

THE CAR THE PUBLIC WANTS IS HERE!

THE "STANDARD LITTLE NINE." A car is made . . . to seat four grown-up people in roomy comfort . . . to give a comfortable maximum speed of 56 miles an hour . . . to hold the road with the steadiness of much larger cars . . . to run for over 40 miles on a single gallon of petrol. A car is made . . . all-British, constructed of the finest materials . . . powerful, yet light enough to reduce running costs to a minimum, sturdy enough to ensure the utmost reliability, small enough to be garaged easily and cared for by the owner. A car is made . . . luxuriously finished and lavishly equipped . . . with springing that is a positive revelation . . . for £155!

Coachbuilt Saloon £155 Ex works Tourer £145 Ex works

THE "STANDARD BIG NINE." The "Big Nine" in its 1932 form! Even cheaper to buy, even cheaper to run. All coachbuilt bodies now . . . rear petrol tank . . . a four-speed gearbox, with really silent third . . . the new impressive radiator design . . . sliding roof as standard . . . Protectoglass screen, Magna type wire wheels. A full-sized family or business car with all the economical advantages of light weight, low horsepower and small chassis dimensions.

Coachbuilt Saloon £205 Ex works Tourer £195 Ex works

Also the "Standard Sixteen" and the "Standard Twenty."

(For full descriptions and road tests of the light car models see this issue of "The Light Car & Cyclecar.")

(For full descriptions and road tests of all models see July 31 issue of the "Autocar.")



STANDARD DEALERS IN EVERY TOWN ARE WAITING TO SHOW YOU THESE FOUR AMAZING NEW CARS

Write for a wonderful new catalogue to the Standard Motor Co. Ltd., Canley, Coventry

the **STANDARD**
by which all other cars are judged

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

The "Standard" by which all other cars are judged.

STANDARD

The "Standard" by which all other cars are judged.



Quickest Delivery
of the New **LITTLE NINE**

Confidential Deferred Terms
& *Equitable Part Exchange*

Complete Service Full Stock of Spares

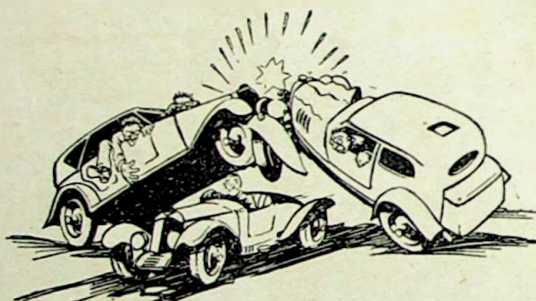
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SHOWROOMS & SERVICE STATIONS:—

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And at **SURBITON MOTOR WORKS**, St. James Road, Surbiton

Official
STANDARD
Distributors
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SURREY

ESTABLISHED 1906.



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.

STANDARD LITTLE 9 H.P.

	Payable	Annually	Quarterly
Tourer	£145	£6 15 0	£1 15 6
Saloon	£135	£7 4 0	£1 18 0

OTHER MAKES IN PROPORTION.

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 (alt lines).

And at 1, MANCHESTER ROAD BRADFORD. Tel. 190

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BIGGEST DEALERS in the South
of
Reading Ltd.

STANDARD

AGENTS FOR
20 YEARS

Let us demonstrate the
new 1932 models to you.

EASY TERMS. PART EXCHANGES.

Service After Sales.



27, King's Road, READING.



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

AFTER EXTENSIVE TESTS—!

The REAL
ANTI-CARBON
UPPER CYLINDER
LUBRICANT—!

THE MANUFACTURERS
OF THE
FAMOUS
All-British
Standard
RECOMMEND USERS
OF THIS MAKE OF
CAR TO USE
SPEEDOIL
IN THEIR PETROL.

Lubricates the Most Essential Parts of the Engine!

Why is SPEEDOIL necessary?

The most vital, delicate and rapidly reciprocating parts of the engine, such as pistons, piston rings and valve gear, cannot be satisfactorily lubricated by the ordinary oiling system owing to the great heat and the position in which they operate, and it is the comparatively rapid wear and tear of these parts which unduly shorten the life of the engine. These parts have to be content with only splash or fog from heated and used sump oil, which, after the engine is more worn, enters the combustion chamber past the pistons, and is converted there into damaging soot and carbon deposits, gumming the rings and valve stems and making overhauls and decarbonising far too frequent.

What is SPEEDOIL?

In contrast to the many so-called upper lubricants consisting of simple mixtures of ordinary thin oils, SPEEDOIL is a scientific chemical production. It is added to the petrol in small quantities and thus conveyed to the upper parts of the engine, which cannot be properly catered for by the oil from the sump. Here it undergoes a chemical change, being converted into a greasing substance by the great heat and pressure which can only destroy ordinary oils, irrespective of whether they come from the sump or through the petrol. SPEEDOIL keeps the rings free, maintains compression, prevents valves pitting and sticking, saves more than its cost in petrol and oil, and keeps your engine in perfect condition for enormously increased periods. Use it always!

SPEEDOIL—

Now officially recommended by:—

‘STANDARD’

‘GILFORD’

‘RENAULT’

‘MERCEDES’

The GREAT
RUDOLF
CARACCIOLA
says:

AND MANY OTHER
WORLD-FAMOUS
MOTOR MANUFACTURERS.

“I shall be using only your
Speedoil.”

The Motoring Press and Public are loud
in their praises of USING SPEEDOIL
IN THE
PETROL

Motorists—REFUSE ALL SUBSTITUTES
SPEEDOIL IS UNIQUE!

LOOK FOR THE TRADE MARK ON EVERY TIN, IT IS YOUR GUARANTEE OF

TRADE MARK

REGISTERED GENUINE SPEEDOIL

PRICES IN TINS:—

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ASK YOUR LOCAL
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Notice to the Trade.

SPEEDOIL CAN BE OBTAINED WHOLESALE from—
EAST LONDON RUBBER CO.; BROWN BROS. LTD.;
& WILLIAM FACKS & CO., 284, Little Rd., S.W.8, etc.
Distributors for HERTS., BEDS., CAMBS. and HUNTS.:
THE SPEEDOIL DEPOT, Gravelley, HERTS.

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 "Standard" by which all other cars are judged.

STANDARD

The "Standard" by which all other cars are judged.

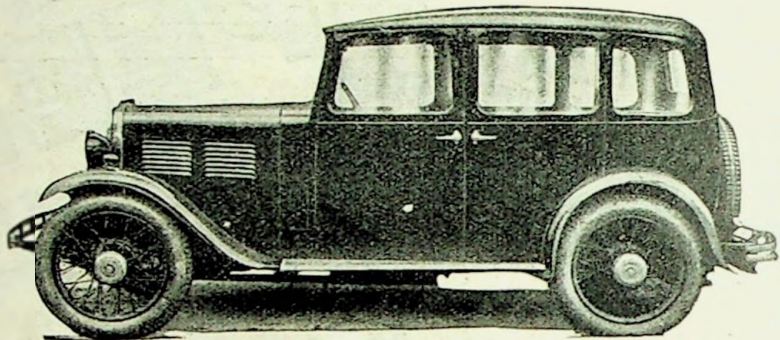
BEARTS of KINGSTON

EARLIEST DELIVERIES

LEADING
STANDARD
AGENTS

Prices from
£145

The New
Standard
"LITTLE
NINE"



For Trial Runs
Apply—

PART EXCHANGES. :: DEFERRED TERMS.

H. BEART & Co., Ltd., 102, London Rd., Kingston-on-Thames. 'Phone: 5148-9

That Marvellous Car

THE ..
1932 Standard

Manufactured by
The Standard Motor Co., Ltd., Coventry

SOLD and SERVICED
in the
IRISH FREE STATE
by

R. W. ARCHER & CO. DUBLIN

who will welcome an opportunity to supply you with the latest information concerning the new season's Standards.

Please write, phone or call for a catalogue, and permit us to arrange a convenient demonstration.

Spare parts stocked for late and early models.
Well equipped repair works at your service.

Trade enquiries invited.
Applications for representation considered.

R. W. ARCHER & Co. (Offices & Works: 17a, Wentworth Place, DUBLIN I.F.S.)
Showrooms: 85, Lr. Mount Street,
Telegrams: "Fordillac, Dublin."
Telephones: 62331 (Two Lines).

Save Money on Those Repair Bills!

WITH the aid of "The Motor Repair Manual" the owner-driver can tackle his own simple repairs, adjustments and overhauls — thus reducing repair bills to a minimum.

This invaluable handbook is a complete guide to the subject. It tells how to fit up a repair shop, provide its tool outfit; how to set about the various jobs; how to use the lathe; and scores of other matters. Get your copy to-day!

"THE
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From all bookstalls and booksellers, or direct from the publishers, 2/9 post free.

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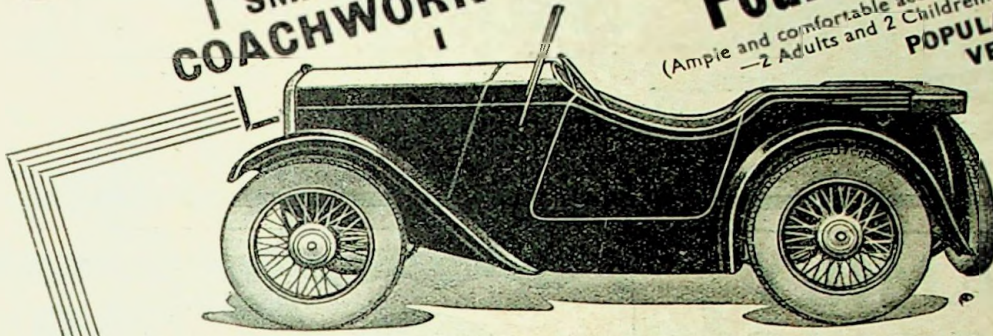
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.



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Arrow
 ULTRA SMART COACHWORK

Austin Arrow Foursome—£155
 (Ample and comfortable accommodation —2 Adults and 2 Children.)
 Coachbuilt & Cellulose POPULAR—AND A VERY FINE EXAMPLE OF EXCLUSIVE BODYWORK.



SIMILAR BODY ON MORRIS MINOR CHASSIS **£165**

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

ARROW COACHWORKS,
 BOSTON ROAD, HANWELL, W.7. Phone: EALING 2611—6570.

AGENTS:

LONDON: NORMAND GARAGE LTD. 489, Oxford St., W.1.
 BIRMINGHAM: FRANK HALLAM & Co., Bristol Street.
 LIVERPOOL: ROSCOE MOTORS, 62, Roscoe Street.

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

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

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE.

Name.....

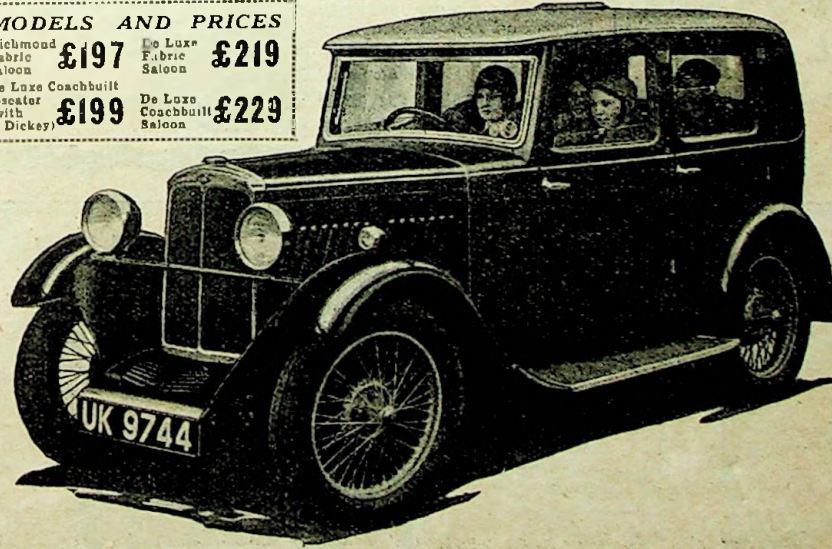
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I am interested in ARROW FOURSOME MORRIS CHASSIS ARROW 2-Seater MORRIS HORNET

(Please cross out Models not required.)

9 H.P. TAX £9 *Four Adults in Perfect Comfort with Absolute Economy!*

MODELS AND PRICES			
Richmond Fabric Saloon	£197	De Luxe Fabric Saloon	£219
De Luxe Coachbuilt 2-seater (with Dickey)	£199	De Luxe Coachbuilt Saloon	£229



AN A.J.S. 9 h.p. Saloon, either the Richmond or the De Luxe, will carry four adult passengers in perfect ease and comfort.

The body is a revelation in roominess for driver and passengers alike. Upholstery and fittings are on the most luxurious lines, and four wide doors afford easy access or exit for all four seats. Economy has been carefully studied. Initial prices are so reasonable that an A.J.S. is within the reach of anyone who desires an individual type of car. The perfectly designed sturdy 4-cylinder engine is of a size which cuts running expenses to the minimum, yet it gives a performance only equalled by cars of much greater horse-power. There are many features in an A.J.S. which it will pay you to investigate.

Why not examine one at your local Dealer and arrange for a trial run? We will send you his name on request, together with catalogue.

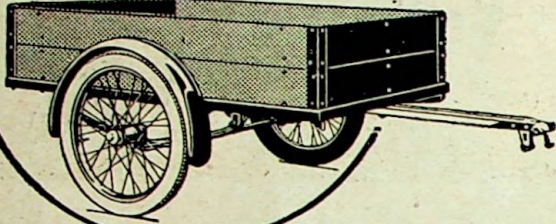


A. J. STEVENS & CO. (1914) LTD., WOLVERHAMPTON.
 LONDON DISTRIBUTORS: H. TAYLOR & CO., LTD., 49-53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.

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

10 GNS.

CHASSIS (at Works) complete with accessories



At this price **THE GIBSON** has no equal!

The Ideal Light Car Trailer

Light, strong, and remarkable for its road-holding qualities, this Trailer will carry a load up to 3 cwt. 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.

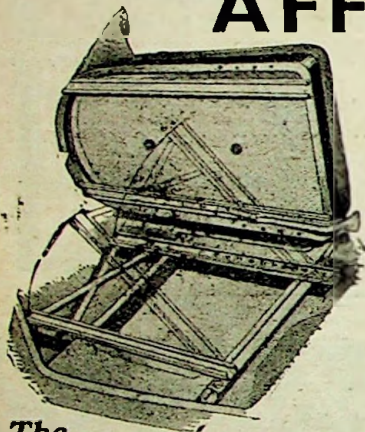
Send for full particulars of this and the complete range of Gibson Trailers.

