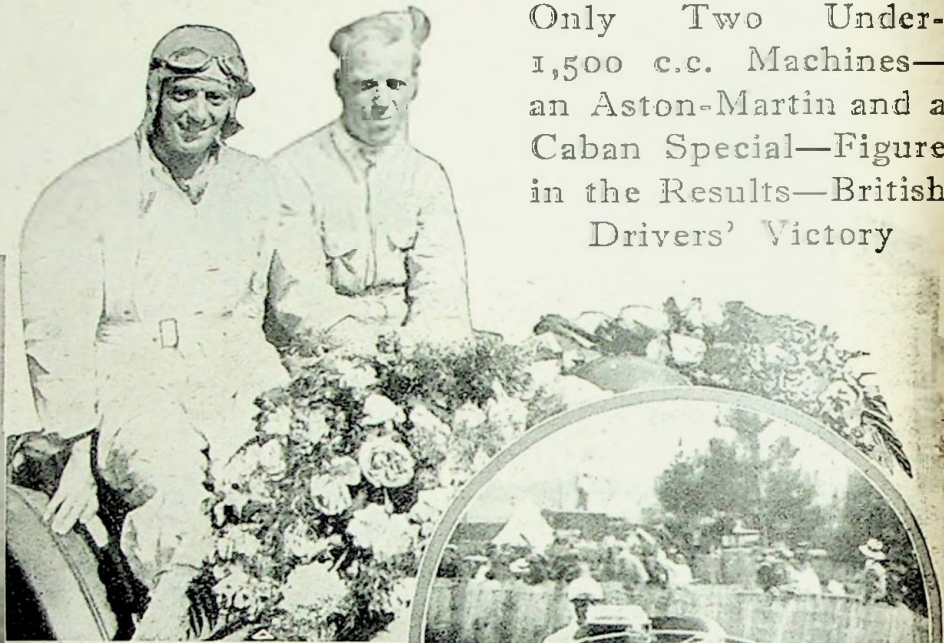
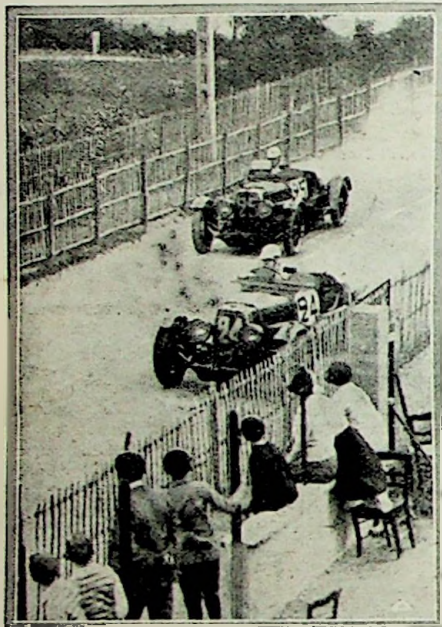
Although only two light cars figured in the results at Le Mans last week-end, some fine performances were put up. (Top) An impression of Newsome (Aston Martin) at Arnage. (Centre) Sir H. Birkin (Alfa-Romeo) passing Samuelson (M.G. Midget) on the straight approaching Mulsanne. (Below) One of the Cabans skids into the safety bank at Pontlieue.



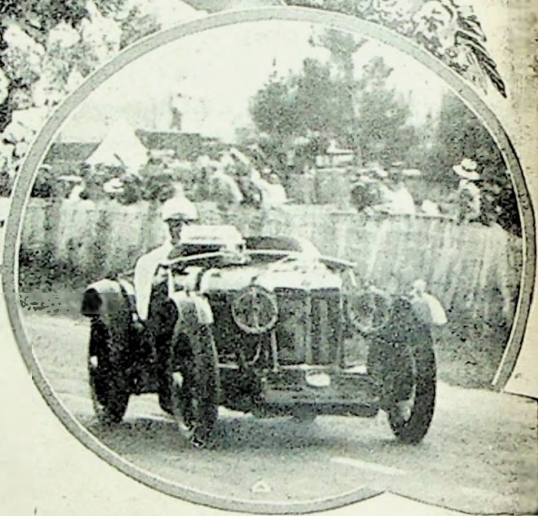
Hard Luck for Light Car Drivers in GREAT RACE AT LE MANS

ALTHOUGH eleven sports cars of under 1½-litre capacity were entered for the great 24-hour race at Le Mans, which took place on Saturday and Sunday last, June 13th and 14th, only two figured in the final results. These were an Aston-Martin driven by C. M. Harvey and A. C. Bertelli, which averaged 59.56 m.p.h., and a Caban Special of 1,097 c.c., driven by Vernet and

Only Two Under-1,500 c.c. Machines—an Aston-Martin and a Caban Special—Figure in the Results—British Drivers' Victory



(Left) The two Aston-Martins at speed. No. 24 was fifth in the Endurance Race and in the Biennial Cup Final. (Above) Samuelson and Kindell with their share of the spoils. Their M.G. Midget put up a fine show and is seen (right) at speed.



Vallon, which averaged 52.53 m.p.h.

The race was of an exceptionally gruelling nature. The road conditions were not really bad, but apparently the surface was not sufficiently hard, for bumps which had not been there at the start developed after a time; moreover, in the depth of the night a violent thunderstorm broke over the course, leaving the roads treacherous and wet.

The Aston-Martins ran with extraordinary regularity and high speed at the beginning of the race, but presently—presumably owing to the buffeting that they had received in the Double-Twelve Hour Race at Brooklands—the wings and lamp brackets began to give way and an enormous amount of time was lost in fastening up these parts. Indeed, one of the team had to be withdrawn when a wing fell off, much to the chagrin of Bertelli, who, too late, discovered that he could have run with the various detached parts in the back of the car and popped them on or tied them on with string at the very last moment.

The two M.G. Midgets created a wonderful impression among the French, who had never seen anything quite so

small more quite so fast. One was driven by the Hon. Mrs. Chetwynd and H. Stisted, while the other was handled by Captain F. H. B. Samuelson and Kindell—a mechanic employed in the racing department of the M.G. works at Abingdon.

Samuelson managed to complete the entire course, although trouble on the very last lap slowed him down so much that he just failed to qualify for next year's final by the narrow margin of two minutes; he could actually have gone much faster, but he imagined he had these two minutes well in hand. He was lapping the course steadily at 60 m.p.h. and had no trouble except on the morning of the second day, when the rear axle shifted somewhat in the spring clips, thus allowing the propeller shaft to get out of line and hit the tunnel provided for it in the floorboards.

Mrs. Chetwynd's Midget also ran extremely well, although a slight delay was caused by oil leaking into the distributor. Finally, however, Stisted came running up to the pits, having abandoned the car about two miles up the road with everything working properly—except the engine! The cause of

the trouble could not be discovered and at first it was reported that a key had sheared in the timing gear; later, however, it was discovered that there was nothing more serious than a seized rocker shaft, due to dirt collecting round the oil-pressure reducing pin. Unfortunately, as this was discovered too late, it was not possible to resume.

An interesting French entry was the 1,496 c.c. Bugatti driven by Mme. Marcuse and Mme. Silo. These ladies qualified in last year's event to run in the 1931 final, and put up a very good performance, although they found the race very tiring and got rather excited about things. Unfortunately, owing to some miscalculation, the car came in at the end of its eighteenth lap for refuelling when it should not have come in until 20 laps had been completed.

The only small French car to finish was a Caban of 1,097 c.c., driven by Vernet and Vallon. This had one of the new Ruby two-camshaft engines and put up a very good performance indeed, although it was naturally slower than the Aston-Martin.

Another Caban and a Lombard with engines of the same type also ran, but

NEWS OF THE WEEK

did not finish; nor did the 1,495 c.c. B.N.C. and another 1½-litre Bugatti.

The race was run on a circuit of slightly over 10 miles on the outskirts of Le Mans in the Department of la Sarthe. It started at 4 p.m. on Saturday last and finished at 4 p.m. on Sunday. It was marred by a fatal accident, in which one of the 5-litre Bugattis shot off the road at 130 m.p.h., killing one spectator and injuring four others, besides the driver.

The ultimate winner of the event was the 2½-litre Alfa-Romeo car, driven in turn by its owner—Earl Howe—and Sir Henry Birkin. This shows that

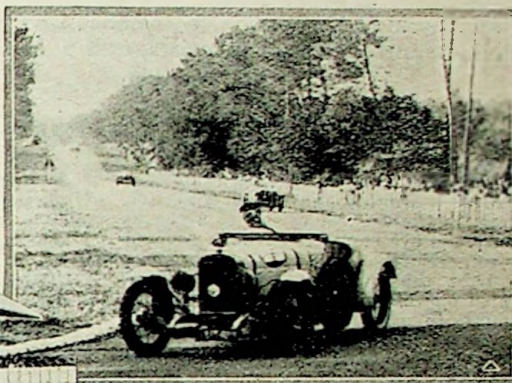
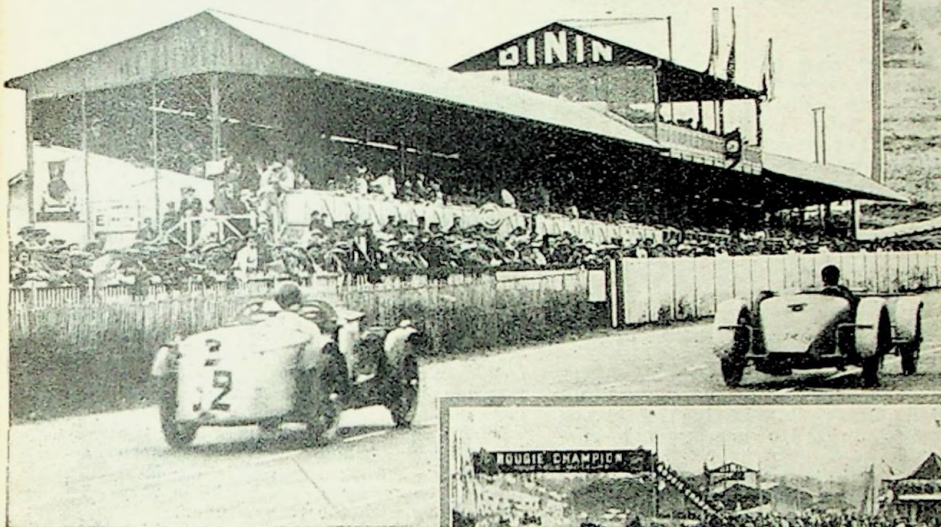
British drivers can hold their own against the best that the Continent can produce, by putting up the amazing average speed, of 78.13 m.p.h. over a distance of 1,875 miles, which, of course, includes all stops of any description.

The second car to finish was a supercharged Mercedes-Benz driven by Ivanovsky and Stoffel, which averaged

75.21 m.p.h. for 1,805 miles, while the third was a 3-litre Talbot driven by T. E. Rose-Richards and O. Saunders-Davies. This car put up the excellent average speed of 73.46 m.p.h. for 1,763 miles.

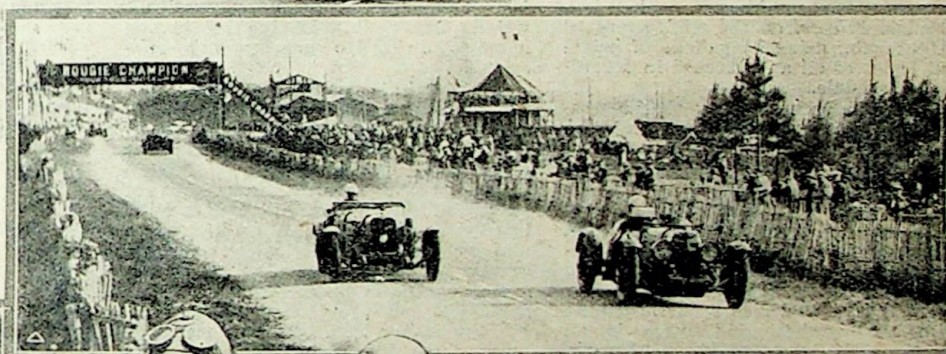
The fastest lap of the race was put up by Chiron (Bugatti) just prior to the withdrawal of the team—following the accident—at 84.32 m.p.h.

HERE AND THERE ON THE COURSE.

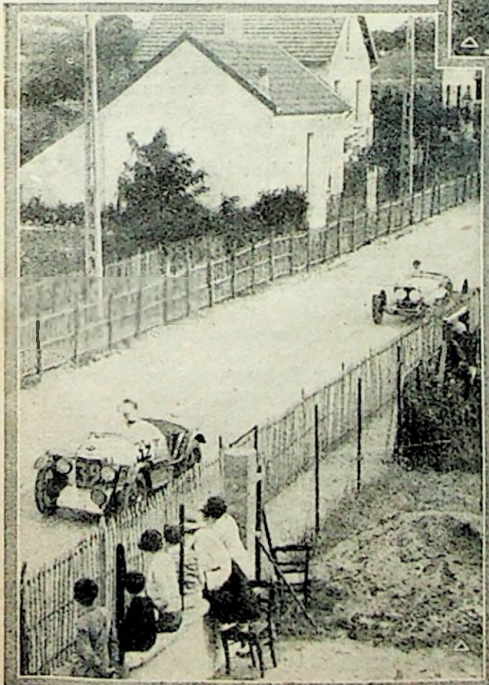


Rounding Mulsanne—the Caban Special which qualified and was sixth in the race.

(Above) Mrs. Chetwynd (M.G. Midget) pursuing the Lombard past the grandstands.

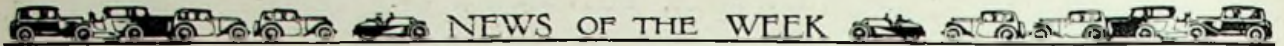


Another view of the straight; the other Caban following in the wake of an Aston-Martin.



(Left) Mrs. Chetwynd (M.G. Midget) leading the Lombard. (Above) The victors, Sir Henry Birkin and Lord Howe. (Right) A glimpse of the B.N.C. from above.





VETERANS OF THE ROAD

No. 4.—The 1900 Peugeot Voiturette

We deal this week with one of the fore-runners of the light car movement. The car is the property of Mr. Sydney Cummings, a member of the Circle of Nineteenth Century Motorists, and a pioneer British enthusiast

ONE day last August Mr. Sydney Cummings—who is a pioneer motorist needing no introduction to readers of this journal—passed by the yard of a laundry in Lincolnshire, and there, in the darkest corner of a coach-house, his eye caught sight of a covered object. Further investigation brought to light the Peugeot Voiturette illustrated on this page. The machine was almost in pieces, so Mr. Cummings purchased what there was, put it all on the train, sent it to town and re-assembled it.

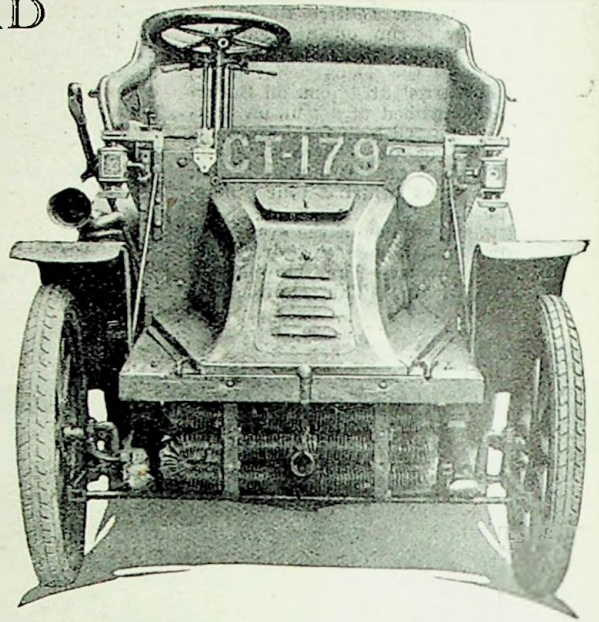
Averaged 20 m.p.h.

So successful was the reassembly that in the R.A.C. run to Brighton for veteran vehicles in November last he drove the Peugeot himself, took 2 hrs. 43 mins. 40 secs. on the road, averaged 20.98 m.p.h., using 1½ gallons of petrol and ¼ pint of oil and checked in according to schedule.

As can be gathered from the illustrations the Peugeot is in many ways an astonishing vehicle. It was built in 1900, and in its time was an example of ultra-modern design.

The power unit is a lusty 5.02 h.p. single-cylinder with detachable head, automatic inlet valve and a side exhaust valve with an incredibly long and floppy spring. The amazing water pump is friction driven by arrangement with the flywheel and there is an ingenious, if complicated, system for

A front view of the little Peugeot. Note the gilled-tube radiator and the interesting little doors for inspecting the engine.



keeping the friction more or less constant.

The piston of this remarkable engine, Mr. Cummings gravely assured us, weighs but 8 lb. Engine lubrication happens owing to gravity and—er—splash.

Ignition is by coil and battery, and the manufacturers went so far as to supply an ignition control lever, threw in an air lever for the single-jet carburetter, but declined to add a throttle. The throttle, indeed, is of the ever-open variety, and the ignition lever does the work. A decelerator is also supplied, and its nice operation greatly affects the control of the car!

The engine is mounted in a tubular sub-frame of prodigious proportions, but the rather open body is carried on an excellent frame of wood which looks

very robust. The engine sub-frame appears to run in all directions, and continues to the back axle, so that the machine is in effect a "whale-bone" chassis.

There is a beautiful lever for the hand brake, which does things to externally contracting bands on both rear wheels, and the foot brake is very peremptory with the transmission.

A system of interconnections—which makes the observer somewhat dizzy to examine—exists between the brake and the decelerator and the decelerator and the clutch, the idea being to *simplify* (a) slowing down and (b) changing gear.

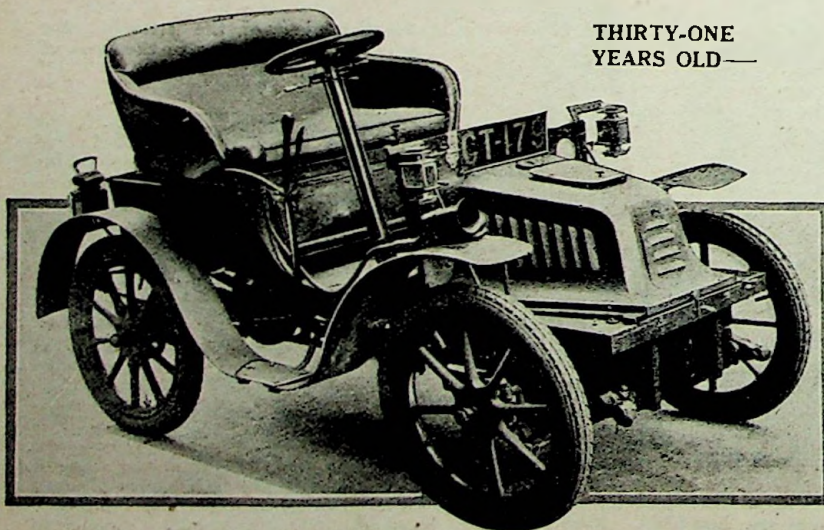
Round the Park.

Not content with producing the Peugeot for our inspection and admiration, nothing would content Mr. Cummings but that we should accompany him on the car in a tour of Hyde Park. So, three up, we set off to the accompaniment of the bystanders' applause and a steady phut-phut from the gallant little engine.

Our first outstanding impression of the stout little power unit was its quite unexpected smoothness; our next was its amazing flexibility, strikingly demonstrated on our way to the park, during which, despite its load, the little car chugged steadily up the long grade of Exhibition Road.

In traffic the car behaved perfectly in the so obviously competent hands—and feet (the *things* he did with his feet!) of our pilot, and steadily we sailed in splendour through the Park at considerably more than the strictly legal limit.

How that engine pulled! Upward changes were made with the merest click, downward changes were silent. What if we did feel a little perilous perched up so high, or a little breezy in the so open car; what if corners found us clinging to anything within reach?—the 1900 5 h.p. engine beat steadily on, the veteran is valiant yet.



THIRTY-ONE YEARS OLD—

—and still capable of travelling to Brighton at over 20 m.p.h. The single-cylinder engine starts easily, pulls smoothly and can attain over 30 m.p.h., three up! The outstanding feature of the engine is its unexpected smoothness.

TECHNICAL ASPECTS

PROBLEMS OF VALVE PORT DESIGN

By L. MANTELL

Why Modern Progress Demands Specialized Study of Small Details Hitherto Regarded as Unimportant —Flow-metering Valve Ports

AS time goes on and the various functional components of a car become increasingly specialized studies, there is borne in upon me more and more how meaningless becomes the unqualified term "designer."

It seems to me that "co-ordinator" would be a much more correct word, because that is really the work of the man responsible for the engine nowadays. He actually designs very little, but co-ordinates the results of other people's investigations into a compact and convenient tout ensemble.

As development progresses I am more than ever impressed with the futility of any one man taking it upon himself to produce unaided a first-class engine. All kinds of apparent trivialities which in the fairly immediate past were regarded as mere details coming most comfortably within an easy going "there or thereabouts" category, are now individually separating out into very exact and concrete studies.

Not long ago, for instance, I mentioned in these columns that intensive research upon the science of port and valve area relationships and respective emplacements was in progress and I promised to deal with this in due course at greater length.

While there are certain broad rules in designing such parts it is only within the past twelve months or so that the far-reaching effects of a proper co-ordination of areas has been established; nor are these of the 4 or 5 per cent. order. I have seen 25 or 30 per cent. improvement result from a series of alterations so apparently slight that if two cylinder blocks and heads, one standard and the other corrected, were sawn up into similar sections showing the exact respects in which they differed and placed side by side, it would not only take a very experienced eye to pick out the good one, but in some cases a pair of callipers and a rule would almost be necessary before any differences at all could be spotted.

Everyone knows that cases exist in plenty of seemingly identical engines between which no amount of ordinary comparisons will show the slightest apparent differences, and yet one is vastly better than the other.

I owned a 10.8 h.p. four-seater Riley myself once which for no evident reason would do 70 miles per gallon when

specially driven and 50 m.p.g. when driven ordinarily. I have several times referred to this car, which held, and I believe still holds, the English 1,500 c.c. class consumption record (R.A.C. certificate 1922), and I have always hastily added a request not to be asked how it was done, for I really do not know; up to the time I sold it I never discovered the cause. It served to prove, however, that there were many portentous subtleties of port and valve relationships and areas still to be located and reduced to some sort of mathematical order.

By the courtesy of Mr. Harry Weslake, who, although possibly unknown to most of the motoring public, is one of our leading research authorities on port design and dimensioning, I am now able to give some details of the most recent research on this subject which I am sure will be interesting to readers.

In designing valve ports a suitable combination of three qualities must be obtained according to the type of engine and the kind of work required from it. The requirements are:—(1) Power in relation to cylinder capacity, with or without—(2) consumption efficiency, and (3) bottom end flexibility.

I will commence with requirement No. 1 as being of primary importance in small engines and describe the general order of the procedure.

The first operation done on the cylinder head is to ascertain its "air flow value." That is, to find out what volume of air at a known depression can be drawn per unit of time through the inlet passages, because the power of an engine, other things being equal, is directly proportionate to its flow value, or, in other words, to its capacity for inspiring the heaviest possible charge in the shortest possible time and with the lowest possible resistance.

Until recently cylinder flow tests were unknown and it was simply taken for granted—and, I fear, still is in many quarters—that the biggest obtainable ports with the largest valves and the highest lifts, was the obvious and only answer to a demand for maximum charge volume.

A few weeks ago, in an article on the dangers of port grinding, I hinted at

the subtle fallacy of this widespread assumption, but I did not give any definitely comparative details. Mr. Weslake has now kindly supplied these and enabled me to enlarge on the subject.

The method of "flowing" a cylinder consists in drawing a quantity of air through it by means of a special form of pump. The air passes also through a meter which can be arranged to show the volume passing through the ports in a given time. Naturally, the actual design and operation of the apparatus cannot be described here, but I can say that the process of "air flowing," as arranged by Mr. Weslake, gives very accurate results.

The operation is repeated in various ways according to the part from which an exact reading is required. For example, it can be done minus the valves. Then, again, with tulip versus flat valves and yet again with the same valves fixed at different lifts and so on.

A series of maximum flow tables with cylinders of various capacities and heads of various shapes in conjunction with specific valve throat and port areas, are, of course, at hand for comparative purposes, and if the flow reading is down investigation then proceeds to locate the precise spot or spots which are imposing the obstruction.

To do this wooden models of the ports are made, filed where bigger areas are experimentally required locally and built up with plasticene where the necessity for reductions is indicated and so the work goes on, the flow value being speeded up to the maximum, little by little.

It is, of course, scarcely to be expected that Mr. Weslake would wish me to publish minute directions for arriving more or less exactly at the correct dimensions and proper grouping of the various parts for perfect results, even if I could absorb in a few hours a set of complex principles which it has taken him months of patient experiment to perfect, but next week I will give sufficient details to indicate the general lines on which these investigations are carried out, and I shall endeavour to show that adequate "filling" on which power mainly depends is not a mere matter of indiscriminately large inlet areas, but of the correct grouping of dimensions and shapes.

SEE JOHN

Without Decrying Cont
Urges His Readers To



(Left) Where in any land can one see a picture which for pastoral beauty surpasses this glimpse of the Oxford-Faringdon road? —or for the matter of that which country can excel the glimpse of peaceful river life at Henley?

WHY go abroad? It is true that Continental touring is a complete change and has a broadening effect on one's outlook, but although I have motored through Belgium, Germany and France, I am still firmly convinced that every Englishman should see his own island first.

Our roads are the finest in the world; our villages the envy and admiration of everyone who is lucky enough to see them, and our countryside is made up of bewildering varieties of scenery, all with a quality of freshness which is unsurpassed in any other country.

I have seen lochs on the west coast of Scotland which resemble the fjords of Norway; I have gazed in amazement on pine-girt lakes in the Broads which could well be in the heart of Finland; there are mountains in Scotland which can be just as impressive as the Alps, and Cornwall boasts of a

sea coast which is unrivalled in its ruggedness. What can surpass the satisfaction of a day's trout fishing by a rushing mountain stream or a cruise on some brimming river? No bother about trying to make yourself understood and everything is done to please your slightest whim.

You may motor through Belgium or France or drive down the Rhine valley, or see Normandy or Brittany, or even the Alps, but you will return to this island with a greater realization that nothing appeals quite so much to your heart as the English countryside. I repeat, see John Bull's Island first.

As the water's edge is the best place in summer I suggest you go to the Broads, and see the shimmering meres in the bright sunlight, for here the sun seems to shine more

BULL'S ISLAND FIRST

Continental Touring "Robin Hood" See Their Own Country First

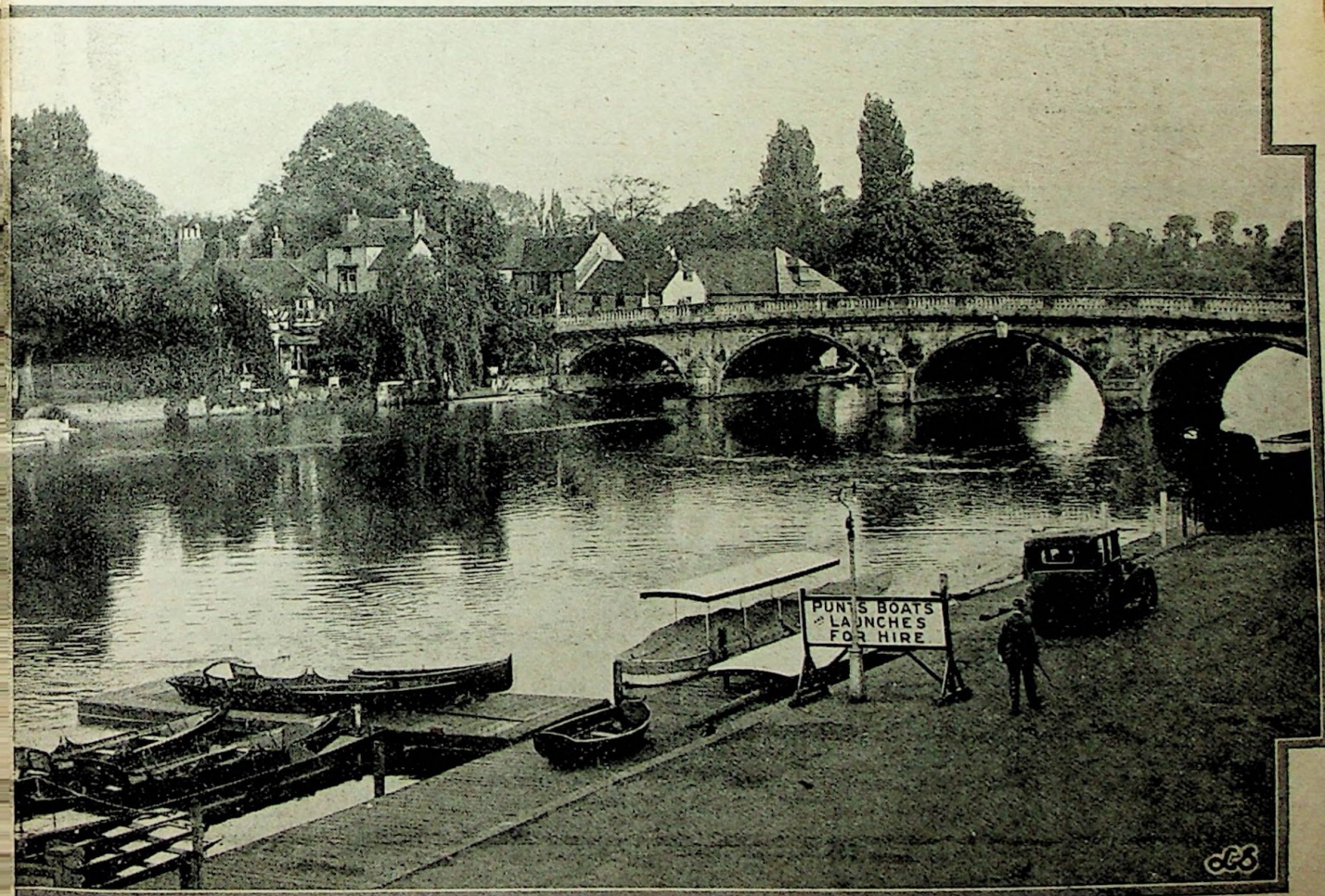
than anywhere else in England. You will find countless snow-white house boats and smiling faces, and although the sun may be burning hot, the heat is tempered by a refreshing breeze sweeping across the cattle-dotted flats from the sea and bending the tall heads of the rushes and the meadow-sweet. Perhaps, before long, you may take charge of a motor boat, for it is no more difficult to manage a boat than it is to drive a car. Stay at some of the delightful inns which are to be found at Horning, Wroxham and elsewhere.

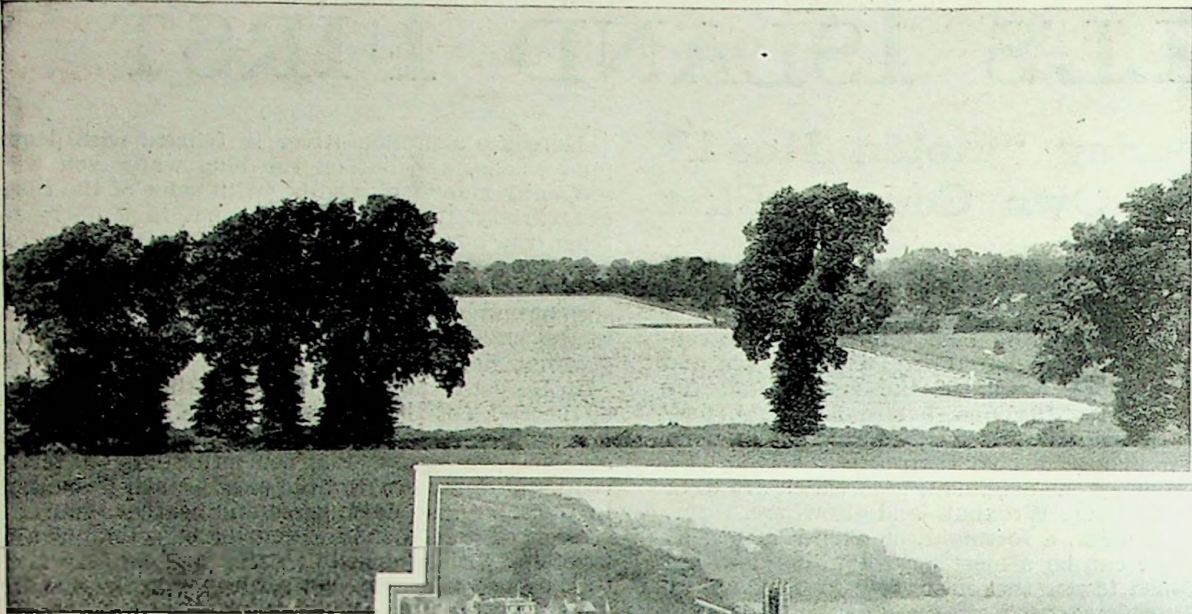
A day, a week, a fortnight, or even a month by the Thames can be a most enjoyable holiday, but the Thames is not the only river in England to visit. I seldom speak of the Beaulieu River in the New Forest, because when I get to hear that my friends have been there, I always become envious. I am really jealous when I learn that they have penetrated into the fastnesses of my most loved spot in the New Forest, namely, Buckler's Hard.

Here the Beaulieu River is fringed with dense pine woods, and out on the blue water you will see many snow-white sails (with some of the rust-red variety, too). If you are not in a hurry to reach the next place, a walk through the pines by the riverside, or lunch at the Master Builder's House (in the 18th century Buckler's Hard was a ship-building centre for the Royal Navy), or a boat to the river's mouth about three miles down will give immense pleasure.

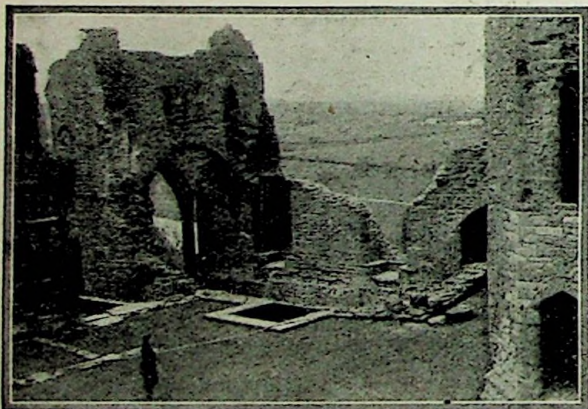
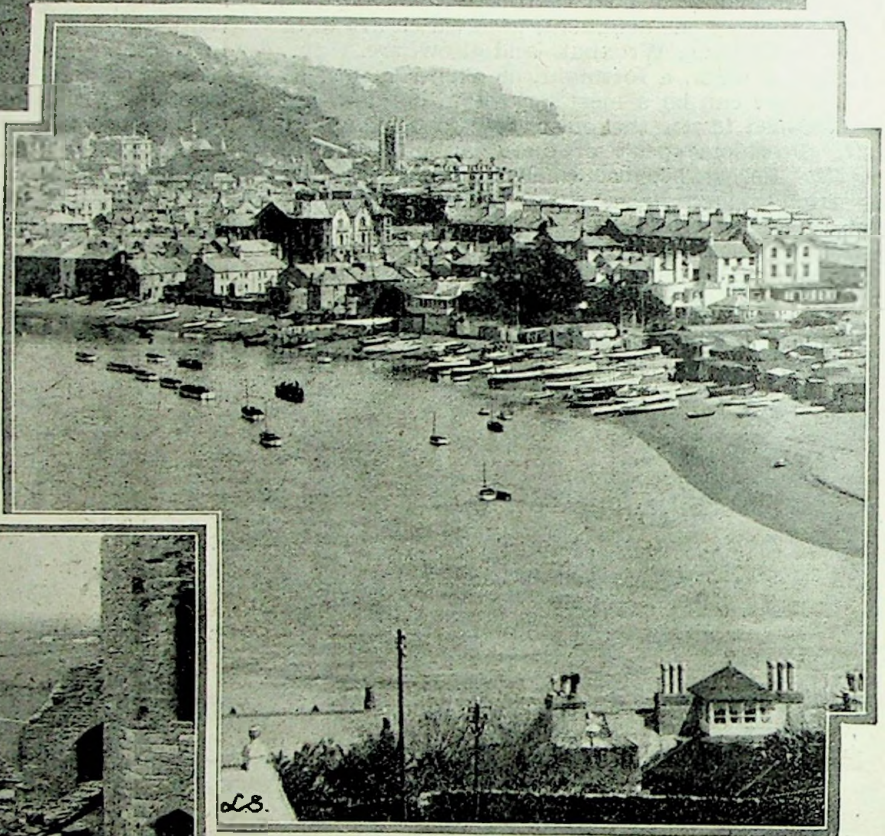
In Dorset recently I came across the seaside home of the Duke of Hamilton, now the Knoll House, an hotel which gave me the greatest satisfaction. It stands just off the Bournemouth-Studland ferry road and in the heart of the most beautiful country in Dorset. The pines, gorse and heather, and the stretch of golden sand a quarter of a mile away, together with wonderful walks and scenery and the absence of any human habitation, make this an ideal spot for a really quiet rest from the turmoil of noisy cities.

I should like to speak of many more places but space forbids. Just these few I cannot omit, however. None of my touring articles is complete without some mention of Wales. Although I am not an admirer of Aberystwyth in August or





(Above) The beautiful Tring reservoirs in the Chilterns, which represent the highest point of the Grand Union Canal, and which offer both fishing and swimming. (Centre) Teignmouth, as seen from the lofty elevation of the Torquay road. (Below) Where many an England v. Wales contest was fought in mediæval times—Goodrich Castle.



September, I would draw attention to a narrow road which climbs out of the city in the direction of Borth. Halfway between the two places is Clarach Cove, carpeted with sea pink and immortalized by artists.

Choose a clear afternoon and take an alfresco dinner with you to eat on the beach. At sunset you will see colours of which artists dream. You will see the sun's great orb sink slowly behind the sea and every wave will be tinged with red, green and all the other colours of the spectrum. Gradually the colours will become colder as they fade, and presently the evening star will shine. Then

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you will walk back to your car, past the rippling mountain torrent and the few huts, and drive back to civilization again in a quiet and reflective mood.

Near Harlech there is the Arthro valley, which is often left unvisited. The Arthro is a rushing mountain torrent rising in the Rhinogs, and its greatest charm is on a sunny day, when patches of sunshine filter through the overhanging trees and pierce the bright green water as it dashes over the rocks.

There is a lane which turns off to the right on the Barmouth-Harlech road at Llanbedr. This eventually dwindles to a mere track, and here the car should be left in a field, so as not to cause an obstruction. A further surprise awaits you, for a mile-and-a-half's walk will bring you to a flight of Roman steps, known as Cwm-Bychan, climbing sheer up the rocky steep.

A week crammed full of interest may be spent viewing the castles and old buildings of North Wales. Harlech Castle, perched on its bold headland, once sea-washed but now more than a mile inland, is worth examining. Do not be content just to see the interior and survey the blue mountain peaks and sea from one of its turrets, but walk down the hill on to the sand dunes of Morfa and see the castle from the seaward side. This is, indeed, one of Cambria's most famous pictures. Stroll across the dunes to the sea, and here you will find a truly magnificent stretch of sand three miles long, with hardly a pebble or a footprint to be seen, the whole being dominated in the north by the lofty peak of Moel Hebog. Those who sigh for a Continental seaside holiday may well come to Harlech first before being relieved of their spare cash by foreigners.

Then what about Llandudno? It claims the title of the Naples of the North, and justly, too. To see the town at its best, however, choose a bright day and climb to the top of the Great Orme, then you will realize why it is called the "Naples of the North."

Inland the mountains tower peak on peak in tumbled confusion and beckon you. The Conway

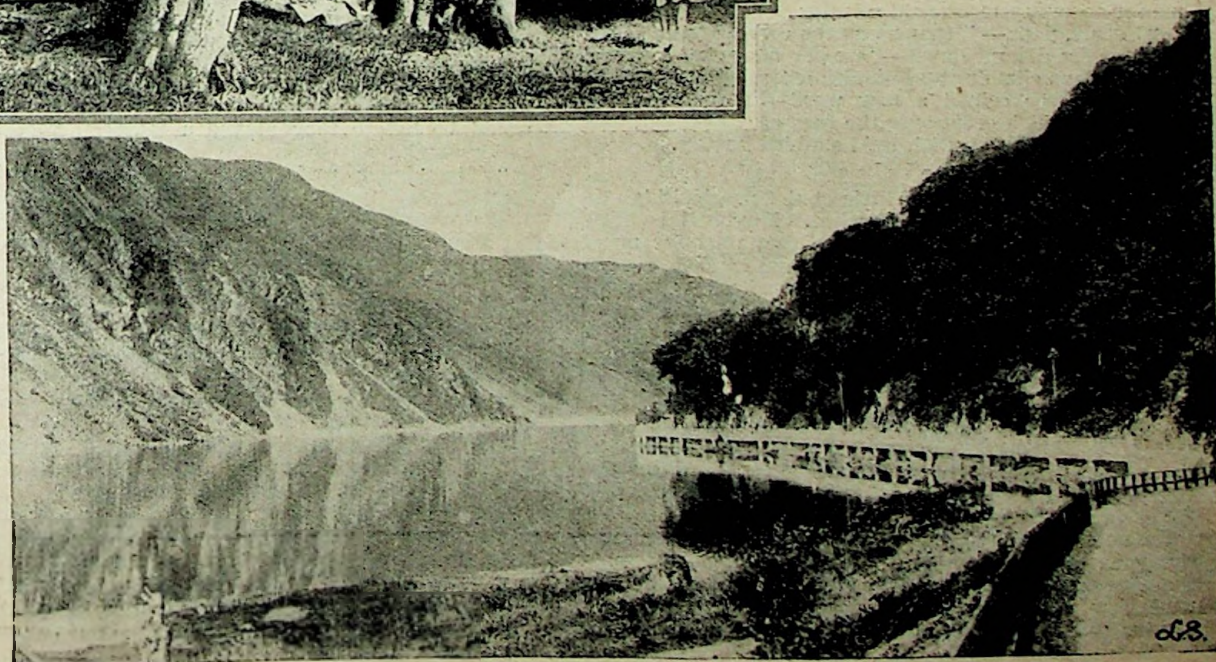
River, known as the Rhine of England, is navigable for 15 miles of its course as far as Trefriw. This also is no empty claim, and the trip in one of the river steamers should on no account be missed.

There is no lack of an evening's entertainment in Llandudno. You may dance at the Grand if you can afford it; a fine concert is to be heard in the pavilion, or you may have a ride on the electric railway (just for variety after the day's motoring) to Colwyn Bay. A thrill on a small scale is provided by the rack and cable railway which climbs up a gradient of 1 in 1, or something similarly hair-raising, up the side of the Great Orme.

Such are merest glimpses of John Bull's Island, full of surprises wherever you may roam. Youth and age go everywhere hand in hand—youth in the guise of fresh greenery and the countryside and age as the lovely old buildings, castles and bridges which are John Bull's own heritage. When you have seen all that John Bull has to offer your thoughts may turn towards the fresh fields and pastures new of foreign lands; then and not until then if you be wise.