J. BROCKHOUSE & Co., Ltd., Victoria Works, West Bromwich, Staffs. London Office: Australia House, Strand, W.C.2.

*Phone: Temple Bar 4803-4. *Grams: "Brockhusco, Estrand, London."

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

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). Tilt forward for easy access to rear seats. The illustration shows the seat lifted off slides.



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

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

★ Special Sets for **MORRIS, AUSTIN and TRIUMPH.**

Inventors, Patentees and Manufacturers:

A. W. CHAPMAN, LTD., Ranelagh Gardens, Hurlingham, S.W.6. Telephone—Putney 2372/3.

Type T.P. LEVEROLL "DUPLIX" Tipping Model **32/6**

Telegrams—"Navalsh, Phone, London."

100% satisfaction

Please send me sample sections and price lists of Everlastic Tubes for my friends.

I do not need converting, having used them for nearly five years with 100% satisfaction.

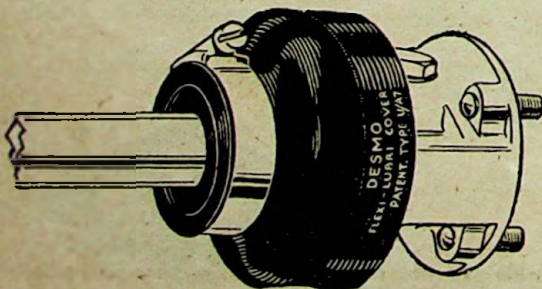
R.K.

It is not a question of whether you can afford Everlastic Puncture-resisting Inner Tubes; no motorist can afford to be without them. Everlastics ensure safety and reliability, prevent punctures, bursts and 95% of tyre troubles generally, increase tyre life and pay for themselves by the outer covers they save.

Write for prices and sample section.

ST. HELENS CABLE and RUBBER CO., LTD., Section (C) SLOUGH.

Rid of it . . . Once and for All!!



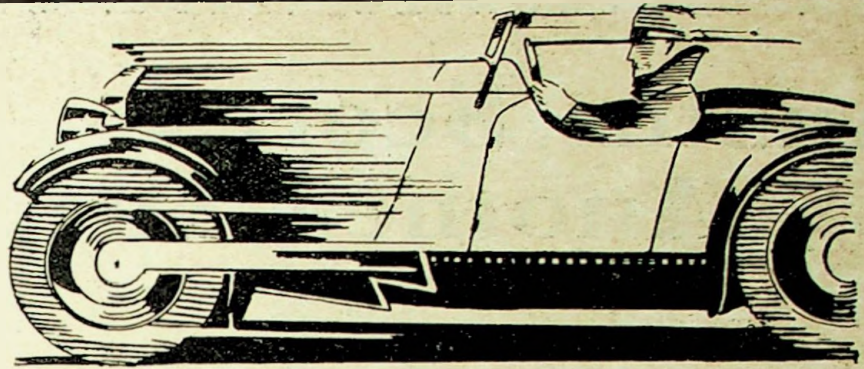
3/- EACH Complete with Bushes.

The old everlasting trouble of cracked and leaking Austin Seven Universal Joint Covers goes for good when once the Desmo patented Flex-Lubri Cover is fitted. Fitted on Austin "7" models. Definitely excludes all dirt and grit.

DESMO

DESMO LIMITED, Stafford Street, BIRMINGHAM.

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



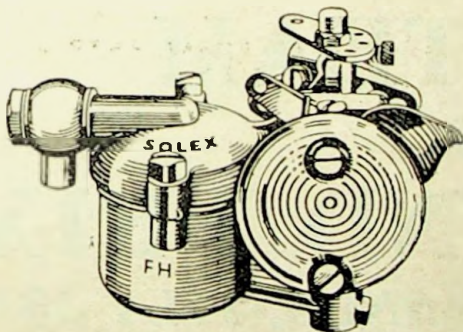
PASS BY

Fit the new "F" Type Solex and your engine will exhibit a new liveliness that is positively amazing. You can press your foot flat to the floor-boards and without the slightest sign of unevenness your engine will accelerate at an incredible rate. The new "F" Type Solex is economical, too, and it will soon save its cost by reduced petrol bills.

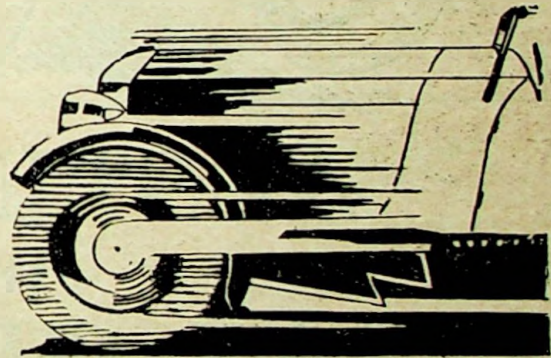
Prove for yourself that our claims are justified—test the "F" Type Solex for 30 days free, and then, if you have an "M" Type Solex fitted, take advantage of our part exchange offer. Your new Solex will then cost you only as follows:—

26 m/m size .. £3.10.0
30 m/m size .. £5.0.0

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



ON THE BY-PASS



SOLEX

THE NO-TROUBLE CARBURETTOR

SOLEX LTD., SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1.
Telephone: Paddington 8621, 8622, 8623, 8624, 8625, 8626.

Telegrama: "Solexcarb, Edge. London."

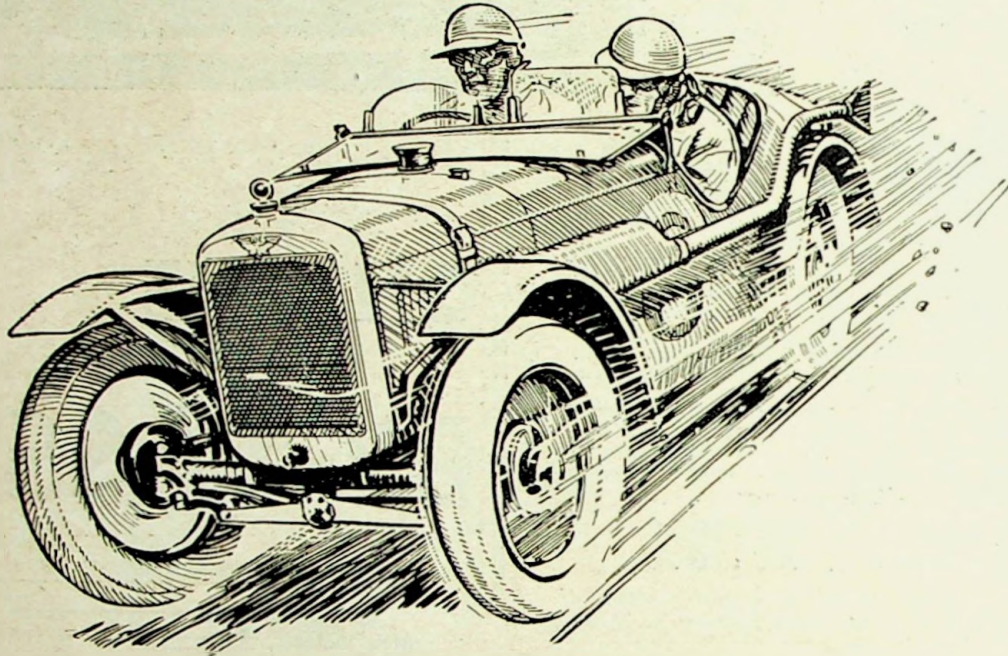
Distributors for the Irish Free State: Franco-Irish Enterprises, Ltd., Shamrock Terrace, North Strand, Dublin.

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

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

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

Austin Scores Another Success!



AUSTIN TEAM WINS RELAY GRAND PRIX BROOKLANDS, JULY 25TH

PRICES (at works)

- Tourer £122-10
- Saloon £130
- Sports Model £185
- Supercharged
Sports Model £225

READ THE AUSTIN
MAGAZINE 4^p every month

The Austin team, entered by Capt. A. C. R. Waite, with Leon Cushman, Donald Barnes and Charles Goodacre driving, gained first place. Average speed 81.77 m.p.h. (subject to confirmation). Third place was also gained by an Austin Team.

This adds yet another victory to the list of successes in sporting and racing events, accruing month by month to the Austin Seven in every quarter of the globe.

What better proof of Austin Dependability?

AUSTIN 7



THE AUSTIN MOTOR COMPANY, LTD., LONGBRIDGE, BIRMINGHAM.
Showrooms, also Service Station for the Austin Seven: 479-483, Oxford Street, London, W.1. Showrooms and Service Station:
Holland Park Hall, W.11

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



FINAL INSTRUCTIONS. — The picturesque scene just before the start of last Saturday's Relay Grand Prix at Brooklands, when competitors and officials listened to the final instructions which were broadcast by the Clerk of the Course. The 44 Relay cars can be seen in the background.

A Great Race.

Although marred by weather conditions of unprecedented severity The Light Car Club's Relay Grand Prix was a great race and an outstanding success.

Austins Victorious.

The official Austin team entered by Capt. A. C. R. Waite was the winner by a definite margin, but the issue was actually in doubt until the concluding stages of the event—which is just as it should be. The new supercharged M.G. Midgets were put out of the running by minor troubles.

Morgans' Great Effort.

A feature of the R.G.P. was a wonderful display of pluck and endurance on the part of the drivers. Particularly meritorious was the brave show put up by the three Morgans. Starting from scratch the team had a reasonable chance of success, but everything depended on the ability of the cars to maintain their maximum speed. Under the prevailing weather conditions this proved impossible. Better luck next time, Mr. Morgan.

August 22nd.

The next big motor race takes place in Ireland on August 22nd; it is, of course, the famous R.A.C. T.T. on the Ards circuit. Meanwhile, there is the August Bank Holiday meeting at Brooklands to claim the attention of enthusiasts in this country.

No. 973. VOL. XXXVIII.

NEWS of the WEEK

Our experiences with a very popular 10 h.p. light car—the Fiat (page 276).

What do they go to see? "The Limit Man" discusses the psychology of a Brooklands crowd (page 278).

Look out for the kiddies. They must play *somewhere* during the holidays, but . . . (page 283).

Cars that ploughed through water-splashes at 80 m.p.h. . . . tales of heroism on the part of drivers determined to hand over to the next man . . . and an organization that was proof against the severest possible test (page 285).

Fast Work

In Croydon Town Hall recently four courts dealt with 150 summonses in one day, all being alleged motoring offences.

Lenient!

A motorist who parked his car in a Plymouth street for *two days* was fined 10s. for leaving it without lights and 10s. for obstruction.

No Six-month Car Licences.

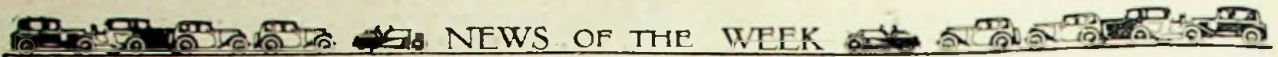
The Minister of Transport, in the House of Commons recently, stated that the issue of six-month car licences would be impracticable owing to colour complications.

A New Turbine.

An American inventor has designed a petrol turbine for use in aircraft, but which can readily be adapted for automobile purposes. The unit weighs only 290 lb. and is said to develop nearly 600 b.h.p.—a power to weight ratio of 1 h.p. per $\frac{1}{2}$ lb. of weight.

No Code Competition.

The competition which was being organized by the National "Safety First" Association and which was to consist in grading in order of importance the articles of the Highway Code has been abandoned and entry fees will be returned. It appears that questions have been raised as to the legality of the competition



AT THE RELAY RACE. — Mr. Herbert Morrison, Minister of Transport, on his first visit to Brooklands, chatting with the Hon. Mrs. Chetwynd before the Relay Grand Prix last Saturday.

WHAT IT WAS LIKE

Impressions of a Woman Driver in the Relay Grand Prix last Saturday

THE clock steadily ticks away, zero hour approaches, and we gather about the first car of our team. Two cars are on the limit mark, both amateur machines representing that Homeric contest of the Austin v. the Midget. The flag drops, and they are off!

Intense excitement as the cars hum round the first time. The M.G. Midget is leading by 50 yds.!

Round they come on their second lap, and lo! our car is ahead! Thereafter our "A" car draws steadily away and, lapping amazingly at round about the 70 m.p.h. mark, comfortably leads the field. In the meantime, the cars are moving off until at last the whole pack is unleashed. Our star seems to be for once in the ascendant, and when 26 laps appear on the lap-scoring box we start up my own car to warm up. Twenty-seven laps, 28 laps, and then catastrophe! "Car No. 22 has stopped on the Railway Straight, and the driver is running in with the sash."

There is a long, dreary period of helplessness, maddening waiting. Car after car passes and sashes change hands. At last I move to the Stop Line, and our team-mate staggers up, panting and exhausted. "Terribly sorry," he gasps; "Good Luck."

I snatch the sash, slip it on and dash to our car, where the mechanic is already waiting for me with the engine running. I jump in, and we join the fray, no longer as leaders, for we have dropped back to tenth place.

My task is clear, but not easy. The car is running beautifully, if not quite

so fast as we could wish. The pit signals us a lap at 66 m.p.h., which I improve to 67 m.p.h., and then a lap is put in at "sixty-eight."

All is going well when, suddenly—rain! Not ordinary, respectable rain, but an incredible torrential, almost tropical downpour. The track literally vanishes. Goggles and screen become a blurred mist, and my face feels as if it is being cut with whips and knives. I drive desperately, blindly. Cars loom up ahead, almost when we are on them, in clouds of spray.

For three laps the track is a blind mass of spray. We pass two cars crashed at the side of the track, but there appears to be no one hurt. We catch a hasty glimpse of the pits as we flash past, and I am amazed to see that there appears to be intense enthusiasm in that direction. The rain slackens a trifle, I can at last see the cars ahead of us, or, rather, the clouds of spume in which they hurtle along.

The track is inches deep in water, and the little Austin is slowed right down as it passes through the pools. The 59th lap—our last—approaches, and we receive the "come in" signal from the pits. Light-heartedly I complete my final lap, come slowly through the 20 m.p.h. limit to the Stop Line and hand over the sash. And that is that.

Alas, our last car is early in trouble, first with plugs and then with ignition. Slowly our hopes fade, and we stagger, sodden to the skin, back to the paddock with one overmastering desire in our minds—warm, dry clothing and buckets of hot, wet tea! V.V.

B.R.D.C. Ltd.

We hear that the British Racing Drivers' Club has been re-formed as a company limited by guarantee.

Austin in Forbidden City.

An Austin Seven recently left Darjeeling, India, for delivery to the Dalai Lama, the ruler and spiritual head of Lhasa, the forbidden city of Tibet.

Whipsnade Zoo.

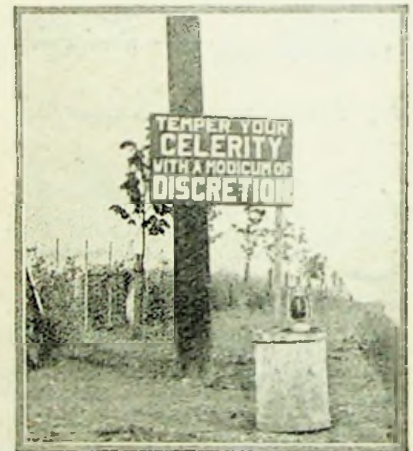
It is understood that adequate arrangements have been made to deal with the expected holiday crowds visiting Whipsnade Zoo during this week-end, and there should be room for all on this occasion.

Sense from the Bench?

The Marylebone magistrate, Mr. Hay Halkett, recently expressed his astonishment at the fact that while the speed limit has been abolished everywhere else, the police are more zealous than ever in enforcing the limit in the Royal parks.

Alpine Trial.

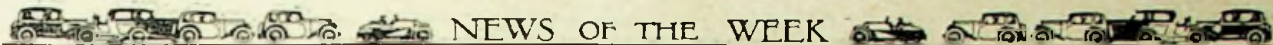
There are 13 British cars in the International Alpine Trial which starts to-day (Friday, July 31st) from Munich and continues until to-day week, August



A dignified recommendation to observe the dictates of Safety First: an amusing notice on the road between Chepstow and Newport.

7th, traversing an arduous route through some of the most notorious passes of the Alps. The British contingent is made up of the following light cars:—V. E. Loverett, C. Riley, G. F. Dennison, J. Hobbs, A. G. Gripper, R. C. Porter (Rileys), Lord de Clifford and R. V. D. Sullivan (M.G. Midgets), together with Donald Healey (41-litre Invicta), H. E. Symons (Talbot "105"), W. F. Bradley (3-litre Armstrong Siddeley) and Mrs. Lionel Martin (Hillman Wizard) in the large car class. A Standard has been entered by "A.B."

Daily milages, vary between 215 miles and 325 miles, and 1,100 c.c. cars must average between 20 m.p.h. and 23 m.p.h. throughout.



NEWS OF THE WEEK

NEXT MONDAY AT BROOKLANDS

Very Large Entry for the B.A.R.C. Bank Holiday Meeting —Attacks upon the Lap Record and a Veterans' Race

GIVEN good weather, next Monday's Brooklands meeting (August 3rd) should go down in history as one of the best ever. There is a record entry, with 73 cars down to run in the various events, and no fewer than 32 "old crocks" have been entered for their own Veterans' Race, in which only cars which may well be regarded as curiosities are eligible to compete.

There are 10 events on the programme, starting at one o'clock, comprising two short and two long handicaps, two one-lap sprints, three "mountain" races, of the type which have proved so spectacular and so popular with racegoers—particularly in the public enclosure, and, to wind up the day, the race for "the antiques."

Additional interest will be lent to this meeting by the promised attempt on the lap record by that famous woman driver, Mrs. Stewart, of Montlhéry fame, who—as "The Blower" foretold some months ago—will bring her 2-litre Derby-Miller to the track to make her attempt on Kaye Don's record of 137.58 m.p.h.

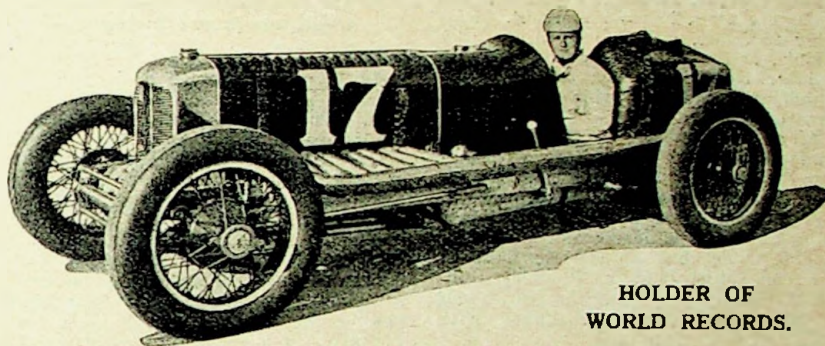
Sir Henry Birkin, in the single-seater racing Bentley—which now has a larger supercharger—is also expected to make an attempt on the record. It will be

remembered that Sir Henry Birkin held the record for a time with this car at 136.36 m.p.h. Mrs. Stewart, incidentally, among a host of other records, holds the world's 10-mile record with the Miller at 137.21 m.p.h.

Many well-known light car drivers will be present; among whom will be W. B. Scott (1½-litre Delage), Victor Gillow (Riley)—last year's 1½-litre class winner at Phoenix Park—A. F.

Ashby (Riley), Major A. T. G. Gardner (M.G. Midget), and Harold Purdy (1½-litre Thomas Special). Another interesting "1,500" down to run is the 1½-litre Targa-Florio O.M., which has not been seen for some time.

Admission to the public enclosure will be 2s. 6d. (children 1s. 6d.), and cars may be parked in the outside enclosures for 2s. 6d. Cars to the course cost 10s. A transfer to the Paddock also costs 10s.



HOLDER OF
WORLD RECORDS.

Mrs. Stewart at the wheel of the straight-eight f.w.d. Derby-Miller with which she is to attack the lap speed record at Brooklands next Monday.

FOR CONTINENTAL TOURISTS

TOWNSEND BROS. (FERRIES), LTD., Leadenhall Street, London, E.C.3, have mapped out a scheme whereby a tour of the Continent can be carried out for an inclusive cost of about £1 per day per person. Townsends will quote individually for all customs formalities, licences, etc., supplies of fuel and oil, hotel accommodation and meals. In order to enable

Townsends to make their arrangements it is necessary for the intending tourist to be a member of the R.A.C. or A.A.

As an example, a 15-day tour to the Loire, Brittany and Normandy (925 miles) can be accomplished for £19, 7s. 7d. per person where a party of five is concerned. For a party of four in a 15 h.p. car the inclusive cost would be 29s. per person per day.

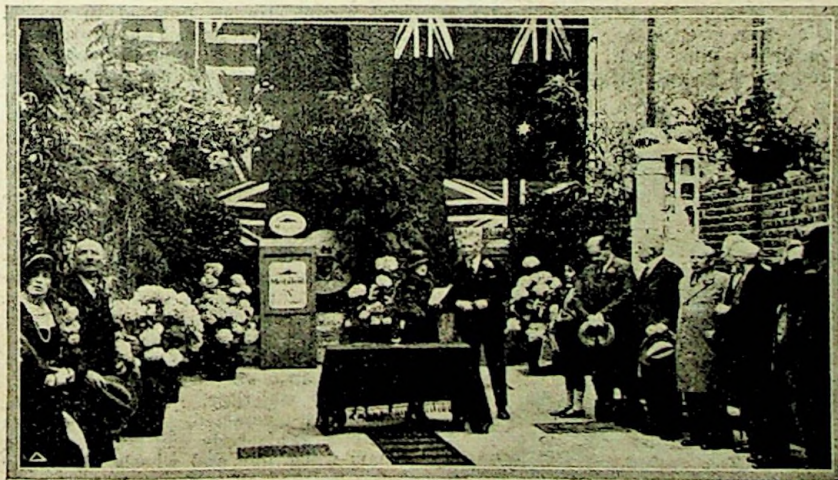
Hornet Concours Successes.

Eustace Watkins, Ltd., 12, Berkeley Street, London, W.1, inform us that two Wolsley Hornet cars, fitted with E.W. special coachwork, gained first prizes in the recent Concours d'Élégance held at Ramsgate. The first was a two-four-seater sports model, which gained first prize in the open car class for cars costing between £200 and £300. The other, which won the first prize in the closed car class for cars of similar value, was an E.W. coupé. Our information is that both these cars were standard catalogue models, and not specially built and finished for the Concours.

An Invicta Light Car.

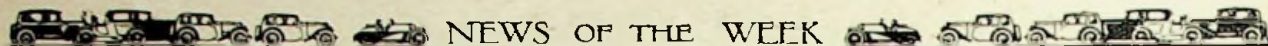
Another manufacturing concern hitherto producing only large cars is about to enter the "under 1,500 c.c." field; this is Messrs. Invicta Cars, The Fairmile, Cobham, Surrey. The new model has an overhead camshaft six-cylinder engine of about 1,300 c.c. capacity.

The first car, which is well on the way to completion, shows every sign of being a quality job. The chassis frame is of very rigid construction and the low-built saloon body suggests that the car will have a distinctly sporting appearance; we gather, in fact, that the aim is to provide, also, a sports performance rather above the average for a light car of medium engine capacity. Several novel features have been incorporated in the engine design.



NEW LONDON
PETROL STATION.

The Countess of Oxford and Asquith performing the opening ceremony at the Woburn Garage, Collonade, Russell Square, last Tuesday, July 28th.



AVON STANDARDS FOR 1932

Details of Coachwork
for the Nines — Both
"Big" and "Little"

SO far as the Big Nine Standard is concerned, the general and well-known lines of the Avon two-seater open sports and coupe bodies are retained, but there are a number of changes which, although confined to details, are nevertheless important. Possibly foremost, although certainly least visible, is the use of the new Dunlop cellular moulded rubber seat cushions which undoubtedly provide a high standard of comfort.

More obvious is the adoption of Rudge-Whitworth wire wheels with serrated hubs and "knock-off" caps. Protecto safety glass is used throughout, and the coupé has a tinted glass vizard in front of the windscreen.

This model has an electric light in the roof—which is of the Pytchley semi-flush sliding type—while the body itself is metal-panelled in accordance with the Weymann patents.

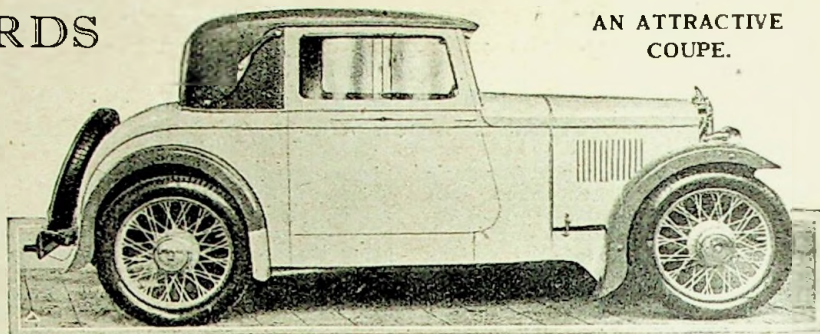
Certain alterations are to be noted in the chassis in addition to those which apply to the 1932 Standards, as described above.

To conform with the rearward position of the driver's seat, a so-called relay gear-changing mechanism is fitted so that the gear lever knob is conveniently located, but the lever itself is kept short. To the same end, the hand-brake is mounted on the right.

Appearance has been improved by the adoption of a new design of radiator which, although generally similar to the 1931 model, is considerably deeper and now covers the front cross-member of the frame. The dumbiron apron has, of course, been altered to conform with this design, and the wings are now of the type fitted in 1931 only to the close-coupled coupé.

In the open sports two-seater fewer changes are to be noted, but Rudge-Whitworth wheels are fitted and the

AN ATTRACTIVE
COUPE.



The Avon Swan sportsman's coupe on the new Little Nine Standard chassis. In addition to the normal two seats there is an occasional seat for children, whilst equipment includes Magna type wire wheels and a sliding roof.

body is provided with a door on the driver's side as well as on the rear side. The price is £235, while that of the coupé is £270.

On the new Little Nine Standard chassis, somewhat similar bodies are available at £175 for the open and £215 for the closed model. The former has only one door, which is hinged at the rear. An attractive feature is the concealed hood which is permanently attached and folds down into a recess behind the seat squab. This, incidentally, is also to be found on the larger model described above.

Both the open and the coupé Little Nines have Magna-type wheels, and the coupé, like the larger one, is of Weymann metal-panelled construction with a Pytchley sliding roof. It has, however, an occasional seat for two children.

A.A. Routes Popular.

The A.A. routes become more popular every year. During the past 12 months 700,000 home routes were issued covering 297,000,000 miles.

Champion of Europe.

Minoia, the Italian driver of Alfa-Romeos, has been declared the champion of Europe, following the results of the three Grands Prix—Monza, Montlhéry and Spa. He equalled Campari on points, but won on mileage.

Henlys to Distribute Rovers.

It was announced on Wednesday that Henlys, Ltd., in future will look after the sales of Rover cars in the London district and that a contract for £750,000 worth of cars has already been signed.

THE 1932 SWALLOW STANDARDS

Well-known Specialist Coach-
builders' Programme

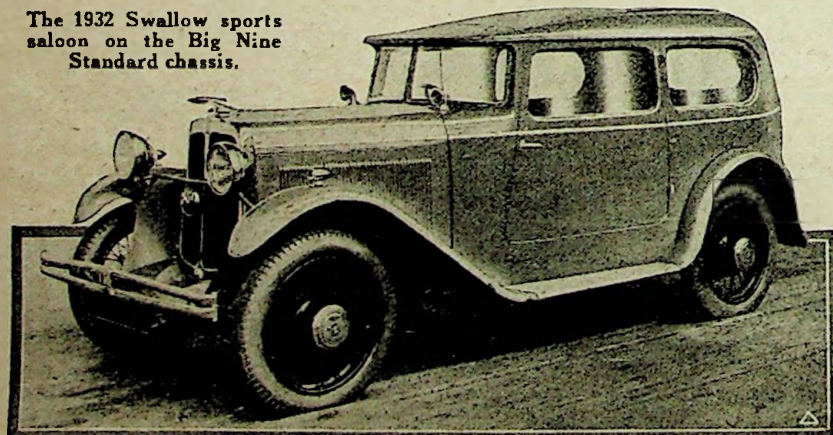
ALTHOUGH there will be an entirely new and very attractive two-seater coupé for the Little Nine Standard chassis, it is not at present possible to publish details beyond the facts that it will be distinctly low in build and will have a radiator of unusual but pleasing design.