(Left) Among the beeches in the lovely Ashridge country where the counties of Herts, Beds and Bucks meet. (Below) Not a picturesque view of Norway but a majestic example of Scottish scenery—the Pass of Brander.

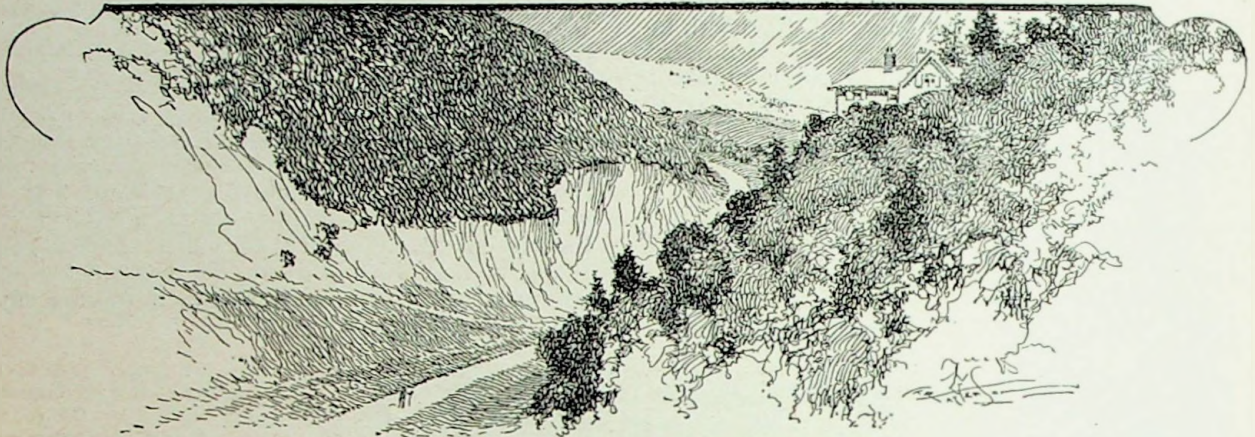


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IDEAL HOLIDAYS

Showing How—With the Coming of the Motor Car—Times and Holidays Have Changed

By Diogenes



I.—When We Were Very Young.

"**T**HERE," said my fond parent impressively, "there are the Malvern Hills!" Two small boys in sticky Eton collars and equally sticky Eton jackets gazed out of the window of the stuffy railway carriage and solemnly regarded the towering mass that had suddenly obscured the horizon. They were speechless, absolutely inarticulate; not, gentle reader, because the grandeur of the hills had overcome them, but because they were appalled by the consideration of a certain prospect that had been dimmed into their heads until they had regarded it as something to which to look forward.

My brother—in his tenth summer and nearly four years older than I—found his voice first and, looking to me for encouragement, said stoutly:

"Surely, papa—" (papa was the correct term to use in those far-distant days)—"we are not going to spend our holidays climbing and—and unclimbing those?" In his dismay he coined a new word—then, seeing the stern look which crept over the face of our parent, "Of course, papa—if you wish it," he added hastily.

We stopped at a kind of little chalet perched high up the hillside called—I forget what. Maybe it is there still, but I have not penetrated to that part for many years, so cannot tell. From the fine kitchen garden you commanded a view which stretched away towards Worcester and Birmingham, and how well I remember standing there one night with my hand firmly interlocked in that of my father, watching a vivid thunderstorm which raged over the valley rolling away at our feet.

The little chalet boasted a fine tennis court—a rarity in those days, compared with the universal popularity of the game to-day as exemplified by the courts one sees everywhere—and this we found ideal for cricket; but the hills!

Let no misguided parent imagine that he is conferring a favour on his offspring by allowing them to tramp the three peaks, hour after hour, at his side. We made few complaints, but we loathed it, our thoughts always turning towards the bat and the ball, or trips

of exploration all by ourselves into the wooded slopes that abounded.

Perhaps "papa" understood; he discovered fellow hikers, and more and more we were left to enjoy a holiday in the hills as only boys know how.

The only link with my holiday of to-day was provided by our suddenly encountering a high-seated, back-to-back, solid-tired monstrosity which was parading—and very slowly and uncertainly at that—under the name motorcar. It provided a topic of conversation for weeks!

We returned to wonderful Malvern for two successive summer holidays, then we drifted abroad.

Paramé, near St. Malo, with its fine sea front and its long line of steam-drawn clanking trains in the highway itself; Paramé with its hordes of enthusiastic motor club members mounted on spluttering tricycles; Paramé all agog with speculation and rumour concerning the Dreyfus case.

And even we youngsters noticed that motor vehicles were beginning to grow up, and wondered how long it would be before they played a material part in our holiday-making.

"I imagine a real sofa on wheels, controlled by a single lever," said I, glowing with enthusiasm. The suggestion was received coldly and without interest.

"Papa says we are not to bathe more than twice to-day," was the only rejoinder I received.

II.—When We Grew Up.

I SAW in "K's" eyes the dawning of a Big Idea.

"Why not go in the car?" she queried. I stared at her aghast.

"In the car?" I echoed blankly. "Why, it's about 2,000 miles by road."

"No; 150, I've looked it up in a guide-book thing."

"But we'd never get there, and I should want two new belts for certain, and what about *It*?"

"K's" face fell; she was reckoning without our small daughter, who still looked out on the world with wide, puzzled eyes and did most of her wheeled travel in a "pram." "K" thought deeply, then: "I'll have her on my lap," she said firmly; and so it was decided that, for the first time, we should take our car with us

on our annual holiday. Note the peculiar phraseology of the last sentence.

Picture us setting forth in the G.N. Luggage to left of them, luggage to right of them, and luggage at the back of them in a locker which left little space after the essential spare two-gallon tin of petrol, the tools, and so on, had been stowed away.

Picture us chugging along, gazing anxiously at each other when some strange noise manifested itself in the region of the works, opening her up until the telegraph poles whizzed by at a giddy 35, braving the elements with neither screen nor hood and letting our spirits soar as each mile-post was left behind.

A spot of 1 in 8 brought us perilously near our Waterloo. The car slowed down but the engine did not; the car came almost to a standstill, the engine was racing. My hair stood up and beads of perspiration broke out on my brow. "Belt slip!" I roared above the din.

"K" saved the situation. "Take baby—" She deftly transferred "It" to my lap, swung over the side (no, sirs, doors were a luxury on cyclecars of the period), and threw all her energy into the task of pushing. Oh what a sight for the gods! But who cared provided we breasted the hill, which we did slowly—and very painfully for "K."

Picture us sending a wire home. "Fine run, no trouble, did it in 7½ hours." I wanted to put "seven hours," but "K" wouldn't agree.

"Let's begin as we mean to go on," she said with a kind of Joan of Arc expression.

During that holiday we made good use of the car, but I always looked forward with some trepidation to "K's" projected excursions, and once having started the engine nothing would persuade me to stop it until we reached home again, unless we came to rest on "a good downhill."

Furthermore, I suffered from a complex which afflicted many a cyclecar owner of the period. An attack would commence by a suspicion that there was something wrong with some part of the vehicle. This soon amounted to a certainty—became an obsession, then a nightmare and, finally, a whole day's job of investigation. As a rule the part suspected was quite all right; it was always some other part that ultimately went wrong.

The local folk loved the car; I mean they loved to collect in groups to look at it. They always collected mysteriously when I approached the near front side with a detachable starting handle in my hand, and they always gave an encouraging little cheer when, after (at the best) two or three minutes, I got her going. They liked to examine the engine, and as the whole of the front part of it was clearly visible they were able to indulge their curiosity to their hearts' content, and they used to stand at the side of the road and salute us as we chugged past.

Viewed in retrospect it was all good fun; "Pioneer work," I sometimes say to "K" when we think back over the years.

III.—As We Are Now.

"IT" is as tall as I am, just as keen on driving, but (thank goodness) not yet old enough, so she gains her experience furtively and intends "to drive quite a lot on the lonely by-lanes during the holidays." (Sez she!)

Will there be by-lanes? Where are we going, anyway? And what about the Continent? "It" was, at one time, all for the Continent. ("A quiet little run down south over the mountains, pop." Pop! Shades of Malvern and "papa"! "K," like "Robin Hood," wants to see John Bull's island first; but she shrinks from a round of hotels, loathes the idea of camping, and says our relatives form links which are too distant.

"What about Paris again, and leave the car at home?" I ask, more with the idea of trying to be helpful than with any determination to follow up the suggestion with enthusiasm.

"In August?" queries "K," holding up her hands in pious horror: then as a recollection flits across her mind she smiles and adds mischievously, "Didn't those folk in the Rue Tronchet laugh at your plus fours!"

"Look here, we're discussing holidays," I protest "Paris in August is, I agree, impossible, but what about taking the car, then, and making a tour of it. A couple of hundred miles a day . . ."

"You said we were discussing holidays"—this from "It" in a tone of mild rebuke. "Now my idea . . ."

"Let's hear it, miss."

" . . . Is to forget about all this high-brow stuff, touring the country like commercials, seeing the sights of Paris like Big Boys and Girls from U.S.A., or trying to pretend that we're modern Hannibals tackling the mountains in forced marches . . ." Here her argument trails off, history never having been one of her strong points.

"In short . . . ?" I prompt severely.

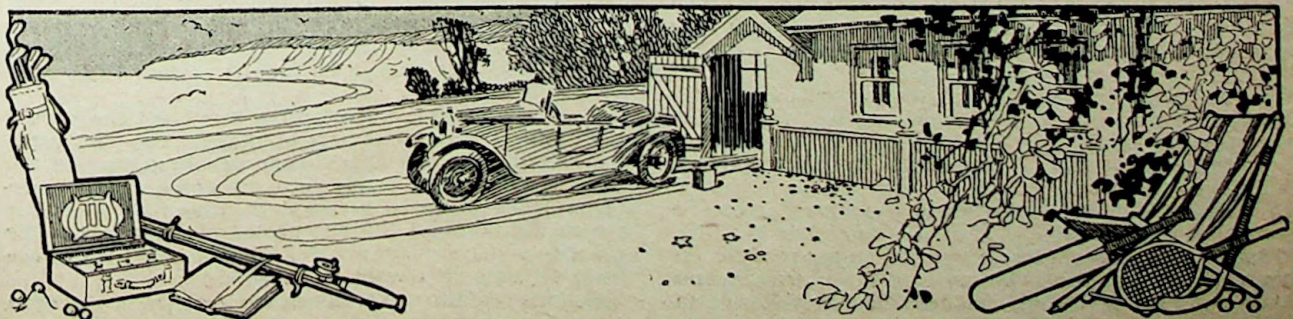
"It's the car and the bungalow for me every time," says "It" with decision, pauses and continues. "The programme, ladies and gents, is as follows:—Heavy luggage goes on first (and please address it correctly this time, pop; Chapel St. Leonards, Lines, not just St. Leonards; you look awful in borrowed tennis bags, anyway. Where was I? Oh, yes; we take everything that really matters in the car . . ."

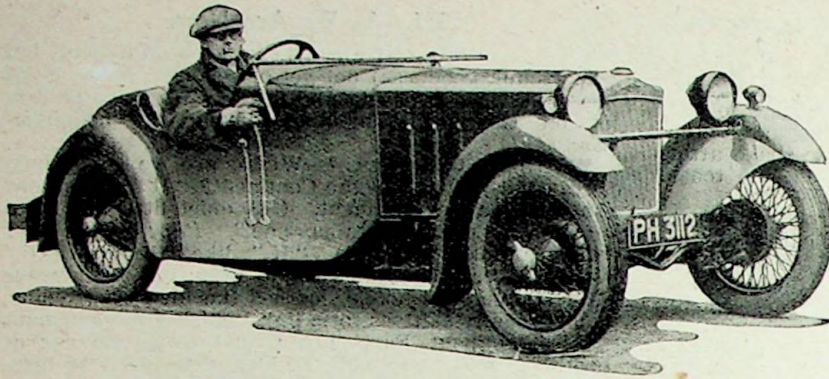
"Par e ample?" I query. "It" shakes her head severely. "Par e ample," she repeats slowly in the best accent of M'selle, her tutor. Then lightly, "Well, let me see; tennis racquets, bathing kit, my hockey stick, my crosse . . . no, leave the crosse behind, not much chance of a game, a couple of evening frocks for mum and me, pop's boiled shirts in case there's an evening do; the cricket things? Yes, certainly; my fishing rod, the portable wireless, the gramophone . . ."

Irrepressible youth; yet I wonder which it will be after all? Somehow, the bungalow appeals to me. I'm getting lazy, I suppose . . . and the car's always handy.

"K" answers my unspoken thought.

"The car and the bungalow this year," she says, summing it up.





“GIVE ME A

“There are Motorists Buying of the Fascination of an Open Article Our Contributor out Motoring, and contends that the Saloon”

IT has been said that it takes all sorts to make a world, and there are undoubtedly all sorts in the world of motoring. Individuals there are who stoutly maintain that one particular make of car is unapproachably superior to every other; others have a strong predilection for one of the two classes of car, sports and touring, but everyone who drives a car at all seems to take sides in the great question—Open or Closed?

Arguments on this ever-green subject can wax heated and offensive, and it is my experience that each of the protagonists is often arguing from a standpoint of pure bias founded upon ignorance of the other man's point of view.

Thus those who have been brought up in the school of the closed car simply cannot conceive why any sane man should prefer an open vehicle, and vice versa.

It is only when both types of car have been known and driven for many years that a well-balanced preference may be shown for either type, and it is only after very many thousands of miles with both saloon and touring models that I am able definitely to declare my preference for the open tourer or open sports car.

I am not among those who scorn the saloon from a fanatical “open-air-fiend” point of view—which is not a point of view at all, but a distortion—for there are very many attractions in a closed car. However, for my own personal use, give me an open car, and I will tell you why.

The open car, in my opinion, possesses practically all the advantages of a saloon with none of its disadvantages, together with many fascinating features which no saloon can ever give; and there is the whole matter in a nutshell.

Saloon Not Always Draught-proof.

I admit that when side screens have become old and battered, ill-fitting and opaque, the interior of a tourer with all-weather equipment erected for action is not quite so draught-proof and enclosed as a saloon. I have known saloons, however, which after a few thousand miles have developed draughts and have allowed fumes to escape into the interior, and a draught in a saloon is a far more horrible thing than a gale of wind in a car with no hood at all.

In bad weather then, with a good tourer and a good saloon, there is very little to choose on the score of “weather resistance.” In good weather, with the sun shining and the white clouds floating in the deep blue sky, how different is the story!

Last summer, in the midst of a heat wave, I covered some 250 miles in a most expensive saloon. At first I rejoiced that the roof kept the sun off, and revelled in the breeze from the open windows.

Towards lunch time, however, the roof began to get hot, fumes began to become oppressive, and I discovered an incipient stiff neck, thanks to the pleasant breeze from the open window!

After lunch, the sun having played on my roof for an hour, the interior somewhat resembled a furnace; and by tea time a splitting headache had developed, in addition to which I realized that, although I had made

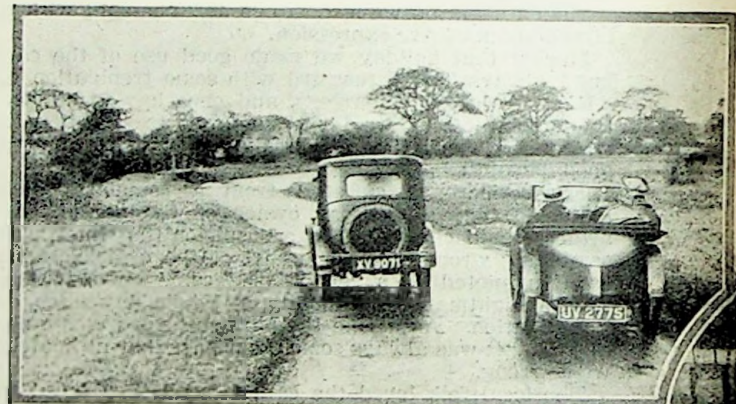
this run several times before, never had I seen less of the sun-bathed countryside.

I well remember this self-same journey—also in high summer—with the tar oozing liquid on the roads, but made this time in an open four-seater—with what a difference!

Until mid-day it was unnecessary to put the hood up at all; when driving I did not notice the heat in the least, and it was only on stopping for petrol that the sun beat down like a physical blow.

After noon, with the hood in position, the screen open, and goggles worn, I drove in comfort until dusk.

It is my opinion that, other things being equal, I am a worse driver in a saloon than in an open car, for which there are several reasons.



To begin with, unless a driver is perfectly at ease in his car, he does not drive well, and I am never really at ease surrounded by glass and wood.

I never know what is behind my saloon, and never feel justified in believing my mirror for fear a motorcyclist is there just “out of the picture.” The screen pillars annoy me and block too much of my range of vision, there is nowhere to put my elbow, always I am conscious of glass sides and the roof and a sense of constriction; I feel that I am cut off from all other users of the road, and not one of them, sharing it with them.

Too often I find myself neglecting to give hand signals because it would take too long to wind down my window; even if the window is open too often I cannot get my hand far enough out of the window to give an intelligible sign.

In the open car, on the other hand, all the time I am at the wheel I feel part of the car, not just someone sitting in it; my arm is comfortably resting on the side, I sit wedged nicely into my corner, there is a clear range of vision ahead and to both sides, and if my mirror, despite the absence of obstructions to the rear, does not show the whole road, a half turn of the head tells me all I want to know.

Sounds come to me so much more easily in the open air. I can hear the tooting of a horn in a road cross-

AN OPEN CAR!"

Saloon Cars To-day who are Unaware Car," says "The Blower." In this

lines something of the Joys of Open-air the Open Car has Advantages which Can Never Give

ing mine some distance ahead; I can hear overtaking traffic, as when some lordly limousine, scorning a "warning note," creeps quietly alongside, and all the time I am in the open air, with the wind humming past, the purr of the tyres in my ears, enjoying the sights and sounds of the countryside as the car bowls steadily on.

One of the first impressions of a driver of saloons on taking the wheel of an open car is the silence of the body and the chassis. A saloon, like a sound-box, magnifies every squeak of the coachwork and every tap and murmur of the engine.

All this is gone in the open air; the car seems to swish along sweetly and the body appears dead silent.

Other things being equal, an open car on the same chassis as its sister saloon model is a faster car, with brisker acceleration and better braking, owing, of course, to the saving in weight and diminished wind resistance. Again, the average open car—not necessarily a sports model—is much lower in build and with a lower centre of gravity than a saloon, with consequently better road-holding and stability in cornering and at high speeds. It is always possible to drive faster and more safely in an open car for these

reasons, the driver leaning his body with the sway of the car in cornering, watching the edge of the road as, with elbow braced over the side, he swoops into the bend.

On wet and slippery or icy roads an open-car enthusiast *drives* his machine, feeling it a live thing under him, feeling himself one with it, rather than sitting back, enclosed in glass, *in* the car, not *of* it.

How often have I driven a saloon car in dense London traffic on a dark, wet night, when the streets have presented a black expanse of glistening ooze, in which the dazzling iridescence of overhead electric lights has served but to bewilder the hastening stream of home-going traffic.

On these occasions, certainly, it has been warm and comfortable within the car, but the very warmth has often thrown a mist of moisture over the windows, and the glass served as a mirror in which the lights of London flickered and danced to distract the driver, blinding him to what was passing in the dark shadows outside.

Not For Summer-time Only.

There are those who declare that in this climate an open car can really be used only about three days in the year, but it is really surprising how rarely the open-car enthusiast finds it necessary to erect his hood. With sensible clothing, a thick coat, a scarf, and good motoring gloves, one may motor throughout the winter in comfort, for it is surprising how little one feels the cold, how well the windscreen protects the passengers and how warm the interior of an open car can become on a cold, wet night with hood and side screens in place.

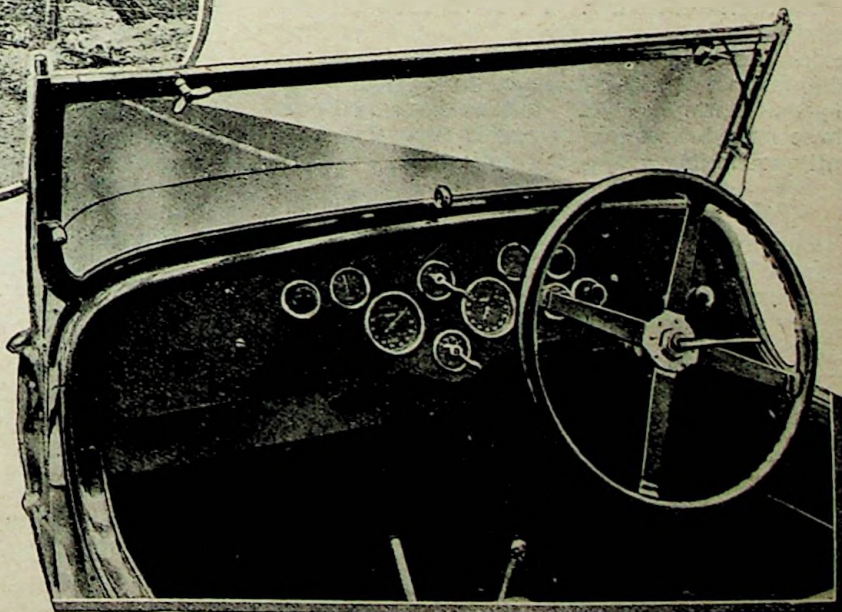
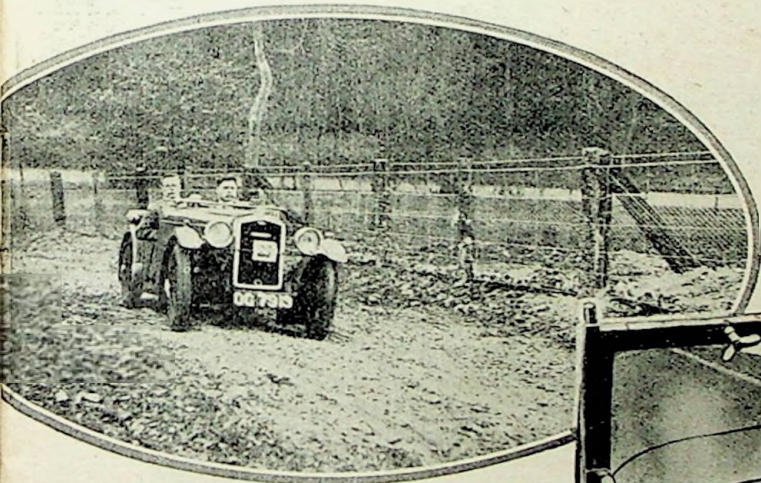
I recently heard a saloon-car enthusiast clinch his argument with an open-air motorist by saying, "Well, old man, after all, look what happens in a saloon if you overturn. You've got all the sides and roof to protect you."

"Just so," agreed the other, "but, you see, in open cars we never overturn."

However that may be, and there is some truth in the statement, there are many incidental advantages attached to the open car, apart from the joy of pure air and uninterrupted views, lightness, stability and silence.

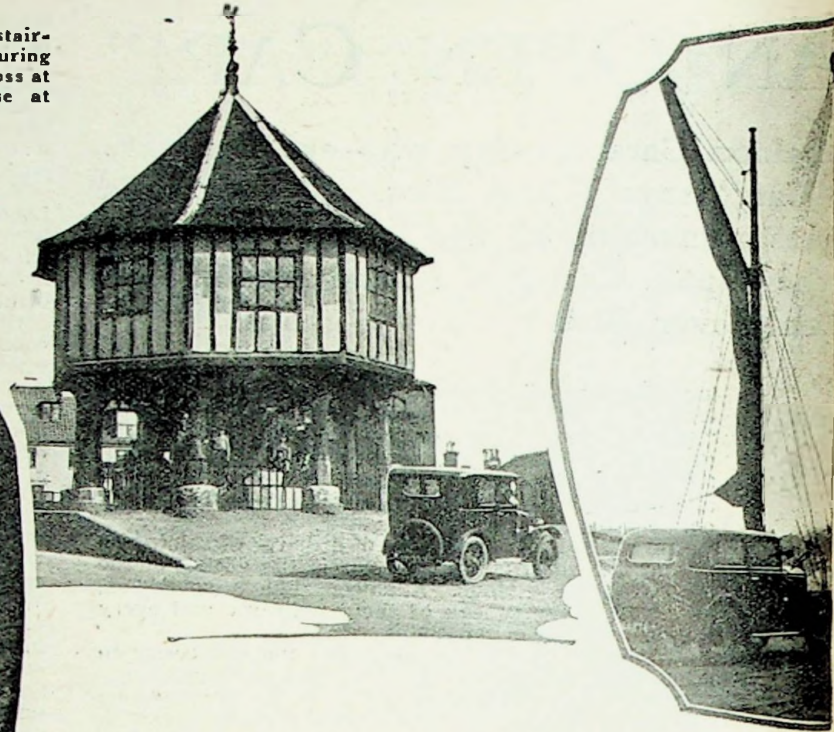
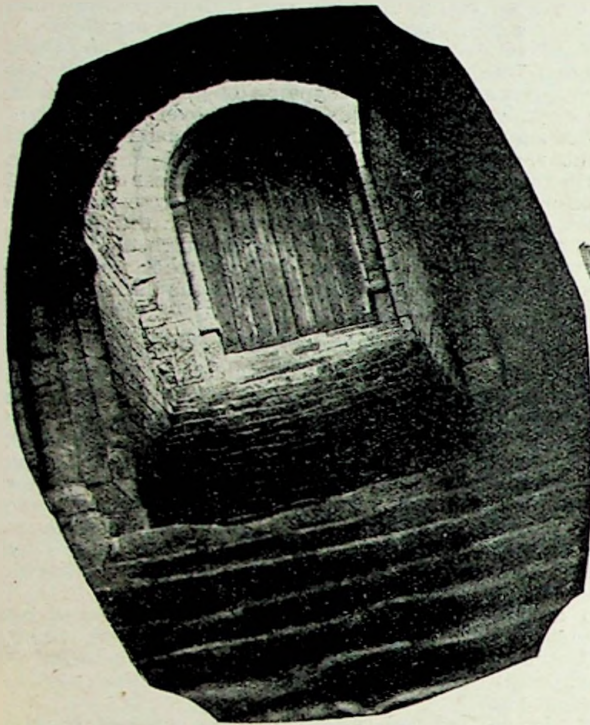
There are thousands of motorists buying saloon cars to-day who are unaware of the fascination of an open car and are ignorant of the fact that the real joys of motoring, as distinct from automobile transport, are only obtainable in the open air. Let them try an open car. I ask nothing more.

THE BLOWER.



(Above, left) A photograph illustrating the great range of vision of an open car driver. (Oval) Ideal for trials work, the open four-seater sports model, and (right) the cockpit of an Aston-Martin—a typical English open sports car. The photograph in the heading depicts another British sports car—the Frazer-Nash.

IN EAST ANGLIA.—Castle Rising's fine Norman stairway, often climbed by the "She-Wolf of France" during her captivity. The quaint 16th century market cross at Wymondham. A quayside scene on the Ouse at King's Lynn.



RICH M

Light Car Comment

The First Day of Summer.

THIS is a Special Summer Number and, at the time of writing, it is the first bit of summer I have noticed! Officially, summer begins next Sunday, which is the longest day. If the sun is able to pierce the gloom in which we have been living for so long, it will rise over London at 4.44 a.m. and will not set until 9.18 p.m. (Greenwich Mean Time.

This year we seem to have been particularly unlucky with the weather. I can remember many runs in early June when the sky has been so clear that one has been able to drive all night without headlamps and to enjoy an open car without wearing special clothing. This year we have had none of these long, bright nights, and if there has been a really warm day I have not noticed it.

Is This the Month of May?

IS there any truth, I wonder, in a belief which seems to be gaining favour to the effect that the seasons are changing? One often hears the view expressed that during the past few years we have had April weather in May, May weather in June, June weather in July, and so on. A week or two ago Sir William Morris told me that he had noticed for several years that we seemed to be getting a month behind, and there are plenty of others almost as eminent in meteorology as Sir William is in industry who subscribe to the same belief.

Personally, if the seasons must change, I should like to see them taking the other course so that we got May weather in April and April weather in March. The first quarter of the year is always

the most trying, and how nice it would be if the long days we are now enjoying could also be the warmest.

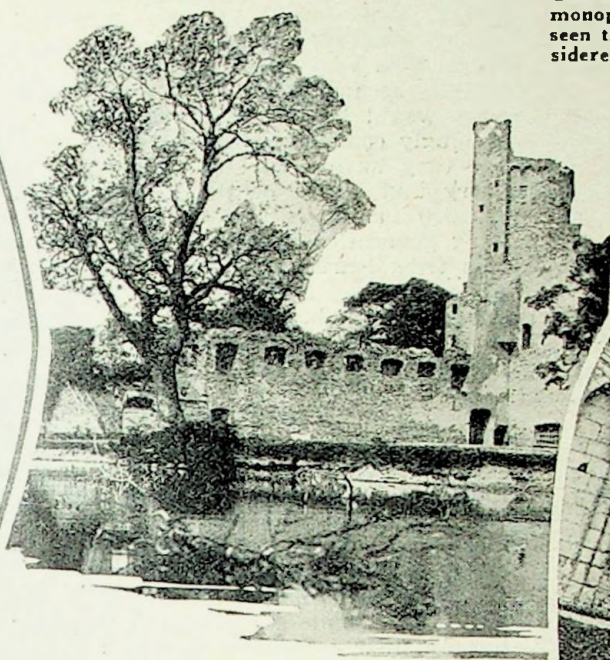
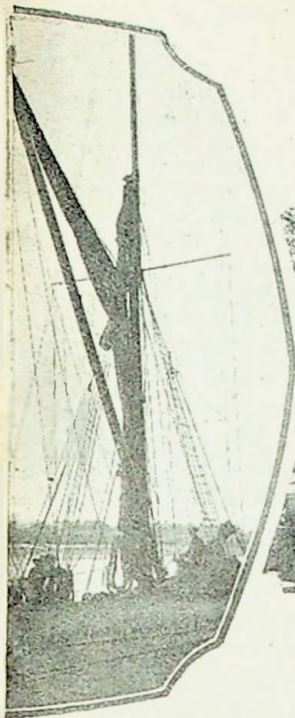
For Camping Enthusiasts.

HOLIDAYS, I suppose, are in everybody's mind at the moment and, times being hard, it is the cheapest kind of holiday which is essentially concerning most of us. Did you notice, by the way, a description in last week's issue of a camping trailer which can be hired for £2 a week with equipment for three people and for £3 a week with equipment for four people? Surely it provides the wherewithal for an extraordinarily inexpensive holiday and one which, given good weather, could be extremely enjoyable.

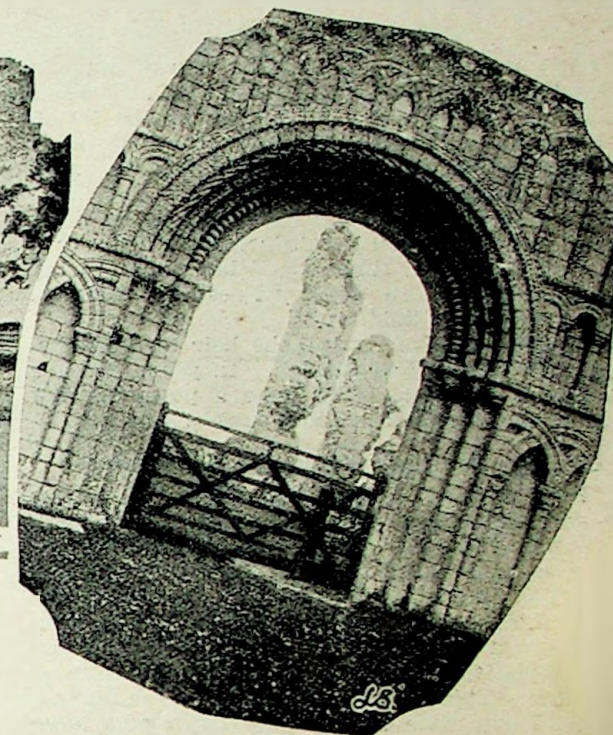
On July 17th, by the way, there is to be a special Camping Number, which will be out in nice time for those whose holiday dates are dictated by the schools breaking up. Family holidays under canvas can be a great success, and I have no doubt that the issue will be extremely popular. Caravanning will be dealt with as well as camping, so that the issue will meet the tastes of all who object to paying hotel bills.

Opening Roofs which are Always Shut.

HOW often do you see a car which has its opening roof in the fresh-air position? On one of the very few warm, sunny days we have had this



Caister Castle, built by Sir John Falstaff, who monopolized the whole of the British Navy! The ruins, seen through an archway, of Castle Acre Priory, considered to be the finest Norman remains in the country.



IXTURE

and Advice

by *Focus*

year I took careful note of the number of openable roofs which had been opened and found that they amounted to only about one in twenty.

There is a number of excellent reasons why folk do not bother to open the roofs of their saloons. The most important is that far too many opening roofs are not much more than trap doors giving no sensations of an open car except the draught! Another good reason why many keep the roof closed is because they are in the habit of driving without a hat and find it uncomfortable to do so with the roof open, either because of the draught or because the sun is worrying.

If Summer Comes.

WITH the prospect of some really warm weather coming before many more weeks have elapsed, it will be opportune to hand on a little warm-weather wisdom. In very hot weather the oil gauge wants watching more closely and a thicker oil will be needed if it records a lower reading than usual. A closer check will have to be kept on the electrolyte level in the battery and the water level in the radiator.

When driving an open car in very hot weather it is always a good plan to keep the hood up, and this, indeed, provides the coolest motoring. In a closed car there is little one can do on a really broiling day beyond creating as much draught inside as possible. Towards this end a little

experiment is often helpful. Sometimes it does not pay to open all the windows wide as the air seems to enter those in front and leave by those behind without having much effect on the temperature inside the car. The one certain way to procure and maintain a cooling draught in a closed car is to open the windscreen, but here one's endeavours are frequently thwarted by inadequate means for keeping it open or a haunting fear that once opened it will never make a leak-proof joint again!

Meet the Earl of March.

THE article on high-speed driving which the Earl of March contributes to this issue is one that every sportsman will read eagerly. "Freddie" March, as his friends call him, is an



interesting personality, and very much a young man of promise. His quiet manner cloaks an extremely alert mind—and a determination that brooks no obstacles. I first met him when he was still Lord Settrington, at one of the Inter-Varsity hill-climbs at Aston Clinton, in which he was competing on an old black and red A.B.C. motorcycle. He did not distinguish himself very much with that machine, so far as I remember, but in the way that these things happen he is now

the only one of his Oxford contemporaries in the first flight amongst racing drivers. On coming down from Christ Church, Lord Settrington went

to Bentleys, where he remained for some years. He is now in partnership with Capt. H. S. Kevill-Davies as a consultant, he is president of The Light Car Club, and, like many other keen young men, has done a good deal of flying.

"'Oo're Yer Kiddin'!"

LORD MARCH has a pleasant vein of humour and a distinct "way with him" with all classes of society. When he was working at the bench in the Bentley shops, so the story goes, he made a remark one day that convulsed his "mate," who had no idea of his position in life.

After recovering from the convulsion the fitter gasped out, "Coo, you aren't 'arf a one! To 'ear you talk anybody'd think you'd bin to Heton an' Oxford college." To which "Freddie" rejoined, "Garn, 'oo're yer kiddin'!"

Lord March is, of course, the heir to the dukedom of Richmond and Gordon. In years to come His Grace of Goodwood will be a powerful ally to motoring interests in the House of Lords.

Cycling Too Dangerous for Youngsters.

A FEW days ago I heard that one of the reasons why we have no cycle tracks beside our main roads, like those to be seen in many Continental countries, is because the idea has been opposed by cycling interests. Surely they took a wrong line in this matter. I understand that their feeling was that if special paths were made for them it might be the first step in barring them from the roads. This seems to me to be a far-fetched belief. From time immemorial the roads have been for the use of everybody, and we all know that the fact that a road has a footpath beside it does not prevent one from walking on the tarmac!

My belief is that cycling would receive a considerable impetus if it were possible to ride bicycles otherwise than on the road. I know several men who refuse to buy bicycles for their children because they think that riding on the roads would be too dangerous and it is an increasingly common experience to hear people say that they have given up cycling because in the scurry and bustle of traffic they could find no pleasure in it. It will be a great pity if the rising generation is debarred by parental objections from learning the rudiments of road sense on two wheels. I have always contended that the best car drivers begin on bicycles and pass through the motorcycle and combination stage before they graduate to four wheels.

The Relay Race.

THE Light Car Club embarked on a bold venture when they decided to run their Relay Race, but the idea is evidently catching on and their enterprise looks as though it will be amply rewarded. They had, I understand, two difficulties with which to contend, namely, the need for obtaining sufficient *team* entries to make the race worth while as a spectacle, and the fact that by their rules and regulations only cars of under 1,500 c.c. are eligible to compete.

Once again the Austins and the M.G. Midgets will be in the limelight, but this time the latter—or most of them—will be supercharged and they will therefore start on equal terms with the Austins. The entry as a whole will bring a variety of other makes to the line, and so far as I can see at present it is anybody's race—which naturally adds the right degree of interest to this novel and attractive event, and should make it a race well worth watching.



STARTING IN THE SUNSHINE.

Le Mans race drivers answering the maroon's call to action last Saturday. The very large number of "boaters" worn by the crowd was particularly noticeable.

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High-speed Driving.

WITH the beginning of the summer holiday season there is a perceptible increase in the volume of traffic encountered on the roads, and, as August draws nearer, congestion at busy centres almost approximating to that found on a Bank Holiday is often evident; moreover, for the first time, summer holiday motorists will set forth on their journeyings without the irksome restriction of the speed limit. All

of which brings to the forefront the debatable question of speed itself and lends added significance to an article by the Earl of March in this issue. High speed, per se, is not dangerous, but it must be indulged in only when circumstances permit.

As Lord March observes:—"It is perfectly simple to drive a fast car fast—and badly. . . . But that is not what we want. The sure sign of a first-class fast road driver is lack of outward show. The man who never over-revs his engine in the low gears, who never seems to use his brakes, and who waits his turn where others barge in is the real high-speed driver. His mind is alert upon the whole-time job of driving. He watches for the mistakes of others and never—never has a narrow shave."

And there you have it in a nutshell; the man who shows off is, in nine cases out of ten, a menace to himself and to everybody he meets; but the careful, experienced and well-balanced fellow will do his sixties and seventies with safety. To which class do you belong?

Remember the "Tourer."

A FAVOURITE contributor makes a plea in this issue for the open car. We are pleased to give prominence to his views even although it is clear that our tricky British climate has made us a closed-car nation. There was a time—and not so long ago—when a light car with a saloon body was a curiosity. Even five years ago there were not many cars under 10 h.p. to be seen with closed coachwork, and nobody would have dared to forecast that 8 h.p. saloons were to be the best sellers of 1931. Yet clearly this is to be the case. In the month of March (the principal buying month of the year) 4,565 new saloons taxed at £8 made their way on to our roads, whilst the number of new open models put into commission during the same month

was only 658—and this with the days growing longer and the summer ahead. In spite of the fact that the official returns thus make it very clear that it is the saloon car which is selling, we sincerely trust that our manufacturers will not allow open models to stagnate. There is still plenty of room for improving the open four-seater, the two-seater and the sports car. The perfect hood which is very easily raised and lowered single-handedly by a

woman has still to be popularized, also the rattle-proof and readily erected side screen. In short, there is still plenty of room for an open car which reveals the same attention to detail in bodywork refinement as that which characterizes the modern closed car; after all, there are large numbers of fresh-air enthusiasts who would be easily converted to the open car if its charms were duly emphasized.

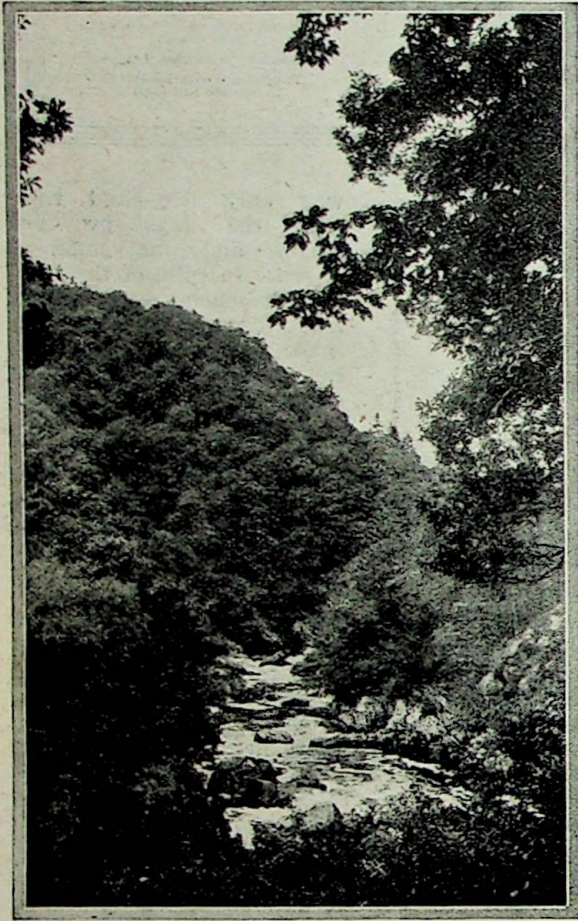
Signs that Offend.

LAWs—both written and unwritten—continue to be flouted by landowners and others up and down the country, and it is time that energetic action was taken to deal with offenders. Scare signs are fewer, but they have by no means been stamped out, and their authors are reminded that it is an offence under the Road Traffic Act to display ". . . any traffic sign or any object which so closely resembles a traffic sign that it might reasonably be taken to be such a sign. . . ." Unfortunately, the Act calls on the local highway authority to give notice in writing where an offence is being committed; in the absence of such a notice the offending sign remains.

So much for the written law; we may now turn to signs which disfigure the countryside, and, in this connection, it is worth placing on record that the Department of Highways in Pennsylvania recently, it is said, condemned and destroyed over 32,000 signs which were defined as "illegal" and were, for the most part, undoubtedly of a disfiguring nature. It is bad enough in this country when unwritten laws are broken, but when the sacred word of the Road Traffic Act itself is set at naught surely it is time that something really drastic was done. Apparently it is up to the "local authority" to take the first step. Well, what are local authorities doing about it?

Topics of the Day

HOLIDAY HAUNTS



Where ev'ry prospect pleaseth: the famous Fairy Glen, Bettws-y-Coed, North Wales.

OUTSIDE the rain poured steadily down and, through the French windows, we watched it rapidly converting what had been a smooth green lawn tennis court into an unthinkable morass.

"Well," said Haywood, our host, gloomily surveying the dismal scene: "Bang goes our tennis party. Lovely weather for holidays, isn't it!"

"Oh, poor man," commiserated Cynthia, "were you going for holidays?"

Haywood turned from the window and laughed. "Yes," he said, "next Monday; and, as usual, haven't made up our minds yet where we're going!"

"Thought of anywhere in particular?" I queried.

"Yes, we wanted mountain scenery this year. Look here," he said, turning to me, "you're the expert on touring, what do you suggest?"