The Big Nine Swallow sports saloon, despite a number of detail improvements, has been reduced in price to £240 with an additional £7 10s. for a sliding roof.

Internally an improvement is the use of a particularly high-grade of furniture hide, while the door locks, roof light and switch are all finished to match. As before, spring-loaded automatic window lifts are fitted, and the rear window blind is concealed in a recess behind the squab. The windscreen is now of safety glass and, an important feature from the point of view of comfort, the front seats are of the Leveroll sliding type.

Externally, there is less change. The front dumbiron apron is now detachable and held in place by means of two knurled nuts; in consequence the Standard starting handle can be easily used. As to the finish, although various two-colour schemes will be available as in the past, it is understood that the Swallow cars for 1932 will be finished normally in a single colour relieved by a narrow waistline. One of the first cars to be completed, for example, has an apple green body and wings, with a cream waist line and wheels, the latter being finished off with apple green rim edges. Another example is in Nile blue with cream line and wheels—a very attractive combination.

The 1932 Swallow sports
saloon on the Big Nine
Standard chassis.



TECHNICAL ASPECTS

A SUBTLE KIND OF FLAT SPOT

By L. MANTELL

Methods of Diagnosing the "Gulp" — A Peculiar Trouble Brought into Prominence by the Tendency Towards Over-hot-spotting Induction Manifolds

I HAVE so often written on "flat spots" that a return to the subject may savour a little of "labouring" the point. I am not, however, going to bore readers with renewed descriptions of the ordinary lean and rich transfer and snap flat spots which are so familiar already to most of us, but would speak more particularly of—not exactly a new type—but a subtle variety of spot that is coming more and more into evidence as manufacturers are making increasingly hotter manifolds.

In the old days it was quite common practice to mount the carburetter on the face of the cylinder block opposite the valves and exhaust pipe and to lead the mixture thence by a transverse pipe through the water jacket, between the barrels of No. 2 and No. 3 cylinder to a forked junction where the tract divided longitudinally to the front and back halves of the engine. This kind of layout is totally free from the flat spot in question, known in technical circles as a "gulp," as is also an induction manifold disposed on the same side as the exhaust pipe, but unconnected therewith and therefore fairly cool.

The growing tendency to over-hot-spotting has, however, brought the "gulp" into prominence, and I find astonishingly few people even among the trade who can distinguish it from the ordinary lean and rich areas in the transfer position between the pilot, or idling, jet and the main as the throttle is gradually opened due either to over-richness or undue poverty of either jet, or perhaps to the choke size being too great for the "characteristic" of the engine.

This kind of "spot" seems to be the one almost invariably and now quite unwarrantably presumed, and when treated as such and elimination attempted by simple up and down changes of jets and choke tubes the insistent refusal to disappear generally leaves the operator completely puzzled.

I will first detail the exact difference between the ordinary flat spot and the "gulp" from a diagnosis point of view and then describe its exact origin and the methods of cure, my remarks throughout being confined to static bi-jet carburetters which are fitted to the vast majority of light cars.

All carburetters of this type are provided with two distinct sources of fuel supply; a main spraying member com-

posed either of a single self-correcting jet or of two jets working in unison and arranged for corrective purposes, and an idling or auxiliary jet situated at the opening edge of the throttle where the air velocity is at its maximum under idling and low throttle conditions.

The intrusion of a flat spot on gradually opening, either when light or under load, means that at the critical position of the throttle where the main is just coming into—and the auxiliary going out of—action, the mixture, although good above and below that position, may be either over-rich or over-weak at that particular spot.

It is very easy to tell which is causing it in a variety of ways; an increase in the size of either jet or a decrease in the choke area will always cure or, at least, improve it if leanness is the trouble and, of course, vice versa. Similarly, if one opens the throttle gradually by hand operation of the lever itself and depresses the tickler with a disengaged finger when the flat spot appears the temporary enrichment will immediately tell its tale by increasing or reducing the engine speed, according as the trouble was due respectively to poverty or to too much petrol at this changeover position, technically called the "transfer."

Again, lean spots are more in evidence when the engine is cold, and rich spots when it is hot, for perfectly obvious reasons, but in all cases where the trouble is due to incorrect transfer mixture it can be cured by suitably increasing the size of either jet, or by reducing the choke diameter. I do not say *effectively* cured, for, by altering any of these members troubles of other kinds may intrude simultaneously with the disappearance of the flat spot. With these, however, we are not at present concerned, the immediate object being to decide as to the *kind* of spot which we have to remove.

Carefully observe, now, the difference in the case of the "gulp" spot.

Like the others it can be aggravated or reduced by modification of the jet and choke sizes, and like rich spots it becomes worse as the engine temperature rises, but there the resemblance ceases, for although capable of modification, it is not curable by any of these attentions.

It gives at first the impression of being

a rich spot because it is not noticeable when the engine is started from cold, but appears after running a mile or so and gets worse as the temperature rises. It is more in evidence in bottom and in second gear than in top, and as the engine gets hotter it gradually builds up from a very slight and hardly noticeable hesitation to a most pronounced jerk, suggesting when in its worst form a complete switch off for about one rev., giving rise, of course, to a momentary reversal of thrust through the whole of the transmission, followed by a second reversal as the engine suddenly picks up with a jerk, causing generally a kind of "clack" unless the differential, bevel and universals, etc., are very tight.

It is more in evidence with some petrols than with others. In France, where there is a certain amount of alcohol in the petrol it is often quite absent in the same engines and on the same settings which in England will produce a strong "gulp." Until the cause was discovered I was immensely disconcerted on one occasion some years ago, when driving a car from London to Paris to find entire freedom from "gulp" immediately I got a fill-up at Boulogne on landing.

When more detailed examinations are made it becomes even more puzzling, for on opening the throttle very gently by hand to make the tickler test, one finds it impossible to dwell upon the spot, however carefully the lever is moved, that is when the engine is hot.

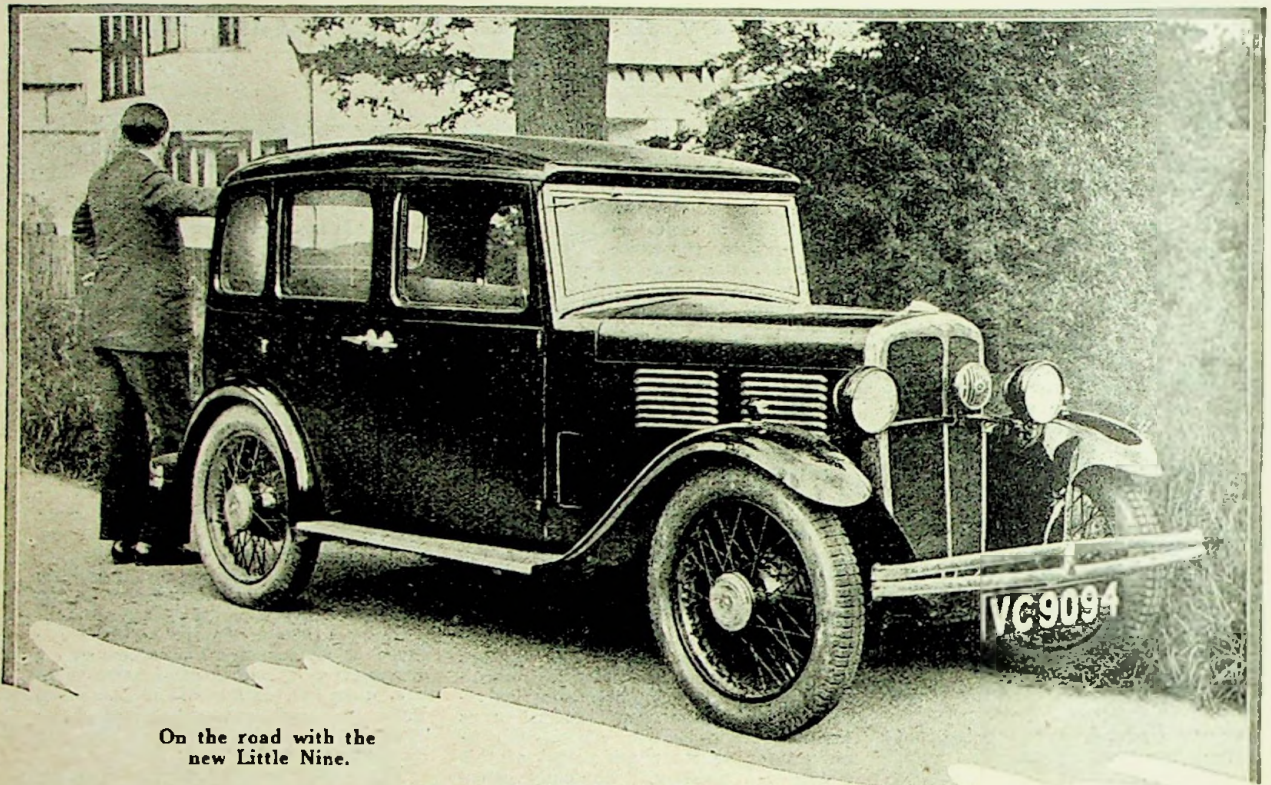
Nothing happens during the first part of the movement while the auxiliary is in operation, then, suddenly, as the opening progresses, there is a temporary sound in the carburetter, describable perhaps as a very transient wet gurgle and hiss combined. The engine literally hiccoughs, but before one has time to bring an analytical ear to bear on the stagger it ceases as suddenly as it commenced, and the engine resumes its ordinary progress of gradual acceleration without a semblance of richness, poverty, or the slightest signs of confusion after its hiccough.

I think I have now described the "gulp" in sufficient detail to enable its distinction from the common or garden flat spot to be made. Lack of space prevents me from analysing its exact nature or describing the cure, but next week I will endeavour to do so.

Complete Description of the

NEW STANDARD "LITTLE NINE"

Welcome Newcomer the Outstanding Features of Which are a 1,005 c.c. Engine of 9 h.p. Rating, a Three-speed Gearbox with Silent Second, and Bendix Duo-Servo Brakes—Saloon to Cost £155—Big Nine Saloon Reduced to £205



On the road with the new Little Nine.

THE announcement of an entirely new model by the Standard Motor Co., Ltd.—to be known as the Little Nine—is one of the most interesting news items of the week. Its introduction coincides with the publication of details of the 1932 programme of Standards, and, before getting down to details of the newcomer, mention may be made of the fact that the Big Nine is being retained in improved form.

The complete list of light cars in the Standard range is as follows:—Little Nine: saloon, £155; special saloon, £169; four-seater tourer, £145; two-seater, £145; coupé, £175; Big Nine: saloon, £205; special saloon, £225; two-seater, £195; four-seater, £195.

It will be seen that the range represents marked value for money, equivalent models of 1931 Big Nines, for example, being offered at reduced prices.

Turning now to the newcomer, the Little Nine is designed to fulfil the need for a comparatively cheap, efficient and economical light car; it is made to last and boasts several detailed refinements.

Outstanding, for example, and marking a complete innovation in light car design, is the inclusion of a three-speed gearbox with silent second; in addition, the car has cable-operated Bendix duo-servo brakes, fingertip controls, a rear tank, and so on. In other respects, the layout is conventional, but the greatest care has been taken to bring every individual part right up to

date, and also to provide a more than ample margin of strength throughout.

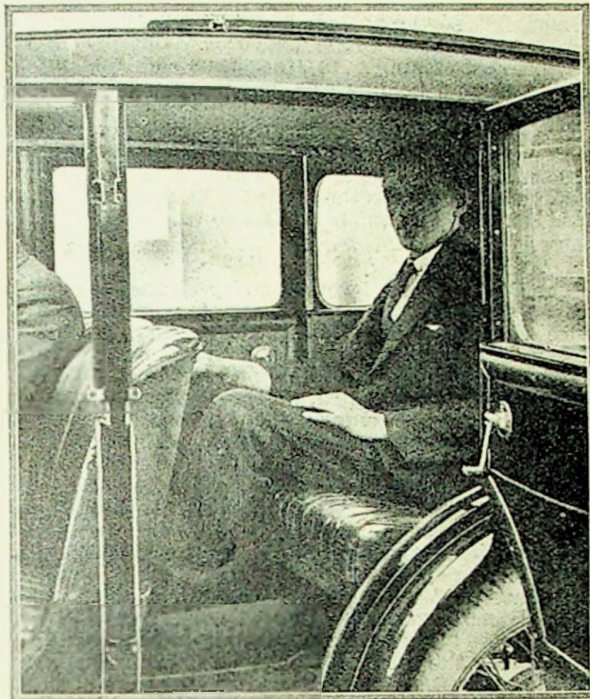
The chassis frame forms a case in point. Of channel section, it has three sturdy channel cross-members, a tubular cross-member, and a pressing at the rear, which helps to stiffen up the assembly and also to carry the rear tank, which is strapped beneath it. Semi-elliptic springs are employed both at the front and at the rear, the suspension at the front being assisted by means of Hartford shock-absorbers with outboard mounting. Hartfords in the conventional position are also employed at the back.

The frame is upswept at the rear to leave ample clearance between it and the axle, and tapers aft to a narrow section, where it is further strengthened by a tie-bar. Wire wheels, with large-diameter hubs and 27-in. by 4-in. Dunlop tyres, give a smart, modern appearance.

The power unit is of straightforward design, but none the less interesting. It is made up of the detachable cylinder head, the combined block and crankcase, and the sump. The last-named takes the form of a pressing, which is "roofed in" with a horizontal plate complete with gauze strainer to prevent the ill effects of surging and also with a vertical baffle designed to assist towards this end.