"Depends how far you want to go," I replied, waving aside the tribute to my years and experience. "The Highlands are magnificent and Wales wants some beating. The Welsh mountains aren't Alps, of course, but they seem to be."

"Ought we to go to Inverness?" put in Mrs. Haywood.

"Inverness, Oban or Fort William. Go straight up the Great North Road and into Scotland by Carlisle and Gretna Green. Make your way via Lanark, Stirling and Callander—which is the centre for the

A Few Useful Suggestions Outlined in a Practical Way and Including Some Sound Ideas for Holiday-makers

Trossachs—and then to Oban. From there you have that wonderful run up the Caledonian Canal."

"And for Wales?"

"For North Wales I should make for Worcester and Shrewsbury and into the mountains by Llangollen. For South Wales and the Wye Valley I think Cheltenham, Gloucester and Ross."

At this point tea arrived and the clinking of china drowned the patter of the rain. Young Charles waved a sandwich in my direction.

"We thought of going up to the Lakes," he said. "Got any comments?"

"Wonderful scenery, mountains that seem twice as high as they are, marvellous sky effects reflected in the lakes, good hotels, good roads—and not too far away." I said. "Go up the Great North Road and branch off through Harewood, Ilkley, Skipton and Kirkby Lonsdale to Kendal. Then you are on the threshold of the Lakes."

During tea the conversation on holidays continued. Patterson was discovered to be a fanatical devotee of the Yorkshire moors and waxed lyrical about great wind-swept and sun-drenched spaces, wonderful panoramas and solitudes, crystal mountain streams and winding moorland roads. He said Kettlewell—a little village reached through Pateley Bridge from Harrogate—or Kirkby Stephen, near Brough, made excellent centres for exploration.

Typical England.

Henry was all for Buxton, Matlock and the Peak. He told an exciting story of driving through the precipitous Goyt Valley and spoke of Millers Dale, Middleton Dale and Monsal Dale.

Haywood murmured something about the Cotswolds, and Col. Bickerstaffe asked me what I thought.

"Charming," I answered, "so typically English, and if it were in Germany and called the Kottswald people would rave about the country. If you're thinking of a nice quiet pottering holiday try the Cotswolds, making for Cheltenham and wandering towards Evesham and Chipping Campden. Don't miss Broadway; it's the show village."

Old Mr. Maxwell stared gloomily out of the window at the rain pattering on the roofs of the cars outside in the drive.

"Mountains depress me," he sighed. Then, turning to me, "Outline a nice tour along the south coast somewhere," he asked, "you've been everywhere, they tell me."

I drained my cup, passed it to Mrs. Haywood, and launched out on my pet subject. I drew pictures of the extraordinary country around Rye, Winchelsea and Romney, where an air of another century still clings. I suggested a coastal tour from Dover westward, through Hastings, Eastbourne, Newhaven and Brighton on to Worthing and Bognor.

"Or," I went on, "you can run down to Southampton and drive through the New Forest, have a look at Beaulieu and wander along to Bournemouth, past Poole Harbour and so to Weymouth and Lyme Regis.

"From Lyme Regis there is a wonderful coastal road which will take you into Cornwall. You touch

Sidmouth, go inland to Exeter, and back to the coast at Dawlish and Teignmouth. Have a look at Torquay and follow the coast to Plymouth and on to Falmouth through Polperro, St. Austell, Portloe, St. Mawes and the marvellous little coves and villages all the way along that amazing coast."

We all agreed that the north coast of Cornwall and Devon had its own attractions. I described a magnificent run last year from Bridgwater through Minehead—after a detour to look at Dunster—into Porlock, up the hill, down Countisbury into Lynmouth, and so on round the coast through Ilfracombe, Bideford, Clovelly and Bude.

"You can follow the coast more or less right down," I said, "from Padstow to Newquay and Perranporth, which deserves to be more widely known."

A Little-known County.

Old Mr. Maxwell told us of a holiday he once spent in Essex and Suffolk, and described the amazingly "old-world" country between Burnham and Harwich, with its creeks and funny little villages which seem to have stayed behind in the last century and where all the oldest inhabitants wear jerseys and nautical caps. He practically begged the party to visit Maldon, Heybridge Basin and Brightlingsea.

"There are always the Broads, of course," suggested Hudson. "We went last year. You never saw such skies, and the country has a subtle appeal that we found simply irresistible."

Williams returned from gazing silently out of the window at the rain. "What I like," he said, "is nice quiet pastoral country, with little hills, and rivers and lots of woods, old churches, queer little villages—you know the sort of thing?"

I nodded. "Yes," I agreed. "You ought to go down to Burford and read 'Guy and Pauline.' Then explore the Wold and the Berkshire Downs. Talking of downs, why not try Sussex?"

"Thought of that," said Williams. "Where do you suggest?"

I thought a minute, running my mind over many memorable tours. "I suggest Winchester first," I replied, "then travel on through Petersfield and Chichester to Arundel. All around there, there is wonderful down country."

"Which way do you go to the West?" queried Haywood.

"Depends where you're going," I answered. "If I'm going to Exeter, I think the best way is through

Basingstoke and Andover, missing Salisbury by branching off to Amesbury, Wincanton, Ilchester, Ilminster and into Honiton. On the other hand, if I'm going to North Devon I always go down the Bath road, turn off through Devizes and Trowbridge, Frome, Glastonbury and Bridgwater."

"Well, look here," said Haywood, "how do you go about mapping out the tour. I mean, do you work out a schedule—or what?"

"Purely a matter of moods," I laughed. "Sometimes I come all over efficient and get the A.A. or the R.A.C. to



Charming runs in the South country are suggested by the roads marked black. Maps somewhat similar to this may be obtained from the Automobile Association.

send me a route through the district I want—and very good the routes are, too!—then I work out my m.p.h., allowing plenty of time for stops, exploration and so on, and book my rooms in advance. On most occasions, though, I take my ordinary road map and a 1-in. to the mile Ordnance Survey map, and wander at will. It's amazing what fun you have and what strange places you discover for yourself. There's no thrill of discovery in going to look at a ruin by the directions of a guide-book, or stopping to admire a view because it is marked with two stars."

"Well," smiled Mrs. Haywood, rising, "you've told us so much about where to go we shan't know which to choose! Now what about some bridge . . . ?"

VIATOR.

WHERE THE PAST
 STILL LINGERS.



A corner of East Hagbourne, near Wantage in Berkshire; just one of the little English villages which seem—amid the bustle of the Mechanical Age—to be dreaming still in the fragrance of the past. All have their charm, whether they be grey stone hamlets of the north, or thatched cottages of Devon—they are the soul of England.

In the Garage

PRESERVING THAT SHOWROOM SHINE

“Shacklepin” Discusses Washing and Polishing
Methods and Gives Some Time-saving Hints

“**I** SHALL shortly be taking delivery of my first car and, naturally, want to keep it as spick-and-span as possible. What do you consider the best methods of cleaning and polishing?”

This was a query that faced me on opening my post recently. Unfortunately, its answer could not be given in as simple and straightforward a manner as I should have liked because

my correspondent told me neither what facilities he had available for washing, nor how much time and trouble he was prepared to spend. Both points are important, for car owners can tackle the job in two distinct ways.

On the one hand, there is the man who does all his own cleaning and likes to do it thoroughly, and, on the other, there is the owner who does not reckon to tackle the complete job, but merely contents himself with final polishing and superficial washing, taking the car periodically to the local garage for thorough grooming. Needless to say, the methods to be followed depend on which of these courses the owner is energetic enough to adopt.

For thorough washing, a hose is practically essential because plenty of water is required and carting about large quantities in buckets is a very laborious business, whilst it is impossible to carry out the actual cleaning either so quickly or efficiently. A good nozzle for the hose is well worth having, and for three or four shillings a very satisfactory type can be obtained, giving a flow which ranges from a high-pressure stream to a gentle mist. The other requirements are a large soft sponge, a spoke brush, a chamois leather and a brush and tin for paraffin.

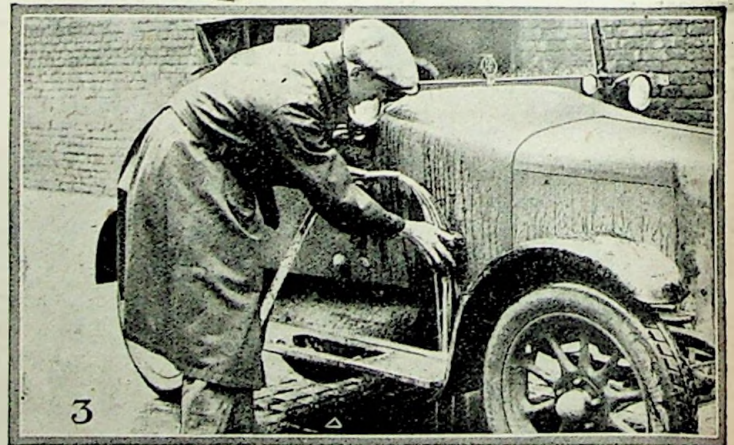
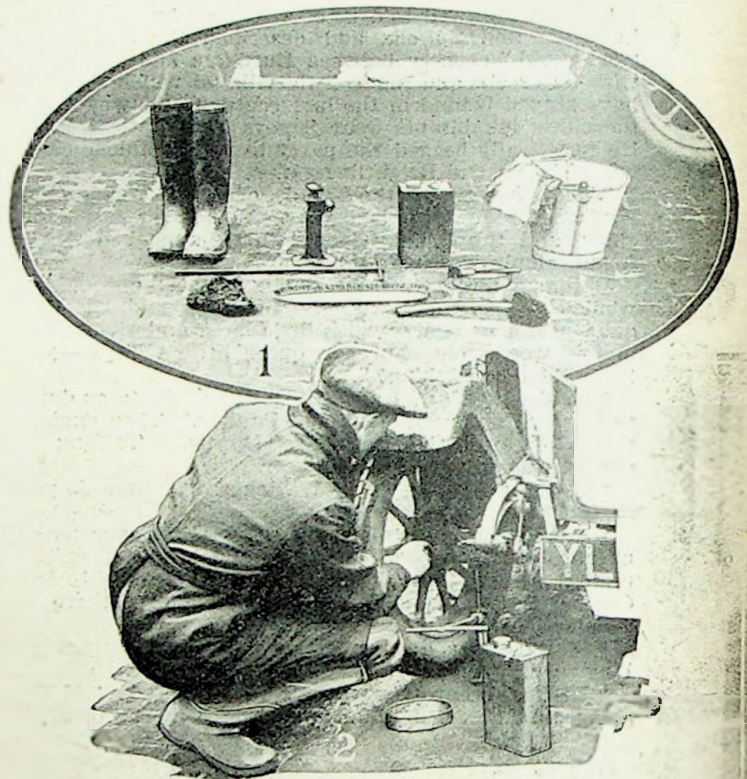
Time-saving Brushes.

So far as brushes are concerned I can recommend the type in which the bristles are held in a twisted wire stem, and extend all the way round, so that they look like Noah's Ark trees; these brushes are quite inexpensive, and are particularly handy for wire wheels. There is much to be said also for those brushes which are combined with a hose nozzle so that the water can be diverted, when desired, to flow through the bristles when the brush is in use. Add to these a pair of waders and one is equipped for cleaning the dirtiest car.

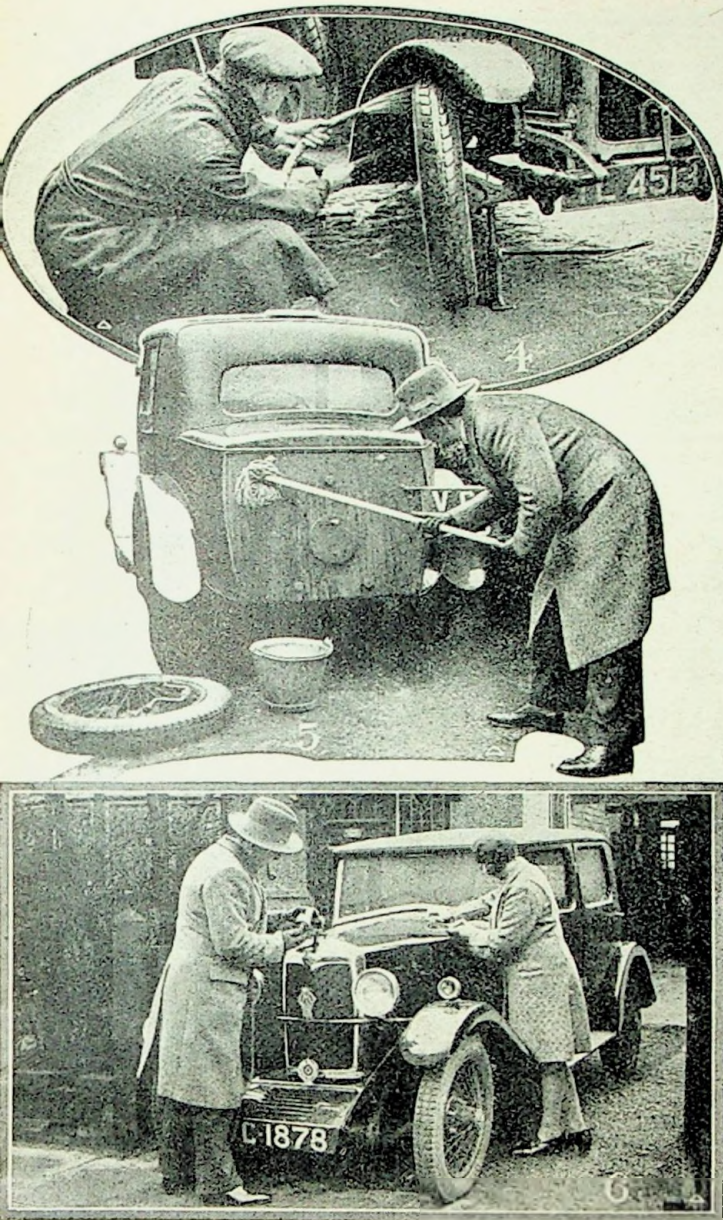
Needless to say the task of removing mud is infinitely easier if the car is already wet, so that, whenever possible, washing should be done immediately the car returns from a run in the rain. Once the mud becomes caked it is far more difficult to deal with, and the best plan in these circumstances is to adjust the hose nozzle to produce a spray and to walk round the car thoroughly soaking all the dirty surfaces.

The wheels should then be tackled whilst the water is being allowed to soak into the mud on the body-work, wings, and so on, the car being given an additional wetting each time one's attention is transferred

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(1) The necessaries for thoroughly washing a muddy car. (2) Greasy parts, such as stub axles, should be cleaned with paraffin before washing. (3) A gentle flow of water and a soft sponge are best for dealing with coachwork.



(4) The undersides of wings are best dealt with by a powerful stream of water and a stiff brush. (5) A long-handled mop is very useful for a cursory wash down. (6) Finishing off with a good coachwork polish always pays.

from one wheel to the next. There is only one way to clean a wheel thoroughly and that is to jack it up so that it can be turned to make all parts easy to reach.

Whilst one is busy on the wheels attention should also be given to the inside of the wings. Personally, I must confess that I am seldom energetic enough to remove all traces of mud from these parts, and I merely content myself with turning a very powerful stream of water on to the inside of the wings, which has the effect of moving all the caked mud, although it naturally leaves a dirty-looking surface. I leave the matter at this stage, partly through laziness and partly because the number of small tarred stones that are always found stuck to the surface make it essential to scrape the metal to get it absolutely clean, and this, of course, invariably brings off some of the paint as well as the dirt.

Whilst the wheel is jacked up attention can also be

given to the adjacent parts of the axle, brake mechanism, and so forth. As a rule these parts are greasy as well as muddy, and it is usually necessary to bring the paraffin brush into operation.

By the time all the wheels have been done the bodywork should be thoroughly well soaked and the body panels may be wiped over with the sponge, at the same time allowing a gentle trickle of water to flow on to the surface to wash away the mud as it is loosened by the sponge. It is wise also to squeeze out the sponge frequently so that grit cannot become embedded in it and scratch the panels.

If the car is a saloon the top of the roof should not be forgotten, and the sponge can also be used on the screen and windows.

When all actual mud has been removed the hose nozzle can be turned on, giving a fairly powerful spray, and the whole car given a final rinse, not forgetting the wheels, which may have picked up some of the mud which has been removed from the body. Never direct the spray straight at door or bonnet hinges, and always point it obliquely from the front when dealing with the bonnet so that the stream does not reach the engine via the louvres. Incidentally, I find it quite a good plan to place the radiator muff in position with the flap closed when washing down so that water cannot reach the engine through the radiator honeycomb. After the whole car has been dealt with in this way it remains only to leather it down.

An Easy Method.

So much for really thorough washing. Less energetic motorists who do not believe in taking too much trouble over cleaning will find that the easiest means of achieving their object is to spend twenty minutes to half an hour on the job each time they return with the car thoroughly wet from a long run in the rain. When the car is in this state quite a lot of the mud on the body, wheels and chassis can be removed merely by a stream of water from the hose. After this the hose can well be laid aside whilst one goes over the body with a wet sponge or one of those long-handled mops that can be bought for the purpose, finishing off by leathering down.

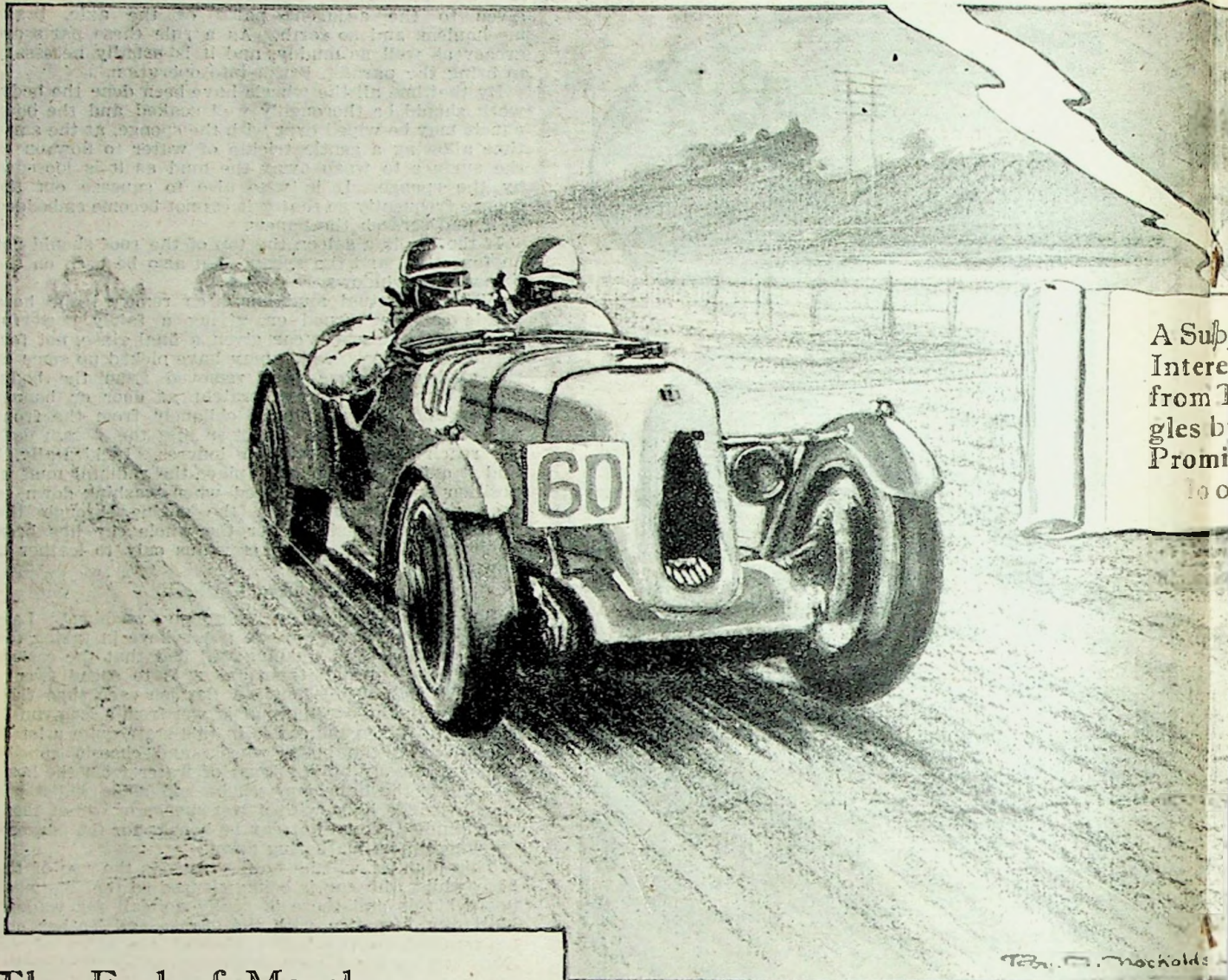
This plan, it will be noticed, avoids the use of the hose whilst the car is being sponged so that one need not get wet and there is really no call for waders. Moreover, attention with the sponge and leather can be confined to the bodywork and top sides of the wings, so saving a good deal of trouble. Admittedly, the wheels and chassis will not be particularly clean, but it will be found that the worst of the mud is removed by the hose jet, so that if the car is occasionally taken to a garage for a really thorough clean it will be kept quite presentable.

Alternatively, those who like to save themselves as much trouble as possible can make use of one of the combined cleaners and polishes now on the market, but in this case, of course, the car should be dealt with when it is dry. Excellent as these preparations are, however, they are of no use where hardcaked mud is concerned.

The Final Shine.

In any case, it always pays to finish up by treating the coachwork with a good polish, and this applies particularly to fabric bodies where even the most thorough washing always seems to leave a certain amount of dirt embedded in the grain of the fabric; it seems impossible to remove this except by the use of a polish.

A soft rag which will not shed fluff is the best means of application, and there is nothing to beat mutton cloth, a roll of which always finds a place in my garage. My plan, actually, for producing a final shine, is to use one new piece of mutton cloth each time I polish the car, a piece that has previously been used for this purpose being employed for applying the polish.



The Earl of March on

HIGH-SPEED ——— ————— DRIVING

HAD I to stand upon a platform and talk about the subject of high-speed driving I should wear my oldest clothes and a crash helmet, and bespeak the ambulance to be ticking over in readiness for my mutilated form.

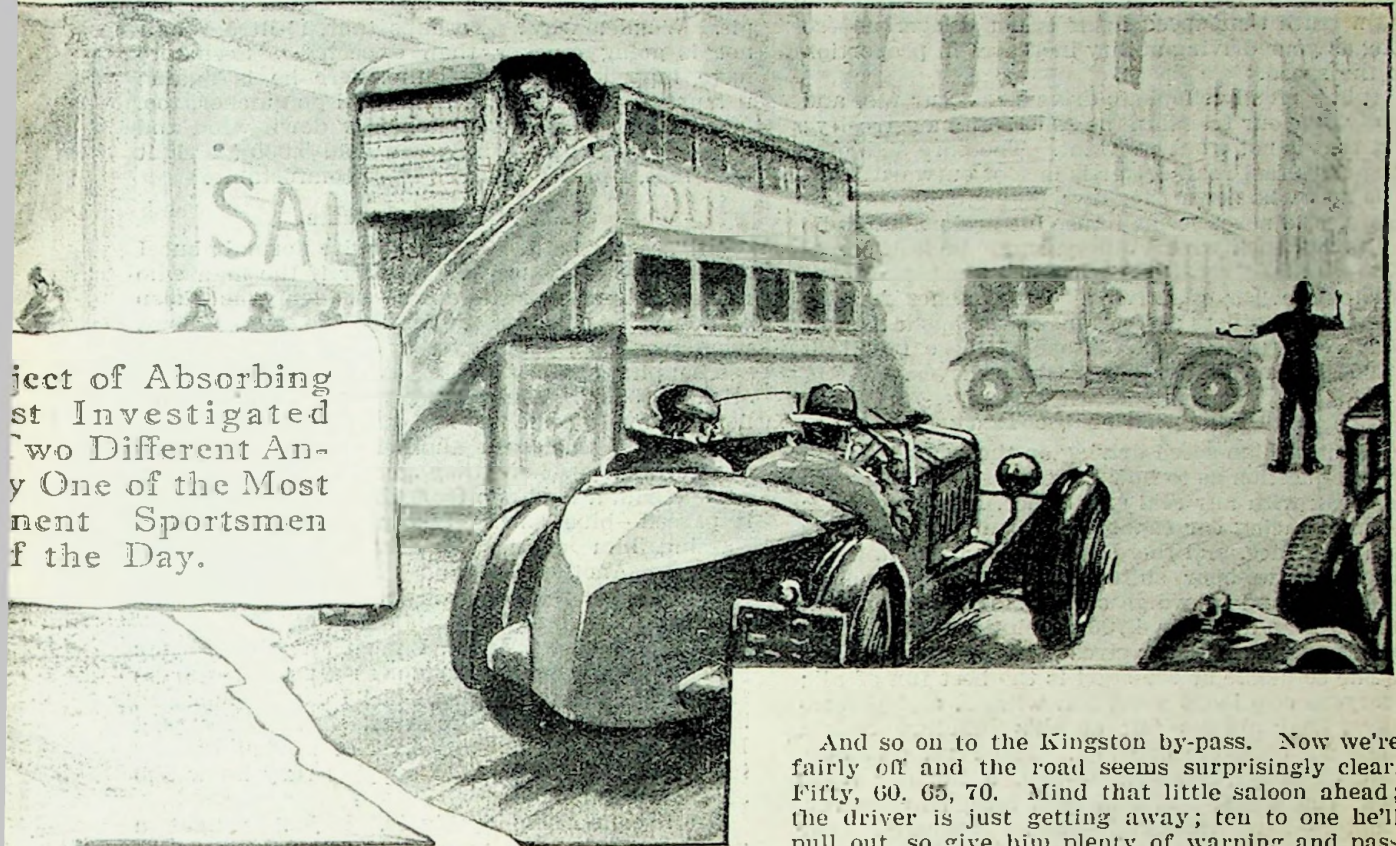
To be told how to drive is most irritating. You may have caused about six narrow shaves, an outburst of profanity on the part of eight taxi-drivers, and the note-taking of the entire "C" Division police; but if I were to say you were to blame I should still at least need that crash hat! Yet I feel thoroughly safe. I am writing this, not saying it. I can say what I choose, and in your

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utter disagreement you cannot get a brick within yards of my unprotected scalp.

The first thing to be decided is what you consider high speed, and next where are you going to indulge in it? Phenomenal high speeds have not come my way, for I have not travelled on land within 120 miles per hour of Sir Malcolm Campbell's record; still, here goes!

Let us restrict ourselves to a maximum of 90 miles an hour. Our car shall be a dependable modern sports model with good brakes, plenty of acceleration, and everything that makes for controllability.



ject of Absorbing
st Investigated
Two Different An-
y One of the Most
ment Sportsmen
f the Day.

My teeth are chattering, but my life is well insured, and I am (under compulsion, for I hate being driven) seated beside you at Hyde Park Corner, having said, "Get me southward as fast as you can." I shall remain still and silent unless you scare me, and when you do I shall take the case in evidence against you.

* * *
We've certainly lost no time in getting to Albert Gate, but there was little traffic and the buses were all well over to their left. Now we can go. The policeman has waved us on. . . . Steady! Don't burst the wretched engine; you must have been over-revving it badly in first—that's better; change up earlier and you'll lose no time; don't get feverish, either.

We're getting on fine along Knightsbridge and I feel fairly safe. I wonder if you've seen—ah, yes, you have—the horse has stopped to let you pass, but it might have ambled on across your path.

Now we're in the thick of Kensington High Street. All right, don't fuss, let the other fool through; his mudguards denote his character. No, don't yell at him even if it *was* his fault that he nearly got caught between the bus and the pavement. That's better; we're off again now and you're slipping along far quicker than one thinks, but if you were doing 10 m.p.h. less in a low gear everyone would be scowling. Mind those two children 100 yards ahead; they may run . . . they have, and you nearly got one because you were not ready. Gosh! that scared me. You must be utterly alert if you are going to hurry.

And so on to the Kingston by-pass. Now we're fairly off and the road seems surprisingly clear. Fifty, 60, 65, 70. Mind that little saloon ahead; the driver is just getting away; ten to one he'll pull out, so give him plenty of warning and pass him wide. There! If you had done that you would have been spared that violent braking at the last moment. Why pass him so close, and why; oh! why not use that lovely horn?

I liked the way you took the cross roads. Heaven knows what a policeman would have said, but you were perfectly safe. I noticed your foot "at the ready" on the brake and your eyes watching for anything coming across. You were looking a long way ahead and timed the whole business perfectly. Now we're doing close on 75, and unless you slow down soon you'll pass that crawling lorry just on the peak of the hump-back bridge. Here's a test for your powers of foresight and restraint.

Doing the Right Thing.

You were right, slowing down and crawling in second over the bridge behind the lorry. As things were the road was clear, but to pass him on the blind bridge would have been courting a crash, and I should have fainted with fright.

You want to watch this fellow in the American Eight; he's the type that gives chase but cannot drive—and he has. His radiator is about 8 ins. from our tail—silly ass. Now he's trying to pass. Well, we're doing 60, and he can't possibly get through before the Ace of Spades roundabout. That's right . . . wave him down; it may annoy him, but it will save a life. He took the hint, and round the island we go. Hells-bells! hark at his tyres. You are slipping through the bend far quicker than he is, too. And now you're away in third. He has given up, and I suggest he should forget all about high-speed driving.

And so you drive me all the way, improving and

improving simply because you have learned the plain truth that speed itself is not dangerous—so long as your driving ability increases in proportion to the speed.

It is perfectly simple to drive a fast car fast and badly, like our friend in the American monstrosity; but that is not what we want. The sure sign of a first-class fast road driver is lack of outward show. The man who never over-revs. his engine in the low gears, who never seems to use his brakes, and who waits his turn where others barge in is the real high-speed driver. His mind is alert upon the whole-time job of driving. He watches for the mistakes of others and never—never has a narrow shave. Assured that he is one of these I will sit beside him no matter how fast he drives.

High Speed on the Track.

What of high-speed driving on the track? Again it is a question as to how high the speed. If I am to speak with any real experience, let me consider a small racing car capable of about 90 m.p.h. It is a long race, and there are two of us taking the wheel in two-hour shifts. The race is run on handicap, and off we go at the start, having been told to keep a steady 4,700 revolutions per minute unless our pit manager gives other orders.

The scramble at the start is the best fun of all; everyone else looks a certain winner, and personally I have always felt at this juncture that I shall not complete one lap! The revs. creep up, four thousand two—three—five, a big car roars past, you watch him and then return to the rev. counter—four thousand—nine. "Steady," one murmurs, "that's a bad start!" Down again to "four-seven," and there we must stay.

Here are the pits. All seems quiet; timekeepers busily bending over speed charts, and the O.C. probably heaving a sigh of relief, as much as to say, "He's done one lap, anyway"—and now we settle down. Oil pressure O.K., water temperature a little high, but we have been inadvertently in the draught of the bigger-cars in front. Everything else O.K.

Here's a chap with his bonnet up. He's not hurrying either, poor fellow; hard luck to be out of it so early. Bump! Now that was naughty; I should have known better, and must miss that one on future occasions. (Good job the O.C. didn't see!) Down wind along the straight we go with my foot practically lifted; it's all one can do to keep the revs. down along here to-day. Going like a bird . . . wonder if this is too good to last. Now we're overtaking a goods train along the railway straight; expect the evening paper will say, "Baby car beats express."

Where's That Bump?

Here's another big chap, followed by several 2-litres and 1½-litres going like blazes. Wonder if my timekeepers are watching them. Some people on the Byfleet Bridge are pointing and laughing at me. Wonder what they said. (Just as well one can't hear.) And so round to the pits. The staff looks more interested this time; I give them the "thumbs up," and you see each turn to the other and register satisfaction. That bump is here somewhere—going above it this time, and must remember it in future.

I've lost count of laps, of time, of everything,

and they've shoved the "faster" signal from my pit. Wonder why? Perhaps that 1½-litre Whatnot is going quicker than expected. Seems to have lapped me a lot—hullo, here he is again; it must be that. Right, then we'll go quicker, too. Not lifting the foot so much now down wind and treading on it up the hill; can hold 5,000 all right—in fact, I prefer this, it's more comfortable.

"O.K." From the Pits.

Oil pressure still 80, water quite normal; but I should love to stand up. Wonder if the man who made this seat ever sits down—suddenly, as I keep on doing! And it's made for the job, too. Query, what would an ordinary seat be like?

The pits again, "O.K." hanging out, so we'll stick to 5,000. Am getting very bored, must be nearly time to come in. My watch says 10 minutes more. I haven't seen another car for ages—it's extraordinary where they get to. Hullo! That sounds bad, a loud pop from the red Dazzelachi as it passed—blue smoke and a nasty spluttering. Passing him again, the driver looks most depressed. Another lap and "thumbs up" by the pits. There's the red car pulled up, the driver's walking—I thought so—he's out of it.

Time's getting on now, I must run through my part of the pit work. Let's see: get out, grab the funnel and the churn, and—oh! I can't remember, but I won't fuss. I'll do it all slowly. I expect I'll be called in now. No. Not a sign of any intelligence in the pits. I suppose they know I'm still doing this.

Yes! comforting spectacle, I just caught a glimpse of the next man all dressed up in crash hat as I flashed by. Good!

I think a glass of beer will do me as well as anything, and a cigarette will be acceptable. Anyway, I can start him off at ease about the motor—it's behaved like a sewing machine. I wonder if we're anywhere in the running? Welcome, O pit signal! "Come in" hangs out in clear, unmistakable pleasantness. Only one more lap. I must not over-shoot the pit; better cut out in plenty of time.

Handing Over.

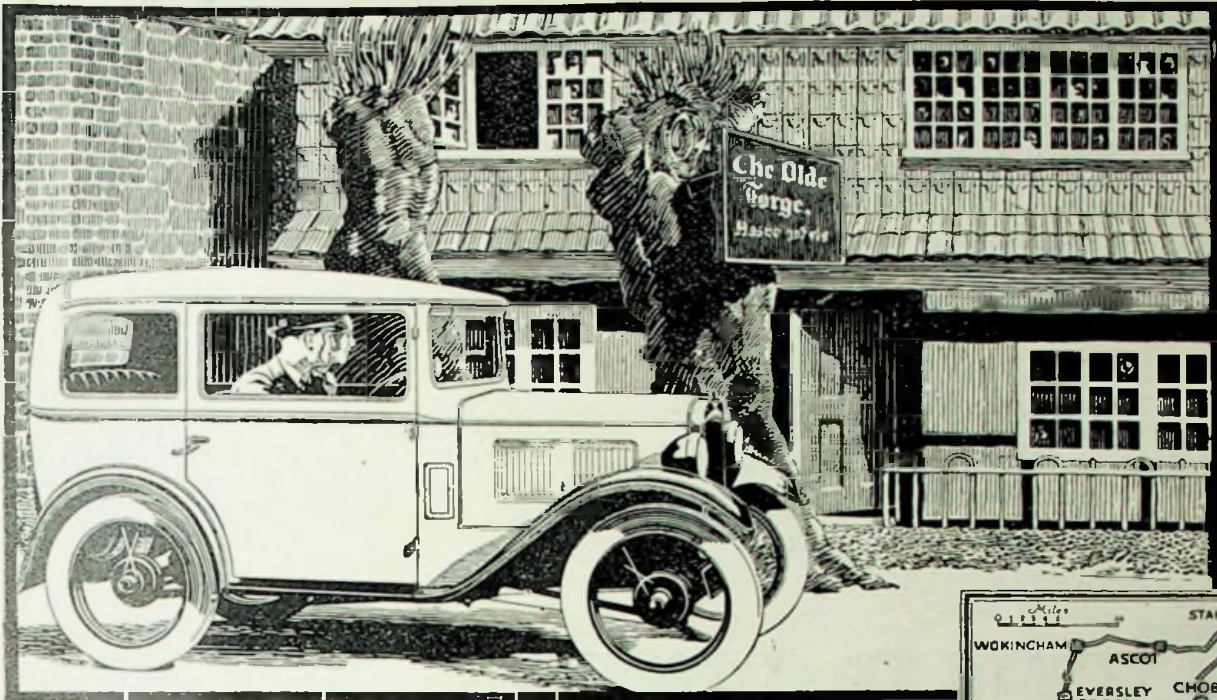
Many more people here than when I started; can see more cars arriving, too. There's a lunch party on the grass. Ooh! look at that chap drinking; raised his glass to me, did he? Gave him an appropriate sign in reply. Must be someone I know. There are the pits; starting to cut out . . . wonder is it too early? . . . No, think O.K. . . . Feels odd this slowing up; here we are. . . .

"Switch off engine and fill up." Fingers all thumbs. "FUNNEL," yells O.C. "Steady! don't over-fill with that second churn." What's that someone yelled? "How's she going?" It's the next driver. "All O.K., revs. 5,000." He's off, and it's very pleasant to remove that crash hat, while there is nothing more restful than to stand up—and to keep on standing up!

"You're actually on the scoreboard now," says the O.C. Well, here's to the scoreboard, then. . . .

And there you have it: high-speed driving from two totally different angles. The first, I am afraid, was, in a sense, a lecture; the second only a commentary on an imaginary track race.

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



THE OLDE FORGE, CHIDDINGFOLD.

CAN MOTORING COST SO LITTLE? . . .

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An Austin Seven costs only 1½d. a mile to run, for four people! This includes petrol, oil, tyres, tax, insurance and maintenance charges. Just think of the money you spend over the week-ends throughout the year on other forms of pleasure—pleasure which cannot possibly be so

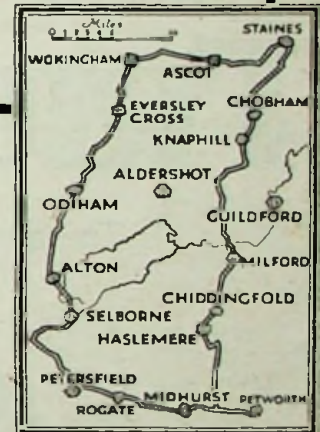
With full equipment, new bodies, new beauty—Coachbuilt or Fabric Saloon £130. Sunshine Roof £5 extra. Tourer £122.10.0. Triplex glass, chromium plating and Dunlop tyres standard.

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BY THE BORDERS OF SUSSEX, HAMPSHIRE AND SURREY.

Make for Staines, then down through Wokingham, Odiham, Selborne, Rogate, Midhurst, then back through Haslemere, Chiddingfold, Milford and Knaphill. A run of about 110 miles—and the inclusive cost, on an Austin Seven, less than 14/- for four people—or 3/6 per head.

AUSTIN 7



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The finest small car in the world.



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c36

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

BE ON THE SAFE SIDE

Equipping a Car to Ensure Comfort and Security During a Lengthy Holiday Tour

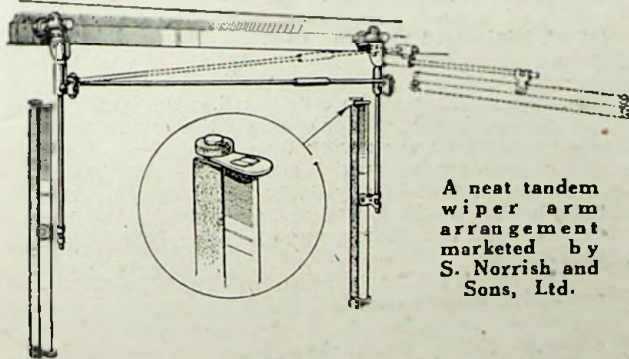
THE days when a fortnight's holiday tour called for weeks of spare-time preparation of the car have long since passed. Nowadays, the average owner of a modern light car fills up with petrol and oil, goes over the chassis thoroughly with a grease gun, makes sure that the brakes are well adjusted, and leaves the matter at that; and, in nine cases out of ten, he has no cause to regret his rather superficial methods.

All the same, the wise tourist is a little more thorough in his preparations. He realizes that the car which he has found ideal for week-end and evening trips throughout the rest of the year may be lacking in some respects for long-distance touring, and he carefully considers what his holiday requirements will be, so as to make sure that the car is equipped to meet them; if it is not, he studies accessory advertisements to find out how he can supply the deficiencies.

Luggage accommodation forms a case in point. If the car is fitted with a large rear trunk, all well and good; if not, he will have to study ways and means to find out how he can take all his holiday paraphernalia securely and without inconvenience to himself. Luggage carried in the body of the car—unless it happens to be a four-seater and the rear seats are not occupied with passengers—is a perpetual nuisance during a tour, and the practice is one to be avoided at all costs.

Easy to Fit.

A rear grid overcomes half the difficulty, and if there is no provision of any sort at the back for luggage a grid should certainly be purchased. Nowadays these fittings are obtainable to suit all popular cars at quite moderate prices, a particularly fine range being the Easyfit models, marketed by Frank Ashby and Sons, Ltd., Bournville Stamping Works, Charlotte Road, Stirchley, Birmingham. In most cases these grids do



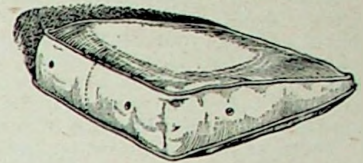
A neat tandem wiper arm arrangement marketed by S. Norrish and Sons, Ltd.

not entail the necessity for drilling the chassis and are supplied all ready for bolting in position.

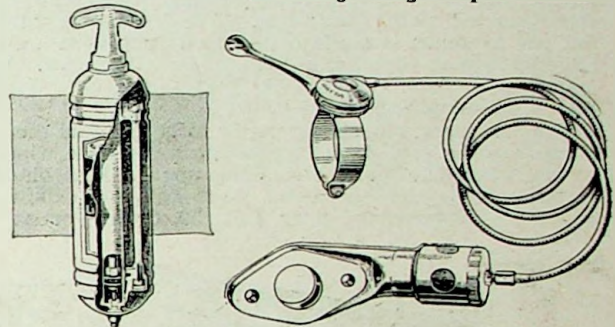
Having advanced as far as a grid, the next point is to decide what is to be carried on it and how it is to be fixed. Needless to say, the luggage must be absolutely secure, and readers must bear in mind that three straps



The Enots distance finder.



A Gamage wedge-shaped cushion.



(Left) The Pyrene fire extinguisher, showing the construction. (Right) The Bowden extra air valve.

exerting moderate pressure are much better than one done up almost to bursting point. Even better than straps are Boyce luggage braces, which have a quick-release device and can be done up to any desired pressure. They are made by Boyce Motor Accessories, Ltd., 3, Furlong Road, London, N.7.

Luggage must also be thoroughly protected from both dust and rain. In this connection it is worth noting that most suitcases, especially the cheaper fibre ones, offer by no means sufficient protection for their contents, and, if in an exposed position, must be covered with a waterproof wrapper. Some accessory concerns make special covers for the purpose.

An even better means of carrying luggage is by the use of a chested trunk, which consists of an outer case designed for fitting permanently to the grid, and two or more inner cases, which resemble normal suitcases, and fit snugly inside; the latter are, of course, amply protected and can readily be withdrawn at the end of a journey. Trunks of this type are obtainable from a large number of concerns, including Jas. Grose, Ltd., 379-381 Euston Road, Great Portland Street, London, N.W.1; A. W. Gamage, Ltd., Holborn, London, E.C.1; and Brown Bros., Ltd., Great Eastern Street, London, E.C.2.