The bore and stroke are 60.25 mm. and 88 mm., the

capacity 1,005 c.c., and the Treasury rating 9 h.p. Cooling is by thermo-siphon assisted by a belt-driven fan, and the same belt is employed for driving the dynamo mounted on the off-side of the cylinder



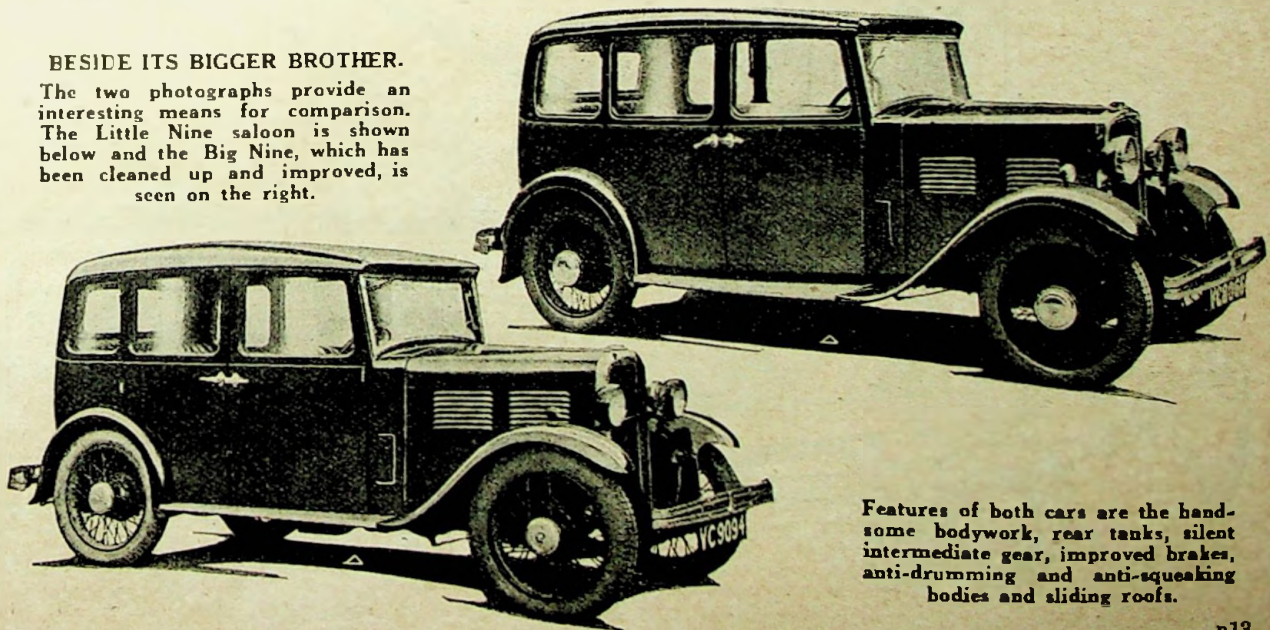
This photograph clearly indicates that the Little Nine is definitely outside the baby class. The rear seat accommodation is comfortable and quite roomy.

block. The exhaust and inlet manifolds are in one piece, thus providing the necessary hot spot.

Lubrication is by pressure pump, oil being supplied to the big-ends via the hollow crankshaft in the usual way. Acrolite pistons—of which the four vertical flutings with oil return holes are a feature—are used, and the connecting rods are of H-section Duralumin with split big-end bearings. The crankshaft itself runs on two stout bearings.

BESIDE ITS BIGGER BROTHER.

The two photographs provide an interesting means for comparison. The Little Nine saloon is shown below and the Big Nine, which has been cleaned up and improved, is seen on the right.



Features of both cars are the handsome bodywork, rear tanks, silent intermediate gear, improved brakes, anti-drumming and anti-squeaking bodies and sliding roofs.

An interesting feature of the engine is the simplification of the drive for the oil pump and distributor. This is effected through the medium of a skew-driven shaft, which first of all works the oil pump, and then, by means of dogs, the distributor. Fuel is, of course, delivered direct from an Autovac to the float chamber of the horizontal Solex carburetter. Ignition is by coil with automatic advance.

The bearer arms for mounting the engine-gearbox unit are formed by heavy section steel plates, one of which is sandwiched between the block and the clutch housing and the other between the block and the timing case. This gives a particularly simple and rigid mounting, which combines strength with lightness.

The clutch of the Little Nine is of conventional single dry-plate pattern which requires very little attention.

The gear ratios are 5.22, 9.61 (silent), and 19.05 to 1; it is worth noting that the ratio of reverse is 26.98 to 1. The principle adopted for the silent second gear is somewhat similar to that which is familiar to most of our readers, but the manner of carrying out the principle is entirely different.

The Silent Second.

Herring-bone gears are used, and, owing to the tooth formation, movement of one wheel by the selector mechanism also moves the wheel on the layshaft which is in mesh with it. Top gear is engaged by means of dog clutches on the mainshaft wheel, and the second gear is engaged by moving the pair of herring-bone gears until the layshaft gear wheel engages a dog. First and reverse are arranged on conventional lines.

The final step in the transmission is by means of an open propeller shaft with a Hardy Spicer universal joint at each end, to a spiral bevel-driven rear axle with differential. Steering is on the worm and nut principle.

A point worth noting is that cables connect the cross-shaft arms with the operating gear. Cables connect the arm of the pedal to the Bendix mechanism; the hand brake incidentally also operates the brakes in all drums, whilst projecting from each brake dust-cover is the necessary adjusting nut by means of which the shoes are centralized in the drums.

Before going on to describe the performance of the car on the road, the following data—based on the saloon—may be mentioned:—

Overall length, 10 ft. 10½ ins.; overall height, unladen, 5 ft. 3 ins.; overall width, 4 ft. 5 ins.; wheelbase, 7 ft. 6 ins.; track, 3 ft. 8 ins.; ground clearance, 7½ ins.; approximate weight, 13 cwt.; turning circle, 34 ft.;

brake horse-power, developed at peak revs. (3,600), 22; capacity of radiator, 15 pints; capacity of the rear petrol tank, 5 gallons; maximum speed in top, 56 m.p.h.; second, 35 m.p.h.

We were able to drive two separate models of the Little Nine, the first being a saloon which had just left the assembly line, and the second, the experimental chassis from which the final details of the design were evolved. The body is definitely outside the baby class. There is ample leg room and elbow room, whilst at the back even a long-legged passenger can be accommodated without being cramped. The interior of the saloon is furnished attractively; in fact, the general impression is that of a car costing a good deal more than £155.

On the Road.

Our first road experience was with the new car. We anticipated the characteristic sluggishness of a chassis boasting of little more than the initial road test, all the same, we were pleasantly surprised to discover that this stiffness was not so great as we had expected.

The gears were easy to operate, the clutch pressure light, the take-up sweet and positive, and the steering surprisingly light, yet steady. The Bendix Duo-Servo brakes were a revelation. The lightest pressure on the pedal had an instantaneous effect, whilst heavy application of the brake was surprisingly effective at all speeds.

The silent second gear was another feature which one instantly appreciated. With four-speed boxes of this kind one is accustomed to drop into third as occasion arises, but with an ordinary three-speed gear there is sometimes a tendency to delay changing down owing to the noise and vibration which running in second gear involves. With the Little Nine, however, the gears are almost dead silent and the engine, even at nearly 40 m.p.h. in second, is very nearly vibrationless. The change from top to second naturally calls for double clutching, but is quite simple. Three-speed enthusiasts should find in this box confirmation of all their arguments.

Stepping out of the production model we entered the experimental car, and naturally the most surprising

feature was the difference in performance. The initial acceleration was much better, and the car was faster and easily capable under favourable conditions of the top speed claimed for it. The suspension also was even better than the other saloon, and we were able to take the car at some 20 miles an hour over "colonial" sections, including two or three sets of light railway lines which had been reduced in a very half-hearted manner to the level of the ground. Excellent road holding was, in fact, a marked feature of both cars.

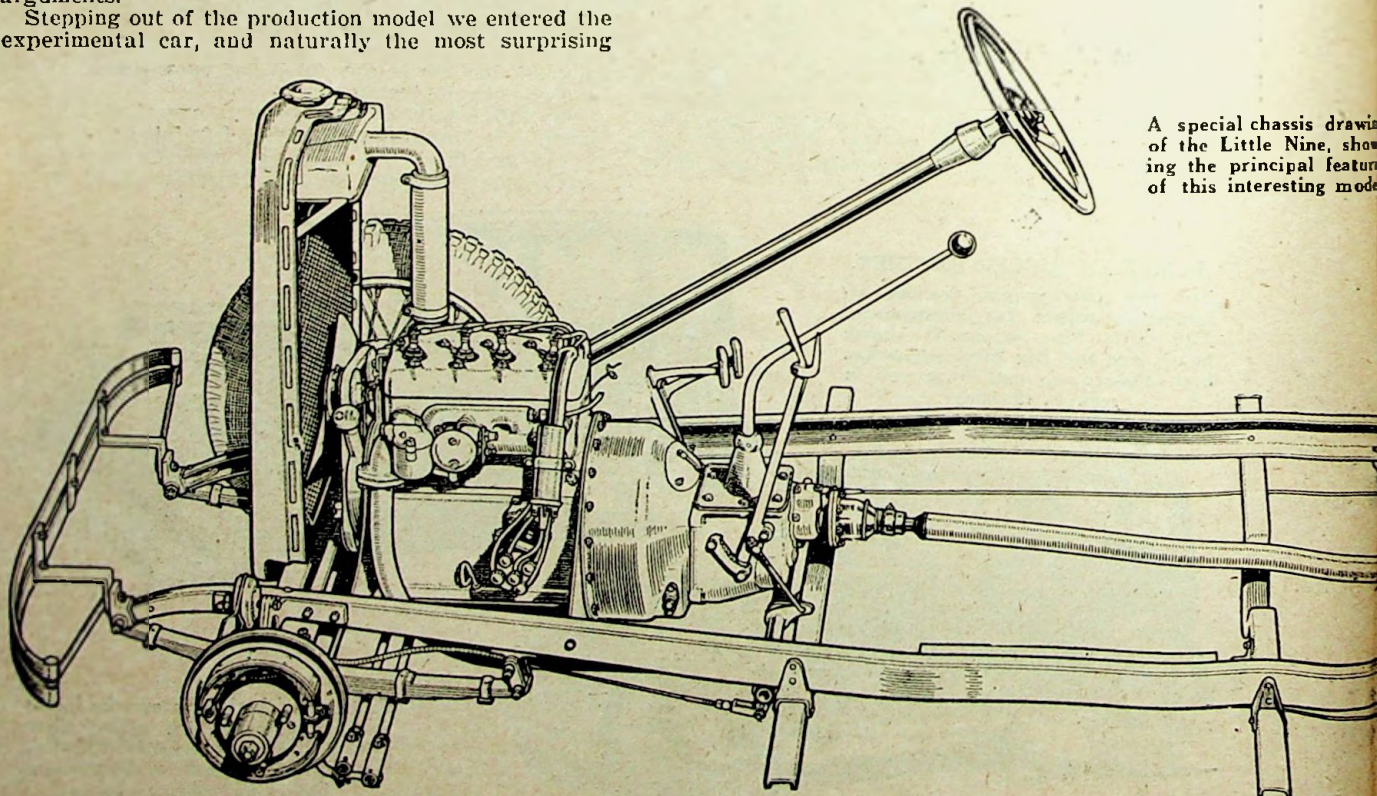
On the whole, the Little Nine strikes us as being good right through, moreover, for those who require a little more luxury than that supplied in the ordinary £155 vehicle, there is the model at £169, which includes little luxuries like bumpers, and so on.

The Big Nine.

The Big Nine has been generally cleaned up and improved for 1932. New features, for example, are a more efficient silencer, Bendix Duo-Servo brakes, an A.C. petrol pump driven by a cam from the extension of the oil pump drive, a 9-gallon rear tank, four-speed gearbox with silent third, Marles-Weller steering, substantial finger-tip controls (spark, throttle lights and horn), Luvax double-acting shock absorbers all round, the new Standard radiator—also a feature of the Little Nine—a new facia panel, consisting of a pressing, the instruments being mounted behind it with ample clearance for dial-face illumination without dazzle to the driver, a roof light, improved body fittings, and a sliding roof.

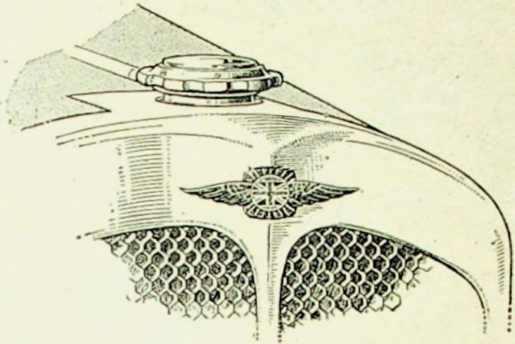
A feature of the Standard coachwork, by the way, is the incorporation of anti-squeak joints—greased paper liners being used, and anti-drumming panels, felt glued along the inside of the panels themselves having the desired effect. The Big Nine also has a tool-box under the scuttle, in place of the tank which, as we have said, is at the rear.

Both models of the 9 h.p. Standard will be seen at the forthcoming Show and will, we predict, be one of the outstanding attractions of the Exhibition.

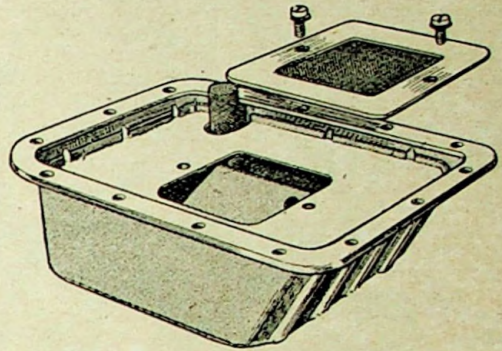


A special chassis drawing of the Little Nine, showing the principal features of this interesting model.

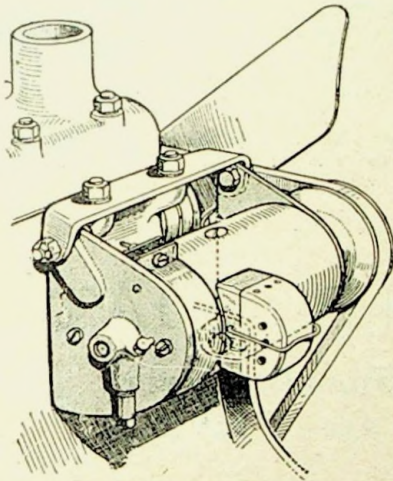
MECHANICAL DETAILS of the LATEST STANDARDS



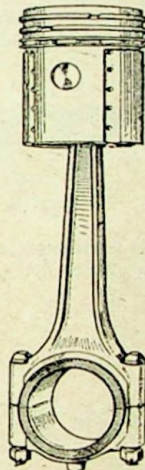
The badge of the latest Standards incorporates the familiar Union Jack by means of which Standards have been identified for many years. The sketch also shows the filler cap and latest pattern divided radiator.



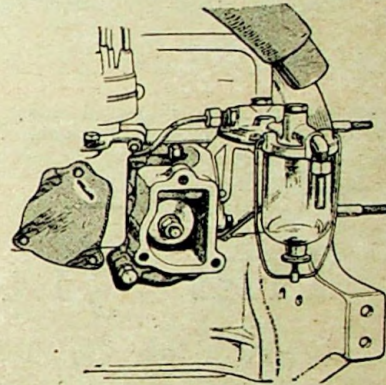
The sump of the Little Nine, an elaborate pressing which has both horizontal and vertical baffle plates to prevent surging of the oil. The main filter is detachable and, in addition, there is an oil pump filter.