A Trailer for Camping Gear.

For motorists who are going on a camping holiday with a fully loaded car and find it difficult to accommodate all the baggage which necessarily goes with a holiday of this type, there is much to be said for a separate luggage trailer, and both Messrs. B. Dixon-Bate, Bridge Works, Tarvin Road, Chester, and J. Brockhouse and Co., Ltd., Victoria Works, West Bromwich, Staffs, make simple and sturdy trailers eminently suitable for the purpose.

So much for luggage. The next point is comfort, which assumes far greater importance when one is spending several hours in the car day after day, than it does on normal short week-end or evening trips. Of particular merit in this respect are Leverroll sliding seats, which permit of instant adjustment and make getting in and out of the car so much easier. They are made by A. W. Chapman, Ltd., Ranelagh Gardens,

Hurlingham, London, S.W.6, and are obtainable in several types.

Minor deficiencies in seating comfort can often be put right by a suitable cushion, and in this connection Ramsden's (Halifax), Ltd., Station Works, Halifax, can be recommended on account of the very wide range of shapes and sizes in which their Fabram cushions are obtainable.

Also bound up with the question of comfort is the screen wiper, and unless a new one has been fitted fairly recently tourists will do quite well to treat themselves, at least, to a new blade, as holiday weather in this country is seldom above reproach and few things are more miserable than to drive hour after hour peering through an indifferently wiped patch of windscreen.

There are many blades on the market at the present time which represent a great improvement over the normal single rubber strip type, and which can be recommended with confidence. The Desmo, to take but one example, is made of moulded rubber with six effective wiping edges, and gives a very clear view. It is obtainable from Desmo, Ltd., Desmo House, Stafford Street, Birmingham, and costs 3s.

The passenger, too, should not be forgotten, and there is much to be said for either fitting a separate wiper on the near side, or else coupling up a second blade working in tandem with the blade of the existing wiper. S. Norrish and Sons, Ltd., 59, Great Portland

Street, London, W.1, market an excellent tandem device of this kind.

With maps and guide-books we are not concerned in this article, but no mention of touring accessories would be complete without a reference to the Enots distance indicator—a neat little gadget which gives at a glance the mileage of no fewer than 3,000 different journeys in Great Britain. It costs 10s. 6d. and is made by Benton and Stone, Ltd., 163, Bracebridge Street, Birmingham.

Precautions against running out of petrol should, of course, be taken if a carefree tour is to be enjoyed, and on most up-to-date cars the matter is already settled by the provision of a two-level petrol tap. If one is not fitted, however, readers are strongly recommended to rectify the deficiency and will find a type to suit their needs in the range marketed either by Rotherham and Sons, Ltd., of Coventry, or Benton and Stone, Ltd.

For Hilly Districts.

Another accessory which is of particular merit for touring is a radiator thermometer. Although well worth its cost at any time, this fitting is especially valuable when hilly districts are being visited, as it gives the driver adequate warning of overheating before any damage is done. One of the best-known examples is, of course, the Boyce, which fits in the radiator cap and is manufactured by the Benjamin Electric, Ltd., Tariff Road, Tottenham, London, N.17.

Also of particular use in hilly districts is an extra air valve such as the Mosaire, marketed by Aldam and Co., Misterton, Doncaster, or the Bowden, made by Bowden Wire, Ltd., Victoria Road, Willesden Junction, London, N.W.10. A valve of this type has the great merit that it can be opened when descending long or difficult hills, so serving to prevent any tendency for oil to be drawn past the pistons and to foul the sparking plugs.

One other accessory that ought not to be omitted from the tourists' equipment is a fire-extinguisher. It is all very well to argue, as many folk do, that the car is insured, but the fact that one may subsequently be able to recover the cost of the damage from an insurance company is scarcely adequate compensation for a holiday wrecked by the loss of the car.

There are, of course, very many excellent fire-extinguishers available now, particularly good examples being the Pyrene, manufactured by the Pyrene Co., Ltd., Great West Road, Brentford, Middlesex, the Desmo, marketed by Desmo, Ltd., and the Nuswift, made by J. Blakeborough and Sons, Ltd., Woodhouse Works, Brighouse.

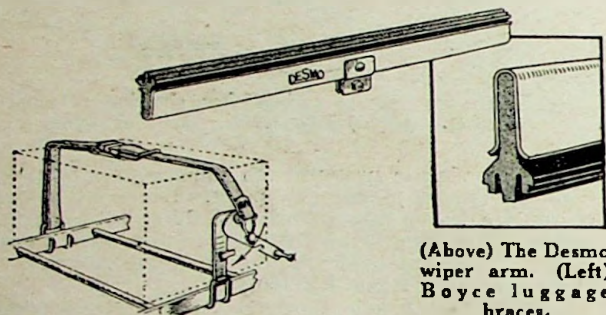
When Getting the Car Ready.

The actual preparation of the car for a tour from the maintenance point of view scarcely comes within the scope of this article; but, at the same time, the merits of a good penetrating lubricant, such as Oilit (C. C. Wakefield and Co., Ltd., 30, Cheapside, London, E.C.2), or Chemico Penetrating Oil (The County Chemical Co., Ltd., Chemico Works, Bradford Street, Birmingham), cannot be overlooked, as the preparations are extremely efficient for ensuring the supple action of road springs or for curing those annoying little body and chassis squeaks which sometimes arise.

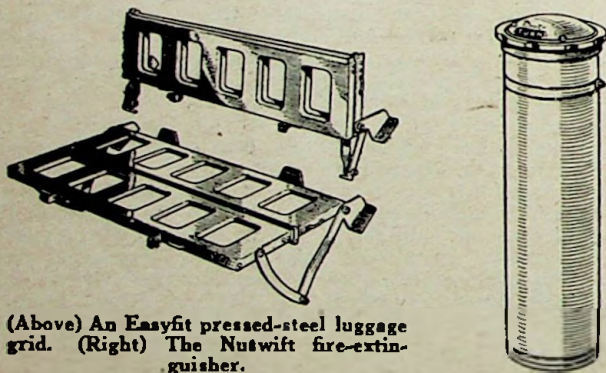
Similarly, folk in any doubt about the efficiency of their brakes would do well to make quite sure by having them relined with some reputable lining, such as Ferodo or Don.

One other point. Should the time available for preparing the car be short, there is much to be said for taking it along to one of the authorized Tecalemit stations, where the whole chassis can be thoroughly and speedily lubricated by means of special appliances.

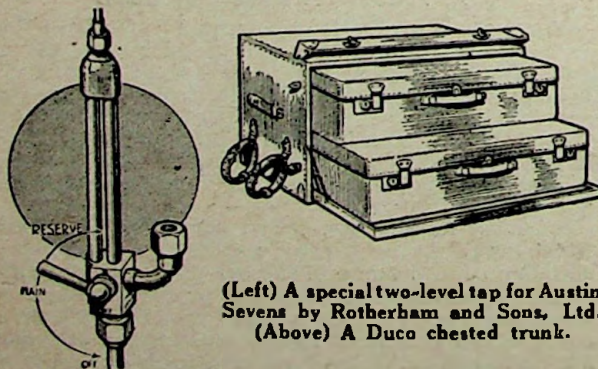
As we pointed out at the outset, touring these days is a very easy business, but at the same time any readers who go over their cars on the lines we have suggested will certainly not regret their determination to be on the safe—and the comfortable—side!



(Above) The Desmo wiper arm. (Left) Boyce luggage braces.



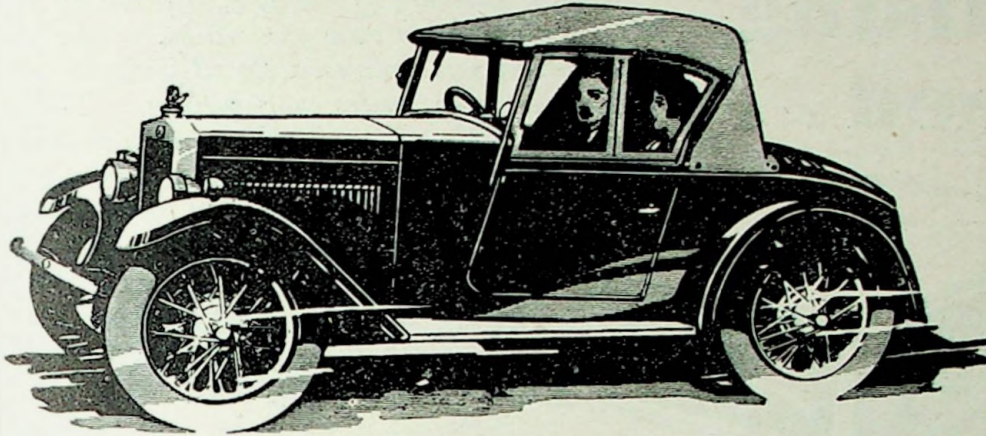
(Above) An Easyfit pressed-steel luggage grid. (Right) The Nuswift fire-extinguisher.



(Left) A special two-level tap for Austin Sevens by Rotherham and Sons, Ltd. (Above) A Duco chested trunk.

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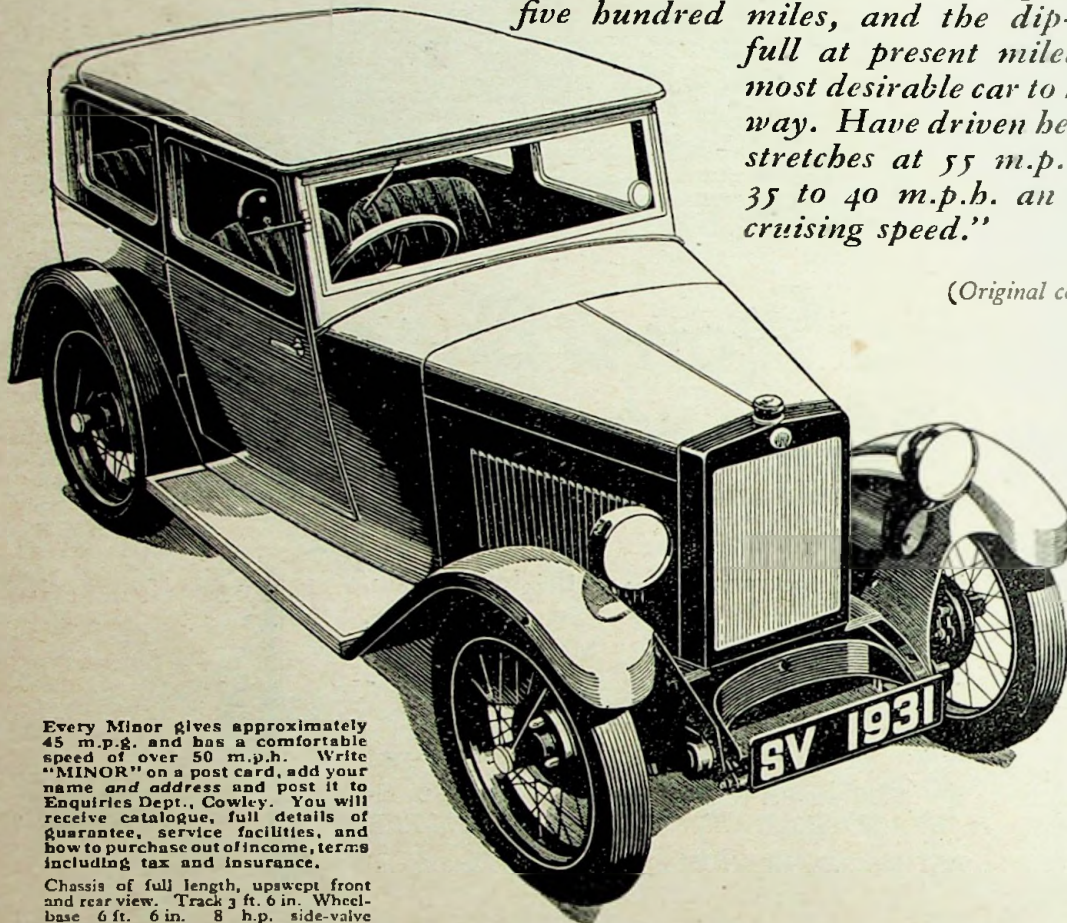
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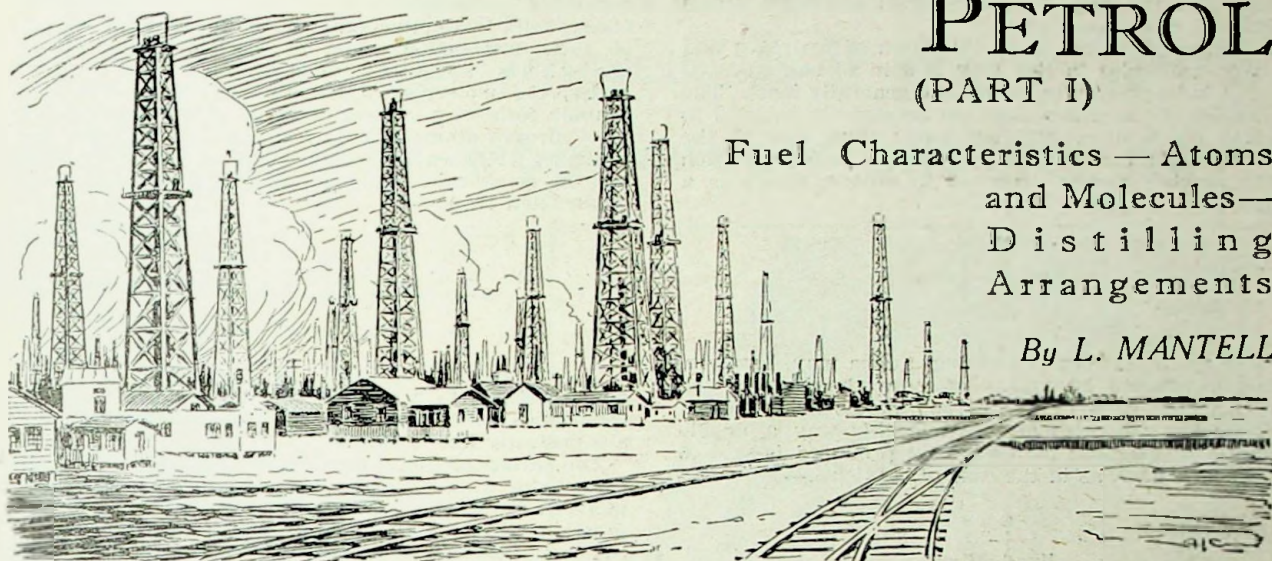
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THE CHEMISTRY OF PETROL

(PART I)



Fuel Characteristics — Atoms
and Molecules—
Distilling
Arrangements

By L. MANTELL

THE terms "cracked" and "straight run" spirit are well known to everybody nowadays, but it is questionable if the expressions—especially the former—convey any more than a very hazy idea of their respective meanings to the average motorist who probably employs them mainly as distinguishing words.

If he happens to have any definite impression at all as to their significance it is probably to the general effect that while "straight run" suggests the real goods, "cracked"—which is a rather unfortunate term to select—indicates something in the nature of a cheap and colourable imitation.

This, however, is by no means the case; on the contrary the motoring public has very largely to thank the introduction of cracked petrol with its high anti-knock value into this country for the excellent quality of petrol generally in England to-day compared with its state some years ago, when one was obliged to use a proportion of benzole to get good results from any engine having a compression ratio rather higher than normal.

The writer is indebted for the following facts and figures to the courtesy of the Power Petroleum Co., Ltd., which was the first concern to produce cracked spirit in England on a large scale and in whose extensive refinery in the Isle of Grain, Kent, the writer was privileged to see the whole of the interesting process of cracking.

Hydro-carbon Oils.

The crude oil from which petrol is obtained is a mixture of natural hydrocarbons; that is, bodies the molecules of which are entirely composed of carbon and hydrogen atoms. These bodies exist in natural mineral oils in a large number of forms, from very simple varieties containing but few atoms of carbon and hydrogen to large and complex molecules containing over 100 carbon atoms. The bigger the molecule the higher, generally speaking, is the boiling point, and consequently the less suitable is it for motor spirit.

The manufacture of petrol consists, therefore, in the production from this natural mixture of various hydrocarbons a suitable blend of simpler and more volatile forms having certain qualifications which make them adaptable for modern high compression engines.

In order to make the exact requirements clear to the

non-technical it might be best to begin at the beginning and explain the chemistry of petrol on a basis of the atomic theory of matter. Perhaps the first things to define are the nature of an element as distinct from a compound and of an atom as distinct from a molecule.

An element is a form of matter which is entirely self-composed and incapable of being broken down into anything other than itself, such as hydrogen, oxygen, carbon—to name only three—and described for chemical convenience by simple symbolic letters, the three examples given, for instance, being indicated by the letters H, O and C respectively.

Compounds, on the other hand, are bodies composed of two or more elements into which they are capable of being broken down analytically, and are symbolically described in chemistry by the respective letters of the constituent elements followed by a number indicating the atomic proportions in which they occur, such as H₂O, which, as everyone knows, is water, and the composition of which is thereby indicated to be two atoms of hydrogen to one of oxygen.

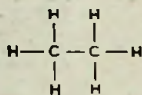
Elemental Matter.

The difference between an atom and a molecule will now be easy to understand; the former is the smallest possible particle of elemental matter and therefore indivisible, while a molecule is the smallest possible combination of atoms which can exist in a free state or go to form one indivisible particle of a compound. Thus a molecule of water is formed by three atoms, two of hydrogen and one of oxygen; similarly a molecule of sulphuric acid—another popularly known compound—is chemically expressed as H₂SO₄, thus indicating that its chemical formation is two atoms of hydrogen, one of sulphur and four of oxygen.

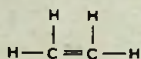
Now all elements have very definite combining powers or affinities so that they can enter into combination with other atoms to form compounds only in definite proportions. These combining capacities are known as "valencies" and the atoms of all elements have from one to eight. The valencies can be graphically pictured as linking arms or bonds and each element is classified according to the number of its valencies; thus it may be a monad, diad, triad, tetrad, pentad, hexad, heptad or octad, indicating respectively the possession of one to eight valencies per atom.

Hydrogen, for instance, is a monad, oxygen a diad and carbon a tetrad; and water (H_2O) provides an excellent example of the operation of these valencies shown by what is known as its graphic formula, which is $H-O-H$; here we see the diad or two-armed oxygen atom with two monad or one-armed hydrogen atoms attached, one to each arm.

A hydrocarbon formed by the union of hydrogen and carbon molecules in this way is said to be saturated and is, in its properties, stable and generally inert. The valencies of the atoms need not necessarily be used to attach atoms of a different kind; thus, one of the valencies of a carbon atom may be used to form a union with another carbon atom, as in ethane, which is a *saturated* compound, thus:—



The union between two carbon atoms may, however, also be effected by means of more than one of the valencies of each of the carbon atoms being joined. Where two valencies are used in this way a double bond is formed and the compound produced is said to be *unsaturated*, as in the case of ethylene:—



C_2H_4 is a typical compound of this type, and generally unsaturateds are less stable than saturated compounds.

This, very primitively and shortly expressed, is the atomic and molecular theory, or such of it as is necessary for explanatory purposes, and we will now see how it applies in the chemistry of the petrols.

Crude oil, as previously mentioned, contains a large variety of hydrocarbons varying from methane or marsh gas, CH_4 , with but one carbon atom, to highly complex bodies with over one hundred; their respective boiling points rising with the size of the molecule, assuming that they belong to the same chemical class. The less complex molecules, therefore, with their greater volatility or low boiling points being suitable for the various grades of petrol which deteriorate, broadly speaking, as the molecular size increases. Thus there appears in the order of rising complexity petrol, kerosene or paraffin oil, gas oil, Diesel oil, lubricating oil and, finally, fuel oil.

Fractional Distillation.

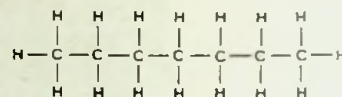
In order to separate these, in the case of straight run spirit, the original mineral crude is subjected to what is called fractional distillation which, in modern practice, is carried out in what is termed a continuous still. This device is in the nature of a series of pipe coils placed in an oil-fired furnace of which the heat is very exactly controlled. The crude oil is conveyed to this by an automatically controlled pump and during its passage through the coils is subjected to a calculated degree of heat as called for by the characteristics required in the eventual distillate.

The resulting mixture of hot oil and vapour is then led to the fractionating tower in which the vaporized and unvaporized liquids are separated by an ingenious method of manipulation to be described later, the vapours leaving eventually at the top of the tower and passing thence to the condensers while the oil goes to the bottom and is drawn off to storage tanks for further treatment.

The resultant light fuels are redistilled, if necessary, and suitably blended to definite specifications of boiling points and anti-knock values, and thus is produced or rather isolated by fractional separation what is termed "straight run" spirit.

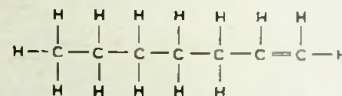
And now we come to consider the chemical nature of these lighter fractions which are used as motor spirit and their suitability for use with modern high-compression engines.

The hydrocarbons contained in crude oil and separable by distillation can be subdivided into various classes with distinctive qualities as regards the nature of their combustion when explosively burnt. First among them are the fractions known as the paraffin series, the molecular structure of which takes the graphic form of a central chain of carbon atoms with the hydrogen atoms linked on laterally. Heptane, for example, which enters largely into straight-run spirit, has the empirical formula C_7H_{16} , but its molecule is constructed thus:—



and it belongs to a class known as "saturated chain compounds," for it will be seen that all the valencies are perfectly linked together.

The saturated chain compounds, however, especially those with a large molecule, have a low anti-knock value and are less suitable, therefore, for high-compression engines than certain other unsaturated chain compounds in which the hydrogen content is lower and the unattached carbon valencies have to link up with each other by double bonds, thus providing a more compact aggregation of atoms in the molecule in this manner:—

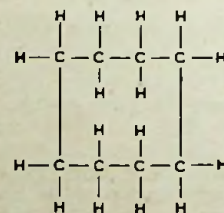


Heptylene is an example of such a compound in which the structural difference compared with that of the chain molecule is easily seen.

It is to be noted, however, that excepting for mere traces, unsaturated bodies either of the above chain formation or of the ring class—as shown below—do not occur naturally in the crudes and are therefore not present in straight-run distillates.

Next in the anti-detonative order come the naphthenes, which belong to a class called ring compounds by reason of the formation of their molecule wherein the carbon atoms, although fully saturated, are linked together in a closed ring.

Such a compound is cyclooctane, C_8H_{16} , which has a lower hydrogen content than heptane and of which the graphic formula is quite different. The graphic formula of cyclo-octane, in which there is a closed ring of carbon atoms, is shown thus:—



Then, still higher in anti-knock value, come the unsaturated ring compounds. Cyclohexene (C_6H_{10}) is a typical example of these. It will be seen that the carbon content is still higher than in cyclooctane (C_8H_{16}) and that the atoms are more compactly aggregated, thus adding to its anti-knock value.

(To be continued.)

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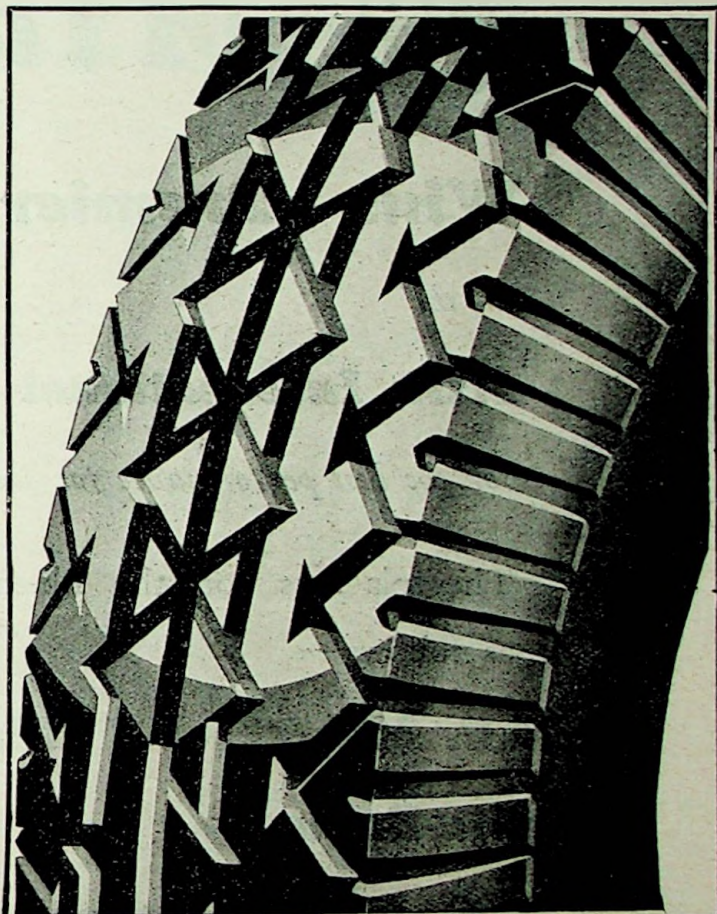
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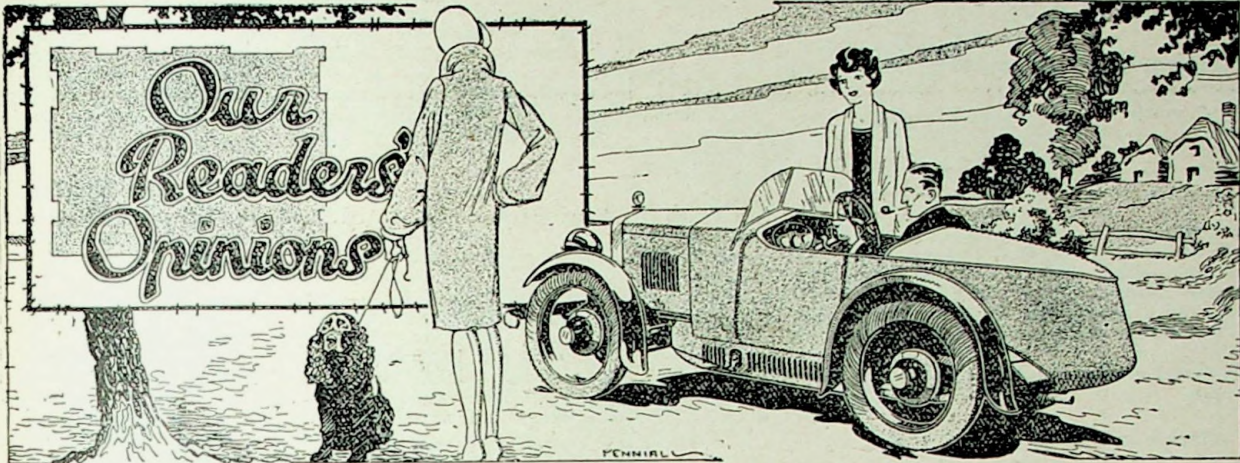
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We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue, letters should be addressed to the Editor, "The Light Car and Cyclecar,"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

THE THREAT TO "OPEN" CLUBS

A One-make Club Problem.

Just one moment, please, "Diogenes"! In comparing the one-make club with the "open" club, I would venture to suggest that you have missed two rather important points.

What is the Solution?

First, let us take the case of an owner, a member of a one-make club, who sells his car and buys another which is not of the same make. What is he to do? Is he to remain a member of his original one-make club, or is he to look elsewhere for his motoring entertainment? Should he elect to remain a member, and should the club continue to accept his membership, no matter in whatever class of membership it may be, the club, by this action, at once ceases to be a one-make club, and becomes an "open" club, thereby defeating its own object. A member of an "open" club does not find himself in this position.

And, secondly, turning to the sporting side of club life, do you believe that the sporting motorist will cease to support those time-honoured classics organized by certain of the large "open" clubs? I don't think so.

JOHN YULE.
Hon. Sec., THE LIGHT CAR CLUB.

A Suggested Solution—

My article last week has prompted several readers to write to me, and the general tenor of their letters is: If you know such a lot about it, why don't you suggest a way out? With becoming meekness I accept the rebuke

—By "Diogenes" and Himself.

I suggest that open clubs should be given the opportunity of affiliating themselves with the R.A.C., thereby obtaining a certain standing and enjoying the privilege of sheltering beneath the wing of the parent body, as it were. For this they should pay a nominal affiliation fee based on membership, say, 1s. per member. Their application forms for membership should contain the recommendation that the applicant becomes an associate-member of the R.A.C. (if he is not already connected with that body) by *direct association*, but this would not be compulsory and the subscription to the open club would, of course, be that which exists to-day, minus the affiliation fee, which the club has to pay. A man could then join as many separate "open" clubs as he liked without feeling that he was paying the R.A.C. for the same service again and again.

Why, it may be asked, should any motorist desire to join more than one "open" club in view of the fact that he is gaining no extra benefit? The answer is supplied by people of sporting tendencies who like to take part in the closed

events promoted by separate "open" clubs and who cannot satisfy their whim unless they become full members of the club or clubs concerned. Moreover, as they are not interested from any other point of view, it really means that their entry fee for any particular event includes membership subscription and the entry fee to the club.

An alternative method to cater for these particular people would be for the R.A.C. to permit affiliated clubs to impose only a nominal subscription fee on "active" sporting members; in other words, any member taking part in an open-club competition would be admitted at a reduced subscription provided that he was already affiliated with the R.A.C. through some other channel. This would have the advantageous effect of encouraging sport—than which there could surely be no worthier object.

I appeal very earnestly to the Royal Automobile Club to give the matter their consideration, for it is one which increasingly is becoming a source of controversy.

DIOGENES.

The Benefit of One-make Clubs.

In my opinion, one-make clubs are the solution of club life of the future. This essentially will be of a social order, and in no kind of club can you enjoy the social element to a greater degree than in the one-make fraternity. At present open clubs exist

Why They Will Flourish.

only to cater for those who wish to take part in sport or who wish to be affiliated with the R.A.C. for the sake of the benefits which are provided by that body.

The number of sportsmen is very low, whilst once having paid an affiliation fee a man is more or less barred from joining another open club because, by doing so, he has to pay his affiliation fees again. As "Diogenes" points out, people who join one-make clubs can affiliate direct with the R.A.C., and if they change their make of car they can transfer their membership from one club to another at a very low cost.

These one-make clubs are doing a great deal of good. They are an advertisement in themselves for the make concerned, they encourage people to buy the same make again and again, and they enable them to obtain far more enjoyment from their vehicles and a far greater knowledge of them. To me it would not matter two hoots if every open club in the country came to any end. I am all for the one-make club, and I believe that ten years hence it will be the only club, apart from the parent body, in existence.

No, sir! I am not the secretary, or even an official of a one-make club. I am merely a very satisfied member, and to show absolute impartiality I will merely sign myself

BLANK C.C.
c45

OUR READERS' OPINIONS (contd.)

Is Bodywork Too Cumbersome?

Your correspondent "J.C.'s" phrase—"perambulating lumps of inertia"—may be unusual, but it well describes the average over-burdened light car of to-day. Both the Gwynne Eight and the Talbot Eight, which were made in 1923, have a performance superior to many small cars of to-day, owing to the modern tendency towards heavy, cumbersome bodies. The particular make "Sirrah" drives is one which always seems to be in my way, either when driving a Gwynne, a Talbot or my present Midget, all of which can exceed 40 m.p.h. on second gear, a speed very few present-day light cars seem able to reach on their intermediate gears.

Old Cars
Faster.

C. E. TAYLOR.

** We refer our correspondent to the two following letters.
* —Ed.

The Attack on Low-priced Cars.

What is worrying "J.C." and "In a Hurry"? Why this attack on comfortable cars of low power, which, after all, do all that is claimed for them? Being able, as an owner of a model of the 7 h.p. car referred to by "Sirrah," to endorse his figures as to speed and so on, and knowing them to be no more than the average for this car, I can only think that "J.C." and "In a Hurry" are irritated by the inability of their own "cawrs" to give the 7 h.p. model their dust; in any case, there are plenty of far larger and slower-moving vehicles on the roads which, I suppose, if "J.C." is logical, he would describe as "super lumps of stagnant inertia."

I do hope that "In a Hurry" won't drag in Shakespeares again.
VY2433.

Cars That Won't Accelerate.

May I be permitted to state that in my previous letter I had no intention of singling out a special make of car with a £7 tax? I wrote "7 h.p.," which, I think, is used to cover quite a number of small cars. I might have used that horrible phrase "baby class," a term I detest, for there is no "baby" under the bonnet, but the body-

work, in many cases, puts a wonderful unit in the baby class. Little, if any, attempt is made to streamline the rear which, racing designers tell us, slows a car far more than front wind resistance.

Now I own a small saloon, after a 10 h.p. semi-sports model. The engine of my saloon is as mechanically perfect as any standard model. In fact, I am willing to consider it is better than most, yet I cannot claim those wonderful averages and speeds your correspondents mention. Fully loaded the car is sluggish, yet if I accelerate violently on an up-grade it can tear the back wheels round before getting under way. The engine is not getting a fair deal.

Small-car manufacturers seem to be building for women

and "family-man" novices, who, of course, "don't want a fast car," at least for the first year. Thereafter, having found it takes 200 yards to get it cruising at 35 m.p.h., and having experienced that horrible sinking feeling when passing a motor coach that an approaching car will appear round the bend 300 yards distant, they sell their small car and buy a 12 h.p. model.
J.C.

Eight Cars in Six Months.

Your correspondent "A.M." will be even more surprised than he is at present when he hears that, when I confessed to having owned four M.G. cars this year, I was not referring to cars of other makes which

I have owned during the same period.
Profiting by Experience. Actually the total score is eight, and to the M.G.s mentioned should be

added a Rover 10-25 h.p. saloon, Bentley 44-litre tourer, 2-litre straight-eight Bugatti and a 1922 18 h.p. Buick. The last-named, however, was bought for £5 for the sake of its engine and, was dismantled almost immediately, so that it cannot really be counted. Only the Midgets and the Rover were new cars, and I have done two to three thousand miles with every car before disposing of it.

The secret of these changes lies in the advice given by "Focus" in "Rich Mixture" some time ago—"to be an expert driver you must have had experience of driving everything on the road from a pig to a 7-ton lorry." I have by no means gained my objective yet, but I have certainly profited by my experience and I have very nearly found my ideal car. "A.M." must not be too surprised if I have to cram the experience of four or five lean years into a hectic six months' leave.
RXS303.

"Colonial Sections" and Colonial Roads.

Being a constant reader of your journal, I would like to be enlightened as to the so-called "colonial" course seen in one of your photographs, showing an M.G. Midget ploughing through the most appalling road I

have ever seen or want to see! I take
Australian Reader's Protest. it that it is based on what Colonial roads are supposed to be. If so, someone has made an error. Of course, there are bush tracks, but they are seldom used, and we have thousands of miles of highway and secondary roads.

We have numerous clubs and have trials, etc., and we swear at some of the courses, but never have we seen one like the M.G. went through—we gazed at the picture in awe and wonder!
TRIUMPH.

Wollongong, New South Wales.

** The term "colonial section" originated in the days when reliability trials were largely used by car makers both as a means for testing their products and as a form of advertisement; it was then used to denote stretches of rough going which imposed a severe strain on the chassis and thus showed whether or not a car was able to stand up to the rough roads sometimes encountered in the colonies. Nowadays the term has come to mean any very rough or muddy stretch, but no one imagines that such sections are a representation of average Colonial roads.—Ed.

Sir William Morris Defends British Cars

The statement recently made by Sir Malcolm Campbell in a leading London daily paper and headed: "British Drivers are Best; but British Cars are not" is, I feel sure all people will agree, extremely unfair

"Unpatriotic
Criticism."

to Britain and, literally, totally untrue. Sir Malcolm deplors the fact that no British manufacturer to-day is building special racing cars for British drivers to handle. Surely it is more important in these days of difficult trade for British manufacturers to devote their energies towards the production of successful touring cars, thus benefiting the public and giving employment to British workmen.

A special racing car bears little or no resemblance to cars that can habitually be used safely on public highways. In direct contradiction to Sir Malcolm's derogatory statements in connection with the Irish Grand Prix, may I point out that the foreign cars that led on the second day cost upwards of £2,000 apiece. The British M.G. (which actually won the race on handicap) and the British Talbot (which came in third on the second day and which, like the M.G.,

ran non-stop throughout) are models developed from cars that are actually in quantity production and which can be bought by the public. The prices of these successful British cars are, moreover, less than half those of the special foreign cars.

Sir Malcolm Campbell knows perfectly well that British engineers were entirely responsible for producing the engine and chassis with which he put up his magnificent world's speed record. It is an acknowledged fact that Britain produces the best quality cars in the world to-day, and I feel that Sir Malcolm's criticism is unjust, unpatriotic and entirely uncalled for.

British engineers have proved that when sheer speed is required they can produce machines that are supreme. Britain to-day holds world speed records on the land and in the air; but to build entirely special road-racing cars to-day is, in my judgment, an uncommercial proposition, and if Britain is to regain her industrial supremacy she must be guided by industrial and not purely sporting considerations.

W. R. MORRIS.

JUNE 19, 1931.

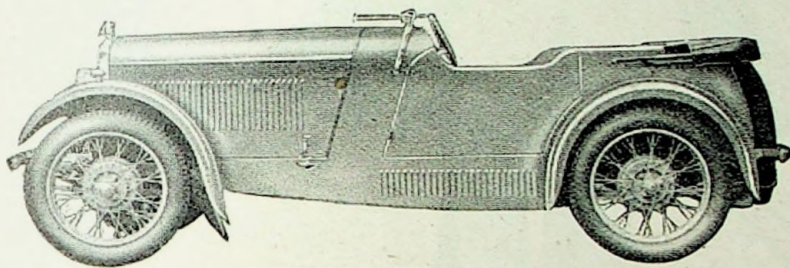
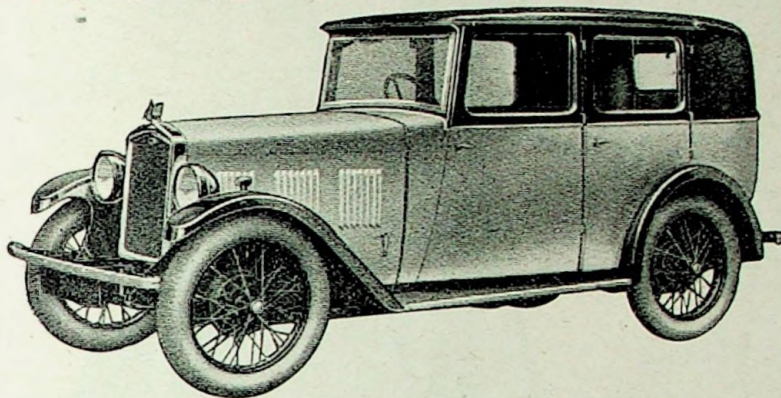
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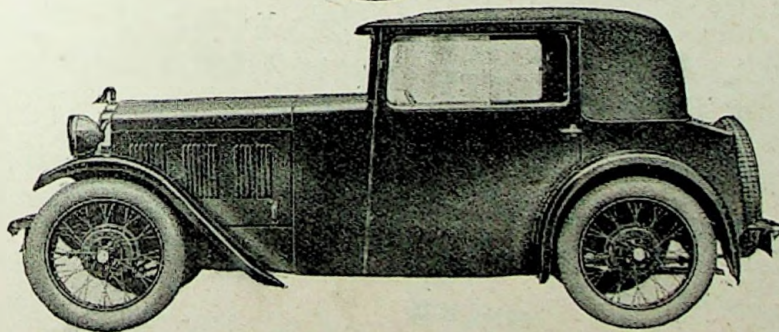
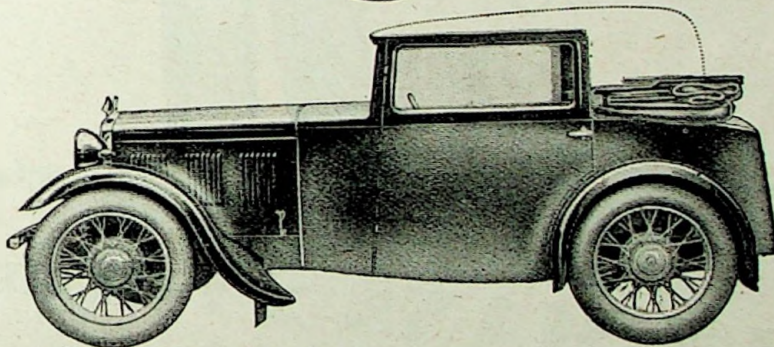
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the advertiser and you, and assists the small car movement generally.

OUR READERS' OPINIONS (cont'd.)

Hardknott, England's Hardest Hill.

A very interesting note dealing with a strenuous trip over the two west Lakeland passes of Wrynose and Hardknott appeared in *The Light Car and Cyclecar* of June 12th, in which the writer pointed out the difficulties and risks of the journey, especially on the ascent and descent of Hardknott Pass. Incidentally, he mentions that

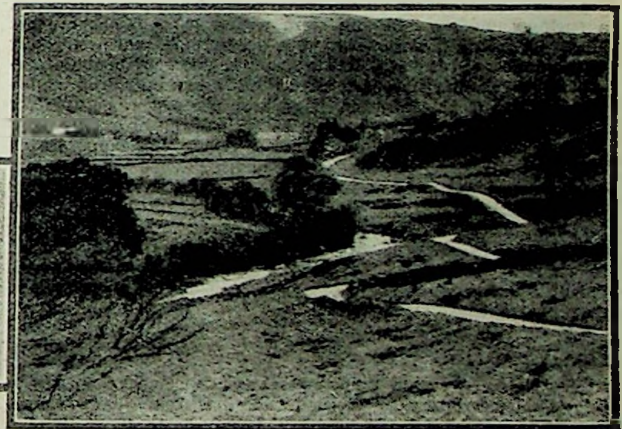
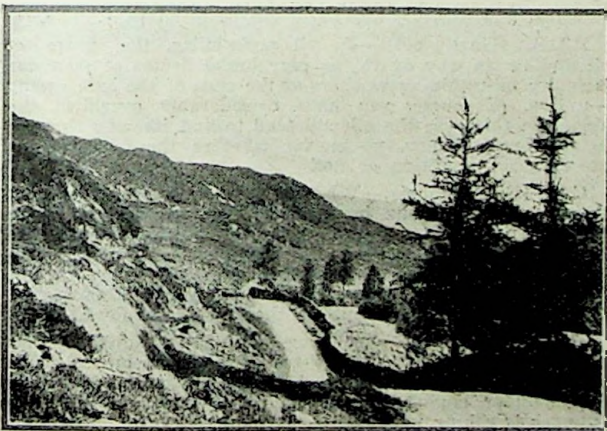
An Alternative Route. Hardknott Pass (on its western side) looks down on Boot, by which he means Eskdale. Boot is a hamlet two miles west of Hardknott, tucked away under a fold of the foothills of Sea Fell, and is not visible from the pass, from which a grand view down the Eskdale Valley is obtained. On clear days the Isle of Man is visible out to sea, and across the valley you look over to Sea Fell and Sea Fell Pike, the two highest peaks in England.