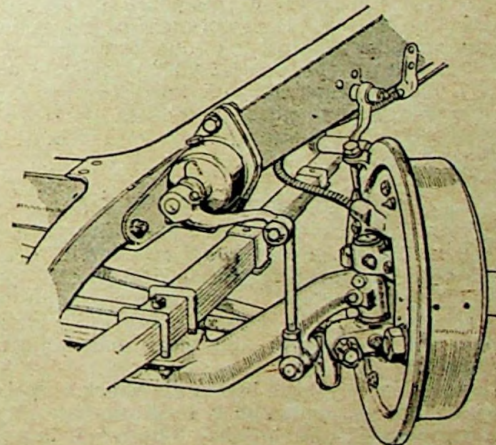
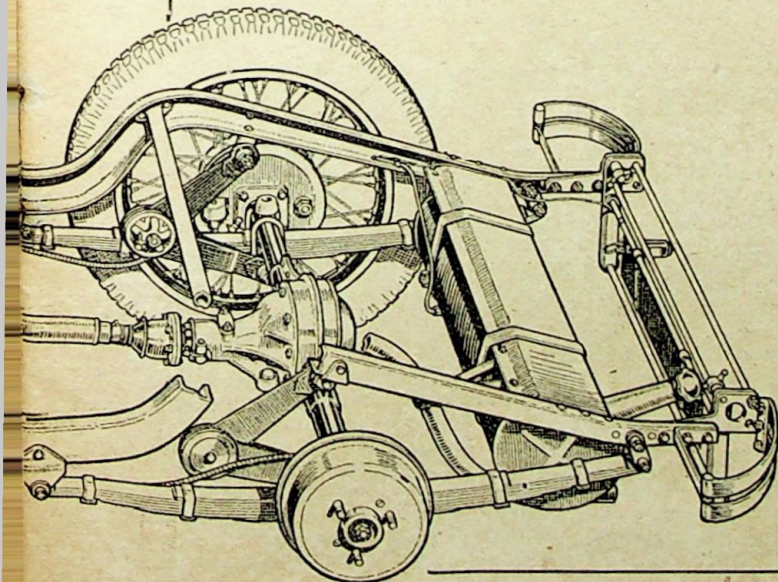
An external belt drives the fan and the dynamo on the Little Nine. The sketch also shows the latest type Lucas dynamo, with field resistance and fuse unit on the side



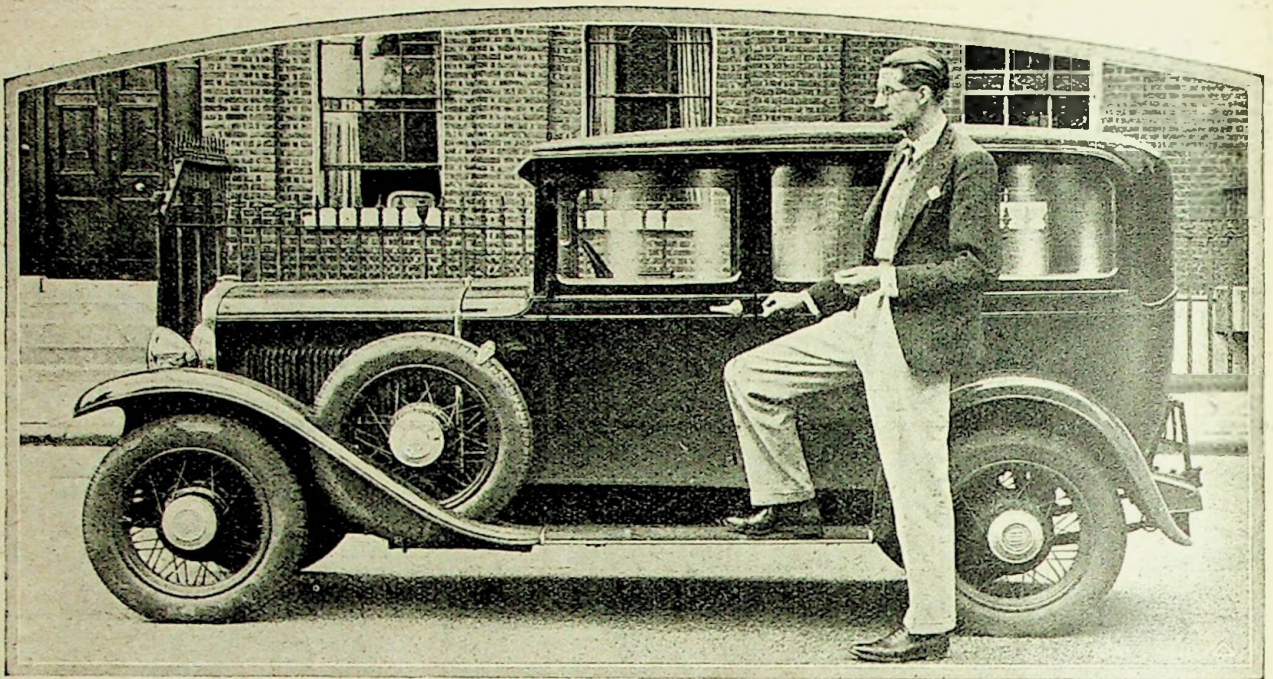
One of the con. rods and pistons of the Little Nine. Note the fluted Aerolite piston skirt.



A combined A.C. fuel pump and filter is now a feature of the Big Nine. The pump is driven by a cam on an extension of the oil pump shaft.



Outboard-mounted Luvax shock absorbers as fitted on the Big Nine. The junction of the brake cable with the drum is also seen in this sketch. On the Little Nine Hartford shock absorbers are used all round.



The general design of the improved model 514 Fiat is distinctly on "big car" lines. Note the six windows and four doors of the roomy metal-bodied saloon. There is provision for a second spare wheel on the off-side running board.

GET TO KNOW—

THE 514 10-30 H.P. FIAT

A High Grade Car of which a Smooth Power Unit and Good Suspension are Features

AS with most cars emanating from a famous factory, there is in the 10-30 h.p. Fiat an indefinable air of breeding. When this model was first introduced to the British market last year and a road test report appeared in this journal, the outstanding impression was of the smoothness of the four-cylinder engine and the general air of quality about the car as a whole. One of the new 10-30 h.p. models, known as the "514," has now completed a test of some 800 miles in our hands, and goes to confirm the excellent impression which we had already formed of this attractive light car.

Recent Improvements.

Several improvements have been incorporated in the latest model, such as a better clutch, even better brakes, an improved rear axle design, still longer and stronger road springs, a new engine mounting which has removed the last trace of vibration periods at low speeds and a different and more accessible mounting for the coil.

In addition, new-type hydraulic shock absorbers have been employed, and rubber bush shackles have been used throughout the chassis. The result is a light car which rides with the stability and solid feel of a very much heavier vehicle, and the outstanding features of the "514" are a practically vibrationless engine at all road speeds and a suspension which might be envied by a vehicle twice the size.

The road holding is such that "wavy" surfaces and badly pot-holed roads can be taken at speed, and the

only result, so far as the passengers are concerned, is a gentle swaying motion not in the least unpleasant; even when the road wheels are bouncing from hole to hole and rut to rut no kick whatever is transmitted to the steering wheel.

It will be appropriate at this point to give a few brief details of the chassis design. The four-cylinder engine has a bore and stroke of 67 mm. and 102 mm. (1,438 c.c.). The maximum r.p.m. are given as 3,400, at which engine speed the brake-horse-power is 28. The R.A.C. rating is 12 h.p., and the tax is £12.

The cylinders and crankcase are cast en bloc, and the cylinder head, sump and timing case cover are easily detachable. The short crankshaft is carried in three generous bearings, and shows no trace of whip or vibration at any speed. The timing gear for the side-by-side valves is driven by a silent chain. Other engine details include a gravity tank which holds 8 gallons of fuel (a facia-board reading indicator which gives warning when the last 2 gallons are reached is supplied). The Solex 26 F.H.D. carburettor, by the way, has a fuel economizing device.

Lubrication is effected by means of a gear type pump, and there are filters both for the oil inlet and outlet. Cooling is by a centrifugal pump and a large fan. A single dry-plate clutch, the disc of which is flexibly mounted, transmits the drive to a four-speed and reverse gearbox with a nicely cranked central control lever. The tubular transmission shaft has metallic universal joints at both ends.

The track in front is 4 ft., whilst the rear track is

slightly wider. The wheelbase is 8 ft. 5 ins., and the minimum ground clearance is 7 ins. The weight of the chassis alone is 12 cwt., and it is built to carry a total of 15 cwt.

So much for the general layout of the "514" chassis. Fitted with the large and rather heavy metal saloon body illustrated on these pages, the car behaved nicely on the road. In no way designed as a high-speed car, but rather as a family touring vehicle, the little Fiat was capable of an all-out speed of between 55 m.p.h. and 58 m.p.h. For some six miles the car was driven "flat out" under the impression that there was still some throttle to go, so misleading was the extraordinary smoothness of the little power unit. Indeed, we have seldom driven so smooth a "four."

Speeds on the gears were, first, 12 m.p.h.; second, 22 m.p.h.; third, 43 m.p.h., and top, as already mentioned, 55 m.p.h. to 58 m.p.h. On one or two occasions, when a suitable acclivity presented itself, well over 60 m.p.h. was attained by speedometer, the car then riding with remarkable stability and absence of "fuss"; from this speed the powerful four-wheel brakes brought the vehicle to a standstill without any suspicion of a drag one way or the other.

Cruising Comfortably at "53."

For long-distance touring the "514" showed itself to be a very pleasant vehicle. A steady 53 m.p.h. by speedometer was its cruising speed, and long climbs could be taken in its stride at only a slightly reduced gait, which, coupled with the good brakes, steady and positive steering, went to make quite high averages possible without strain or discomfort.

The body has ample room for four passengers, and can, without undue discomfort, carry six. The driving compartment is provided with two very large seats, of which the squabs are comfortably deep so that the shoulders are well supported. The back seat is very wide and deep, the upholstery of all the seats being carried out in high-quality leather. Although the car under test had already completed something over 15,000 miles of the usual rough usage accorded to demonstration cars, the body was silent except for a slight rattle from one window at 15 m.p.h.!

The driving position is well laid out from a driver's point of view. The seat itself can be adjusted through a range of some 8 ins., so that there is comfortable accommodation for a very tall person; the passenger's seat in front is similarly arranged.

The hand-brake can be reached quite easily, and the gear lever is placed in a natural position. A small point which makes for comfort on long runs was that the accelerator was provided with a strong spring.

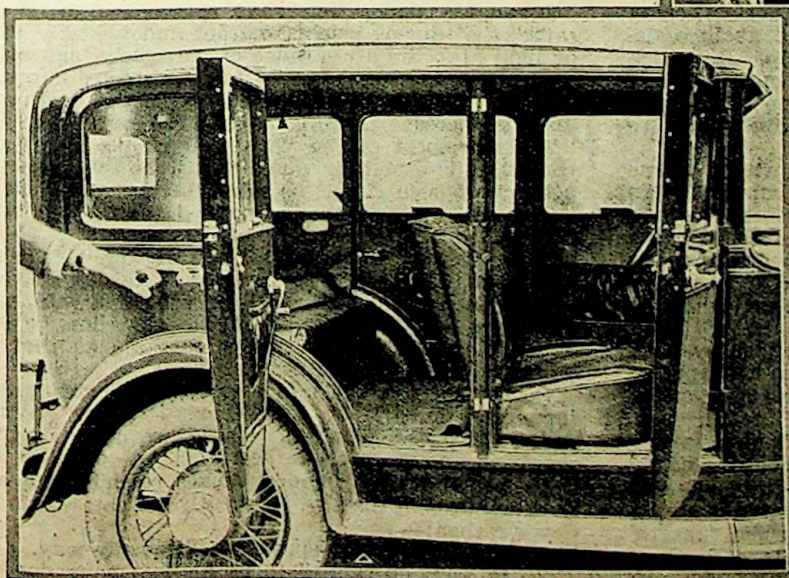
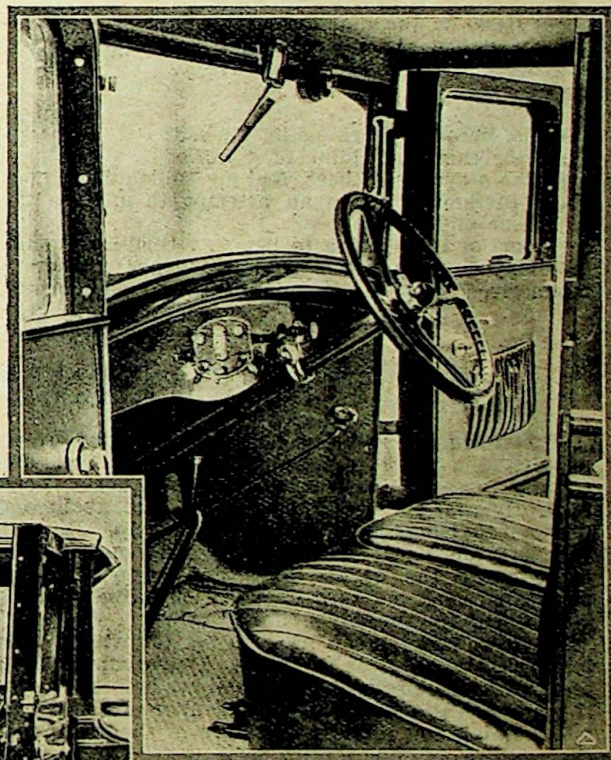
The interior equipment is all that can be desired in a car of this type. The instruments on the fascia-board are fitted in a neat panel indirectly lighted, with ammeter, oil gauge, speedometer, petrol indicator, the usual switches, an air control knob, a throttle control knob and a petrol mist injector for easy starting. On the steering column are mounted the ignition control and dimming device. A roof light, blinds to rear window and quarter lights and ashtray are included in the equipment.

The lights are worthy of a note to themselves, the feature being a flood-lighting effect free of all shadows with the headlights full on, and a good driving light without any dazzle with the dimming device in operation. The sidelights and the headlights have small red glasses inset so that a lamp failure can be instantly detected.

The engine started from cold without undue juggling with controls. Although driven hard throughout our test, it showed no signs of overheating, and after a long main-road run at high cruising speeds a hand could be placed quite comfortably on the radiator honeycomb.