Many people who negotiate Wrynose successfully look askance at Hardknott, the ascent which confronts them from the Duddon Valley at Cockley Beck. If they do not fancy tackling Hardknott's scree-slope and flash-of-lightning 1-in-3 road design, they will find a (comparatively) simple alternative in the road turning south-down the Duddon Valley which commences at what looks like an inter-farm accommodation cart road. This presently improves a trifle, and after a while becomes quite a good unclassified road, which passes through Seathwaite, the hamlet where "Wonderful Walker" ministered as perpetual curate for so many strenuous years, and whose tombstone is to be seen in the churchyard.

The road winds along the valley, giving occasional glimpses of the sparkling river Duddon, crossing from the Lancashire side into Cumberland to traverse Ulpha, crossing back into Lancashire after "Ulpha Kirk," perched on its knolle above the river, is passed. The road after this climbs above the river by well-engineered zig-zags, and finally descends again by a formerly rather alarming descent, now very much eased and improved at Bankend, to join the first-class "A" main high road to Broughton-in-Furness, Millom and Whitehaven.

If more "hill hunting" is yearned for, one can explore the old coach road, now a steep and grass-grown track, which climbs the moor north of the Duddon, its course indicated by telegraph poles, and which passes by Stone Raise to Bootle (Cumberland), where it joins the "A" road. This road gives splendid views, but it means good and skilled driving and chains are recommended.

MARY C. FAIR.



(Above) The good unclassified road which zig-zags up from Ulpha in the Duddon Valley. (Left) A section of the road down the valley which is well worth exploring. (See accompanying letter from Mary C. Fair.)

The Care of Tyres.

Your correspondent, Mr. Jack Barclay, has called attention to an interesting motoring point. How many motorists, when they buy a new cover, buy a new tube as well? Surely a very small proportion. Most of them will cheerfully fit a new cover with a tube that has had 15,000 or perhaps 20,000 miles' use. Although the tube is protected from the road, it is subject to changes and to a certain amount of stretching in an old cover. The fitting of patches, affecting the amount of stretch in different parts of the tube, may also have a weakening effect.

Personally, I always examine the inner tube very closely when fitting a new cover, and I do not hesitate to discard it if it shows the slightest sign of weakness. It is a policy which I find pays.

B. PLEASS.

The Term "Forced Induction."

Can "Puritan" substantiate his contention that the expression "forced induction" is a contradiction in terms? According to the only two dictionaries on which I can lay my hands at the moment, the word

Dictionary Definitions.

"induction" in all its various applications conveys the impression of a change either of place or of state. I

can see no reason why force should not be associated with change, and several reasons why it should. Turning to the verb "induce," I find that it means "to prevail on," "to cause," "to actuate," "to lead by persuasion." Surely the idea of force goes quite well with any of these.

While I admit that neither of the dictionaries is in the first flight, I cannot quarrel with their verdicts in this matter, and I am still at a loss to understand the suggestion that the expression is a contradiction in terms, quite apart from "any reference to what goes on in an internal combustion engine."

B.B.K.

Winning a Triple Award.

I should like to reply to the letter from "Gold Medallist's Passenger," regarding the M.C.C. trials. He (or should I say she?) seems to think that "Focus" did a rather wonderful thing in winning a triple

Focus's Performance.

award, using the three classes of vehicle. But why? Without wishing to belittle his performance, I believe

that under the same conditions, namely, free loan of (a) a first-class motorcycle, (b) a super-sports Morgan and (c) a Frazer-Nash all specially prepared by their manufacturers, a good many drivers would stand quite a sporting chance of pulling off the triple award.

In answer to the second query, if "Gold Medallist's Passenger" can arrange for the loan of a suitable mount, I will be a "hero" and "brave" the London-Exeter run on a solo motorcycle. That is, providing I can have a Morgan and a Frazer-Nash for the other two events. Otherwise, I prefer the comfort of my own "bus" and the companionship of my "crew." I shall not get any "golds," though, because the tyres have worn smooth and I have no spare time to do any tuning. But what matters that, so

long as I get the fun? No, Mr. Passenger, you really should compare performances with circumstances to arrive at their real value.

In conclusion, lest your readers should think that I have a grudge against our old friend "Focus," let me say that to me his notes are the most interesting, entertaining and instructive portion of *The Light Car and Cyclecar*, with the possible exception of "Sports Jottings."

A. ERNEST CARR.

** In fairness to "Focus" we feel due to point out that * he rode his own two-year-old self-tuned motorcycle and that the Morgan and Frazer-Nash were not in any sense special competition machines, being supplied for test in the ordinary way.—Ed.

OUR READERS' OPINIONS (contd.)

A Yorkshire Hill.

Last year I was motoring in Yorkshire from Pickering to Whitby across the moors. After going down the Blue Bank into Sleights I found that the bridges over the Esk had been carried away by floods earlier in the year and had not been rebuilt, so I had to go to Whitby by a rough and narrow moorland road via Uggle Barnby. Between Sleights and Uggle Barnby there was a hill with a sharp left-hand turn. Can one of your Yorkshire readers tell me the gradient of this hill?

Information Wanted.

I had to go to Whitby by a rough and narrow moorland road via Uggle Barnby. Between Sleights and Uggle Barnby there was a hill with a sharp left-hand turn. Can one of your Yorkshire readers tell me the gradient of this hill?

J. H. F. PAXOR.

Morgan Tyre Economy.

I was very interested in "Elmo's" letter headed "A Morgan Record" which appeared in your issue of June 12th. I purchased my Aero model new in 1929 and covered a distance of 18,000 miles without removing

"Elmo's" Record the Dunlop cover on the rear wheel for any reason whatever. The cover was, however, taken off a little later, and

upon examination recently I found that the tread might still be good for a further 1,000 miles although the canvas was just showing through in one place.

In my opinion, this extraordinarily good tyre service reflects credit upon the makers of the tyre and of the car.

AERO MAJAK.

Group-system Lubrication Snags.

I have been wondering when someone would point out the snags in the new idea of centralized chassis lubrication. Personally, I do not like it at all, and already I know of several spots of bother from this cause.

Individual Nipples Preferred. Whether oil or grease is used it will take the path of least resistance (unless the system is very well designed), and if

one pipe or bearing becomes choked the owner can pump in lubricant until he is blue in the face and it will promptly go the clear way and leave the choked point dry. Moreover, unless the owner is particularly observant, he will notice nothing until it is too late.

I know of one case in an expensive 20 h.p. car in which a spring shackle rusted up solid owing to a defect of this kind. A friend of mine bought a six-cylinder car with long oil pipes from greasers near the front to the rear brake cross-shafts. Presently he heard the sound of cymbals from somewhere underneath, and found that both pipes were completely adrift where they branched off to feed different points.

To my mind long oil pipes are a very weak point which will not long survive. The zinc bushes packed with grease, as fitted to the new Austin Twelve-Six, are surely infinitely better. Otherwise, give me the directly applied grease gun for each nipple. It may be a little more trouble, but one has the peace of mind of knowing that the juice is getting to where it is needed. If Silentbloec bushes are used for all spring shackles it really does not leave much to do in the way of greasing after all.

MARMADUKE.

No Wheelspin—No Fun.

Mr. Nelson scores a point against me when he asks me to "imagine a Bentley on 26-in. by 3.5-in. tyres." My imagination will not stand the strain. I admit that, in saying that axle loads and tyre sections have nothing to do with the matter, I had in mind only such combination of the two factors as might reasonably be expected.

Tyre Pressures in Trials.

In such cases, I still maintain that the only important point is to prevent the tyre creeping on the rim and that therefore axle weights and tyre sections have nothing to do with the matter.

On another point, too, Mr. Nelson appears to misunderstand me. In suggesting that there would not be the same enjoyment in trials if wheelspin were eliminated, I do not mean that wheelspin itself is enjoyable. Surely the fun in trials driving is very largely bound up with the overcoming of difficulties. If one of the chief difficulties be eliminated there must be less satisfaction for the competitor. Perhaps Mr. Nelson does not hold this view, in which case we must agree to differ.

Of one thing, however, I am certain, and in case Mr. Nelson should happen to think otherwise, I would assure him that to a great extent wheelspin can be prevented by skilful driving.

c50

Finally, and with all respect to the Dunlop Co., it is worth noting that reduced pressures are still used on certain surfaces, even with the latest competition covers, by professional motorcycle competition riders. These men exercise a great deal of thought and make many experiments in connection with their work, and I think their evident conclusions are worth noting.

W.P.E.

CONDENSED CORRESPONDENCE.

Motorists desiring hotel accommodation in Monmouth, Wales, are recommended by Mr. Wilfred Simms to patronize the private hotel and boarding establishment situated in St. James Street and owned by Mr. Stagg. The charges, Mr. Simms continues, are extremely moderate, whilst the accommodation and service leave nothing to be desired.

READERS' WANTS.

CITROEN.—An instruction book for the 1924 7.5 h.p. model, either to purchase or on loan.—G. M. Barratt, 98, Wellington Road, Exeter.

FRAZER-NASH.—An instruction book dealing with the 1927 side-valve model.—C. Richardson, 12, Christchurch Road, Streatham Hill, London, S.W.2.

ASKED AND ANSWERED.

F.S. (Hounslow).—Your question is one which crops up with great regularity—usually as the result of arguments between motorists. It is the inside wheels that tend to lift when a car corners fast.

D.L. (Derby).—Although a very low figure is quoted for the car which you have been offered, we must point out that it is of a make which has been out of production for some time, so that you may experience difficulty in obtaining spares.

D.M. (Harrow).—We believe that Bowden Wire, Ltd., Victoria Road, Willesden Junction, London, N.W.10, manufacture a special accelerator pedal for Morgans, which can readily be coupled up for use in conjunction with the normal hand control.

A.V. (Wolverhampton).—There will be no legal difficulties with regard to fitting a different make of engine to your Rover Eight. You must, however, inform the licensing authorities, giving full details of the engine you propose to fit, so that the registration book particulars can be amended and any adjustment in the taxation rate made.

B.L.S. (Hartlepool).—In all probability, the cause of oil finding its way on to the rear brake drums of your car is faulty oil-retaining washers at the ends of the axle casing—unless, of course, you have considerably overfilled the axle. In this case the oil will tend to find its way through to the brake drums, no matter whether the felt washers are in good condition or not.

C.E. (Birmingham).—Whether or not you could convert the basement of your house into a garage depends upon the local by-laws, and also upon the attitude of your fire insurance company, neither of which bodies, we might mention, regard schemes of this type with any great favour. Furthermore, if your house is leasehold you will, of course, have to obtain the consent of the ground landlord.

R.D.K. (Bedford).—You are wrong in thinking that much smaller jets and choke tubes will be required when you substitute two carburettors for the existing one on your four-cylinder engine; in an engine of this type only one cylinder is taking in a charge at a time, so that, from this point of view, the carburettor conditions are unchanged. You may, of course, find that a slight alteration in the setting is necessary, but we certainly advise you to start with the existing setting as the basis for your experiments.

C.E. (Woking).—Your invention is very interesting, not to say ingenious, and we have no doubt that it would work satisfactorily. At the same time, it is of a rather complicated nature, and the various parts used are of a shape that would make the manufacturing processes rather complicated so that the cost of manufacture would necessarily be great. In view of this and the fact that it would not represent a very great improvement on existing designs, we do not think it would have much chance of success commercially, especially in these days when manufacturers have to study production costs very carefully indeed.

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TRIUMPH, 1929, 7 h.p. Gordon England Saloon. Colour Blue. Locks to doors	£80
TRIUMPH, 1930, 7 h.p. de luxe 4-seater Tourer. Small mileage. Carefully driven by one owner since new	£98
TRIUMPH, 1930, de luxe Fabric Saloon. Choice of two	£105
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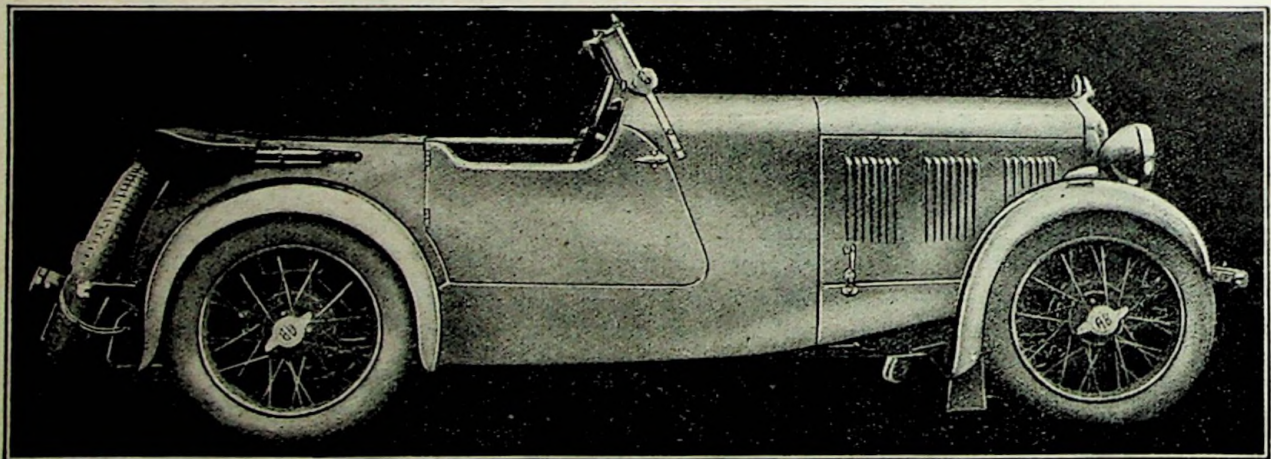
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

SPORTS JOTTINGS

British Drivers Can Drive—To-morrow at the Track—
The French Grand Prix—Relay Race Progress—
German Grand Prix—500-Mile Race—The Riley
24-Hour Trial

WELL, after Le Mans, it can no longer be said that there is no driver in this country to stand on equal terms with the best that the Continent can produce. I refer, of course, to Sir Henry Birkin and Earl Howe.

Continental drivers who, admittedly are remarkable people, have the advantage that throughout the whole season there is at least one road race of importance every week-end!

Earl Howe once remarked that after a driver had put in a few laps on M. Ettore Bugatti's private course at the Molshelm factory he should be competent to tackle the Targa Florio with confidence. The noble earl has lapped on the Bugatti track—the noble earl went shockingly fast at Dublin and Le Mans. . . .

TO-MORROW is, of course, the T.B.A.R.C. club meeting, when the ambition of many is realized, and so many club members become, for the nonce, Brooklands drivers. This year the entries have been exceptional, and from what I hear there are almost as many reserves as there are entries.

Racing starts at 2 p.m. After the last race there is to be a demonstration on the new "colonial" course.

I APPEND herewith the list of entries for Sunday's great French Grand Prix at Monthéry—held again after an interval of six years.

This event is, of course, one of the few races still held in the old classic traditions, and in which racing cars which are racing cars and not super-tuned sports models are eligible to compete. I rejoice to see that this country will be represented among the cream of Continental drivers by Sir Henry Birkin (2½-litre Maserati), W. B. Scott (1½-litre Delage), Jack Dunfee (2-litre Sunbeam), Earl Howe (Bugatti), Williams (Bugatti), and R. D. Williams (Delage). It is possible that Kaye Don will also compete.

Among the more formidable continentals are Chiron, Campari, Ivanovsky, Caracciola—or, in fact, the following list:—

W. B. Scott (Delage), Minoia (Alfa-Romeo), Givaudan (Bugatti), Kaye Don (—), Fagioli (Maserati), J. Dunfee (Sunbeam), Monteiro (Daimler), "Dribus"—André Boillot (Peugeot), Campari (Alfa-Romeo), Dreyfus (Maserati), D'Arnaud (Bugatti), Ferrant (Peugeot), Ivanovsky (Mercedes), Divo (Bugatti), Sénéchal (Etico Aise), Wimple (Bugatti), Sir Henry Birkin (Maserati), Varzi (Bugatti), Nuvolari (Alfa-Romeo), Biondetti (Maserati), Pesato (Alfa-Romeo), Grimaldi (Bugatti), Lehoux (Bugatti), Williams (Bugatti), Brisson (Stutz), Caracciola (Mercedes) and R. D. Williams (Delage).

These are in programme order, starting at No. 2 and using only even numbers.

The course to be used is the famous road circuit which embraces about two-thirds of the oval track, and which through most of its length has the "out" and "home" sections running parallel like the "up" and "down" lines of a railway.

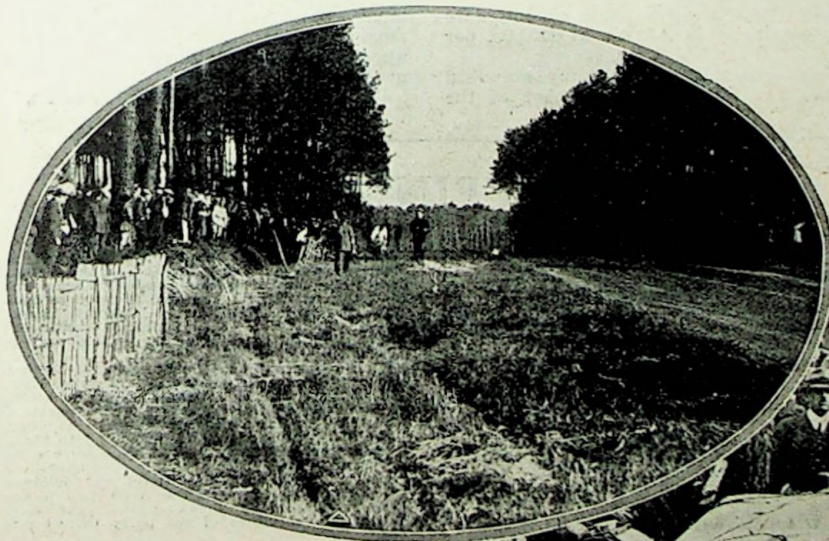
I ATTENDED a jolly little gathering last week at the Service Luncheon Club, London, of people who had met in order to discuss and to fix up teams for the Relay Grand Prix. Altogether, it was a happy idea, not only because of the social atmosphere which prevailed, but because in a race of this kind it really is difficult for people to arrange matters by post.

That the meeting was warranted was proved by the number of additional entries which will materialize, and I thoroughly enjoyed the plotting which went on throughout the evening, and as a result of which teams were definitely formed.

The bother of deciding which of three drivers should take on the responsibility of being the entrant was settled quite simply in one case by a toss of the coin—H. C. Hamilton—the man who, single-handed, drove his M.G. Midget into third place in the "Double-Twelve"—being the winner.

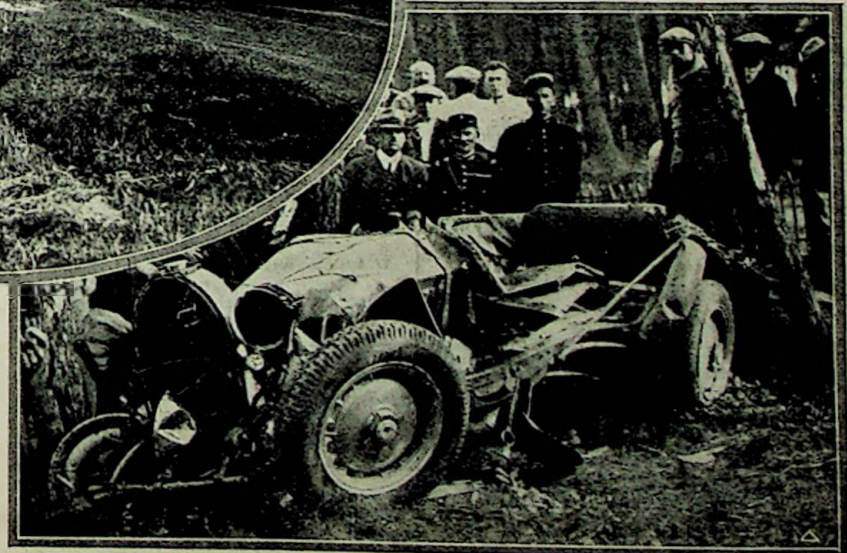
I myself should like to see 25 teams face the starter on July 25th. This may sound comparatively simple, but it means 75 cars, and if you had anything to do with the organization of a race of this kind you would realize that it is not easy to find 75 enthusiasts of the right type and with the right cars. All the same, I see no reason why 20 entries should not be obtained, and as it is the only long-distance event with a ridiculously low entry fee, I hope that waverers will decide to come in.

THE first race held on the recently opened Littorio track at Rome was the Prix Royal, run last week. Maseratis occupied the first three places, the winner's speed being 94.6 m.p.h. This was Ernesto Maserati himself, driving the 16-cylinder model, whilst second and third were Dreyfus and Biondetti, in 2½-litre models.



THE CRASH AT LE MANS.

Two photographs taken soon after Rost (5-litre Bugatti) left the road at 130 m.p.h. and crashed through the fencing. The driver was badly injured and one spectator was killed. The fence, it will be seen, was demolished for a considerable distance.



THERE are three names of outstanding interest in the entries so far published for the German Grand Prix at the Nürburg Ring on July 19th. They are those of Sir Henry Birkin (Maserati), Earl Howe (Bugatti) and Shafer (Shafer). This last named can be none other than our American friend "Red" Shafer, and one hopes the name "Shafer" given to his car indicates that he is bringing over something very fast and very Indianapolis. One goes farther, and hopes that he will not return to the States until he has raced his car in the B.R.D.C. "500"—just to show us what an Indianapolis car can do.

I append the list of entries so far:—

Over 1,100 c.c.—
Bugatti: Chiron, Varzi, Divo, Bouriat, Burgaller, Lehoux, Von Morgan, Earl Howe,
Mercedes: Von Vrauchitsch, Ivanovsky, Caraciola, Von Stuck, Neubauer, Spandel.
Maserati: A. Maserati, Sir Henry Birkin,
Talbot: Urban-Emmrich.
Shafer: Shafer.
Under 1,100 c.c.—
Austin: Ivanovsky.
Amilcar: Steinweg, Count Arco.
D.W.K.: X, Weichelt, Macher.
Rally: Schumberger.
Neander: Volkhart.

Talking of Indianapolis cars, there are rumours that Mrs. Stewart may come to Brooklands from Montlhéry with her ultra-rapid 2-litre 137 m.p.h. Derby-Miller to have a stab at the lap record.

THE supplementary regulations of the B.R.D.C. 500-mile race have just reached me—in three languages. The race will take place at Brooklands on Saturday, October 3rd, and is the only long-distance race for purely racing cars held in this country. It is also, incidentally, the fastest race of this distance held in the world. Cars of any type may compete, and a mechanic can be carried if desired, but single-seaters are eligible. The only limiting factor is a minimum lap speed of 80 m.p.h.—so nothing slower need apply.

As last year, cars will be sent off in class order, the smallest leaving first, so that every car must cover 500 miles, and the race becomes very easy to follow simply from the lap scoring board. The unsupercharged 750's depart 1 hr. 21 mins. 27 secs. before the scratch men—and are required, theoretically, to average a minimum of 87.38 m.p.h.!

I published the handicapping a week or two ago. In order to win, the light cars will have to be phenomenally fast as compared with last year. A supercharged Austin Seven—the marque which won in 1930 at 83.41 m.p.h., must now reel off the laps at 93.97 m.p.h. The Bentley which came in second at 112.12 m.p.h. need only beat 113.19 m.p.h.

Although the handicap may appear to be a trifle unfair, it must be remembered that, in a race of this kind, open to the fastest vehicles of every class, class records are the only practical basis upon which the handicapper can work.

The awards list is attractive. The winner gets £300 and a trophy, and second, third and fourth men home win £150, £75 and £25 respectively. There are also sundry odd awards—£100 for the first British car home, separate trophies for the first blown and unblown cars to finish, cups to the drivers of the fastest car, and a team award.

Entries close at £16 on August 20th, £21 on September 3rd, and £26 on September 10th.

I HEAR that already a large number of entries has been received for the Riley Motor Club 24-Hour Trial, which is due to take place on July 3rd and 4th. This makes good reading, for the event is an ambitious one for a one-make club to stage, and the Riley Club deserves every support. The final closing date for entries is June 25th, at £2 10s. per car.

The event is open to any standard Riley car owned by a member of the

club, and there is a ladies' class, trade class and novice class. The trial is in two parts, a night section and a day section, the former approximating to a rally on the lines of the famous Monte Carlo event, in which competitors may start from any one of 17 official controls, travelling by specified routes to Brecon, in South Wales. On the following day a reliability trial starting from Brecon will be held in Wales over main and hilly roads, and competitors will be required to average approximately 20 m.p.h., but on certain sections this schedule will be reduced.

The whole thing is something new in trials and will, I think, provide plenty of interest for all concerned. For further information regarding the event readers should write to Mr. E. H. Reeves, "Koyama," Lichfield Road, Sutton Coldfield, Warwickshire.

THERE are those who do not appreciate the things which Mr. A. Percy Bradley has been doing at Brooklands since he took on the job of clerk of the course. However that may be, the fact remains that Bradley is doing things.

The latest developments include plans for enlarging the public enclosure, and the increase of parking accommodation at the entrance gates.

Club amenities have been vastly increased this season, and the latest addition is a new billiards room, where, after blowing up with a loud ping in a race, disgruntled drivers can come and take it out of the billiard balls.

The new bridge on the way from the paddock to the aerodrome nears completion, and a new swimming pool is to be commenced very shortly. Work will also begin on the Aero Club House this month.

I hear that the new B.A.R.C. car badge has proved a great success, and if you have lapped in a race at 120 m.p.h. you may have a badge with the magic cypher "120 m.p.h." engraved upon it to your lasting glory and gratification.

THE BLOWER.

CLUB ITEMS AND SPORTING EVENTS

BERKHAMSTED AND D. M.C.C.

The date of the speed hill-climb to be held at Dancers End, near Tring, is Sunday, June 28th, starting at 1 p.m. Entries close at 2s. 6d. for the first class and 1s. 6d. for each subsequent class on June 25th, but late entries at 1s. extra per class will be accepted up to 11.30 on the morning of the event. The climb is open to sports and touring cars up to 1,500 c.c. There is no class for racing cars.

The hon. secretary of the event is Mr. A. Paul, 57, Nether Street, North Finchley, London, N.12.

SYDENHAM M.C.

On Sunday, June 28th, the club will hold another race meeting on its "mountain mile" course at West Wickham, Kent, starting at 2 p.m. The event is open to cars and motorcycles.

Further particulars are obtainable from the hon. secretary, Mr. H. L. L. Mucbe, 56, Coleman Road, London, S.E.5.

JUNIOR CAR CLUB.

July 4th has been chosen as the date of the J.O.C. Members' Day at Brooklands. The programme will include the High-speed Trial—over the usual road and track course—in the morning, and in the afternoon there will be sprint races, one-lap handicaps, driving tests and a hill-climb. It is proposed to hold a dinner and dance in the evening. This will be the last event held at the track this year by the club. The London and Inter-Centre Rally will take place on June 13th. The Night Trial will be held on September 19th instead of on September 26th.

The S.W. Centre Trial will be held on September 26th.

c54

FORTHCOMING EVENTS.

June 20th.

B.A.R.C. Club Meeting.
Brighton and Hove M.C. Brighton-Beer Trial. (Open by invitation to M.G. C.C.)
Ulster A.S.C. Hollywood Hill-climb.

June 20th-21st.

Coventry Triangle M.C. Run to Skegness.

June 21st.

Austin Seven C.C. Social Run.
Norwood M.C. Captain's Run.
Liverpool M.C. Derbyshire Trial.
New Stockport and D. M.C. Social Run.

June 26th-27th.

W.A.S.A. Westward Ho! Trial.

June 27th.

Southport M.C. Sand Race Meeting.

July 3rd-4th.

Riley M.C. 24-hour Trial.

July 4th.

J.C.C. Members' Day and High-speed Trial, Brooklands.

July 11th.

Midland A.C. Shelsley Walsh Hill-climb.

AUSTIN SEVEN CAR CLUB.

Arundel is the destination of the social run arranged for Sunday, June 21st. Picnic lunch and tea will be taken at the "Black Rabbit."

J.C.C. INTER-CENTRE RALLY.

The annual J.C.C. Rally last weekend at Stratford-on-Avon was a great success. Members from the Liverpool, London, Leeds and Southampton Centres attended in force to compete for the Inter-Centre Challenge Shield, which resulted in the Yorkshire contingent carrying off the trophy for the second year in succession.

Each team set out from its local starting-point at 12.30 p.m. on Saturday, June 13th, and journeyed under reliability trial conditions to Stonebridge, near Coventry, where penalties for errors in the timed section were imposed. The 50 cars then moved off in convoy to Stratford-on-Avon, which was the headquarters for the rest of the programme. A dinner and dance at the Red Horse Hotel was followed by a midnight cruise on the Avon, and it was just as dawn was breaking that the more enthusiastic members of the party turned into bed.

At 10.30 a.m. on Sunday selected teams from each of the four sections of the club commenced a series of hill tests on a private gradient in the neighbourhood, in which slow running, acceleration, stopping and restarting were included. The Yorkshire team, ably captained by Mr. C. D. Wilson (Alvis) was very consistent in both the fast and the slow climbs, and thoroughly deserved its victory.

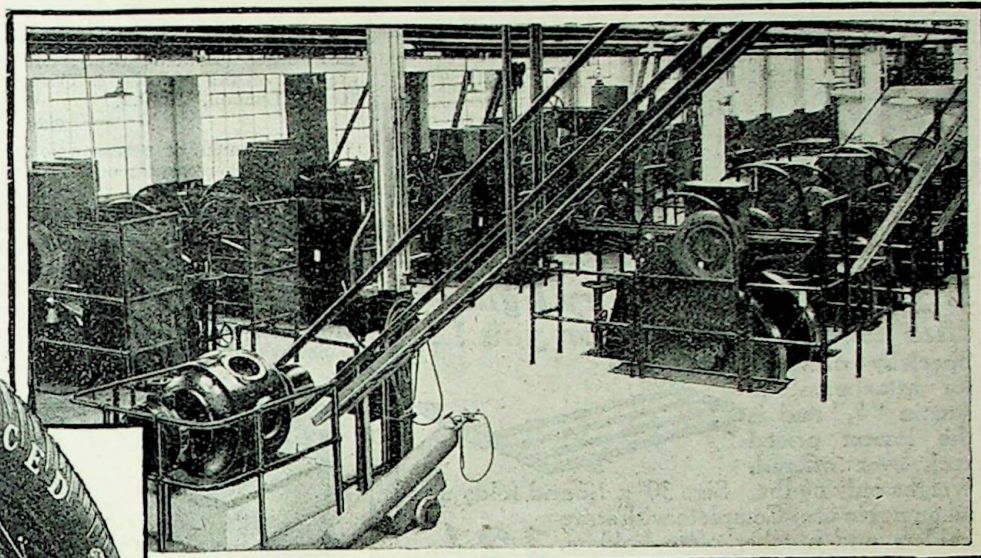
The shield was formally presented at a luncheon at the Red Horse Hotel, Stratford, on Sunday, and everyone voted the gathering the best of the series of three which have now been held.

LONDON M.C.

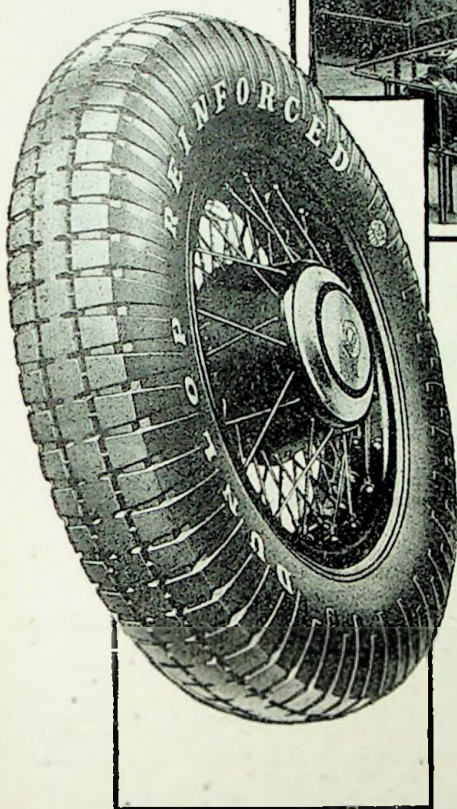
Arrangements are now well in hand for the annual inter-club gymkhana which the club is organizing for the seventh time. The date is Sunday, June 28th.

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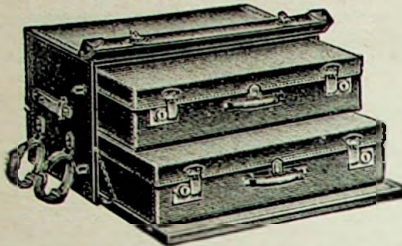
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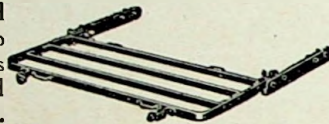
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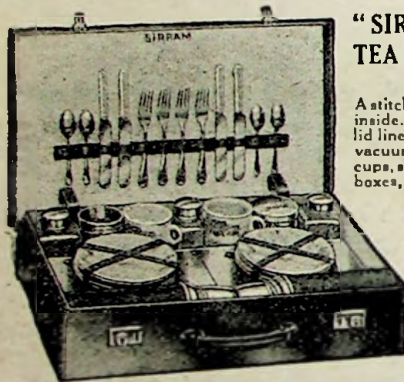
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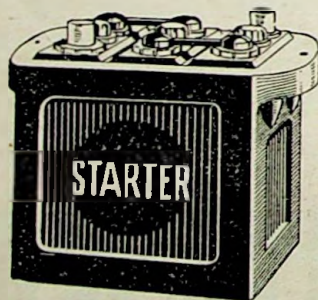
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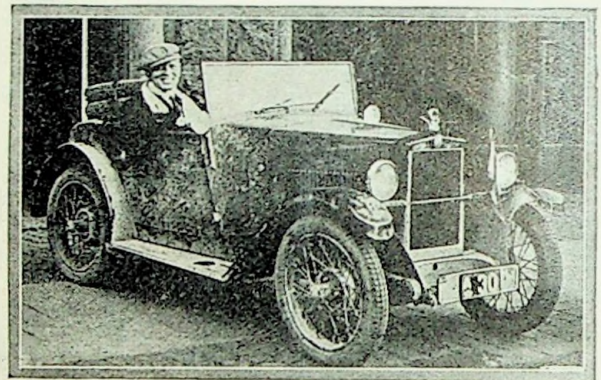
AROUND THE TRADE

We learn that in the Grand Prix of Rome, run on June 7th, the Maserati cars which finished first, second and third were all lubricated with Mobiloil.

British Jaeger Instruments, Ltd., is the title by which Ed. Jaeger (London, Ltd.), will in future be known. The address of the concern is Chronos Works, North Circular Road, London, N.W.2.

A wide range of accessories, including a particularly fine selection of tyre repair outfits, self-vulcanizing materials and so forth, is described in the well-illustrated 1931 catalogue of Romac Motor Accessories, Ltd., The Hyde, Hendon, London, N.W.9.

A very attractive catalogue with illustrations in colour has just been published by the Swallow Coachbuilding Co., Holbrook Lane, Foleshill, Coventry. The catalogue deals with the special Swallow coachwork for Austin Seven and Wolseley Hornet cars.



The standard Morris Minor s.v., with which Evan Ibsen recently won first prize in a 3,000-mile Danish reliability trial.

Exide batteries were used on the Alfa-Romeo car driven by Sir Henry Birkin which won the Eireann Cup race of the Irish International Grand Prix, on the Maserati driven by Sen. Campari, which finished second, and on Mr. G. E. T. Eyston's Maserati, which finished fourth.

One of the latest Amal down-draught carburettors was used on the 10 h.p. Victory saloon Singer with which Mr. G. E. T. Eyston obtained International Class F records at Moulthery between May 11th and 13th last. The records, subject to confirmation, are as follow:—4,000 kiloms., 57.82 m.p.h.; 48 hours, 57.99 m.p.h.; 3,000 miles, 55.87 m.p.h.; 5,000 kiloms., 55.9 m.p.h.

Another edition—the fourth—of "The Personal Touch," the house journal of the Service Co., Ltd., High Holborn, London, W.C.1, has just come to hand. As in previous numbers, the contents are bright and interesting, special features being made of camping and of photography, whilst on the centre pages appears "a feast of bargains" in second-hand cars, motorcycles and photographic apparatus.

From June 19th (to-day) to June 27th a special display of the most popular and economical types of car will be on view at the showrooms of the Newnham Motor Co., 237, Hammersmith Road, London, W.6. and at the branch establishment of the company at 136-138, Streatham Hill, London, S.W. The various makes include Austin, Armstrong Siddeley, Morris, Riley, Rover, Singer, Standard and Triumph, upwards of 200 small and medium-powered cars being on view.

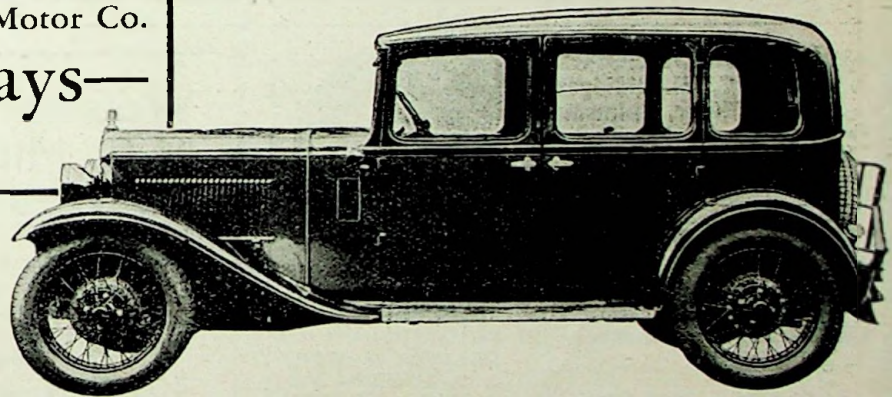
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Because each is Guaranteed

- 1930 STANDARD 9, Teignmouth coachbuilt saloon, sun-hine roof, absolutely new condition £149
- 1930 TRIUMPH Super 7, de luxe, fabric saloon, blue and sporttop, very nice condition £115
- 1930 M.G. MIDGET, sports 2-seater, many extras, small mileage, good tyres £129
- 1930 MORRIS MINOR, special arrow coupe, many extras, light green fabric, small mileage, cost £185 £110
- 1931 SINGER JUNIOR, coachbuilt saloon, sunhine roof, very small mileage, only few weeks old. Taxed £135
- 1931 JOWETT, Black Prince, fabric saloon, one owner, mileage 2,000, as brand new. Taxed £140
- 1930 TRIUMPH Super 7, super-charged special sports, 2-seater, mileage 6,000, black and cream, one owner. Taxed December. 80 m.p.h. Cost £250 £149
- 1928 ROVER 10, "Riviera" sunhine fabric saloon, several extras, good tyres, finished black and red £110
- 1930 AUSTIN 7, Swallow coachbuilt saloon, dual tone colours, many extras, new condition. Taxed Dec. £115
- 1928 M.G. MIDGET, sports 2-seater, engine completely overhauled, rebored, new pistons, etc., very fast and smart £105
- 1929 SWIFT 10, de luxe fabric saloon, wire wheels, leather upholstery, many extras, absolutely first-class £115
- 1930 AUSTIN 7, Mulliner special sports 2-seater, cycle wings, black and blue, several extras, new condition £108

- 1931 MORRIS MINOR, sports 2-seater, only very small mileage, black and red, almost new condition. Bargain £98
- 1930 AUSTIN 7, Stadium sports, 2-seater, practically new condition, extras £95
- 1928 SINGER JUNIOR, 2-seater, dual fawn, one owner, small mileage, condition as new. Taxed December £69
- 1929 TRIUMPH Super 7, de luxe tourer, wire wheels, leather upholstery, dual tone colours, thoroughly overhauled £79
- 1928 STANDARD 9, Selby tourer, 4 doors, very good tyres, small mileage, completely equipped £78
- 1928 ROVER 10, fabric saloon, leather, many extras, really first-class condition £75
- 1930 AUSTIN 7, tourer, dark blue, small mileage, absolutely in brand new condition. Taxed £78
- 1927 FIAT 8, de luxe tourer, l.w.b., leather upholstery, completely equipped, very smart, choice of two £38

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The new ribbed sports blade with flared points, very handsome and effective. Front guards turn with the wheels, rear valanced and fit to the body. Front 65/- pr. Rear 45/- pr. With gutters 6/- pr. extra. Set £5-5-0 bright. Wolsley Hornet, £6-6-0



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Prices: Austin 7 72/6; Triumph 7 79/6.



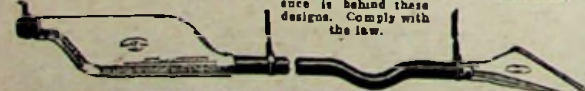
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Fit a DEEP NOTE EXHAUST SYSTEM for MAXIMUM EFFICIENCY, ACCELERATION and TONE.

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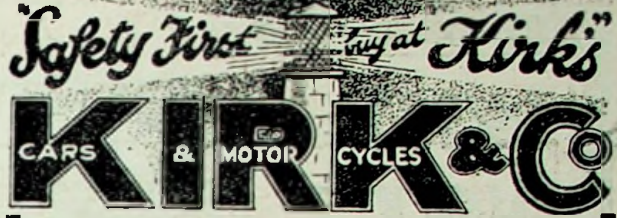
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9 a.m. to 8 p.m. all week-days including Saturday.

SUNDAYS 9 a.m. to 1 p.m.



"UNSOLICITED PRAISE" !

Read what "S. H." says:—

Ifford,
 30th May, 1931.

Gentlemen,

I wish to convey my thanks for the courteous and efficient way in which you handled my case.

In view of the fact that my purchase was comparatively low priced and on terms, I did not expect to receive anything like the treatment I did get.

The car, too, was everything you said it was. I consider I gave it as good a test as many new cars have. The day after I took over I made a journey of 240 miles in ten hours, 50 miles the second day and another 240 back to London on the following day, this was accomplished without any trouble whatever, either engine or tyres. I have averaged the petrol consumption out for the whole trip and it works out at well over 30 miles to the gallon. Regarding oil, I had to purchase one quart only at St Albans on the return journey.

The above, in my opinion, gives one the greatest confidence in your methods. This car is a 10 h.p. 1926 Singer, and I consider the performance mentioned above clearly shows that only reliable goods pass through your hands.

I would specially like to mention the patience and courtesy shown to me by your Salesmen, no detail was too small for them to go into on my behalf, and I can assure you that any further activities I undertake in the motor line will be through Messrs. Kirk & Co.

Wishing you all the success you deserve.

Yours faithfully,
 S. H.

LET US GIVE YOU THE SAME SATISFACTION

DEFERRED TERMS.

THREE MONTHS' WRITTEN GUARANTEE (all over £15)
 Write, 'phone or call. Inspect our stock of over 250 LIGHT CARS, etc., each above average condition.

- STANDARD, 9 h.p., 1929, Teignmouth 4-door sliding roof Saloon, magnificently equipped, numerous extras, low mileage, brown Fabric finish (Highbury) £82
- Choice of two.
- SINGER JUNIOR, 1930, 4-door Coachbuilt Saloon, F.W.B.'s, full equipment, negligible mileage, extremely nice condition, chromium finish, indistinguishable from new (Highbury) £89
- MORRIS MINOR, 1930, 5 h.p., Fabric Saloon, all equipment, F.W.B.'s, chromium plated, electric horn, etc., mileage approximately 3,000 only, carefully used car (Paddington). Choice of three from £85
- AUSTIN, 1929, 7 h.p., "Swallow" Saloon, all equipment, fine appearance and condition, taxed (Paddington) £82
- SINGER, "Porlock," 1930 Model, 8 h.p., sports 2-seater, full dash, wire wheels, F.W.B.'s, etc., side-screens, spare wheel, etc., special 2-colour buff finish (Paddington) £79
- AUSTIN, 1929, 7 h.p., "Swallow," 2-seater Coachbuilt Coupe, full equipment, exceptionally fine car, carefully used, beautifully finished cream and green (Paddington) £79
- AUSTIN, 7 h.p., 1930 Model, maroon fabric "Wydor" Saloon, chromium fittings, Triplex glass, really magnificent car, unscratched (Highbury) £79
- SINGER JUNIOR, 1930, 8 h.p., 2-seater, full dash, double sunken dickey, chromium plated, F.W.B.'s, good tyres, smart 2-colour blue finish, splendid condition (Paddington) £77 10s.
- AUSTIN, 7 h.p., Mulliner Fabric Saloon, all equipment, plush upholstery, good tyres and appearance, year's tax most carefully used (Paddington) £75
- SINGER JUNIOR, 1929, 8 h.p., Special Fabric Saloon, fully equipped, F.W.B.'s, low mileage, exceptionally carefully used, and economical car (Paddington) £75
- AUSTIN, 1930, 7 h.p., Chummy 4-seater Tourer, F.W.B.'s, right all-weather equipment, numerous extras, chromium absolutely as new (Highbury) £74
- Choice of three.
- AUSTIN MULLINER, 1929, Saloon, blue Fabric body, sliding roof, F.W.B.'s, good tyres and appearance, carefully used by one owner (Paddington) £72
- MORRIS MINOR, 1929, 8 h.p., Fabric Saloon, full dash, electric horn, automatic screen wiper, rear mirror, etc., special Brown finish, smart appearance, taxed (Paddington) £69
- JOWETT, 1929, 7 h.p., Fabric Saloon, fully equipped, extras, magnificent condition throughout (Highbury) £65
- AUSTIN, 1929, Chummy, 4-seater, full dash equipment, F.W.B.'s, automatic screen wiper, etc., all-weather equipment, good condition (Paddington) £65
- JOWETT, 1929, 7 h.p., Fabric Saloon, full dash, automatic screen wiper, specially finished, very roomy and economical car, smart appearance (Paddington) £65
- AUSTIN, 1928, 7 h.p., Gordon-Engleand Special 2-seater, Fabric body, full floating dash, including clock, speedometer, etc., Borch horn, electric screen wiper, F.W.B.'s, most carefully used, fine condition and appearance (Paddington) £59
- SINGER JUNIOR, 1928, 8 h.p. de Luxe, 2-seater, fully equipped, F.W.B.'s, side-screens, double sunken dickey, good tyres and appearance (Paddington) £49-10
- AUSTIN, 1925, 7 h.p. 2-seater Coupe, fully equipped, F.W.B.'s, starter, electric horn, etc., just thoroughly overhauled, snip (Paddington) £29
- WOLSELEY, 1925, 11 h.p. de Luxe 2-seater and dickey, dynamo lighting, self-starter, all-weather equipment, very smart and excellent car (Highbury) £19
- CITROEN, 1925, 8 h.p. Cloverleaf 3-seater, all-weather equipment, starter, dynamo lighting, balloon tyres, very nice condition throughout (Highbury) £15

22-49, PRAED STREET, PADDINGTON, W.2.
 'Phone: Paddington 6049 and 6892.

28-30-32, Highbury Corner, N.5.
 'Phone: North 4784.

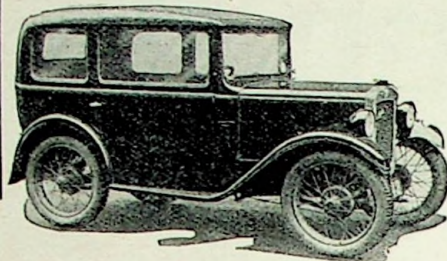
OPEN SUNDAYS—10 a.m. till 1 p.m.
 Weekdays—8 p.m.

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

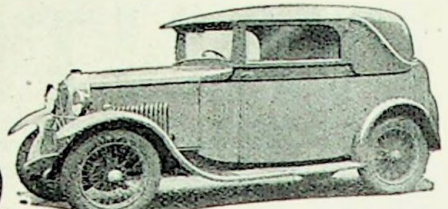
WHY NOT?

—choose yours on 7 days' trial at Benmotors— from a stock like this. Credit terms as desired— Delivery anywhere for only £2-10-0 extra— so don't waste time hunting round— come and see nearly 200 modern small cars. All

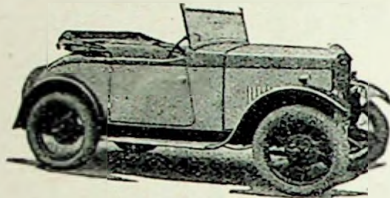
UNDER £100



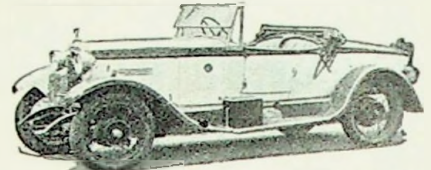
AUSTIN 7, 1931, Model Saloon, many extra's. £99
one owner



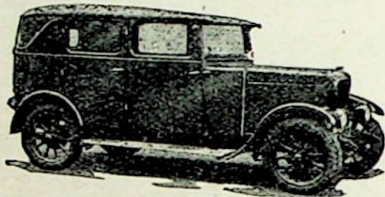
SALMSON 10, 1929, Model Sportsman's Coupe, exceptionally fast. £99



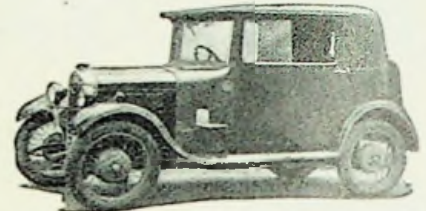
TRIUMPH 1930, Super 7, 3-Seater, tip-top throughout, all extra's. £99



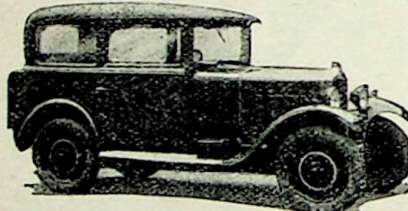
ROVER 1025, Sports 3-Seater, £20 worth extra's, fast and distinctive. £78



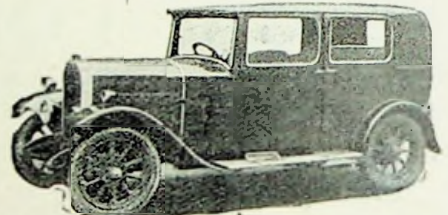
JOWETT 7, 1929, Long Saloon, mileage 9,000, really tip-top. £83



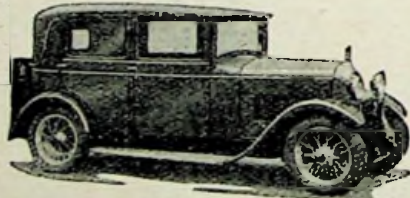
SINGER 8, 1928, Sportsman's Coupe, fully equipped, almost unmarked. £99



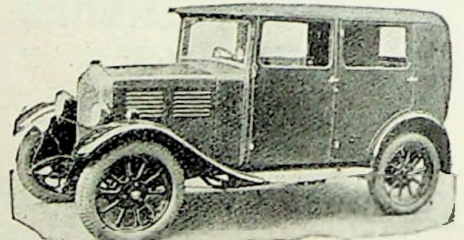
PEUGEOT 7/17, 1929 Model Saloon, very small mileage, one owner. £79



SWIFT 10, 1928/9, 4-door Saloon, superb condition throughout. £89



AMILCAR 9, 1929, 4-door Saloon, well appointed, fast and attractive. £99



STANDARD 9, 1929, 4-door Saloon, interior and equipment like new. £99



Benmotors

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

These are all actual photos from stock. Every car is clearly priced and sold on 7 days' trial. A.A. or R.A.C. inspection willingly. Full detailed lists post free and a definite exchange quotation through the post (just fill in below) for your present car or motorcycle, you will be astounded to see what can be bought under £100 at Benmotors.

TO MESSRS. BENMOTORS:—Please quote me—with no obligation whatsoever on my part—a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business. I am inclined to favour a (*New.....) (Used Car from your stock). *Delete or insert as required.

Make of Car or Motorcycle—		Date of Manufacture—		Type of Model—		No. of Cyls.— If Starter—	
Type of Body (or Sic).—		Condition of Engine—		Rated H.P. If O.H.V. or Side-valve—		Type of Lighting— No. of Speeds—	
Body Work—		Paint—	Upholstery—		Tyres—		Taxed till—

NAME..... What Extras (if any)—
ADDRESS.....

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

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE

"The Light Car and Cyclecar" deals with its own type of machine exclusively. Cars with an engine of a cubic capacity exceeding 1500 c.c. cannot be accepted for its advertisement columns.

RATES.

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

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application. Cheques, Postal Orders, etc. should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

REGULATIONS.

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

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1/2 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

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

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

Inserts, to conform with G.P.O. regulations, must be printed by Temple Press Ltd., the responsible printers of the journal.

Head Offices: 5-15, Rosebery Avenue, London, E.C.1.
Inland Telegrams: "Pressimus, Herb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).
Other Business and Editorial Notices and Subscription Rates will be found on page 16.

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

- A.C.s. See Morgan Hastings' Special Holiday Sale Bargains, page 38. 967-445
- A.C.s Superb selection under £100. See page 44. 967-369
- A.C. 11 guineas, Royal 2-seater, painted saxe blue, lighting and starter, all-weather side curtains, genuine bargain. Barnes, The Cottage, 25 Leigham Court Rd., Streatham. Phone 9221. 967-674
- A.J.S., 1931 fabric de luxe saloon, £179, used demonstrations only, indistinguishable from new, usual price £219. Hyams Bros. and Beard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 967-532
- A.J.S. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. £50 deposit secures delivery, including tax and insurance. Part exchanges. 967-871
- A.J.S. demonstration cars for sale. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3843. 967-872
- A.J.S., 1931, coachbuilt sun saloon, faultless, only run 250 miles, beautiful model, fully guaranteed, 200 guineas. Taylor's, 49 Sussex Place, South Kensington Station, Kensington 8841. 967-413
- A.J.S. demonstration models. Get in touch with London distributors for best bargains! Taylor's, 49 Sussex Place, South Kensington Station, Kensington 8841. 967-414
- AMILCARS.** Amilcars (G. Britain) Ltd., 95 High Holborn, W.C.1. Large stock of used Amilcars from £50. Chancery 8623. zzz-167
- AMILCAR.** £4 deposit, 42 guineas cash. Very late 1926 9hp Grand Sport fabric 5-seater, f.w.b., cycle-type wings, Marchal headlamps, very good condition, free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78 1/2 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 967-403
- AMILCARS.** Superb selection under £100. See page 44. 967-370
- AMILCAR** Grand Sports, f.w.b., starting and lighting, taxed, £30. Earl, 75 Heath St., Hampstead, N.W.3. 967-525
- AMILCAR.** 1929, 9hp Grand Sport; Weymann fabric saloon, exceptional condition throughout, small mileage, £110; exchanges, deferred. Norington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2265. Open Sunday mornings. 967-601
- AMILCAR.** Carlton Garage, 1927 Grand sports, fast. 63 guineas; terms, exchanges. 79 Carlton Vale, N.W.6 (10 mins. N.W. of Marble Arch). Open Sunday mornings. 967-540
- AMILCAR.** 1926 9hp Grand Sports 2-3-seater, just overhauled, repainted black and red, cycle-type wings, new hood, etc., very nice condition, £39; exchanges, terms. Yarwoods, Stonley South, High Rd., Tottenham. Phone 3122. 967-515
- AMILCAR.** petit sport, first registered 2.5.26, entirely overhauled, brand-new tyres all round, cycle-type wings, £20; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 967-572
- AMILCAR,** 1927 9hp Grand Sports, excellent condition, £55.
- AMILCAR,** 1926-27 Grand Sports 2-seater, £45; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 967-578
- ARMSTRONGS.** See Morgan Hastings' Special Holiday Sale Bargains, page 38. 967-444
- AUSTIN** authorized main dealers. Immediate delivery of all models, new and second-hand in stock, exchange and deferred terms if desired. Beechings Ltd., Farnborough, Hants Telephone 279. zzz-718
- AUSTIN,** 1930 saloon, coachbuilt, excellent condition, any trial, £79 10s.
- On leave? Cars supplied on buy-back basis, on low deferred terms. Ask for particulars. Normand Garage Ltd., 489 Oxford St., W.1. May-fair 6801-2. Open until 6 p.m. Saturdays. zzz-569
- AUSTIN 7.** We have several, saloons and tourers, for disposal, prices ranging from £35 to £100, all cars offered are in good condition; deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5360. zzz-330
- AUSTIN 7,** 1928 (late), Cup model, blue, very nice condition, £60. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 967-114
- AUSTIN 7** chummy, 1928 (late), perfect order, £45. Eureka Garage, Walton Rd., East Molesey. Phone, Molesey 596. 968-b302
- AUSTIN 7,** 1930, black-red Wyder saloon, moderate mileage, one owner, taxed, unique deferred terms, £80. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-346
- AUSTIN 7,** 1931 coachbuilt sunshine saloon, as new, under guaranteed, many extras, accept 99 guineas. Owner, 11 Panmure Rd., Sydenham, S.E.26. 967-b783
- AUSTIN 7,** 1927, tourer, many extras, good condition, overhauled. Phone, Hurb Heath 1243. 967-b776
- AUSTIN 7** Cup model, 1928, exceptionally smart, fast, taxed, insured, £49. 221 Maida Vale, W. 9. 967-b780
- AUSTIN 7,** 1930, tourer, £85; perfect condition; private. Rednall, 58 Kings Rd., Peckham, S.E.15. 967-b784
- AUSTIN 7,** 1929, tourer, maroon, taxed December, splendid order; exchange good motorcycle or Aero Morgan; cash, £62 10s. Hoobyer, Coker Rd., Yeovil. 967-b779
- AUSTIN 7,** 1928 (late), Cup model, blue, very nice condition, £60. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 967-393
- AUSTIN 7,** excellent condition, 1925, snip, £25; no dealers; after 6 p.m. weekdays. 89 Raleigh Rd., near Wellington, Hornsey, N.8. 969-396
- AUSTIN 7.** Glanfield Lawrence, 1930 Wyder saloon, black fabric, red upholstery, excellent condition and appearance, 75 guineas, or £20 deposit, balance 12, 18 or 24 months; motorcycles taken in part exchange. 230 Tottenham Court Rd., W.1. 967-387

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

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

AUSTIN Seven Specialists have all models in stock, including Gordon England Cup, Burchley Sports, Swallow and K.C. Specials, from £40. H. Glover-Motors, Chelverton Rd., Putney 7134. (Open Sunday morning.) 967-385

AUSTIN 7, 1931 type coachbuilt saloon, small mileage, excellent condition throughout, written guarantee, taxed, unique deferred terms, £299. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-547

AUSTIN sports, 7hp, 1930. Mulliner body, equal to new, unscratched, many extras, only been licensed two quarters, a bargain, £110. Brewster, 15 Duke St., Whitehaven. 967-b579

AUSTIN 7, A. Rix offers 1931 Austin 7hp Swallow saloon, genuine mileage 700, maroon and cream, spotless condition throughout, £155. 153 Euston Rd., N.W.1. Museum 1618. Open 8 p.m. and 1 p.m. Sundays. 967-559

AUSTIN 7, 1931 (March), 950 miles, coachbuilt saloon, brown, sliding roof, as new, £110. McKinnon Motors, Stafford Rd., Wallington. Phone 1112. 967-b702

AUSTIN. Truscott for saloons. Brand-new 1931 latest Austin 7hp fabric saloon, fully guaranteed, really astonishing value, £115. Also: 1930 Austin 7hp Swallow saloon, black and red, full equipment, low mileage, as new, £120. Also:

1930 Austin 7hp Mulliner sunshine saloon, black and cream, mileage 1,000, condition as new, £89. Also:

1929 Austin 7hp Wydor fabric saloon, black and red, full equipment, original tyres, exceptionally sound throughout, £69; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 967-442

AUSTIN 7hp, 1929, Mulliner saloon, tax paid, small mileage, in extremely good condition, sun visor, 2 extra side lamps and other extras, roof ventilator, £67 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. 967-450

AUSTIN 7hp, 1929, Wydor saloon, good condition, tax paid, £57 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. 967-445

AUSTIN 7, 1929 chummy, beautiful condition and complete, taxed, bargain, £60; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 967-456

AUSTIN 7, 1930, 4-seater, very small mileage, beautifully kept, taxed and complete, £75; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 967-455

AUSTIN 7 tourer, repainted, reconditioned, a bargain, £25; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-473

AUSTIN Swallow, 1930 2-seater, 2-colour green, chromium, leather upholstery to match, spotless condition throughout, £120; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-464

AUSTIN 7, £75 10s. 1929 Wydor saloon, black and red, taxed December, one owner, condition as new, genuine bargain. Ward and Co., 5 Upper Richmond Rd., Putney 2818. 967-497

AUSTIN 7, 1930 Wydor saloon, black fabric with red upholstery, new India tyres all round, chromium plating, £83 10s. Below.

AUSTIN 7, 1929 Wydor saloon, maroon, new tyres all round, taxed December, really magnificent condition throughout, £75; exchanges, deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1. Phone, Museum 9515. 967-440

AUSTINS. Taylors, of Kensington, offer the following:—

1928 Mulliner saloons, very attractive, from £45!

1927 Chummy, good condition throughout, £40!

1929 Taylor 2-seater, very roomy, condition excellent, £60! 7 days' free trial, terms arranged. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. 967-409

AUSTIN 7. 100 cars in stock. List free. Exchanges. Rowland Smith. Below.

£7 deposit, 75 guineas cash. 1930 model Wydor fabric saloon, maroon, very exceptional condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 65 guineas cash. 1929 fabric saloon, sunshine roof, blue, exceptionally good condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 62 guineas cash. 1929 coachbuilt saloon, blue, exceptional condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 59 guineas cash. 1928 Burchley sports 2-seater, black and red, very carefully used, very exceptional condition, free tax, free insurance to cash buyers. Below.

£5 deposit, 55 guineas cash. 1928 tourer, blue, carefully used, exceptional condition, free year's tax, free insurance to cash buyers. Below.

£5 deposit, 52 guineas cash. Late 1927 Gordon England Cup, blue, tuned engine, 2 spare wheels, very exceptional condition, free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881. 967-404

AUSTIN 7 £24; 1926 model chummy, perfect order, taxed. 181 The Grove, Goldhawk Rd., W.6. 967-416

AUSTIN 7, 1929, Wydor fabric saloon, black and red, taxed, in very good condition, £70. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 967-428

AUSTINS. Superb selection under £100. See page 44. 967-371

AUSTIN 7, £58. 1928 Cup, taxed, excellent tyres, smart, fast; exchanges, deferred. 301 Goldhawk Rd., Shepherd's Bush. 967-500

AUSTIN 7 close-coupled saloon, 1929, just rebored Laystall, excellent tyres, beautiful condition throughout, £68. Hiyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 967-534

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

AUSTIN 7, late 1928 4-seater, mechanical condition and appearance as new, small mileage, complete equipment, £47 10s., or exchange. 339a Goldhawk Rd., W.6. Riverside 5115. 967-527

AUSTIN 7, 1927, chummy, finished kingfisher blue, good tyres, taxed, £39. Below.

AUSTIN 7, 2-seater sports, starting and lighting, 2 new tyres, £25. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 967-526

AUSTIN 7, 1931 saloon, taxed year, mileage 3,000 only, condition as new throughout, £110. Below.

AUSTIN 7, £95. 1929 (September) K.C. special sports 2-seater, twin carburetors, spare oil and petrol tanks, quick-release filler caps, disappearing hood, exceptionally fast and in excellent condition. Below. Paul and Co., 114 Gt. Portland St., Museum 4117. 967-518

AUSTIN 7, 1929 4-seater, excellent condition, blue, £50. Rose and Young, Ltd., 97 Streatham Hill Opposite "Locarno." Streatham 9520-1. 967-513

AUSTIN 7, 1926 G.E. Cup model, green and cream, good condition, taxed, insured, 39 guineas. 27 Langley Rd., Watford. Phone 4134. 967-b835

AUSTIN 7hp, 1927 G.E. Cup, recently overhauled, excellent tyres, new hood, side screens, taxed, £45. "Penitine," Queen Bertha Rd., Ramsgate. 967-b831

AUSTIN 7, 1924, tourer, excellent running order, smart appearance, £20. 68 Ruskin Rd., Carshalton. 967-b822

AUSTIN 7, 1928 Mulliner saloon, taxed, new tyres, perfect, £50; no offers. 24 Spencer Rd., East Molesey, Surrey. 967-b816

AUSTIN 7 Wydor saloon, 1929, £75; perfect condition, new tyres, tax and insurance, 18 Oakhill Rd., Nurbury. Pollards 3285. 968-a659

AUSTIN 7, 1930 Wydor sunshine saloon, splendid mechanical condition, tyres good, unique deferred terms, £84. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-548

AUSTIN. This week's biggest bargain. See page 43. 967-475

AUSTIN 7. Summer Sale, June 21st-28th, 150 cars to clear; huge reductions; cash or deferred. Send for list. Smith and Hunter. Below.

1931 model saloon, black-red, leather upholstery, mechanically perfect, taxed, full guarantee, £95. Below.

1930 Swallow saloon, 2-tone body, mileage 7,000, perfectly kept, various extras, taxed, £110. Below.

1930 Mulliner sunshine de luxe, blue, £165 model, leather upholstery, taxed, full guarantee, £95. Below.

1930 sunshine coachbuilt saloon, dark blue, superb order, 2 mirrors, various extras, 100% throughout, £87. Below.

1929 (September) Wydor saloon, black-red, leather upholstery, extra fine order, taxed year, £70. Below.

1929 Gordon sports 2-seater, mottled aluminium, good tyres, a most attractive car, £68. Below.

1929 (February) Wydor saloon, black-red, one owner only, mileage 12,000, various extras, £65. Below.

1928 Gordon Cup 2-seater, maroon-green, new hood, very fast, guarantee given, £60. Below.

1928 (February) Mulliner saloon, maroon, A1 mechanically, coachwork clean, very attractive, £50. Below.

1928 (April) 4-seater, kingfisher blue, exceptionally sound, owner taking saloon, 3 new tyres, £45. Below.

1927 4-seater, maroon, repainted few months ago, good tyres, exceptional lot, £40. Below.

1926 4-seater, dark blue, 4 new tyres, cycle-type wings, brakes, electrical equipment perfect, taxed, £28. Below.

1925 (June) 4-seater, blue, 3 new tyres, speedometer, one change only, taxed, insured March, 1932, £27. Below.

1924 coupe, brown, 4 new balloons, complete and ready for the road, £18. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. Cash or deferred. 150 cars to clear, June 21st-28th. 967-741

AUSTIN 7, Taylor sports!!! 1929, 2-seater, finished cream and black, ball change gear, in very nice condition throughout, taxed, one owner, £62. H. Bath, 15 Kynance Mews, Gloucester Rd., S.W.7. 967-x633

AUSTIN 7. Schoolmasters!! A car for the holidays on Steele Griffiths "Buy-back" scheme is ideal. See trade and daily Press announcements. Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 967-731

AUSTIN 7 1931 saloon, first registered in May, £119.

AUSTIN 7 1930 sun saloon, as new, one owner only, £95.

AUSTIN 7 1928 chummy, with 4 new tyres, £47 10s.

AUSTIN 7 1927 Cup model, specially recommended, £42 10s.

AUSTIN 7 1929 saloons, a choice of 7, from £65.

AUSTIN 7 1929-30 Swallow saloons, choice of 2 at £85.

Steele Griffiths, Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 967-732

AUSTIN 7, 1930-31 fabric saloon, late type radiator and body, excellent condition, taxed, £80; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 967-730

AUSTIN 7, 1930 2-seater, excellent condition, extras include 5 lamps, Bosch horn, 2 mirrors, reserve petrol, special exhaust, exceptional runner, £75, Whatmough head, 30s. 43 Birley Rd., N.20. Hillside 3329. 967-b865

Readers are referred also to "THE MOTOR" (Tuesdays, 4d), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

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

AUSTIN 7, 1930 Taylor sports 2-seater, specially tuned engine, Alfa head, cycle-type wings, pneumatic upholstery Vee screen, black and red fabric covered body, £90. 44 Garden Avenue, Mitcham. 967-b861

AUSTIN 7, 1931 Wyder fabric saloon, sun roof, taxed, £98.
1930 Austin 7 tourer and 2-seater, both excellent, £75 each.
1929 Austin 7 Mulliner coupe, taxed December, £65.
Barton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Gerrard 967-727
5264-5.

AUSTIN 7, 1931 coachbuilt sunshine saloon, taxed year, low mileage, as new, £110. Below.

1930 fabric saloon, taxed, original tyres, £87 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4635. 967-719

AUSTIN Swallow sports 2-seater, 1929, year's tax, excellent condition, £75 cash. Histed, 18 Durham Avenue, Bromley. Ray. 3246. 967-x626

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

1931 7hp coachbuilt sliding roof saloon, maroon, small mileage only, £108.

1930 7hp coachbuilt saloon, blue trimmed leatherette, nice order, £79.
1930 7hp chummy, maroon, beautiful condition throughout, £69.
1929 7hp Wyder fabric saloon, blue, exceptionally nice order, £59.
1929 7hp chummy model, maroon, nice order throughout, £52.
1928 7hp coachbuilt saloon, dual colours, smart appearance and first-class mechanically, £48.
1928 7hp chummy, blue, excellent chassis, but needs repainting, £35.
1928 series 7hp Mulliner fabric saloon, blue, good mechanically but body rather rough, £29.
Newbams House, 237 Hammersmith Rd., London, W.6. Riverside 957-715

AUSTIN 7* Andrews Automobiles for Austin 7 bargains.

AUSTIN 7, 1927-30, tourers and saloons, £40 to £90, ready for the road, taxed, insured, and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.
Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 'Phone. Richmond 0576. 967-689

AUSTIN 7 chummy, 1927 (September), in perfect condition throughout, new tyres, paintwork as new, £39, terms and exchanges. Cress, 54 Durham Rd., S.W.20. 'Phone. Wimbledon 2558. 967-b883

AUSTIN 7 Wyder saloon, mileage only 5,400, 68 guineas. 34 York Hill, Brighton. 967-b875

AUSTIN 7, £30, 1926 tourer, new tyres, excellent condition. 3 Burton Mews, South Eaton Place, S.W.1. 967-b868

AUSTIN 7, 100 guineas; exchanges, deferred. 1930 Swallow saloon mileage 5,000, 2 shades maroon, absolutely unsoiled. Maynards, 241a High Rd., Wood Green. 967-765

AUSTIN 7, late 1929, Wyder fabric saloon, centre ball change, condition as new, £69; also 1927 chummy at £35; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 967-618

AUSTIN 7, 1927 (late), Cup model, very nice condition throughout, fast, taxed to the end of the year, £47 10s. Below.

AUSTIN, 1929 fabric saloon, very nice condition throughout, taxed, £60; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 967-610

AUSTIN 7, Premier have some excellent second-hand 1928, 1929 and 1930 saloons and tourers. Very reasonable prices. Write for full list of bargains. Each car guaranteed. Terms of payment to suit purchaser. Free delivery. Premier Motor Co., Aston Rd., Birmingham. 967-602

AUSTIN 7, 1925, 4-seater, reconco-painted, splendid condition, £24; another at £20. Below.

AUSTIN 7, 1929, Mulliner brown fabric saloon, small mileage, excellent condition throughout, £55. Below.

AUSTIN 7, 1929, Wyder, black-red fabric saloon, excellent mechanically, taxed, £65. Below.

AUSTIN 7, 1930, 2-seater, finished blue, new condition, taxed, £82; exchanges and instalments arranged. Norington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 967-600

AUSTIN 7, 1929, Wyder saloon, good tyres, taxed, excellent condition, £65; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9.9. Chiswick 0303. 967-585

AUSTIN 7, 1931, Boyd-Carpenter sports 2-seater, as brand new, £139; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9.9. Chiswick 0303. 967-586

AUSTIN 7, Cooke's Motors offer several bargains: 1929 Wyder saloon, mileage only 8,000, equal to new, 70 guineas; 1930 Austin 7, sunshine saloon, 89 guineas; 1927 4-seater, original and nice condition, £38. High St., Sutton Surrey. 'Phone 4660. 967-642

AUSTIN 7 Gordon England saloon, 1927, perfect condition, new tyres, £44. 167 Great Cambridge Rd., Downhills, Wood Green. 967-b851

AUSTIN 7, 1925, coupe, taxed, insured, £25, bargain. 43 Park Rd., Chiswick. 967-b848

AUSTIN 7 1928 Gordon England saloon, leather pneumatic upholstery, Triplex, £49. Below.

1927 Austin 7 chummy, taxed, very good runner, exceptionally clean, £45; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Maccaulay 4426-7. 967-580

AUSTIN 1931 750 c.c. supercharged low chassis Ulster 2-seater, mileage 2,000, unscratched, £175; also 1930-31 Austin 750 c.c. Ulster T.T. model, £125; exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 967-577

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

AUSTIN 7, Brooklands Motor Co. offers: 1931 fabric saloon, upholstered in leather, mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 967-761

AUSTIN 7 sports!!! 1927 (genuine) Gordon E. Cup model, finished red and black, many extras, taxed, any trial willingly, £39. E. Bath, 174 Elsenham St., Southfields, S.W.18. 967-x630

AUSTIN 7, 1928, coachbuilt saloon, blue and black, black leather upholstery, original paintwork, excellent order, good tyres, £57 10s. Below.

1928 Austin 7 Taylor 2-seater, red and cream, Triplex glass, perfect order throughout, good tyres, exceptional chassis, taxed, £57 10s. Below.

1926 Austin 7 Cup, maroon fabric, with aluminium body, good tyres, mechanically perfect, £40; terms, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. (Sunday 10-2.) 967-620

AUSTIN 7, 1929, Taylor 2-seater, repainted, exceptional mechanical condition, very fast, £80. Below.

AUSTIN 7, 1923 chummy, £50. Below.

AUSTIN 7, 1930 Wyder saloon, £85; choice of three; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 967-614

AUSTIN 7, 1926 chummy, full equipment, square back, hood, etc., fast, £28. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone. Putney 4466. Open Sundays. 967-646

AUSTIN 7, Mulliner sports 2-seater, new, 1931 model, shop-soiled only, £125; exchange chummy or motorcycle. Aisford, 41 Palmerston Rd., Boscombe. 967-b871

AUSTIN, Brooklands, 1927, new tyres, entirely overhauled, reoilulosed black, with red wings, wheels and chassis, taxed, fitted with hood, screen, wings, etc., guaranteed, £70; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 967-570

AUSTIN, 1930 7hp Wyder saloon, safety glass, one owner, genuine bargain, £82; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon, Croydon 2182, 1688. 967-561

AUSTINS. Protect yourself with three months' written guarantee; highest exchange allowances; convenient deferred terms. Kirk and Co. Below.

AUSTIN, 1929 7hp Swallow saloon, all equipment, fine appearance and condition, taxed, £82. Kirk. Below.

AUSTIN, 1929 7hp Swallow 2-seater coachbuilt coupe, full equipment, exceptionally fine car, carefully used, beautifully finished cream and green, £79. Kirk. Below.

AUSTIN, 7hp Mulliner fabric saloon, all equipment, plush upholstery, good tyres and appearance, year's tax, most carefully used, £75. Kirk. Below.

AUSTIN Mulliner 1929 saloon, blue fabric body, sliding roof, f.w.b.s. good tyres and appearance, carefully used by one owner, £72. Kirk. Below.

AUSTIN, 1929 chummy 4-seater, full dash equipment, f.w.b.s. automatic screen wiper, etc., all-weather equipment, good condition, £65. Kirk. Below.

AUSTIN, 1928 7hp Gordon England Special 2-seater, fabric body, full floating dash, including clock, speedometer, etc., Bosch horn, electric screen wiper, f.w.b.s. most carefully used, fine condition and appearance, £59 10s. Kirk. Below.

AUSTIN, 1925 7hp 2-seater coupe, fully equipped, f.w.b.s. starter, electric horn, etc., just thoroughly overhauled, snip, £30, 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Sundays, 10 a.m. till 1 p.m.; weekdays, 8 p.m. 967-560

AUSTIN 7, 1926, tourer, repainted, mechanically perfect, £35, 7 Brock Rd., Plaistow. 967-b844

AUSTIN 7, 1930, saloon, sunroof, special o.h.v. engine, taxed year, exceptional condition, £92 10s. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 967-554

AUSTIN 7s. "There's no place like Holmes." We challenge comparison of quality and prices with any other stock of Austin 7s. It will pay you to inspect our cars before deciding. 1930 Mulliner sunshine saloon, wing lamps, locks, etc., like new, £95; 1930 Wyder saloon, exceptional engine, £90; 1929 Wyder saloon, brown, excellent order, £78; 1929 (August) Wyder saloon, black and red, £75; 1928-9 (September) G.E. saloon, fine order, good tyres, £67; 1928 (July) Mulliner saloon, a bargain, £65; 1928-9 (October) Cup model, mottled aluminium, beautiful appearance, £65; 1929 (July) tourer, faultless, £62; 1928 tourer, A1 condition, £48; 1927 tourer, very smart, £59. Easy terms, including insurance, exchanges. Herbert W. Holmes, 20 Foley St., Gt. Portland St. Museum; 1414. 967-547

AUSTIN 7 saloons and cup models. Several in stock, from £60. Hire purchase to suit you. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705. 967-542

AUSTIN 7s. Carlton Garage. 1928 model saloon, bargain, 39 guineas; 1927 Cup sports, new tyres, 46 guineas; 1930 Wyder, 79 guineas; terms, exchanges. 79 Carlton Vale, N.W.6 (10 mins. N.W. of Marble Arch). Open Sunday mornings. 967-536

AUSTIN 7, 1929 (June) wide-door fabric saloon, black and red, original owner, exceptionally fine condition, original tyres, just reconditioned by makers, taxed for year, owner going abroad, accept £72 10s. for quick sale. 'Phone. Mrs. Corner, Brixton 1482. 967-b922

AUSTIN 7, 1929 van, perfect condition, £60. Below.

AUSTIN 7, 1928 Wyder saloon, £57 10s.; exchanges and deferred. Palmera, 53 York St., Twickenham. Popenegrove 1454. 967-784

AUSTIN 7, 1929 saloon, small mileage, faultless condition, £75. Lionel H. Pugh, 56 South Molten St., W. Mayfair 4435. 967-779

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

AUSTIN 7. Renna's. 1929 Gordon England saloon, Triplex glass, like new, 75 guineas, or terms. 232-3-4 Upper St. Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 967-782

AUSTIN 7. 1929 wide-door fabric saloon, black and red, beautiful condition throughout, £75. Best possible deferred terms. The Service Co., 275 High Holborn, Holborn WC66. 967-787

AUSTIN 7. A 1931 sports 2-seater, painted black, red upholstery, mileage under 6,000, outside exhaust, in perfect condition, price £135. Maudes' Motor Mart, 108 Prince of Wales Rd., Norwich. Tel. 2223. 967-809

AUSTIN Showrooms, Bayswater. Before buying your new car visit us and inspect a complete range of the new model Austin car. We can deliver all models on payment of £25 upwards and balance spread over 12, 18, or 24 months, liberal part exchange allowances. Yearly replacement scheme, £40 for 7hp models, £75 for the new 12hp model, £100 for 12hp models, and £120 for 16hp models, including free service for 12 months. McCarthy's Motors, 28 Queen's Rd., Bayswater, W.2. Park 7766. 967-795

AUSTIN 7 Mulliner fabric saloon, 1928 (genuine), Triplex glass, ball change gear, perfect condition, taxed, £49, any trial. H. Bath, 15 Kynance Mews, Gloucester Rd., S.W.7. 967-x634

AUSTIN 7. 1928 tourer, good tyres, tax paid, exceptional bargain, £38. R. Parsons, 1 Acton Lane, Chiswick. Phone, Chiswick 6028. 967-x632

AUSTIN 7. 18 guineas!!! 1924 chummy model, f.w.b., starter, good tyres; exchanges and terms. Comerford's, Portsmouth Rd., Thames Ditton. 967-792

AUSTIN. G. J. Shaffer and Co. have moved to Cricklewood, 1930 7hp fabric sun saloon, as new, £85; 1925 7hp tourer, £25. Reliance Works, 82 Cricklewood Lane, N.W.2, Gladstone 3311. 967-778

AUSTIN 7. 1929, Mulliner saloon, sunshine roof, black and cream, in very excellent mechanical condition, and taxed for the year, £67 10s. Falkland Park Garage, 179 South Norwood Hill, South Norwood, Livingstone 1000. 967-776

AUSTINS. See Morgan Hastings' Special Holiday Sale Bargains. Page 38. 967-441

AUSTIN 7, 1931 series fabric sunshine saloon, black and red, mileage 7,000, £97 10s. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3845. 967-874

AUSTIN 7s, 1926-28, overhauled and in exceptional condition, insured, £28 to £50. Ruffell's Motors, White Hart Lane, Barnes, Prospect 5549. 967-876

AUSTIN 7hp, 1928 saloon, in very clean condition, £55 cash, or £15 down and 12 monthly payments of £3 15s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 967-798

AUSTIN, 1930 7hp tourer, in new condition, £85 cash, or £8 10s. down and 10 monthly payments of £8 10s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 967-793

AUSTIN, 1928 7hp tourer, very good condition, taxed, £60 cash, or £6 down and 10 monthly payments of £6. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 967-794

AUSTINS. F. G. Smith (Motors), Ltd., Austin 7 sports 2-seater, Gordon England Cup model, a good car, deposit £20, balance £65. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-800

AUSTIN 7 Arrow sports 2-seater, 1930, deposit £20, balance £75.

AUSTIN 7 Swallow saloon, 1929, cream-green, deposit £20, balance £70. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-799

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

B.S.A. from Hackford Motors, Ltd. for exchanges and easy terms. 192 Acro Lane, Brixton. Phone 3062. zzz-368

B.S.A., 10hp, 2-seater, double dickey, very good condition, all accessories, £15. Still, Nicoll Farm, Elstree, Herts. 967-b684

B.S.A. £8 deposit, 85 guineas cash. Late 1931 8hp de luxe, 3-wheeler, black and red, one owner, run 612 miles only, absolutely brand new condition, free year's tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 967-402

B.S.A., 3-wheeler, 1931, complete as sent out by makers, only run 800 miles, guaranteed perfect, 89 guineas; exchanges, 12 or 18 monthly payments. Whitty's, 7 The Vale, Acton, W.3. 967-550

B.S.A. super-sports 3-wheeler, blue, cream, starter, Triplex V screen, pneumatic upholstery, electric wiper, sports hood, spare wheel, little and carefully used unpunctured, taxed, trial, cost £130, sacrifice 78 guineas. 330 Burdett Rd., Limehouse. 967-x627

BUGATTI. We specialize in these cars. 1929, 1928 and 1927 in stock; written guarantee with every car; largest stock of sports cars in Great Britain. Open Sunday morning; exchanges deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 967-574

BUGATTI, £32 10s., 11.9 4-speed, 16-valve, fitted with English 2-seater body, leather upholstery, starter and lights, Triplex screen, new hood engine and rear axle rebuilt with many new parts, 40 m.p.g. Metro Motors, 45 Newman St., W.1. Museum 9953. 967-717

CITROEN 7. 1925, drop-head coupe, good all-weather, taxed, insured, £12 10s. Grosvenor Gardens, East Sheen. 967-b846

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

CITROEN 7. £12 10s.; 1925, 2-seater, perfect order, taxed, a sound and reliable car. 181 The Grove, Goldhawk Rd., W.6. 967-416

CITROENS. Superb selection under £100. See page 44. 967-372

CITROEN, 3-seater, 7.5 engine, tyres excellent order, £16. St. Mary's, Nutbourne Rd., Worthing. 967-a618

CITROEN, 1927, saloon, excellent condition, £33. Eureka Garage, Walton Rd., East Molesey. Phone, Molesey 596. 968-b503

CITROEN, 1926, tourer, f.w.b., new hood, appearance excellent, 7 days' free trial, £17 10s. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. 967-410

CITROEN, 11hp tourer, 1925, overhauled, cylinders rebored, new hood and battery, smart, clock, wipers, starter, any examination, good tyres, £12. 15 Balham Grove, Balham. 967-b853

CITROEN, 1926, 11.4 tourer, 4-5-seater, excellent condition 30 m.p.g., £30 or near offer for quick sale. 18 Lena Gardens, Hammersmith. 967-b891

CITROEN, 1925, 7.5hp 2-seater, in excellent condition throughout, balloon tyres, very carefully used, £18; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 967-b884

CITROEN 7. special 4-seater, balloons, starter, full equipment, exceptional condition, £22 10s. Ruffell's Motors, White Hart Lane, Barnes, Prospect 5549. 967-819

CLYNO 10, 1926, tourer, f.w.b., taxed, repainted maroon, £15. 13 Southfield Crescent, Norton-on-Tees. 967-b685

CLYNOS. Superb selection under £100. See page 44. 967-373

CLYNO, 1926, Royal tourer, leather upholstery, f.w.b., taxed, £18; also 1928 2-seater, taxed December, £35; exchanges, instalments. Nottingham, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 967-599

CLYNO. Summer Sale—June 21st-28th. 150 cars to clear, huge reductions; cash or deferred. Send for list. Smith and Hunter. Below. 1928 12-55hp 5-seater, maroon, 3 new Michelins, repainted wings, splendidly kept, £40. Below.

1927 Royal 4-seater, maroon, new tyres, rear screen, in magnificent condition, £25. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. Cash or deferred. 150 cars to clear, June 21st-28th. 967-745

CLYNO. £10. Steele Griffiths have a selection of some four 2 and 4-seaters from this price; terms from £5 down and £1 a week. 320 Camberwell New Rd., S.E.5. Rodney 2201. 967-753

CLYNO, 1927 model, 12-24hp 4-door saloon, good order, taxed, £27. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4635. 967-721

CLYNO. £12; 1927, 2-seater, really exceptional condition, f.w.b., etc. Maynard's, 241a High Rd., Wood Green. 967-766

CLYNO coupe, £25; 1926-27, 12-24hp, Mulliner body, leather upholstery, f.w.b., low mileage; exchanges. 86 Acro Lane, Brixton. Phone 3401. 967-b878

CLYNOS. Andrews Automobiles for Clyno bargains.