The petrol consumption during a run of some 200 miles in which third gear—which is so silent in operation as to encourage over-much use—was employed more often than was strictly necessary, worked out at between 26 and 30 m.p.g., the oil consumption being negligible.

The price of the car tested, with wire wheels (which are £6 extra) is £251, and it was provided for test by Fiat (England), Ltd., Western Avenue, Acton, W.3.



(Left) A general view showing the interior of the Fiat, with one seat at the limit of its backward adjustment. (Above) The driving compartment, showing the disposition of the controls. Note the nicely raked steering wheel which carries the horn button, ignition control and dimming switch.



ON any big day you will see them in their hundreds flocking across the track en route to the public enclosure and—the majority, I think—slowly working their way up the side of the hill, from which the best view of the banking is obtained.

As I swing past their blurred faces at my modest 75 m.p.h. or so I find myself saying inwardly, "What *have* they come to see," and continuing (like Alice) to soliloquize, "It can't be me. . . . Many of them do 75 on the road in their sports cars. . . ." And by that time I am running merrily downhill to the straight with about 5,600 on the dial and giving a quick glance backward to see whether I am maintaining my 40-sec. start.

Hello, here they are again, packed close together and kind of "working" like a swarm of bees, and my soliloquizing goes a stage farther. I begin an attempt to analyse their ambitions and their hopes.

"Some of them come to bet. . . thrilling thought; they may have backed *me* (what a hope!); others are mesmerized by speed alone and they had their money's-

WHAT DO THEY GO TO SEE?

An Imaginative Little Sketch in which an Attempt to Analyse the Ambitions of the Visitor to Brooklands is Made

By
The Limit Man

greater numbers at every Brooklands meeting; but they're hard to teach, hard to turn away from the 'dogs' and the 'dirt.'"

What's that? Yes, I just managed second place and broke a valve-rocker beyond the finishing line. . . . Oh! it's the luck of the game.

worth a second ago when the big Moonbeam swooped majestically past me at the top of the banking. . . . (I may just manage second place if. . . . where *is* the bugger. . . . cheers. . . . he's packed up)—others, perhaps, have morbid interests. I know some folk who are genuinely disappointed if they miss seeing a crash.

"Finally, there is the section of the crowd—and a very small section, too—which takes a really intelligent interest in each item *as a race*. You see them (when you are off duty) with their field-glasses glued on the finishing line in the straight, and a close finish gives them a greater thrill than a successful bet—or a crash.

"We want more of them, too. If only the Great B.P. realized what a wonderfully sporting affair a motor race is they would be seen in far

BE YOUR OWN WEATHER PROPHET

IF you happen to be at home on a Friday evening when the news bulletin is broadcast, you listen eagerly to catch the words of the announcer, hoping fervently that there will be nothing said about a depression that may spoil your week-end trip. But when you are touring it is different; you cannot always listen-in at the right time, and even the daily newspaper may not turn up until long after you have started out for the day's run.

Even so, there is no need to set off without some inkling as to what is in store. Approaching changes of weather usually cast their shadows before them and if you learn to observe the appearance of the heavens it is possible to prophesy the state of the weather for the next twelve hours with some degree of certainty. You are, in fact, almost as likely to be correct as the experts.

The front of a cyclone is usually heralded by long, straight clouds low down on the horizon; the appearance of these generally foretells wind and rain and a falling barometer.

Those high clouds known as "cirrus" also have a story to tell to those who can read it; you can easily recognize them for they are extremely high clouds and appear like white brushmarks or smeary streaks across the summer blue; old country folk call them "mares' tails." They are formed of ice crystals and when, after a spell of fine weather with a clear sky you

notice cirrus forming, you may venture to suspect that the fine period is likely to break up, if only temporarily.

A reliable meteorologist says, with regard to "mares' tails," that during bright weather and westerly winds or light airs, the appearance of extremely high clouds of this type moving from the north-westward is usually an indication of the wind backing to the southward, and its increase in force to a fresh or strong gale. "The movement of the very high clouds under such conditions is especially dangerous if at the same time a batch of such clouds be rising in the west, and the barometer, after rising, is inclined to fall suddenly." Look out, in that case, for squalls and rain.

When these "mares' tails" are moving fast it is a sign that the bad-weather system is moving fast also and, in such a case, the spell of wind and rain, when it arrives, will probably be of brief duration. When cirrus clouds increase rapidly it is a sign that the storm centre is getting near.

Sometimes you will notice small white clouds floating across a bank of dark clouds—"ships," country folk sometimes call them. These are a sure sign of unsettled and stormy weather.

Masses of white, rounded clouds, resembling a huge flock of sheep in the sky, frequently indicate warm and dry weather:—

"If woolly fleeces spread the heavenly way,
Be sure no rain disturbs the summer's day."

Such a "mackerel" sky—as it is called—is strikingly beautiful, but there is another saying that tells us something about a mackerel sky being as "much for wet as for dry."

Perhaps, after a few hot days in summer, you will observe a huge cloud with a top shaped like an anvil, with ragged streamers raying out of it. This is often a sign that a thunderstorm is developing—a storm accompanied by heavy rain or hail. When you see mountainous clouds rolling up above the horizon, with their upper edges blurred and ragged, you may also prepare for much rain, accompanied by thunder.

Sky colours are said to prophesy changes in the weather and to indicate the conditions likely to pre-

vail for the next twenty-four hours or so. For instance, grey, dull mornings are frequently followed by fine, sunny days, whilst, as everyone knows, a red sunset indicates a fine day to follow. On the other hand, a red sunrise is, according to weather-wise country folk, a sure forerunner of wet and windy weather. A pale yellow sky at evening is indicative of rain, and bright gold denotes wind.

These are the main things the map of the sky has to tell. If you remember them when on tour you will have no need to worry about missing the official weather forecast and you will be spared any pessimistic references to "depressions approaching over Iceland!"
A.S.

A MOTORIST'S WEEK-END RETREAT

YOU who so fully appreciate the joys of a life in the open—have you considered the possibilities of spending not only a couple of weeks in such relaxation, but a night or week-end as often as you wish, and at absurdly small cost? Perhaps you do not care for the so-called hardships of camping, and even a caravan has its disadvantages. Yet what can be more delightful than some sylvan spot where the leisure moments of one's summer days and week-ends can be spent whenever the opportunity presents itself?

Then come with me for a trip down to—ah! but no, for I will leave you to find out where. We start from London in a northerly direction, and soon the drab suburban high road, with its costers' barrows and trams is left behind and we are driving down one of the finest roads in the country. Turning through a small village, yet unspoiled in many respects, we cross a bridge and find ourselves on a narrow, yet firm, cart track.

We are here at last, right on the very river's bank, and what faces us? Some imposing bungalow or riverside mansion? No! only a pantechnicon. Spoilers of the countryside! you cry; but wait a moment until I explain in more detail.

A grove of trees hides us from the passer-by, rambler roses spread themselves over our week-end retreat, while a short flower-trimmed lawn forms a picturesque boundary for our estate.

At the edge of the river is our landing stage and diving board, the work of winter's days now enjoyed to the full.

A peep into the interior of the pantechnicon reveals the method of furnishing, if such it may be called. The beds are arranged on the bunk principle and fold up in a small space in daytime like a chest of drawers, each bed sliding out on ledges a short distance beyond the

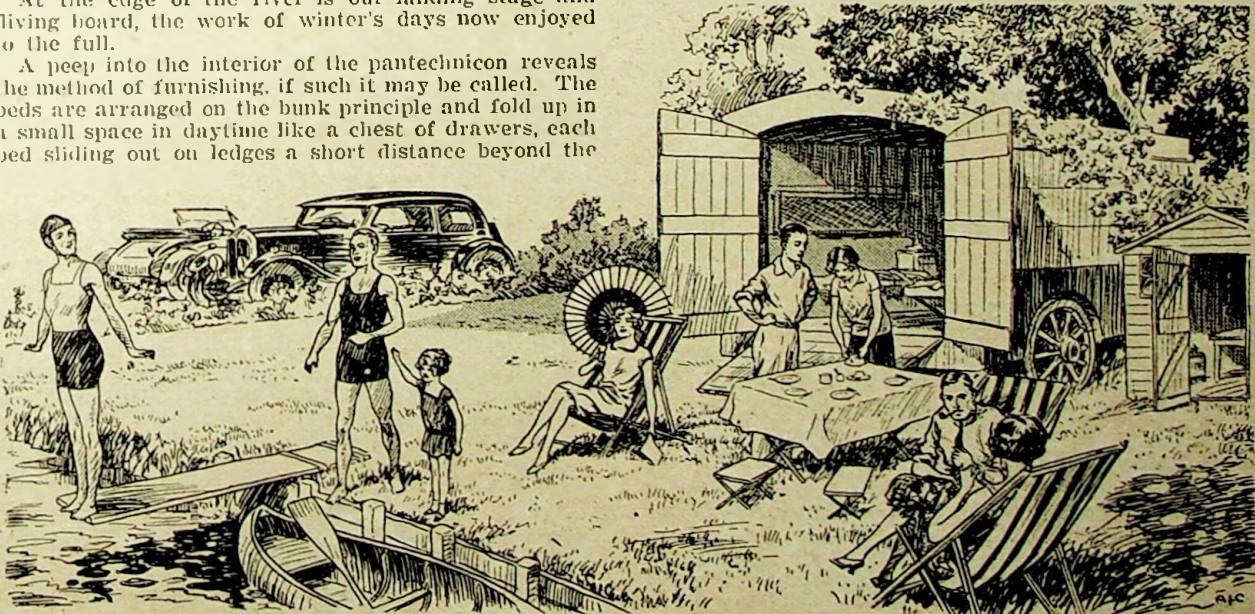
previous one. The rear or open part of the van we utilize for meals, there being a collapsible table and a selection of camp stools.

The cooking? Oh, yes! there is a small shed adjoining the van where the necessary stoves and pans are to be found. The pantechnicon is hired from the owner of the ground for ten shillings a week, which, divided among three, brings the individual cost to a very low figure, while, being on wheels and to all intents and purposes a movable object, no rates are chargeable.

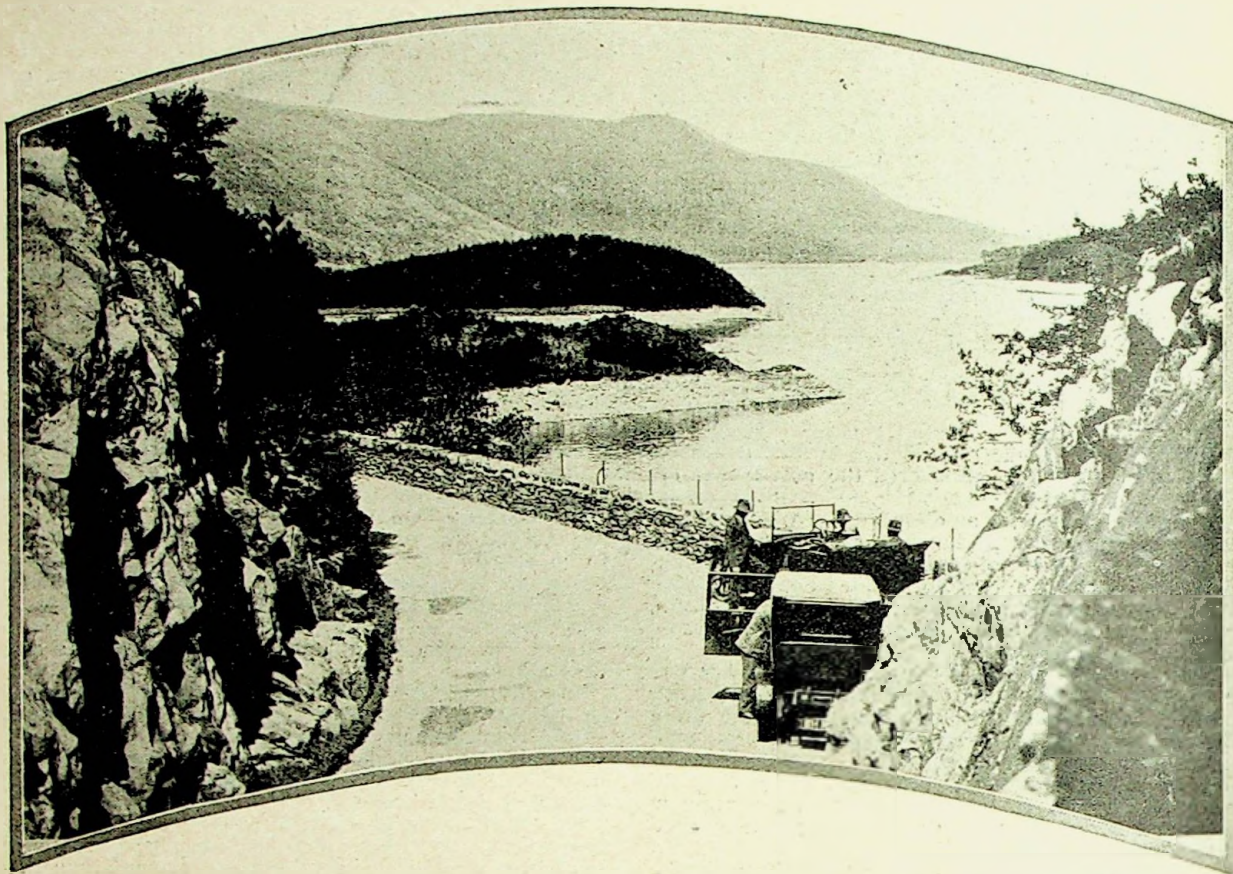
In addition, there is room to park two or three cars, so that we can always run into the nearest village or to the neighbouring farm for supplies at short notice. When we wish there is bathing in the river, the depth of which I have yet to find, or a peaceful drift down stream in the little canoe.

Too much out of touch with things? Oh, no! for we have always the wireless and the gramophone to enliven us; and if we feel inclined for more company than the hordes of friends who come to visit us, there is always "Jarge" at the local village inn, who is only too willing to start his everlasting discussion on cricket, or to bemoan the effects of the weather on the crops.

And so we laze away week-end after week-end in retirement and rural quiet—yet all within thirty miles of the seething roar of the Metropolis.
G.W.B.



A HOME FROM HOME. — An artist's impression of the week-end retreat described above. An old pantechnicon serves as a house, a surrounding grove of trees concealing any unsightliness.



RICH MIXTURE

Light Car Comment and Advice

by *Focus*

The Converted Morgan.