CLYNOS, tourer and saloons, £10 to £60, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station) Phone, Richmond 0576. 967-690

CLYNO, 1928 Royal 4-door coachbuilt saloon, £50. Below.

1928 Clyno Royal touring car, £45. Deumans, 132-3 Long Acro, W.C. Open week-ends. Temple Bar 8155-6-7. 967-671

CLYNO, 15 guineas; taxed and insured. 1926 Royal 2-seater and dickey, lighting and starter, f.w.b., all-weather equipment, excellent condition throughout. Barnes, The Cottage, 26 Leigham Court Rd., Streatham. Phone 9221. 967-655

CLYNO 9, 1928 4-seater, f.w.b.s and full equipment, carefully used by one owner, £38. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 967-650

CLYNO, 1927 4-seater in showroom condition, new all-weather equipment, f.w.b., many useful extras, taxed and insured, £28. Ruffell's Motors, White Hart Lane, Barnes, Prospect 5549. 967-820

CLYNO 1927 late Royal 2-seater, taxed year, perfect condition, genuine bargain, £25. 298 Fulham Rd. Flaxman 8259. 967-810

DONNET, 1927 9hp saloon, fast, 4 speeds, Weymann body, f.w.b., wire wheels, £30. Denmans, 132-3 Long Acro, W.C. Open week-ends. 967-674

DONNET-ZEDEL, 9.5hp open tourer, 1927, 4 speeds, 4-wheel brakes, good condition throughout, £25. Ideal Garage, Grove Green Rd., Leytonstone, E.11. 967-b852

ERIC-CAMPBELL sports, 2-seater and dickey, aluminium, £14. 59 Palace Rd., East Molesey, Surrey. 967-b892

FIAT 1931, 10-30 coachbuilt saloon, first registered February, leather upholstery, several extras, as new, taxed, unique deferred terms, £189. 516-522 Streattham High Rd., S.W.16. Phone, Pollards 4444. 967-339

FIAT 9 tourer, 1927, perfect condition, £40. Pratt, Woodborne, Latimer Rd., Chesham. 967-324

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

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

FIAT. Truscott for saloons. 1928 model 9hp coachbuilt saloon, blue and black, overhauled, excellent order, £57; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 967-444

FIAT 10. Charlton Garage. Drop-head coupe, 34 guineas; terms, exchanges. 79 Carlton Vale, N.W.6 (10 mins. N.W. of Marble Arch). Open Sunday Mornings. 967-537

FIATS. Superb selection under £100. See page 44. 967-374

FIAT. This week's biggest bargain. See page 43. 967-482

FIAT, 9hp, 2-seater, very nice condition throughout, taxed, £30. Haskins, 105 Ludbroke Grove, North Kensington, W.10. Park 5541. 967-608

FIAT 9. 1928, tonner, blue, exceptional condition, new pistons March, £60. Owner, 66 Murillo Rd., Lec, S.E. 967-b863

FIAT, 10-15 5-seater, taxed, £27 10s. Paul and Co., 61 and 53 The Mall, W.5. Baling 4633. 967-722

FIAT 12. 1927 4-seater, 4-door, f.w.b., 4 speeds, etc, tax £11, exceptionally good condition. £32. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 967-647

FIAT, 8hp, saloon, late 1927, sound and fast, £55. Demmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 967-665

FIAT 9. 2-seater, overhead camshaft, f.w.b., host accessories, an exceptionally smart car, £34. Ruffells Motors, White Hart Lane, Barnes, Tropez 3549. 967-817

FIAT 1928 Swallow saloon, beautiful order, engine just been reboared, very attractive car, in cream and green, deposed £25, balance £100. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-801

FRAZER-NASH, 1927, Boulogne fixed coupe, specially designed by Frazer-Nash himself, black fabric, green wings, red pumcumatic upholstery, excellent mechanical condition, taxed; this car wants seeing to be appreciated. £95; terms, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. (Sunday 10-2.) 967-621

FRAZER-NASH Cars offer for sale a number of used cars, including 1928 Buick 3-seater, 1929 super-sports 3-seater, reconditioned, 1927 super-sports 4-seater. London Rd., Isleworth. Hounslow 3171-2. zzz-439

GALLOWAY, 11.9. 1927 2-seater, large dickey, 4-wheel brakes, £17 10s. Northend, Thorpe, Chertsey. 967-b859

C.N., £20, 11.4 Citroen engine and gearbox, shaft drive, 2-seater sports. Alexander, Adams Place, Georges Rd., Holloway, N.7. North 3225. 967-b882

GWYNNE, £2 deposit; 25 guineas cash. 1924 8hp tonner, red, practically unworn tyres, carefully used, exceptional condition; free year a tax, free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 967-399

GWYNNE 10, late 1928, 2-seater, fitted sports engine, beautiful condition, very fast bargain £55; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.5. 967-457

HORSTMAN, 1926, sports tonner, 12hp, hydraulic f.w.b., Anzani engine, very fast, £16. Gatehouse Motors, Highgate Village. Mountview 4444. 967-b876

HUMBER, 8.18hp, 2-4-seater, starter, dynamo lighting, almost new tyres, splendid condition, taxed, £20; instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sundays. 967-557

HUMBER 9. 4-seaters at £48; ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 967-691

HUMBER, 1930, 9-28, coachbuilt sliding-roof saloon, blue, small mileage only and in beautiful condition, £168. Newnams, 237 Hammersmith Rd., London, W.6. Riverside 4646. 967-709

JOWETTS. 1928 long 4-seaters and 2-seaters. £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £100; 1929 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-83

JOWETTS. Manchester. 1927, 1928, 1929 and 1930 saloons, tonners, and 2-seaters, always in stock. Main distributors, Saxon Jelliers, Ltd., Deansgate. Phone, 1010 Central. zzz 63

JOWETT. Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1032. 971-333

JOWETT, 1927-8, long 4-seater, mechanically perfect, just fitted 2 new tyres and repainted, mileage 14,000, £35. Lovick, North Parade, Grantham. 967-b217

JOWETT, 1929 (June), long 4-door saloon, exceedingly good condition throughout, guaranteed, taxed, unique deferred terms, £84. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-342

JOWETT, 1926 long 4-seater, electric wiper, spotlight, rear screen, etc., good hood, tyres, new battery, smart, £28. Soutar, "Glenclova," Malpas Drive, Pinner, Middlesex. 967-b782

JOWETTS. F.O.C.H. the distributors, have all models in stock. Come to us for the cheapest guaranteed Jowetts in London. Cash, exchange and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. Close daily at 8 p.m.; Sundays 2.30. 967-329

JOWETT, 1929 7hp saloon, blue fabric, leather upholstery, 45 miles per gallon, a bargain, £75; exchanges, deferred. Joseph Rhind and Co., 258 Deaungate, Manchester. Phone, Central 0972. 967-468

JOWETT. £4 deposit, 39 guineas cash. Late 1928 7hp long 2-seater, blue, carefully used, exceptional condition, free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 967-401

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

JOWETTS. Superb selection under £100. See page 44. 967-375

JOWETT, 1929, long chassis, 4-door fabric saloon, maroon, taxed year, in exceptional condition throughout, £80. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11.1 p.m. 967-427

JOWETT. This week's biggest bargain. See page 43. 967-478

JOWETT, 1925, in perfect condition, long 4-seater, small mileage, £27 10s. Chingford Automobiles, Station Rd., Chingford. 967-506

JOWETT, 1927, long saloon, nice condition throughout, any trial, taxed, £39. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-343

JOWETT, 1925, 2-seater, £25; new balloons, taxed, insured next February, hardly used and sound. 15 Balham Grove, Balham. Phone, Battersea 4482. 967-b832

JOWETT, 1925 4-seater, chummy, excellent condition, taxed, any trial, £25. Willis, Hook Green, Wilmington, Kent. 967-b825

JOWETT, 1926, long 4-seater, 18,000 miles, really sound job, tyres, upholstery good, insured, nearest £20. 38 Percival Rd., Enfield. Phone 1513. 967-b867

JOWETT, 1924, full 4-seater, one owner-driver, taxed, insured, £18. 127 Kinvaehy Gardens, S.E.7. 967-b856

JOWETT, 1929, saloon, blue fabric, in perfect condition, upholstery likewise, good tyres, small mileage, taxed, £70; terms, exchanges. Page, 199b Upper Richmond Rd. Putney 7671 (Sunday 10-2) 967-622

JOWETT, 7hp, long chassis, blue, 4-seater, good tyres, excellent condition, £32; exchanges. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 967-598

JOWETTS. Protect yourself with three months' written guarantee. Highest exchange allowances; convenient deferred terms. Kirk and Co. Below.

JOWETT, 1929, 7hp fabric saloon, full dash, automatic screen wiper, specially finished, very roomy and economical car, smart appearance, £65; 150 other cars. Kirk and Co., 22, 43 Bued St., Paddington, W.2. Sundays 10 a.m. till 1 p.m., weekdays 8 p.m. 967-567

JOWETT, 75 guineas. Black Prince saloon, late 1929, long chassis, red wire wheels, etc., most carefully run, magnificent condition; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 967-718

JOWETT. Summer sale, June 21st-28th. 150 cars to clear; huge reductions; cash or deferred. Send for list. Smith and Hunter. Below.

1929 long chassis saloon, brown, upholstered leather, one change ownership, overhauled, £80. Below.

1927 full 4-seater, blue, grid, 3 new Dunlops, electrical equipment perfect, £35. Below.

1926 (July) full 4-seater, blue, newly changed hands, numerous extras, exceptionally well kept, £30; Below.

1925 (June) 4-seater, nearly new tyres, good all-weather equipment, an A1 job, taxed, £27. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8. Saturday 6. Sunday 10-1. Cash or deferred; 150 cars to clear. June 21st-28th. 967-748

JOWETTS. Andrews Automobiles for Jowett bargains:—

JOWETTS. £15 to £35, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station) Phone, Richmond 0576. 967-692

JOWETT, £18, 1925 4-seater, complete equipment, exceptionally good condition throughout. 86 Acre Lane, Brixton. Phone 3401. 967-b879

JOWETT, 1926, long 4-seater, taxed December, 23 guineas, seen after 7 p.m. White, 75 Stapleton Hall Rd., Stroud Green, London, N.4. 967-b875

JOWETT, 1930, 7-17 Black Prince saloon, carefully used by one owner, beautiful condition £105. Newnams, 237 Hammersmith Rd., W.6. Riverside 4646. 967-710

JOWETT for real joy. That handsome, roomy saloon, the Black Prince, £170; short chassis, £152; our exchanges or extended terms will please you. Buntings, Jowett Agency, Wealdstone and Harrow. 967-757

JOWETT.
 An
 Exceptional
 Opportunity.

1930 7hp Jowett tonner, painted blue, dynamo lighting and starting, f.w.b., speedometer, electric horn, automatic windscreen wiper, spare wheel complete, exceptional condition throughout. To be sold by auction entirely without reserve on Thursday next at 2.30 p.m. Now on view. Trial. Auto-Auctions, Ltd., Horseferry Rd. (Embankment end), Westminster, S.W.1. Phone, Victoria 8761. 967-676

JOWETT, £25; exchanges!!! 1926-7 2-seater, dickey, starter, balloons, excellent condition, any test. Chidley, 569a High Rd., Tottenham. Phone 2920. 967-652

JOWETT 1925 2-seater, balloons, starter, double screen, fully equipped, any trial; seen after 6 p.m., £17 10s. Rogers, 36 St. John's Rd., Red. Hill. 967-b923

JOWETT, 1929 long saloon, maroon, perfect condition, many extras, £85; choice of two. Best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 967-785

JOWETT. F. G. Smith (Motors), Ltd 1930 Black Prince saloon; this car has been very carefully used; deposit £25, balance £100. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-802

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

JOWETT, F. G. Smith (Motors), Ltd. 1928 4-door saloon, taxed for year, deposit £15, balance £50. Goodmayes, Ilford. Phone. Seven Kings 1000 (7 lines). 967-803

JOWETT, 1926, 2-seater, £22, offer, taxed December, newly overhauled, good tyres and hood, one owner. 29 Upper Colles Rd., Forest Hill. 967-b955

LAFITTE, 7 guineas, late 1929, 8hp 3-seater, brown, 3 speeds and reverse, dynamo lighting; 100 cars in stock, list free. Open all week-days, including Saturdays. 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 967-400

LACONDA saloon, 4-door coachbuilt body, Bedford cord upholstery, £50. Exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-470

LACONDA, 1924, 2-seater, in perfect condition throughout, recently repainted, pneumatic upholstery, 4 new tyres, lighting and starter O.K., £22; terms and exchanges. Cross, 54 Durbam Rd., S.W.20. Phone, Wimbledon 2558. 967-b885

LACONDA, special competition model, Brooklands super-sports body, beautifully finished black and green, a really attractive and speedy car, £42 10s. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 967-821

LEA-FRANCIS. Superb selection under £100. See page 44. 967-376

LEA-FRANCIS, 1925 98hp 2-seater and dickey, taxed, insured, 21 guineas. Appointments only, 26 Paddock Rd., N.W.2. 967-b827

LEA-FRANCIS, late 2-seater, 12hp, 4 speeds, maroon, safety glass, bargain, £57. 97 Streatham Hill, opposite "Locarno." Tele, Streatham 9520-1. 967-514

LEA FRANCIS, 1926 12hp 4-5-seater, 4 speed, f.w.b., real leather upholstery, very nice condition throughout, taxed £55. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 967-607

LEA-FRANCIS. Summer sale, June 21st-28th, 150 cars to clear; huge reductions; cash or deferred. Send for list. Smith and Hunter, Below. 967-744

1927 12hp 4-door saloon, 4-speed, f.w.b., just overhauled, an attractive car, £50. Below.

1925 (July) 12hp tourer, maroon, good tyres, £30. Smith and Hunter, Ltd., 407 Edgware Rd., Evesings B, Saturday 6, Sunday 10-1. 967-744

LEA-FRANCIS, 1928 Hyper model, sloping radiator, stone guard, Rudge racing wheels, used by Kaye Don, price £65. 201 Stockwell Rd., Brixton. Phone 1930. 967-x631

M.G. The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by experts. A selection of cars always in stock. Phone, Primrose 1161 and Hitchin 494. zzz-375

M.G. Midget coupe, 1930, one owner, excellent condition, many extras, taxed, £165 P.P., 24 Broad St., Hereford. 967-b227

M.G. Midget, 1931, coupe, sliding roof, etc., a really fine little car, £165; hire purchase to suit you. The Motor Combine, 349 Edgton Rd., N.W.1. Museum 2705. 967-543

M.G. Midget, late 1930, special de Luxe sports exceptional condition, cost £225; offers, or would consider exchange Riley. Bowden, Anten Rd., Bishop's Stortford. 967-b834

M.G. Midget, 1930 (late), sportsman's coupe, taxed year, big sump, condition as new, £165. Below.

Paul, Sawyer and Co., 130 Gt. Portland St. Museum 1925. 967-556

M.G., 1931 Midget 2-seater, black and red, many extras, carefully used, genuine bargain, £157 10s.; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182, 1688. 967-562

M.G. 1930 special Double-Twelve car, 75 to 80 m.p.h., £155.

M.G. 1931 Midget, black and red, £140.

M.G. 1930 Midget, big sump, etc., £130.

M.G. 1929 Midget, £95. Exchanges, deferred. Largest stock of sports cars in Great Britain. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 967-573

M.G. Midget 1930 2-seater, taxed year, really first-class condition, exceptionally fine chassis, everything perfect, £128; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 967-582

M.G. Midget, May, 1930, 2-seater, large sump, very small mileage, exceptional condition, taxed, £135. Pickworth and Hull, 107 Gt. Portland St. W.1. Langham 1998. 967-419

M.G. Midget. This week's biggest bargain. See page 43. 967-461

M.G. Midget, 1930, excellent mechanical condition, under 4,000 miles, taxed, £135. Below.

M.G. Midget, 1929, taxed year, £105; motorworks in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 967-613

M.G., 1930 (February) Midget sports, blue, ribbed brake drums, one owner, taxed year, £130. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 967-746

M.G. Hay Abbott, Ltd., M.G. Sports Distributing Dealers. Exchanges, deferred. Harrow Weald. Phone, Harrow 3884. 967-763

MORGAN. Beasts of Kingston Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. Phone 5149. zzz-49

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

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

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGAN, 1925 Aero Blackburne, w.c., dynamo, f.w.b., new s.s. tyres, bumper, reduced steering, good appearance, 38 guineas. Geale, Ripley, Surrey. 967-b778

MORGAN, super-sports Aero, 1930 (July), 10-40hp o.h.v. racing J.A.P., w.c., fitted with M-type chassis, dynamo lighting, electric horn and newly painted, taxed to December, £100. Brun Motors, Ltd., Burnley. 968-388

MORGAN, Family, 8hp, w.c., d.l. in splendid condition, taxed and insured, £34. 20 Heath Drive, Raynes Park, S.W.20. 967-b456

MORGAN. 100 cars in stock. List free. Exchanges. Rowland Smith, Below.

£13 deposit, 129 guineas, cash. Late 1931 super sports, specially tuned racing o.h.v. J.A.P., cream and red, electric starter, cycle-type wings, foot accelerator, straight-through exhausts, hood, reduced steering, one owner, run 586 miles only, absolutely brand-new condition, cost about £160, free year's tax, free insurance to cash buyers. Below.

£8 deposit, 79 guineas cash. Late 1929 super sports, specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, reduced steering, carefully used, exceptional condition, free tax, free insurance to cash buyers. Below.

£7 deposit, 72 guineas cash. 1930 model Aero, 1,100 o.h.v. racing J.A.P., blue, f.w.b., dynamo lighting, straight-through exhausts, reduced steering, hood, carefully used, practically new, free tax, free insurance to cash buyers. Below.

£6 deposit, 59 guineas cash. 1929, Aero, 8hp o.h.v. Anzani, black and cream, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, exceptional condition, free tax, free insurance to cash buyers. Below.

£6 deposit, 59 guineas cash. 1930 Family, 8hp J.A.P., f.w.b., dynamo lighting, hood, side screens, small mileage, carefully used, practically new condition, free tax, free insurance to cash buyers. Below.

£4 deposit, 45 guineas cash. 1925, Aero, 10hp racing o.h.v. Blackburne, grey and red, dropped wide-track chassis, f.w.b., dynamo lighting, cycle-type wings, straight-through exhausts, carefully used, exceptional condition, free tax, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. Late 1928, Family, 8hp J.A.P., grey, dynamo lighting, f.w.b., one owner, exceptional condition, free tax, free insurance to cash buyers. Below.

£3 deposit, 29 guineas cash. 1928, 8hp J.A.P., black and red, dynamo lighting, f.w.b., very good condition, free tax, free insurance to cash buyers. Below.

5 guineas. Morgan, 1921, Grand Prix, 8hp w.c. J.A.P., electric lighting, practically unworn tyres, running order, taxed. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all weekdays, including Saturdays, 9-8, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881. 967-405

MORGAN, 1928 Aero, 998hp J.A.P., water-cooled, dynamo lighting, geared steering, f.w.b., speedometer, hood, tax paid, finish maroon, excellent condition, 52 guineas cash; exchange, deferred. Whitby's, 1 and 7 The Vale, Acton, London, W.3. 967-548

MORGAN, 1926 Aero, excellent condition, good tyres, bumpers, extras, £32 or offer. Allen Bros., Broadway Garage, Mitcham. Phone 0867. 967-x624

MORGAN, late 1928 Aero, 10-40 o.h.v. racing J.A.P., condition as new, £65. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728; exchanges or deferred payments. 967-571

MORGAN, 1924, w.c., dynamo, new hood, good order, £10. Dispc. 79 Amyand Park Rd., Twickenham. 967-b853

MORGANS. Homac's have for disposal the following guaranteed Morgans—

1929 super-sports, o.h.v. J.A.P., dynamo lighting, speedometer, Dunlop s.s. rims, very fast, guaranteed perfect, £87 10s. Below.

1927 Aero special, o.h.v. J.A.P., polished head, etc., s.s. rims, bumpers, very fast, year's tax, £60. Below.

1929 Family, 8hp w.c. J.A.P., dynamo lighting, starter, speedometer, side screens, in excellent condition, £58 10s. Below.

1927 Family, 8hp J.A.P., dynamo, speedometer, side screens, £39 10s. Below.

1925 Grand Prix, 10hp w.c. Blackburne, dynamo, etc., Aero wings, side screens, perfect, £29 10s. Below.

1925 De Luxe, 8hp w.c. J.A.P., Lucas dynamo, excellent condition £29 10s. Below.

Deferred terms arranged.

Homac's, The Official Morgan Service Depot, 243 and 247 Lower Clapton Rd., E.5. Telephone, Clissold 9616-7. 967-435

MORGAN, 1930 Super Aero, starter, 1931 M-type chassis lavishly equipped, spotless condition, 99 guineas; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-466

MORGANS (several). Family 4-seaters and Grand Prix 2-seaters, water-cooled dynamo lighting, from 17 guineas. Exchange combinations, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Horn Station) 967-492

MORGAN Aero, late 1927, o.h.v., 10-40 racing J.A.P. engine, outside exhaust, f.w.b., all new balloon tyres, taxed, in exceptionally smart and sound condition, open to any examination, £50, or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 967-529

MORGAN, 1928 de luxe w.c. f.w.b., starter, £30 cash. On view at Headley's Garage, 610 High St., Chiswick, W.4. 967-b829

MORGAN, £95, 1930 de luxe 8hp J.A.P., full equipment, M chassis, starter, as new, small mileage, taxed, 7 o'clock evenings. Knight, 34 King Henry St., Mildmay Park. 967-b826

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

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

MORGAN. Naylor and Root, Ltd., **MORGAN** specialists.
Over 25 models in stock. Highest exchange allowances. Deferred terms over 18 months.

£110. 1930 super-sports racing J.A.P., starter, M chassis, cycle wings, small mileage, black and red.

£105. 1930 super-sports, similar to above, no starter, other extras, exceptionally smart, taxed.

£98. 1930 super-sports, o.h.v. racing J.A.P., starter, cycle wings extra low body, dual green, taxed December.

£89. 1930 Aero o.h.v. racing J.A.P., flared wings, M chassis, very small mileage, practically new, taxed December.

£78. 1930 Aero, s.v. J.A.P., f.w.b., speedometer, hood, pneumatic seats, electric horn, taxed December, dark blue.

£68. 1928 Aero, o.h.v. racing J.A.P., f.w.b., flared wings, hood, speedometer, electric horn, good tyres, dual tone.

£49. 1927 Aero, o.h.v. Anzani, f.w.b., hood, repainted, good tyres, very smart appearance, taxed December, choice two.

£32. 1925 Aero, o.h.v. Anzani, f.w.b., hood, repainted dark blue, good tyres, exceptionally good runner.

£65. 1930 family 4-seater, a-c. J.A.P., f.w.b., side screens, good tyres, speedometer, finished maroon.

£32. 1936 family 4-seater, w-c. J.A.P., dynamo lighting, good tyres, side screens, very good condition.

£39. 1930 de luxe, a-c. J.A.P., M chassis, starter, speedometer, pneumatic upholstery, finished dark blue.

Many alternative models are offered in addition to the above, and we invite you to call and inspect.

Naylor and Root, The Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. 967-491

MORGAN Family J.A.P., w.c., dynamo, taxed, insured year, good runner. £19. 3-41 Mount Pleasant Rd., Tottenham. 967-bc

MORGAN Aero, 1925, w.c., 8hp Blackburne, taxed, hood, £15. recent overhaul, new exhausts, tyre, etc., very fast, £33. Harter, 126 Sheil Ltd., Iowisham. 967-b814

MORGAN Grand Prix M.A.G.-engined saloon, new frame, pistons, tyres, bearings, transmission and ball races, front starting handle, taxed, mileage about 80 since reconditioned, £30 cash. 9 Ranelagh Gardens, Stamford Brook, W.6. 967-x629

MORGAN, 1926 (July) Aero, J.A.P., red-cream, dynamo, speedometer, special headlights, 2 new tyres, very fast, £40. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 967-763

MORGAN, 2-seater, excellent condition throughout, dynamo lighting, good tyres, £12; exchanges.

MORGAN, 1928, Aero, Anzani, perfect condition throughout, taxed; terms and exchanges. Cross, 54 Durham Rd., S.W.20. 'Phone, Wimbledon 2558. 967-b886

MORGAN de luxe, w-c. M.A.G., dynamo lighting, mechanically perfect, recently repainted, £15. Fuller's Garage, St. John's Rd., Wembley. 'Phone 2085. 967-b866

MORGAN, 1926 model, in good running order; offers. Apply. 859 Lincoln Rd., Walton, Puterborc' 968-b855

MORGAN, £30. 1927 Family, 8-10 J.A.P., f.w.b., all-weather and all electric equipment. Alma Engineering Works, St. Peter's Rd., Margate. 'Phone 1356. 967-b854

MORGAN, 1928 de luxe, w-c. J.A.P., paintwork, upholstery perfect, dynamo, £40. Below.

1927 Morgan Aero, o.h.v. Blackburne, w-c., dynamo lighting, starter, f.w.b., mechanically A1, taxed, £55. Below.

1926 Morgan Aero, o.h.v. Blackburne, w-c., repainted, reconditioned, indistinguishable from new, £45. Below.

1925 Morgan Aero, J.A.P., f.w.b., £20 overhaul recently, perfect, paintwork excellent, dynamo, good tyres, taxed, £35. Below.

1923 Morgan de luxe, J.A.P., dynamo, good running order, £12 10s.; terms, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. (Sunday 10-2.) 967-627

MORGAN, 1928 super Brooklands Sports, 8-10hp o.h.v. J.A.P., racing engine, wide track model, new tyres, super condition, taxed December, £70; exchanges, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 967-596

MORGAN, Merton Motor Mart have several Morgans, Grand Prix and de luxe, from 19 guineas. Merton Motor Mart, 114a Kingston Rd., Merton, S.W.19. 'Phone, Wimbledon 4186. 967-755

MORRIS Minor, 1931, o.h.v. coachbuilt sunshine saloon, first registered January, small mileage by private owner, as new throughout, guaranteed, taxed, unique deferred terms. £105. 516-522 Streatham High Rd., S.W.16. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 967-345

MORRIS Minor saloons and tourers, from £55. Carrying our full guarantee. H. Glover Motors, Chelverton Rd. Putney 7134. (Open Sunday morning.) 967-384

MORRIS, Newnham's always have an excellent selection of used cars available. Full list on request.

MORRIS Minor, 1931, 8hp, o.h.v., coachbuilt opening-roof saloon, maroon, few hundred miles, £110.

1930 8hp fabric saloon, blue, moderate mileage and in exceptionally nice condition, £79.

1929 8hp 4-seater, blue, appearance and general condition perfect, £52. Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 967-713

MORRIS Minor, 1929, blue saloon, taxed, insured, first-class condition and appearance, fully equipped, £70. V.B., 2 Drayton Gardens, Winchmore Hill, N.21. 967-b482

MORRIS Minor, 1930 model fabric saloon, excellent condition. £73. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7. Froisher 3037-8. 967-361

MORRIS Minor, F.O.C.H. offer 1931 saloon, almost new, bargain, 100 guineas; many other bargains in stock; exchanges and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead. (Hampstead Tube) 967-334

MORRIS Minor. Protect yourself with 3 months' written guarantee; highest exchange allowances, convenient terms. Kirk and Co. Below.

MORRIS Minor, 1930 8hp fabric saloon, all equipment, f.w.b., chromium plated, electric horn, etc., mileage approximately 9,000 only, carefully used car; choice of 3, from £85. Kirk. Below.

MORRIS Minor, 1929 8hp fabric saloon, full dash, electric horn, automatic screen wiper, rear mirror, etc., special brown finish, smart appearance, taxed, £69; 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Sundays 10 a.m. till 1 p.m., week-days 8 p.m. 967-568

MORRIS Minor sports, o.h.v., 2-seater, 1931, indistinguishable from new, £88. Ward, Blythburgh, Polworth Rd., Streatham. 967-x625

MORRIS Minor £67 10s.!! 1929 saloon, in 100% condition, taxed to end of year. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. 'Phone, Burnham 149. 967-433

MORRIS Minor 1929 saloon, in good condition, one owner, tax paid, bumpers, safety glass, £75. Ratchiffe Bros., 200 Gt. Portland St., W.1. Museum 8603. 967-451

MORRIS, This week's biggest bargain. See page 43. 967-484

MORRIS Minor 1930 fabric saloon, completely reconditioned and guaranteed, £89; part exchange and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre, Temple Bar S605. 967-501

MORRIS Minor saloon, 1929, Triplex glass, taxed, exceptional condition, £69; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 967-511

MORRIS Minor, 1930 saloon, fabric, in really first-class order throughout, £85. Iiyama Bros. and Heard, 19 Beynon Rd., Carshalton, Tel., Wallington 1917. 967-535

MORRIS Minor, late 1929, blue fabric saloon, appearance as new, mechanical condition excellent, just overhauled, one owner since new, £75 by appointment of any evening after 7.30 p.m. 94 Harcourt Rd., Thornton Heath, Croydon. 967-b856

MORRIS Minor. Summer sale, June 21st-28th, 150 cars to clear; huge reductions; cash or deferred. Send for list. Smith and Hunter. Below.

1931 (January) sunshine saloon, dark blue, mileage 1,800, quite faultless, grid, spotlight, taxed, £105. Below.

1930 (June) sunshine saloon, dark maroon, very little used, mileage 4,900, full guarantee, £92. Below.

1930 Fabric saloon, blue, Triplex, quite sound, good tyres, taxed and insured, £80. Below.

1929 (July) fabric saloon, Triplex windows, same owner throughout, £65; another, March delivery, taxed, £65. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. Cash or deferred; 150 cars to clear, June 21st-28th. 967-751

MORRIS, 1930 Minor coachbuilt saloon, sun roof, mileage 4,000, £90.

1930 Minor saloon, chromium plating, choice of 3 with written guarantee, from £80.

1929 Minor saloons, several one-owner vehicles in above average condition, from £60. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey). Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201 967-734

MORRIS Minor, 1930 coachbuilt sunshine saloon, year's tax, almost indistinguishable from new, £85; exchanges and deferred terms. Waindon Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 967-728

MORRIS Minors. Andrews Automobiles for Morris Minor bargains:—

MORRIS Minor tourers and saloons, £56 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 'Phone, Richmond 0576. 967-693

MORRIS Minor, 1930 (June), fabric saloon, 88 guineas, with accessories, one owner-advertiser, excellent condition, any trial, taxed December, view by appointment, evenings. Jones, 201 Banstead Rd., Carshalton Beeches. 'Phone, Sutton 3523. 967-b890

MORRIS Minor, 1930, saloon, as new, including tyres, taxed, unique deferred terms, £82. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 967-344

MORRIS Minor, £85, 1930 coachbuilt sunshine saloon, new condition.

MORRIS Minor, £75, 1930 fabric saloon, new condition.

MORRIS Minor, £60, 1929 fabric saloon, exceptionally good condition.

MORRIS Minor, £58, 1929 coachbuilt 4-seater, exceptionally good condition; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 967-b880

MORRIS Minor. Cooke's Motors offer two special bargains. 1930 coachbuilt saloon, sunshine roof, mileage 4,000, 89 guineas; 1931 fabric sports 2-seater, mileage only 2,000, recently cost over £130, 95 guineas. High St., Sutton, Surrey. 'Phone 4660-1. 967-632

MORRIS Minor, 1929, saloon, good tyres, very smart appearance, splendid condition, £65; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Moura 9-9. Chiswick 0303. 967-587

MORRIS Minor, 1929 fabric saloon, excellent mechanically, taxed, £60; also 1930 fabric saloon, new condition, small mileage, £82; exchanges, instalments. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 967-595

MORRIS Minor, 1929, saloon, low mileage, new condition throughout, £67 10s.; deferred. Tinnett, 37 Arlington Rd., Surbiton. 'Phone, Elmbridge 1274. 967-b859

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

MORRIS Minor. Premier have some excellent second-hand 1929 saloons from £70, 1930 saloons from £80. Each car overhauled and in splendid condition, terms of payment to suit purchaser. Free delivery. Premier Motor Co., Aston Rd., Birmingham. 967-603

MORRIS Minor 1930 saloon, in excellent condition, fabric, 80 guineas. Below.

MORRIS Minor 1929 fabric saloon, taxed, choice of 2, £67 10s.; motorcycles in part, deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 967-611

MORRIS Minor, touring, June, 1929, £75, thoroughly good in every way, one owner, giving up, extras. 348 Lordship Lane, Tottenham N.17. Call. 967-b893

MORRIS Minor, 1929 saloon, recently undergone a 100% engine overhaul at cost of £18, chromium plated throughout, in 1931 condition, and taxed for the year £70; another 1930 model saloon, £75. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 967-774

OMEGA, 1926, 3-wheeler, J.A.P. engine, good condition, £15; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 967-619

PEUGEOT, Peugeot (England), Ltd., 75 Filmer Rd., S.W.6 (Phones. Putney 4621-2-3), have for sale one only slightly shop-soiled and used for one of two demonstrations 1931 201 10hp saloon £165; also model with sunshine roof. 969-525

PEUGEOT, £25; semi-sports 4-seater, 11-40; 1926 £25. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 967-672

PEUGEOT 7, 1927 (late), all-weather 4-seater, starter and full equipment, small mileage, splendid condition, £35. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone. Putney 4466. Open Sundays. 967-649

RENAULT 9, 1928 saloon, wide chassis, recently overhauled, £50; exchange, deferred, Tippet, 37 Arlington Rd., Surbiton. Phone, Elmbridge 1274. 967-b857

RENAULT, Carlton Garage, 1927 8 4-seater nice condition, 26 guineas, terms, exchanges. 79 Carlton Vale, N.W.6. (10 minutes N.W. of Marble Arch.) Open Sunday mornings. 967-539

RENAULTS. Superb selection under £100. See page 44. 967-377

RENAULTS. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges arranged. Call and inspect 20 cars in stock. Welham, Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1931 12.5 Monasix saloon de luxe, unregistered, shop-soiled, etc., £160.

1930 12.5 Monasix saloon, de luxe, leather upholstery, blue, bumpers, as new, cost £260, accept £130.

1929 12.5 Monasix saloon, de luxe, bumpers, chrome, nearly new, £110.

1929 9-15 saloon de luxe, Weymann, carrier, bumpers, chrome, new battery, new condition, £75; coachbuilt, £85.

1928 9-15 touring, de luxe, 4-5-seater, carrier, taxed, £36.

1928 9-15 saloons de luxe, 4-5-seater, wire wheels, taxed, £60; earlier models, £55.

1925-6 8.3 4-seater de luxe touring, leather upholstery, new tyres, battery, side screens, taxed, £22; 100% cars. 967-417

RENAULT. This week's biggest bargain. See page 43. 967-485

RENAULT 9, 1925 4-seater, in perfect condition throughout, balloon tyres, f.w.b., taxed £23; exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 967-b887

RENAULT 9. Andrews Automobiles for Renault bargains:—

RENAULT 9, £14 to £36, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 967-694

RENAULT, 1928, 2-seater and dickey, new condition, £35. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 967-673

RENAULT 9hp 1928 de luxe 4-seater, overhauled at cost of £20, very good tyres, undoubted bargain, £35. Falkland Park Garage, 179 South Norwood Hill, South Norwood. Livingstone 1000. 967-775

RHODE, 10.5hp touring, repainted very fine condition, £55; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-469

RILEY, 9hp Monaco saloon, 1928, smart appearance, perfect engine, £95. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 967-461

RILEY 9, 1931, Plus series Monaco sunshine saloon, run 350 miles only, £258. Olympia Motor Co., Riley London Distributors, 3 Hammer-smith Rd., Kensington. Opposite Olympia. Fulham 4217. zzz-316

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-691

RILEY 6. 400 Car List post free. 1924 to 1931 new and used cars in stock; saloons, coupes, sports, landaulets, tourers, 2-seaters, etc.; open till 8.30 p.m., week-ends included; exchanges and terms; distance no object. (The Northern Motor Olympia) Bambers, near Birkdale Station, Southport. Phone Birkdale 66161. (Branch Showrooms at 4 Gaidford St., Leeds, and 16 Cambridge St., Sheffield.) zzz-398

RILEY 9, 1930 4-seater, like new, in black and red, paint unsold, complete with tonneau cover, £175. Denmans, 152-3 Long Acre, W.C. Open week-ends. To. tele Bar 8135-6-7. 967-663

RILEY 9, 1929 2-seater, special 2-carburettor, black and red, extremely fast, £125. Denmans, 152-3 Long Acre, W.C. Open week-ends. 967-664

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

RILEY 9, 1930 Biarritz with £40 worth of extras fitted, spotless condition, 288 guineas. Denmans, 152-3 Long Acre, W.C. Open week-ends. 967-669

RILEY, 12 drop head coupe, 1925, taxed, excellent condition, £55. Write, Ross, 33 Tothill St., London, S.W.1. 967-b845

RILEY 9 Monaco saloon, black and red, excellent condition, £125; hire purchase to suit you. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705. 967-541

RILEY, 1930, Biarritz saloon, black and red, excellent condition, taxed, £175. Guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2576. 967-546

RILEY, 9hp, £180; 1930, special series Biarritz saloon, finished in blue fabric with cream wire wheels, upholstered blue, antique leather with pneumatic cushions, Triplex glass throughout, total mileage 15,000, licensed to June 30th, one owner since new. Deferred terms. Phillips and Powis, 10-24 South St., Reading. Phone 2600. 967-499

RILEY. Newhams always have an excellent selection of used models available. Full list on request.
1930 9hp Monaco sliding roof saloon, black with cream w.w., almost as new, £255.

1928 9hp Monaco saloon, maroon, smart appearance and excellent mechanically, £89.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 967-708

RILEY 9, 1930 Monaco saloon, taxed, exceptional condition and appearance, £172 10s. Below.

Paul and Co., 114 Gt. Portland St., Museum 4117. 967-520

RILEY, Monaco special saloon, 1930, 2-carburettor, low mileage, smart, £185.

RILEY Monaco sunshine saloon, 1929, Mark IV, taxed year, beautiful order, £150. Exchanges, deferred. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4635. 967-508

RILEY, 1930, Monaco saloon, fully equipped, mileage 8,000, condition as new, £195. Pickworth and Pull, 107 Gt. Portland St., W.1. Langham 1998. 967-420

RILEY. This week's biggest bargain. See page 43. 967-486

RILEY, 1930, 9hp fabric sports 4-seater, blue and cream, £175. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 967-579

RILEY, £56 10s. 6d. 1927 sports 4-seater. South London Car Sales, Porten Rd. (behind Brixton Palladium), S.W.2. Phones, Brixton 7080, 6634, 0450. 967-630

RILEY 9, 1929 Monaco Special saloon, twin carburettor, black fabric, spotless condition throughout, A1 mechanically, taxed, £145; terms, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. Sunday 10-12. 967-623

RILEY 9, Cooke's Motors offer: Exceptional bargain, 1930 Biarritz saloon, twin carburettor, very fast, 175 guineas. Brighton Rd., Sutton, Surrey. Phone 3800. 967-653

RILEY 9, 1929 Mark IV saloon, taxed, splendid condition, £138; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0505. 967-584

RILEY. Summer sale—June 21st-28th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter. Below.

1930 (April) Monaco de lux saloon, black-red, Triplex throughout, superb order, mileage 8,000 only, taxed year, £180. Below.

1928 Monaco saloon, 4 new balloons, maroon, in irreproachable condition throughout, central change, £110. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. Cash or deferred. 150 cars to clear, June 21st-28th. 967-742

RILEYS. F. G. Smith (Motors), Ltd.

RILEY 9, 1929 special sports 2-seater, twin carburettor, double dickey seat, very fast, deposit £50, balance £120.

RILEY 9 sports 4-seater, 2 shade blue, brand-new tyres, taxed for year, deposit £25, balance £95.

RILEY 9 special sports 4-seater, twin carburettors, deposit £50, balance £100.

RILEY 9 Monaco saloon, 2-tone grey, with blue wheels, deposit £35, balance £90.

RILEY 9 special Brooklands model, taxed for year, very fast, deposit £40, balance £155. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-804

RILEY 9 Biarritz saloon, first-class condition throughout, £155 cash, or £45 down and 12 monthly payments of £10. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 967-797

RILEY, Ray Abbott, Ltd., Riley distributors and specialists. Exchanges, deferred. Harrow Weald. Phone, Harrow 3884. 967-764

RILEYS. See Morgan Hastings' Special Holiday Sale Bargains. Page 38. 967-443

ROVER 10, 1930, sunshine saloon, one owner, small mileage, excellent condition throughout, guaranteed, taxed, unique deferred terms, £135. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-352

ROVER car, 9hp, 4-seater, carefully used, in good running order, good tyres, licensed and insured, £30. Apply, Etherton, Colingford, Dane Hill, Sussex. 967-b703

ROVER 9 touring, excellent mechanical condition, cylinders bored, new pistons, good tyres, £20. Cutten, 42 Villiers Avenue, Surbiton, Surrey. 967-b685

ROVER 9, £15, 1925, good condition, taxed, insured. Beal, Barnland, Eastchurch, Sheppey. 967-b580

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5s. net. 5s. 5d. post free.

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

ROVER 9, sports, f.w.b., dual colours, exceedingly smart, excellent tyres, £42 10s.; also long chassis 4-seater, £18; exchanges or deferred. Snow, 42a Wilton Rd., Dalston, E.8. Clissold 8645. 967-645

ROVER 10 1927 semi-sports 4-seater, f.w.b.s. full equipment, very good condition in all respects, £45. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 967-651

ROVER 9, £29, 1926, f.w.b., 5-seater; also 2-seater and dicky. Denmans, 132-5 Long Acre, W.C. Open week-ends. Temple Bar 8155-6. 967-666

ROVER 9 coupe, 4-cylinder, very fine order throughout, £25; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-472

ROVER, 1927-28, guaranteed, 2-seater, double dicky, 9hp, dynamo lighting starter, f.w.b., all-weather equipment, 39 guineas; motorcycle part; deferred. 1 Ebner St., Wandsworth. 967-494

ROVER 10, £44 10s.; 1927, de luxe tourer, taxed, dual colour scheme; one owner. Below.

£76 10s. 1928 Rover 10 Weymann fabric saloon, small mileage, condition as new throughout. Below.

£152 10s. 1931 Rover 10 fabric 4-door saloon, bumpers, spotlight, taxed, mileage negligible positively as new. Ward and Co., 5 Upper Richmond Rd., Putney 2818. 967-498

ROVER, 1926, 10hp 4-seater, f.w.b., one owner, only small mileage excellent condition throughout, £28, or very close offer. Gap Bridge Motors, Wimbledon. Telephone 1026. 967-504

ROVER 8, 1924, 4-seater, excellent condition and appearance, any test, £17. 3 Chibberow Rd., Brentford. 967-b824

ROVER 9, 1926-7, super-sports, taxed, in 1929 condition, excellent tyres, £35 11 Greenwood's Motors, 30a Highgate Rd., N.W.5. Gulliver 4225. 967-b820

ROVER, Cooke's Motors offer: Two special bargains, 1929 Weymann sunshine saloon, £99; 1928 semi-sports 4-seater, £75. Highborn Rd., Sutton, Surrey. Phone 3800-1. 967-631

ROVER 10, 1928 model 4 door fabric saloon, well equipped, exceptionally good condition, taxed, £70; exchanges, deferred. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 967-594

ROVER 10, 1931, coachbuilt saloon, one owner, splendid condition, throughout, taxed, unique deferred terms, £145. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-351

ROVER, 1928 10-25 Paris Weymann brown fabric saloon, 4 new tyres, recently overhauled, taxed, £72 10s.; terms, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. Sunday 10-2. 967-628

ROVER 10. We save you money. 1931 saloon, £148, full guarantee and generous service; exchanges; easiest payment terms, special insurance rates. You share the profits! Apply for bonus details. Below.

ROVER 9. We save you money. 1926-7-8 2 or 4-seaters, from £29; exchanges; easiest payment terms; special insurance rates. You share the profits! Apply for bonus details.

Over 50 selected cars always available.

South London Car Sales, Porden Rd. (behind Brixton Palladium), S.W.2. Phone, Brixton 7080, 6634, 0450. 967-629

ROVER 10, 1927 4-seater, de luxe, recently overhauled, fitted new hood, side curtains, £36; exchange, deferred. Tippett, Arlington Rd., Surbiton. Phone, Elmbridge 1274. 967-b858

ROVERS. Superb selection under £100. See page 44. 967-378

ROVER 10, 1928 brown fabric saloon, folding roof, in very good condition, £70; and another, colour maroon, without sliding roof, £65. H. and A. Motors, 69 Church Rd., Upper Norwood Livingstone 3122. (Open Sundays 11-1 p.m.) 967-425

ROVER, 1931 10-25hp coachbuilt saloon, sliding roof, mileage 4,000, practically new, £165. Below.

ROVER, 1930 10-25hp coachbuilt and Weymann 6-window saloons, several in stock, all small mileage, new condition, prices from £135. Pickworth and Hull, Rover Specialists, 107 Gt. Portland St., W.1. Lougham 1998. 967-423

ROVER 10. Cass's Motor Mart, Ltd. (Established 1911). 1929 Riviera sunshine saloon, conditioned in works, £120. Written guarantee. Exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 967-438

ROVER, Truscott for saloons. 1930 10-25hp Riviera saloon, black and red, sunshine roof, full equipment low mileage, like new, definitely good value, £120. Also—

1929 10-25hp Paris saloon, black and brown, practically as new throughout, genuine opportunity £99. Exchanges, deferred. 175a Westbourne Grove, W.11. Park 7785. 967-445

ROVER. This week's biggest bargain. See page 43. 967-480

ROVER 8 2-seater, £12, fine condition throughout, new hood, all accessories, fast and reliable. Bean, 7 Wood St., Rugby. 967-b847

ROVER 9s. Andrews Automobiles for Rover bargains—

ROVER 9s, £15 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 967-695

ROVER, 8hp, 1925, chummy, excellent condition throughout, balloon tyres, taxed, mechanically perfect, £29, exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 967-b888

ROVER, 1931 10-25 saloon, coachbuilt, fully tax paid, sliding roof, as new throughout, guarantee, bargain, £155. 69 St. Paul's Avenue, Willesden Green, London. 967-768

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

ROVER. Summer sale, June 21st-28th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter, Below.

1929 (February) 10-25 4-door saloon, maroon, leather upholstery, quite as new, various extras, taxed December, £100. Below.

1929 (August) sportsman's sunshine coupe, chromium plating, wire wheels, superb order, taxed December, £110. Below.

1928 (April) 10-25 4-seater, all latest improvements, dark blue, grid, 2 horns, £50. Below.

1925 9hp 4-seater, maroon-black, in good running order, to clear, £18. Below.

1923 8hp 2-seater, complete, tools, side curtains, etc., to clear, £7. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. Cash or deferred. 150 cars to clear, June 21st-28th. 967-749

ROVER 8, late 1924, 4-seater, taxed, £9. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 967-720

ROVER, 10hp, 1928, open 4-seater, excellent condition, many extras, £47 or close offer. Write, 4 Court Mansions, Ravenscourt Park, W.6. 967-x629

ROVER 9. Finchley Motor's offer 1926 f.w.b. model tourer, overhauled and in splendid condition, £39. 132 High Rd., East Finchley. Phone, Tudor 2338. 967-791

ROVER, 1931 coachbuilt saloon, blue, wire wheels, sliding roof, etc., run small mileage as demonstration car, makers' guarantee, £182 10s. Best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 967-788

ROVER 1931 10hp Regal sunshine saloon almost new condition throughout, low mileage, £172 10s. Best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 967-789

ROVER, 1926 9 Super model 4-seater tourer, finished blue with black leather upholstery, £28. Best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 967-790

SALMONS supercharger, underslung, dynamo lighting set, dual ignition, complete overhaul, recent winner at Brooklands, fitted ready for road, £145. S.M.S., Ltd., Church Wharf, Chiswick. Chiswick 3531. 967-392

SALMONS, £15, smart 2-seater and dicky, painted maroon. Denmans, 132-5 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 967-667

SALMONS. Vadum Co., the specialists offer cars below, all open A.A. or R.A.C. examination; quarterly insurance; deferred, exchanges. Open Saturdays.

129 guineas. 1930 (April) metal-bodied streamline underslung Grand Prix, twin o.h.c., f.w.b., large steering wheel, Derrington silencer, concealed hood, side curtains, Hartfords, very smart, one owner.

85 guineas. 1928 Grand Prix Special, twin o.h.c., 4 speeds, f.w.b., Hartfords, unique streamline sports fabric saloon, fast, really handsome. 39 guineas. 1926, twin camshaft, 4-door coachbuilt saloon, large f.w.b., taxed, smart.

29 guineas. 1927, twin camshaft, 4-door coachbuilt saloon, f.w.b., clean, engine above average.

28 guineas. 1926 model sports, Grand Prix body, Vee screen, smart, taxed.

25 guineas. 1925, Grand Prix, twin overhead camshafts, f.w.b., flared wings, Vee screens, taxed.

SALMONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 967-458

SALMONS. Superb selection under £100. See page 44. 967-379

SALMONS, 1926 Skiff 2-seater, maroon, good tyres, taxed, £35. H. and A. Motors, 69 Church Rd., Upper Norwood Livingstone 3122 (Open Sundays 11-1 pm) 967-429

SALMONS Grand Sports, twin camshaft 9.5hp sports 2-seater, in exceptionally sound and smart condition, open to any examination, £35, or exchange motorcycle or Morgan. 339a Goldhawk Rd., W.6. Riverside 5113. 967-528

SALMONS, 1926, 10hp sports 2-seater, wire wheel, very fast, £18. Gatehouse Motors, Highgate Village. Phone, Mountrivew 4444. 967-b877

SALMONS, 1931 9hp Grand Sports, latest-type underslung body, mileage 1,000, absolutely brand new, £155; also 1926 Grand Prix special, 4 speeds, £28. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 967-576

SALMONS, 1925, 2-seater, very good runner, taxed, £15. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 967-609

SALMONS, 1926 10hp 4-seater, blue, brown leather upholstery, 4 new balloon tyres, f.w.b., good hood, splendid order throughout, £25; terms, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. Sunday 10-2. 967-624

SENECHAL Grand Sports, exceptional bargain, must sell, going abroad, worth £50, accept £30. Fuge, 53 High St., Teddington. 967-b812

SENECHAL sports 3-seater, rebored, cow, Aero screens, cycle-type wings, tyres as new, taxed, any examination, 1927 model, £35. Anthony, 2 and 3 Fitzroy Mews, W.1. Museum 2216. 967-b864

SINGER. Newnham's always have an excellent selection of used cars available, full list on request.

1931 8hp coachbuilt sliding-roof saloon, blue, exceptional opportunity, £122.

1929 8hp 4-seater, dual blue, very attractive little car, £52.

1927 8hp 4-seater, blue, good condition throughout, £27.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 967-712

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

- SINGER**, 1930, 8hp saloon, as new, £95.
- SINGER**, 1929, 8hp saloon, perfect, £79.
- SINGER**, 1927, 10hp tourer, repainted, £38.
- SINGER**, 1927, 10hp tourer, very special, £45.
(Cash or deferred payments. Pengo Motors, Green Lane, Penge, Sydenham O604. 967-716)
- SINGER Junior** 1929 4-seater, £52; 1928 Singer Junior 4-seater, £35. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-392
- SINGER Junior**, 1930, coachbuilt sunshine saloon, one owner, wire wheels, scrupulously kept, several extras, fully equipped, any trial, taxed, unique deferred terms, £88. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-357
- SINGER**, F.O.C.H., Hampstead, offer smart 1929 Junior tourer, one owner, £55; also 1927 10hp tourer, exceptionally smart, £35; many other bargains in stock; exchanges and deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead (Hampstead Tube). 967-328
- SINGER**, 1930 8hp 4-seater tourer, brown and fawn, low mileage, one change of ownership only, bargain, £80; exchanges, easy payments. Boechings, Ltd., Farnborough, Hants. Telephone 279. 967-389
- SINGER Junior** 1930 tourer, very fine condition, one owner, A.A. inspection invited, 7 days' free trial, £80. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. 967-411
- SINGER Junior**, £7 deposit; 72 guineas cash. 1929 sportsman's coupe, black and red, practically un worn tyres, exceptional condition; five tax, free insurance to cash buyers; 100 cars in stock; list free; exchanges. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 967-397
- SINGER** 8, 1931 sunshine saloon, 4 speeds, practically new, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 967-668
- SINGER Junior**, 1930, 4 speeds, rear petrol tank, carefully run in, unscratched, fully guaranteed, taxed, unique deferred terms, £114. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-358
- SINGER**, 10hp saloon, f.w.b., taxed and insured wonderful condition, £40; no offers. Snow, 42a Wilton Rd., Dalston, E.B. 967-644
- SINGER** 8 Junior, 1928, 4-door, 4-seater, f.w.b., full equipment, good mechanical condition, smart appearance, £45; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 967-648
- SINGER** 8, 1930, coachbuilt saloon, colour black and red, exceptional condition, £95. Part exchange and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre. Temple Bar 3605. 967-503
- SINGERS**. Superb selection under £100. See page 44. 967-380
- SINGER Junior**, 1931, saloon, black and red, sliding roof, four speeds, etc. fully equipped, taxed, £127 10s. Chanry Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 967-439
- SINGER**, £72 10s.!!! Junior coachbuilt saloon, 1929 model, spotless, as new. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 967-432
- SINGER** 8, £62 10s.!!! Porlock 2-seater sports, 1929, in perfect condition, very smart and clean. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 967-431
- SINGER** 8, Cass's Motor Mart, Ltd. (established 1911). 1931 saloon, sliding roof, mileage 3,000, unsealed, written guarantee, £130; Singer 10, 1926 tourer, excellent chassis, recolloured maroon, £40; both cars conditioned in works; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 967-437
- SINGER** 10, 1927, 4-door tourer, completely equipped, reliable mechanically, excellent appearance and tyres, £29. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-356
- SINGER**. This week's biggest bargain. See page 43. 967-483
- SINGER Junior**, 1927, 8hp, 4-seater, in beautiful condition throughout, good tyres, any trial, £28. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 967-462
- SINGER** 1930 Junior saloon, coachbuilt 4-door body, black cellulose finish, as new, £97 10s.; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-457
- SINGER** 1930 Junior Porlock sports 2-seater, £8 tax, bumpers, as new, £95; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0972. 967-465
- SINGER Junior** coachbuilt 4-door saloon, 1930 model, virtually indistinguishable from brand new car, unscratched dual-tone maroon cellulose, chromium, negligible mileage, any examination whatever, taxed, genuine bargain, 25 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2464. 967-459
- SINGER Junior**, £115. 1931 saloon, small mileage, very good order. Waid and Co., 5 Upper Richmond Rd., Putney. 2818. 967-495
- SINGER Junior**, 1930 4-door coachbuilt saloon, maroon, special model, Triplex throughout, roof ventilator, roof light, bumpers, luggage rails, Jetromag, thief-proof lock rear blind, etc., tyres excellent, thoroughly inspected and adjusted, taxed, £105. Waterer, Bawdsey, Longdon Wood, Keston, Kent. 967-840
- SINGERS**.
Be wise and consult a Singer specialist.
Fixed repair charges save you money; send for lists.
1928 Singer 8 saloon, recently overhauled, £65.
SINGER sales, service, spares. Murphy, 17 Sheen Lane, Mortlake, 3503 Richmond. 967-560
- SINGER** 8 van, 1930, perfect, 6,000 miles, £65; offer. Continental, Rottingdean, Brighton. 967-8838

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

- SINGER Junior**, 1030, saloon, chromium plating, unblemished and new condition, any trial or examination, 85 guineas; exchanges; 12 or 18 monthly payments. Whitby's, 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 967-549
- SINGER**, Carlton Garage, 1929 8 Porlock Sports, 59 guineas; terms, exchanges. 79 Carlton Vale, N.W.6 (10 mins. N.W. of Marble Arch). Open Sunday mornings. 967-538
- SINGER**, 1930 model Porlock Sports 2-seater, as new, £65. Rose and Young, Ltd., 97 Streatham Hill (opposite "Locarno"). Tele. Street. 9520-1. 967-515
- SINGER**, 1929 Junior coachbuilt saloon, wire wheels, two shades of brown, nice condition, 69. Rose and Young, Ltd., 97 Streatham Hill (opposite "Locarno"). Telephone, Streatham 9520-1. 967-517
- SINGER Junior** saloon, 1929, exceptional condition throughout, £69; exchanges, deferred. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4633. 967-509
- SINGER**, £70. 1929 Junior saloon, two-colour brown, good tyres, very smart, taxed December. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 967-507
- SINGER**, 1926 10hp 4-seater, f.w.b., pneumatic upholstery, new hood, excellent mechanical condition, £28; exchanges or deferred terms. Gap Bridge Motors, Wimbledon. Telephone 1026. 967-505
- SINGERS**. Andrews Automobiles for Singer Juniors and Singer 10s:—
SINGER Junior 8hp, 1928 and 1929 tourers and saloons, £40 to £68; Singer 10s, £10 to £30, ready for the road, taxed, insured and guaranteed, simplest hire-purchase scheme in existence. List of 100 small cars free on request.
Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 967-696
- SINGER** 10, 1927 4-door coachbuilt saloon, leather pneumatic upholstery, f.w.b., very good chassis, everything working, £49. Below.
- SINGER**, 1929 Porlock sports 2-seater, green and grey, £62 10s. Exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 967-581
- SINGERS**. Protect yourself with three months' written guarantee. Highest exchange allowances. Convenient deferred terms. Kirk and Co. Below.
- SINGER**, Porlock 1930 model, 8hp sports 2-seater, full dash, wire wheels, f.w.b., etc., side screens, spare wheel, etc., special 2-colour buff finish, £79. Kirk. Below.
- SINGER Junior**, 1929, 8hp special fabric saloon, fully equipped, f.w.b., low mileage, exceptionally carefully used and economical car, £75. Kirk. Below.
- SINGER Junior**, 1930, 8hp 2-seater, full dash, double sunken dickey, chromium-plated, f.w.b., good tyres, smart 2-colour blue finish, splendid condition, £77 10s. Kirk. Below.
- SINGER Junior**, 1928, 8hp de luxe 2-seater, fully equipped, f.w.b., side screens, double sunken dickey, good tyres and appearance, £49 10s. 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Sundays 10 a.m. till 1 p.m., weekdays 8 p.m. 967-566
- SINGER** 10, 1927 saloon, brown leather pneumatic upholstery, repainted maroon and black, new tyres, taxed, £47; terms, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. Sunday 10-2. 967-625
- SINGER** 1928-9 8hp coachbuilt saloon, fawn and brown, excellent condition, good tyres, £50; another at £47 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 967-617
- SINGER Junior**, 1928 4-door coachbuilt saloon, beautifully kept, small mileage, taxed, £53; exchanges, deferred. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 967-593
- SINGER**, £12; 1925, 9.8. 2-seater and dickey, in really nice order, balloons, leather upholstery. Maynard's, 241a High Rd., Wood Green. 967-767
- SINGER**. Summer sale—June 21st-28th. 150 cars to clear; huge reductions. Cash or deferred. Send for list. Smith and Hunter. Below.
- 1931 Junior sunshine saloon, blue, mileage 3,800, quite spotless, taxed, £120. Below.
- 1930 Junior sunshine saloon, maroon, wire wheels, one owner, perfect throughout, taxed, £100. Below.
- 1929 Junior saloon, maroon black, tyres as new, quite faultless, taxed year, £75; another, taxed June, £70. Below.
- 1928 (June) Junior coachbuilt saloon, 4-door, black-red, one change only, in "as new" condition, taxed, £57. Below.
- 1928 sports 2-seater, disc wheels, private owner, superb order, 11,000 miles, £45. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8. Saturday 6. Sunday 10-1. Cash or deferred. 150 cars to clear, June 21st-28th. 967-750
- SINGER**, 1930 (June), 8hp coachbuilt saloon, as new, perfect condition, guaranteed, £79; deferred payments. 9a Stratford Rd., Earl's Court, Western 3931. 967-756
- SINGER**. F. G. Smith (Motors), Ltd. 1930 10hp 4-door saloon, chromium fittings, Triplex glass, colour scheme deep maroon and red upholstery to match, wire wheels, bumpers, practically new condition; deposit £35, balance £150. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-845
- STANDARD** 9, 1930 Teignmouth saloon, blue, taxed, £130. K.F. Motors, Bromley, Ravensbourne 3456-7. 967-411
- STANDARDS**. 400 Car List post free. 1924 to 1931, new and used cars in stock, saloons, coupes, sports, landaulets, tourers, 2-seaters etc. Open till 8.30 p.m., week-ends included. Exchanges and terms. Distance no object. (The Northern Motor Olympia, Bangers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms at 4 Guildford St., Leeds, and at 16 Cambridge St., Sheffield.) zzz-399

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

STANDARD. Newnham's always have an excellent selection of used cars available; full list on request.

1931 Big Nine Popular saloon, dual colours, small mileage and hardly used, £159.

1930 9hp coachbuilt sliding-roof saloon, blue, beautiful condition, £159.
1930 9hp short chassis sliding-roof saloon, black and cream, very smart and generally attractive, £105.

1929 special opening-roof sportsman's coupe, blue with grey w.w., exceptionally smart and generally attractive, £108.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 967-711

STANDARD 9, 1930, sunshine saloon, one owner, very carefully used, small mileage, guaranteed condition, taxed, unique deferred terms, £122. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-353

STANDARD. Cooke's Motors offer 1931 9hp, two exceptional bargains: 1931 model fabric saloon, sunshine roof, wire wheels, £175; also 1931 model coachbuilt saloon de luxe, 4-speed, sunshine roof, wire wheels, recently cost over £270, our price 205 guineas. Brighton Rd., Sutton, Surrey. Phone 3800. 967-639

STANDARD 9s. Cooke's Motors offer several: 1928 fabric saloon, £65; 1929 Teignmouth sunshine saloon, wire wheels, £99; 1931 Popular saloon, £159; 1931 sunshine saloon, wire wheels, £175; all guaranteed. Brighton Rd., Sutton, Surrey. Phone 3800. 967-641

STANDARD 9, 1930 1/2 sunshine fabric saloon, one owner, small mileage, new condition, taxed, £130; also a tourer, as new, £120; exchanges, deferred. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 967-592

STANDARD 3, late 1939 short saloon, brown fabric, sunshine roof, one owner, excellent condition, taxed year, £87 10s.; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 967-616

STANDARDS. Superb selection under £100. See page 44. 967-381

STANDARD 1931 Big 9 saloon de luxe, 4 speeds, safety glass, wire wheels, bumpers, sun-bine roof, small mileage, as new, £210. Pickworth and Hull, 107 Gt. Portland St., W.1. Lougham 1998. 967-421

STANDARD, £127 10s. 1930 Teignmouth fabric saloon, sun roof, taxed, one owner, 100% mechanically and externally. Waid and Co., 5 Upper Richmond Rd., Putney. 2818. 967-496

STANDARD, 1928 9hp 4-door fabric saloon, very smart appearance, good tyres, tax paid, £65. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 967-463

STANDARD, 11.4, 2-seater, dickey, splendid condition, a bargain, £25; exchanges, deferred. Joseph Rhind and Co., 258 Deansgate, Manchester. Phone, Central 0372. 967-471

STANDARD. This week's biggest bargain. See page 43. 967-477

STANDARD 9, 1930 Teignmouth sunshine saloon, taxed year, exceptional condition and appearance, £157 10s. Below.

STANDARD 9, 1929 (July), 4-seater, blue, taxed, chromium plating, exceptionally clean condition, £92 10s. Below.

Paul Sayer and Co., 130 Gt. Portland St. Museum 1925. 967-555

STANDARD. Summer sale—June 21st-28th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter. Below.

1930 Teignmouth sunshine saloon, beautiful order, repurchased from owner going abroad, full guarantee, taxed year, £125. Below.

1929 (July) sunshine saloon, black-red, same owner throughout, exceptionally clean, guaranteed, £90. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. Cash or deferred. 150 cars to clear, June 21st-28th. 967-752

STANDARD, 1931, Big Nine fabric saloon, taxed December, as new, £180. Also

STANDARD, 1929, 9hp Teignmouth special fabric saloon, taxed December, excellent throughout, £110. Bruton Garages, Ltd., 4 Blenheim St., New Doud St., W.1. Gerrard 5264-5. 967-725

STANDARD 9, 1929 Teignmouth fabric saloon, sliding roof, black and cream, £105. Below.

STANDARD, 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £90. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3845. 967-813

STANDARD 9 saloon, choice of 2, deposit, £15, balance £60. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-806

STANDARD 9. F. G. Smith (Motors), Ltd. Teignmouth saloon. Deposit £25, balance £110. Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-807

STANDARD 1930 model 9hp Fulham sun saloon, overhauled and in perfect condition throughout, one owner, £110. Best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 967-786

STANDARD, 1931, Big 9 saloon, purchased Easter, small mileage, irreproachable condition throughout, guaranteed, taxed, unique deferred terms, £167. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-355

STANDARD 9, 1929, Teignmouth (long) sunshine saloon, excellent condition, any trial, taxed, unique deferred terms, £98. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-354

SWIFT, bargain!!! £30 saved on 1931 8hp Cadet saloon, now and unused, will tax and insure, ready to drive away for £155, usual price £185. H. Howard, 12 Station Approach, W. Byfleet. Phone 89 Byfleet. 967-326

SWIFT, bargain!!! £40 saved on 1931 10hp Paladin c.b. saloon, now and unused, will tax and insure, ready to drive away for £236 10s., usual price £276 10s. H. Howard, 12 Station Approach, W. Byfleet. Phone, 89 Byfleet. 967-327

SWIFT, 1930 10hp Swallow saloon, green and grey, green leather pneumatic upholstery, luggage grid, one owner only, a splendid car, cost nearly £300, £185; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 967-391

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

SWIFTS. Newnham's always have an excellent selection of used models available; also a few brand-new 1931 cars, which are being offered at ridiculously low prices. Few examples below, but full list on request.

Brand-new slightly soiled 1931 10hp sliding-roof sportsman's coupe, black and red, one only, list price £259, special offer, £189.

Brand-new slightly soiled 1931 10hp drop-head coupe, black and cream, one only, list price £250, special offer, £185.

1931 10hp Paladin coachbuilt sliding-roof saloon, maroon, very small mileage, £179.

1931 10hp Nomad saloon, black, trimmed green leather, perfect car, £168.

1930 10hp Paladin coachbuilt sliding-roof saloon, maroon, beautiful order, £148.

1930 10hp Foursome sliding-roof coupe, claret and grey, sports engine, etc., really exceptional condition, £145.

1929 10hp Migrant sliding-roof saloon, black with cream w.w., small mileage only, £105.

1929 10hp Fleetwing sports saloon, black and red, safety glass, etc., exceptional condition, £99.

1928 10hp drop-head coupe, blue, one owner and perfect, £65.

1927 10hp 4-seater, maroon, remarkably fine order, £35.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 567-714

SWIFT, 1931, Cadet sunshine coachbuilt saloon, showroom condition throughout, negligible mileage, taxed, unique deferred terms, £112. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-349

SWIFT, 1930 saloon, spotless condition, £150. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 967-670

SWIFT 10, 1930 sportsman's coupe, sunshine roof, brand new condition, £155; another, in really first-class order, £145. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 967-661

SWIFT, 1926 de luxe 9hp 4-seater, real leather, l.w.b., £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. 967-675

SWIFT. E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers—

1926 10hp Swift 2-seater, l.w.b. very nice car, new battery, £25. 36 High St., Eton. Phone, Windsor 308. 967-656

SWIFT. Cooke's Motors offer 1931 Cadet coachbuilt sunshine saloon, mileage 2,000, equal to new, £127 10s. Brighton Rd., Sutton, Surrey. Phone 3800. 947-635

SWIFT. Cooke's Motors offer 1929 Nomad 10hp, condition as new, 99 guineas. Brighton Rd., Sutton, Surrey. Phone 3800. 967-636

SWIFT 10, 1929 4-seater tourer, recellulosed and recently overhauled, tyres perfect, whole in 1929 condition, £48. Below.

SWIFT 10, 1925, 4-seater tourer, brown leather upholstery, rigid side curtains and hood, perfect order, good tyres, taxed, £15; terms, exchanges. Page, 1995 Upper Richmond Rd. Putney 7671. (Sunday 10-2) 967-626

SWIFTS. Superb selection under £100. See page 44. 967-382

SWIFT Sports. Wilson Motors again offer the Bargain of the Week!!! This time a 1929 (July) 10hp Swift special fabric sports 2-seater, 2-ton brown, wire wheels, exceptionally fine order and condition, recently overhauled, taxed, 4-speed gearbox, fully equipped, £95. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 967-418

SWIFT, 1928 10hp 4-door fabric saloon, black and red, wire wheels, in very good condition, £80. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone £122. (Open Sundays 11-1 p.m.) 967-426

SWIFT. This week's biggest bargain. See page 43. 967-479

SWIFT, 1931 8hp Cadet saloon, too small for owner, £125. Rose and Young, Ltd., 97 Streatham Hill (opposite "Locarno"). Telephone, Streatham 9520-1. 967-516

SWIFT, 1927 2-seater de luxe, taxed year, new tyres, overhauled, smart, £39; deferred. Allery and Bernard, 344 King's Rd., Chelsea. Faxman 4633. 967-312

SWIFT. Andrews Automobiles for Swift bargains.

SWIFT 4-seaters and saloons, £40 to £75, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 967-697

SWIFT, 2-seater, excellent order throughout, good tyres, £5; exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 967-889

SWIFT. Brand new 1931 sun saloon, unregistered, bumpers, wire wheels, maker's guarantee, list price £270, our price £195; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 967-564

SWIFT, 1929, 4-door saloon, real leather pneumatic upholstery, mechanically as new, nice appearance and tyres, one owner, guaranteed, unique deferred terms, £108. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 967-350

SWIFT, 10hp, 1928, 4-seater, taxed year, deposit £15, balance £50. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 967-808

TALBOT, £14. Sacrifice. Exceptionally well-kept 8hp, tax £8. 45 m.p.g., 55 m.p.b., overhauled, perfect throughout, any trial willingly. Edenborough, "Thistle-Do," Nazing Rd., Broxbourne. 967-b799

TALBOT. Cooke's Motors offer coachbuilt saloon, 1927 model, but in 1930 condition, £105. Brighton Rd., Sutton, Surrey. Phone 3800-1. 967-640

TALBOT. Cooke's Motors offer—A real sacrifice. 1929 A.G. saloon-landaulet, finished in brown leather upholstery to match, drop-back head, luggage rail, every conceivable extra, privately owned since new and condition as brand new, cost nearly £700, our bargain price £185. Brighton Rd., Sutton, Surrey. Phone 3800-1. 967-634

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

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

- TALBOT**, 10-23 1926 4-seater, Z10, good balloons, taxed, exceptionally fine condition throughout, £25. 34a Hereford Rd., Westbourne Grove 967-606
- TALBOT**, 1925 10-23 de luxe 4-seater, attractively finished in maroon, balloons, many extras, small mileage, insured, £54. Ruffella Motors, White Hart Lane, Barnes. Prospect 5549. 967-818
- TALBOT** 1926 10-23 folding-head coupe, grey, exceptionally good condition, taxed, £60. Leeds and Oxley, 439 Edgware Rd., W.2. Paddington 3543. 967-815
- TRIUMPH**. Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-719
- TRIUMPH** 7, 1930, fabric saloon, maroon, in excellent condition. £115. Address, see below.
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- TRIUMPH**, late 1930 de luxe 4-seater, magnificent condition and complete bargain, £105; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 967-452
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- TRIUMPH**, 1929 30hp 8hp supercharged 2-seater, cost £250, my price £110. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 967-575
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- TRIUMPH** 7, Brooklands Motor Co. offers 1929 touring car, exceptional condition throughout, £70; exchanges, etc. 331 Euston Rd., N.W.1. Museum 3143-4. 967-760
- TRIUMPH**, 1929, 8hp G.E. saloon, exceptional condition throughout, £75; exchanges, deferred. 167 Gt. Portland St., W.1. Museum 3143-4. 967-759
- TRIUMPH**, 1929 8hp saloon, first-class order, £80 cash, or £20 down and 12 monthly payments of £5 10s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 967-796
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ROWLAND SMITH MOTORS, LTD. If it's a Morgan, any model, age or condition, Rowland Smith will buy it. Spot cash on sight and the highest price. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-147

THE SERVICE CO., 275-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-146

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-159

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, phone or write. 5 Warren St., W.1. Museum 0625. 967-329

ROWLAND SMITH MOTORS, LTD., want Lea-Francis for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-156

STANDARD, Above average condition!! Then Steele Griffiths appreciate it, and pay best cash or exchange prices. Abbey House, Victoria St. (facing Westminster Abbey), Victoria O467. 967-736

ROWLAND SMITH MOTORS, LTD., want Singers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-123

THE LIGHT CAR CO. do pay highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. 967-605

ROWLAND SMITH MOTORS, LTD., want Austin Sevens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-140

GET more for your car by sending it to the Motor House, Ltd., 20 22 Finchley Rd., N.W.8. You can draw 50% on the sale price on sight, balance a day after sale. This is the most sensible way to sell any modern car. Hundreds have found it so. Printed booklet on application. Most cars sold immediately upon receipt. zzz-359

AUSTIN, Above average condition!! Then Steele Griffiths appreciate it, and pay best cash or exchange prices. Abbey House, Victoria St. (facing Westminster Abbey), Victoria O467. 967-735

ROWLAND SMITH MOTORS, LTD., want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-135

AUSTIN Sevans, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-145

MORRIS Minor, Above average condition!! Then Steele Griffiths appreciate it, and pay best cash or exchange prices. Abbey House, Victoria St. (facing Westminster Abbey), Victoria O467. 967-738

ROWLAND SMITH MOTORS, LTD., want Aero, Grand Prix de luxe (air and water cooled), standard and family model Morgans for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-142

WE are urgently in need of an unlimited number of light cars, highest prices paid, distance no object, write particulars, any make, 1927-1930. Phone, Richmond 0576. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). zzz-382

WANTED—Cars (continued).

ROWLAND SMITH MOTORS, LTD., want Amilcars for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-122

ROVER. Above average condition!! Then Steele Griffiths appreciate it, and pay best cash or exchange prices. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 967-737

ROWLAND SMITH MOTORS, LTD., want Citroens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-121

ROWLAND SMITH MOTORS, LTD., want Clynos for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-120

SINGER Junior. Above average condition!! Then Steele Griffiths appreciate it, and pay best cash or exchange prices. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 967-739

AUSTIN Seven, all models, all types, wanted for cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-145

RILEY. Above average condition!! Then Steele Griffiths appreciate it, and pay best cash or exchange prices. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 967-740

NEWHAMS want any well-known make of light car for cash or in exchange for any new or used model; best possible prices offered; cash either way. 237 Hammersmith Rd., London, W.6. Riverside 4646. 967-706

ROWLAND SMITH MOTORS, LTD. want Frazer-Nashes for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-119

WANTED, Standard 9 saloon, 1929 or 1930. 69 St. Paul's Avenue, Willesden Green, London. 967-769

ROWLAND SMITH MOTORS, LTD., want Vernon-Derby for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-141

F.O.C.H., LTD., the Jowett specialists, pay highest spot cash on sight for second-hand Jowetts. Bring yours along or send particulars. F.O.C.H., Ltd., 5 Heath St., Hampstead. (Hampstead Tube.) 967-532

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TAYLORS, of Kensington, will settle your h.-p. account and return you cash. Highest prices offered. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. 967-412

AUSTIN 7 coachbuilt saloon, mechanically good, bodywork immaterial, cheap. "Gwynant," Colindale Lane, N.W.9. 967-b870

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KIRK AND CO., The Light Car Specialist, 22 and 49 Praed St., Paddington, W.2 (Paddington 6049 and 6892); and 28, 30, 32 Highbury Corner, N.5 (North 4784). Open 10-1 p.m. Sundays; 8 p.m. week-days. 967-565

NORRINGTON'S urgently need a number of modern cars, all makes, including Austin 7s, Amilcars, Jowetts, Morris's, Singers, Standards, Swifts, Rovers, Morgans, etc., all models entertained. We pay cash and plenty of it for cars in good condition. Our buyer is at your service, 9 a.m. to 9 p.m., and Sundays 1 p.m. Phone, Riverside 2365. Call 245 Goldhawk Rd., Shepherd's Bush, W.12. 967-590

CARAVANS, TRAILERS, ETC.

RAVEN CARAVANS for light cars. Prices from £50; completely equipped.

RAVEN CARAVANS, 2 Ravenscourt Square, Goldhawk Rd., Hammer-smith. Phone, Riverside 0355. zzz-48

MAKE it a caravan holiday this year. **IT'S** wholly delightful and not impossible for even a baby car. We have special light models for Morris Minor and Austin 7. **SEND** for hire details to Welford's Motors, Brighton. **BOOK** your Welford caravan early—it's not too early NOW. zzz-297

CARAVANS to let reasonably, lightweight, three-berth. for Austin 7s or larger. Miss Allen, Nortons, Lingfield, Surrey. Phone 36. 967-a234

CARAVANS for hire. Mysone, Ltd., have a large fleet of car cruiser caravans for sale or hire, also motor caravans. Write for terms. 89 Cromwell Rd., S.W.7. Frobisher 1034. zzz-336

CARLIGHT TRAILERS best value obtainable, 9½ guineas baby trailers for baby cars. Slanford. 983-946

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RICE folding cars. ns fold in half a minute into a neat trailer that is actually smaller than your car, three models to suit every grade of car, £72 10s. to £89 10s.

RICE folding caravans can be hired from many agents. Let us help you. Rice Caravans, Ltd., Gargrave, via Leeds. zzz-422

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STEWART 12-ft. model, sleep 4, 2 saloons, completely furnished, sale, hire. Stewart Caravan Co., The Hale Garage, Tottenham Hale, N.17. 970-a555

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ANGELA Gondola sports model, designed specially for the 7 and 8 hp cars, accommodates 5 adults, price £75.

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GENERAL MOTOR AND TYRE CO., 81 Queen St., Eamersmith, W.6. Phone, Riverside 6388 (5 lines). Depot: 370 Gray's Inn Rd., King's Cross. Phone, Terminus 4429 (3 lines). zzz-377

10,000 All-British brand-new and guaranteed Stelled starter batteries in stock. See below.

We have the most up-to-date machinery in London for charging and repairing batteries and testing, locating and repairing faults in dynamos and starters. See below.

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55s. 6d. 12-volt, for most English light cars.

ANY type of service battery, dynamo or starter can be hired while we repair or recharge yours. Deposit required.

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'PHONE, Park 8641-2. 967-60

19s. 6d. New starter batteries: Austin 19s. 6d., large capacity 24s.; Ford 28s. 6d., extra large capacity 32s. 6d.; Morris 45s. 6d., best make 48s. 6d. Replacements for any car supplied. Send for list. Marble Arch Motor Supplies, Ltd., 135 Edgware Rd., London, W.2. 967-406

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DETACHABLE van tops for Austin 7s, Triumphs and similar, from £14. Armstrong.

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QUALITY painting from £3 10s., quick delivery, fabric covering, hoods, side screens, tonneau covers, all repairs. Phone, The Light Car Repair Specialists, J. Durrant and Sons, Humbolt Works, Fulham Cross, W.6. Vulham 3218. zzz-425

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INSIST on Laystall for cylinder grinding and de luxe lightweight cast-iron pistons; ensure 100% accuracy and quality with perfect finish. Rapid deliveries and special prices for popular types; free collection and delivery in London. Laystall, Ewer St., Southwark, S.E.1. Hop 6140. zzz-755

YOU will like the fine finish of our grinding and the price. All types pistons, rings or valves. Sealite Piston Ring Co., Sherborne St. Works, Islington, N.1. zzz-573

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EXCHANGES made from 25s., while you wait. See below.

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CONWAY for magnetos, dynamos, starters, etc. all makes from 10s. each. Phone, Chiswick 5531. 19 High St., Acton. 967-687

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CHROMIUM plating high-grade work on heavy nickel deposit, with best plant, price from £5 10s. per car upwards, exclusive of dismantling radiator, windcreens, lamps, door handles, wheel nuts. Cars taken into our service department. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193 5. zzz-514

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FIAT 9 engine and gearbox unit, starter, dynamo, magneto, carburetter, perfect condition, £12 10s. Tucson, 16a Morland Rd., Croydon. 967-b872

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CHEAP for cash, 1926 7hp Peugeot engine complete, in good condition. Box No. 2578, c.o. "The Light Car and Cyclecar." 967-b845

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ROWLAND SMITH MOTORS, LTD. will give you the highest price for your motorcycle car in exchange for any make of new or second-hand car. Open all week-days, including Saturdays, 9-8; Sundays 9-1, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4181. zzz-156

EXCHANGES (continued).

MANCHESTER. Exchange your car with Rhind and Co., 258 Deansgate, Manchester. zzz-38

NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle on receipt of full particulars in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in Eng. and, Scot. and or Wales; free service. Immediate deliveries of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber, Rover, also Austin 7, Morris Minor and Hornet chassis with Boyd-Carpenter (B.C.) and Arrow sports bodies. Call, write or phone 489 Oxford St., W.1 (Mayfair 6801-2); 11 Hammersmith Rd., W.14, opposite Olympia (Brixham 5477-9); and 92 Gloucester Rd., S.W.7 (Frobisher 3037-8). zzz-324

ROWLAND SMITH MOTORS, LTD., Morgan agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-154

ROWLAND SMITH MOTORS, LTD., Singer agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-152

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STANDARD Big 9 coachbuilt sliding-roof saloon, black and cream, few hundred miles only; will exchange for Austin 7, Morris Minor or similar and cash; deferred arranged if desired. Newhams, 257 Hammersmith Rd., London, W.6. Riv 4646. 967-707

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ROWLAND SMITH MOTORS, LTD.

AUSTIN agents. Immediate delivery of 7hp model. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-155

EXCHANGE Austin 7 saloon, 1927, for coupe. Rycote, Rochester Way, Bexley, Kent. 967-0457

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THEY are also prepared to purchase any car and resell to a third party without extra profit by extended payments.

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THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new second-hand, exchange; state requirements. 273 High Holborn, London. zzz-666

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ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Ed., W.2, and 205-7 Gl. Portland St., W.1. zzz-175

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CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

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GRAFTON side screens, cheapest and best. Grafton Engineering Co., Bynamore Grove, New Malden. Phone, Malden 0161. zzz-91

"THE PETROL ENGINE" All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

HOODS AND SCREENS (continued).

ALLEN AND DORSETT for hood re-covering with super material, first-class finish: 2-seaters from 30s.; 4-seaters from 40s.; hundreds of delighted clients. Below.

ALLEN AND DORSETT for side screens, renovations, recelluloiding, etc. Example: Austin 7, set 8 panels replaced, 20s. Trade inquiries, Allen and Dorsett, Motor Trimmers, 63-65 Aslett St., Wandsworth. Phone, Batterssea 1422. zzz-510

TODD AND CO. Hoods recovered and repaired, side screens recelluloided, general upholstery and repairs, fabric bodies re-covered or repaired. 974 571 Duncan St., Islington.

HARRISON'S. Hoods re-covered in few hours. Loose covers all cars. **HARRISON'S.** Replace celluloid while you wait or by return post or rail.

HARRISON'S. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

HARRISON'S, 355 Norwood Rd., Tulse Hill Station, S.E.27. Telephone, Streatham 6846. zzz-527

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COX. Hood re-covers by skilled trimmer at really reasonable prices according to quality of cloth.

COX. Side curtains, recelluloiding from 5s. per panel, side curtains from 15s. mesh, catalogue and measurement charts on application.

COX. Hood cloth, fawn or black twill, 5s. 6d. yard; extra quality, 6s. 4d. yd., 72 ins. wide; black leather cloth, 60-in., 2-ply, 7s. 4d. yd.; 100y 2s. yd.; other qualities pro rata. Webbing and piping 6d. per yd.; covered studs, 1s. dozen. Patterns on application.

COX. Celluloid, English, 29 ins. by 18 ins. by 20-1,000 in., 2s. 9d. sheet; other sizes pro rata.

COX AND CO., Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6195-6. zzz-271

ASMUS. Hood re-covering best materials, 2-seaters from 30s., 4-seaters from 40s., screens recelluloided cheaply. 63a High St., Clapham, S.W.4 (next to Jay's). Macaulay 5042. zzz-404

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QUARTERLY premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc. at competitive rates. Security, Service, Satisfaction under a Stuartson policy. Stuartson (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement, page 4. 967-474

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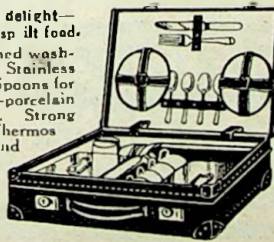
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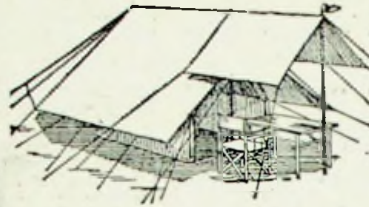
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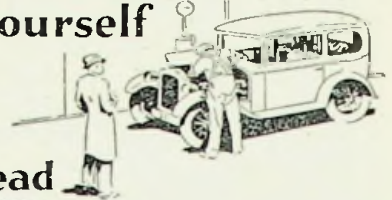
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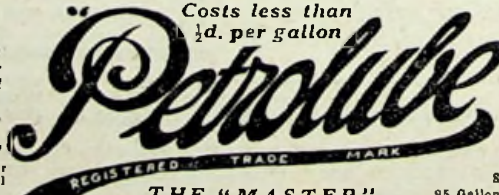
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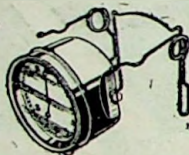


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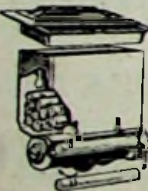
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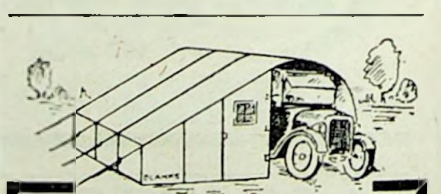
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