SURELY the four-wheeled Morgan conversion which was illustrated in last week's issue must have taken the eye of all keen sports car owners. I see that it was built by an Australian dirt-track enthusiast and is intended for use on the speedway; but what a wonderful machine it would be for trials and hill-climbs.

One can imagine a model with the existing Morgan two speeds supplemented by a Frazer-Nash transmission giving four more, thus providing eight speeds forward and two in reverse. With the 10-40 h.p. o.h.v. engine, such a machine would be ideal for competition work and would make quite a nice little road motor as well.

Throwing Good Cars Away.

THE S.M.M.T. statistical report has informed us that the average life of a car is seven years, and I dare say a good many readers have wondered with me how long the cars which are scrapped at the end of five or six or seven years might have gone on providing (as they say in America) transportation. Certain it is that, given

n20

sympathetic treatment, there is no limit to the length of time a well-built car will go on.

I met the other day a chance and passing acquaintance who stepped from a car which, he told me proudly, had done 238,000 miles. He evidently "lived in it," for on the dash was a rack holding his three favourite pipes, while the hood—it was an open four-seater—had been strengthened so that it stayed permanently up. In the whole of this car's amazing life the cylinders had been re-bored only once. Not bad when you think that if you drove 10,000 miles a year you would take more than 23 years to come level with this veteran! I wonder whether any readers of this journal can record an equal or greater instance of faithful service?

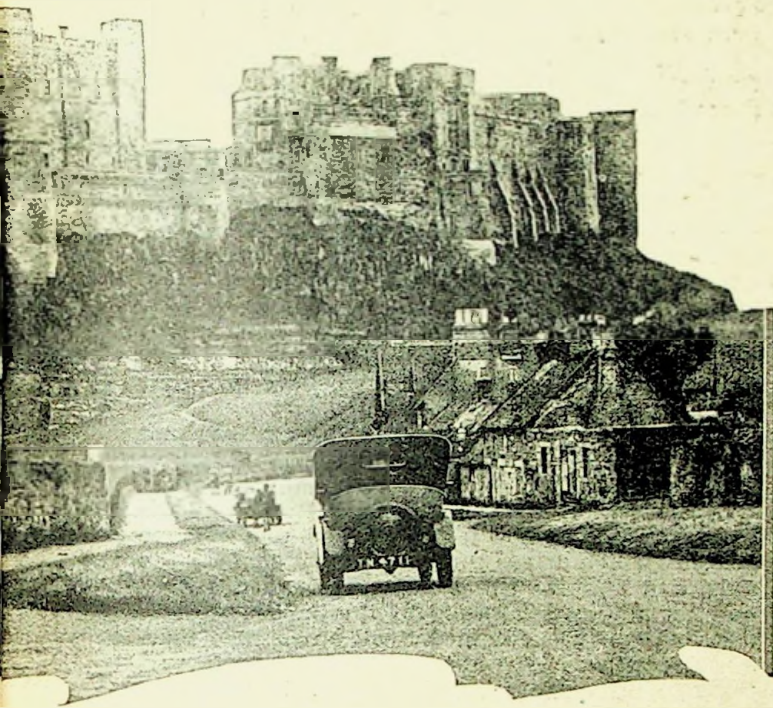
Via Ostend.

MY recent note concerning the Harwich-Flushington route to the Continent has moved a correspondent to advocate another crossing little favoured by motorists—the 3½-hour sea-passage from Dover to Ostend.

"If your objective lies in Germany," he writes, "this is your shortest way. The road takes you

'TWTIXT TRENT AND TWEED.

(Left) Manchester's water supply is drawn from Thirlmere, which is seen here, from the rock cutting on its picturesque western shore. (Below) Bamburgh Castle, a conspicuous landmark of the Northumbrian coast. The first castle erected on this site was built in 547.



through the interesting old city of Bruges to Brussels, which is quite worth a day for quick sight-seeing. Here taximen and others drive in a reasonable manner and, unlike Paris, Brussels is by no means a terrifying city to traverse by car. Beyond the capital you reach Germany by way of the Ardennes by taking either the Liège or the Namur road. As an additional attraction I may mention that, for the tourist, Belgium is probably the cheapest country in Western Europe."

While I agree with all this, I ought to add the caution that the route suggested includes about 200 miles of very indifferent road surface.

Travellers' Tales.

MANY friends of mine are already returning from their annual tours abroad and I have been hearing many interesting details. In some districts of Germany hard times are reflected in an acute shortage of small change in the shops. On the roads in Germany also there is this year a noticeable increase in the number of local Austin Sevens, formerly called Dixis, and now B.M.W. Kleinwagen.

In Austria, which is favoured with warmer and more settled summer weather than is our lot in England, touring cars, as distinct from saloons, are far more commonly seen than in Western Europe. One is not surprised that Austrians prefer tourers; theirs is a wonderful country for touring.

In Hungary.

ONE man I know has pressed his travels as far as Budapest, the road from Vienna having recently been greatly improved. In Hungary, he says, petrol costs from 1s. 10d. a gallon upwards, while garaging in the capital costs from half-a-crown to 4s. a night. On the other hand, hotel accommodation is by no means expensive, and wine is really remarkably cheap. German, English and Italian are spoken in hotels, shops and restaurants as a matter of course.

Temperatures approaching 100 degrees Fahrenheit have been recorded there lately, but it is dry heat, and therefore not so unbearable as the figure would suggest. In any event, Budapest possesses a number of excellent open-air swimming baths, which are well patronized in the hot weather, and very pleasant shady spots are also to be found on the high hills behind Buda.

My friend speaks highly of the courtesy and hospitality of the Hungarians, and declares that their capital has the most beautiful natural setting of any city he has ever visited.

The Relay Race.

IT was very hard luck on The Light Car Club having such a wet day for its first big event. Rain fell in torrents at Brooklands all the afternoon last Saturday, but, in spite of it, the enthusiastic competitors all declared that they thoroughly enjoyed the event. It was certainly a novelty which was planned on the right lines, and there seems to be every likelihood that it will become a leading fixture in the light car calendar.

The chief organizer and clerk of the course is, incidentally, a leading member of the editorial staff of *The Light Car and Cyclecar*. He was warmly congratulated on all sides on the success of the meeting, which—without even making allowances for the complicated nature of the race and the shocking weather conditions—worked as sweetly as anyone could have wished.

Joan Chetwynd's Day.

FULL marks for good sportsmanship were earned in the Relay Race by Joan Chetwynd, whose husband, the Hon. A. D. Chetwynd, drove a Lea-Francis. She had the most exciting afternoon of any of the competitors. After covering some 20 laps in a supercharged Midget devoid of a windscreen, during which she got soaked to the skin, the car took control on the Byfleet banking, hit the grass verge tail first, threw out Mrs. Chetwynd and her passenger, and came to a standstill the right way up.

Mrs. Chetwynd picked up a great number of very nasty bruises (she did not break an arm, as



Joan Chetwynd running in with the sash after crashing in the Relay Race.

many papers reported last Monday), but they did not stop her from running on foot from the scene of the mishap for nearly a mile to the stop line to hand over the token to her team-mate, F. S. Hutchens (Wolseley Hornet), who completed her remaining 10 laps and his own 30 to finish fifth. I was patrolling the track when Mrs. Chetwynd was running in, and although in great pain, with her hands clasped in front of her, she gasped that she was "O.K., chief." Actually, she looked to me to be only just able to stagger. Even after she had handed over the token she refused medical attention until she had seen Hutchens get away.

The M.O.T. at Brooklands.

SHORTLY after this incident I had a chat with Mr. Herbert Morrison, the Minister of Transport, who, from the fastnesses of a Rice caravan especially rigged up for his comfort in the reserved enclosure, watched, with Mrs. Morrison, the progress of the race.

He confessed that it was his first visit to the track and was thoroughly tickled to see an A.T.C. "20 m.p.h." sign on the track at the beginning of the area where the competing cars had to slow down before the drivers changed the sash. "I've been reading the regulations of the race," he added slyly, "and I can't help thinking that the author must have been studying the Road Traffic Act. . . . For example, he seems to know just when to use that helpful phrase, 'provided that,' and he seems to have guarded against any possible contingency that might arise."

"Little Nine" Enthusiasm.

THERE was a huge gathering at the Standard Works in Coventry last Tuesday when the company's agents were invited to make the acquaintance of the 1932 models. It seemed to

me that they were well pleased with the fare which the company intends to serve up to them and they showed the greatest enthusiasm in the new Little Nine. Mr. R. W. Maudslay, chairman and managing director of the Standard Motor Co., Ltd., declared that Standard quality is to be better than ever, and that they intended to maintain a policy based upon the belief that a satisfied customer is the best possible advertisement.

Captain Black, director and general manager of the company, told me that the production arrangements have been organized to enable one complete car to be produced every six minutes in future. If all the new Little Nines have as good a performance as the one I tried it will not surprise me if this output is maintained.

The £85 Rover.

A SUBJECT which is being much discussed in Coventry at the moment is the £85 Rover about which there was so much excitement in February last. I hear that it is due to make its bow to the public in September and there is at least one Rover agent who believes that it will "kill the motorcycle stone dead." However good the new Rover may be, I cannot believe that that prophecy will be fulfilled.

The car, I understand, is in appearance not unlike the Rover Eight of 1928. Its Treasury rating is 7 h.p. and it has a horizontally opposed air-cooled two-cylinder engine mounted behind the rear axle. There is a three-speed and reverse gearbox which drives through a short shaft to the axle, and I am told that the performance is good and not adversely affected by the unusual weight distribution. The £85 model will be an open four-seater of sturdy type and capable of doing everything which any reasonable man is likely to require of a motorear.



AFTER THE
RELAY GRAND PRIX.

The all-conquering Austin team. (Left to right) G. Goodacre, J. D. Barnes and L. Cushman. They were given a cheer by (A) Mr. Herbert Morrison, Minister of Transport, (B) Mrs. Morrison, (C) Mr. F. J. Findon, Clerk of the Course, (D) Capt. Arthur Waite, entrant and Austin director and (E) Mr. W. S. Sewell, also of the Austin Company.

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The Light Car & Cyclecar

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The New Models.

WE welcome in this issue the arrival on the market of an entirely new 9 h.p. model from the works of a very famous light car manufacturer. It is the first new light car for 1932 to make its bow, and its introduction heralds that of several more exceedingly interesting new models. Another leading Coventry light car manufacturer is expected shortly to announce a very interesting 1932 programme, whilst a car to be sold at £85, which was "in the news" a few months ago, is not unlikely to make its appearance shortly before the Show.

Between now and October one of the leading manufacturers of cars in the medium-sized class is likely to introduce a light car of the more refined type, which will swell the growing ranks of baby sixes. And in this issue we briefly announce the impending introduction of a small six by a factory which hitherto has concentrated upon sports cars of medium size and very ambitious type. We should not be surprised if there were soon introduced to the market at least one, and probably two, cars with air-cooled two-cylinder engines, whilst it is clear from 1932 programmes already partly divulged that the "small four" has not yet by any means reached the limit of its development.

Undoubtedly the small car is to be the leading type for 1932. In spite of the widely circulated prophecies at the beginning of this season that cars of 15 h.p. and thereabouts were to be the best sellers of 1931, light cars have easily predominated, and the season is closing with them still strongly in the ascendant.

The Relay Race.

CRITICS who forecast that the Relay Grand Prix would develop into a kind of gymkhana were routed at Brooklands on Saturday last, and The Light Car Club has proved conclusively that events calculated to appeal in the first place because of their novelty can become races of great interest and usefulness. The Relay Grand Prix has, in fact, proved that the public have an appetite for something more than the usual straightforward event, and their presence at the track in large numbers, despite weather conditions of unprecedented severity, clearly indicated their appreciation of the fare provided.

Topics of the Day

The race will go down in history as one of the most keenly contested; it was not until the concluding stages that the issue seemed certain, and, as a result, interest was maintained throughout. The presence of the Minister of Transport led to a good deal of speculation; it was interpreted in some quarters as an indication of a desire on the part of Mr. Morrison to get a closer grip on the ever-burning question of road racing in this country.

On that particular point, however, Mr. Morrison was silent. For all that, it is possible that a seed has been sown, and if developments take place The Light Car Club may be congratulated not only on the score of an excellent race, which the Minister thoroughly enjoyed, but on revealing a marked degree of initiative in inviting him to Brooklands.

Street Playgrounds.

THE school summer holidays are now in full swing, and motorists who drive in and around our large towns are finding both on week-days and at week-ends that many important streets have become little more than glorified playgrounds. Cricket (with a central lamp standard as a wicket), "touch," rounders, last across—all are being played with the enthusiastic intentness that is characteristic of youngsters. Oblivious to passing traffic, the children pursue their pleasures, often disregarding the sound of a horn, and moving out of the way only when they find a radiator in dangerous proximity to them.

The whole question is a very difficult one. No one will deny that children are far better in the open air than in their homes, and equally obvious is the fact that parks and open spaces are inadequate in the districts concerned. That is one side of the question. On the other is the grave risk the children run and the danger and inconvenience they cause to traffic. In our view, there is only one solution to the problem, and that lies with the police, who should see to it that children are not allowed to play on any streets that bear an appreciable amount of traffic. There are plenty of little-used side roads where no danger need be caused, and if the youngsters were confined to these, main streets and roads that form connecting links could easily be left clear for the safe and easy passage of traffic.



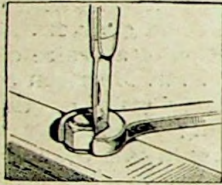
IDEAS

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



Using Oversize Spanners.

IT happens sometimes in repair or maintenance work that a correctly fitting set spanner is not available for one or more nuts. Generally the trouble may be overcome by using an adjustable spanner, but the fixed-jaw type can be used if the jaws are packed. A "size-larger" spanner for any given nut size is not very much too big and a piece of packing about $\frac{1}{8}$ in. thick is usually about right. In an emergency the blade of a pocket knife can be used for packing, as shown in the accompanying sketch. It must be remembered, however,



that the blade is very brittle and therefore liable to splinter. This, in itself, may not matter, but the pieces of blade will do considerable damage if they get into any of the moving parts of the car. For this reason it is better, wherever possible, to use mild steel or brass packing.

An Aid to Decarbonizing.

IT is a good tip, after decarbonizing an engine, to polish the piston tops as much as possible and then to rub them with graphite. This will not prevent the formation of carbon, but it will make the deposit particularly easy to remove next time the job has to be done.

B.S.A. Starting-handle Guide.

ON the B.S.A. three-wheeler the detachable starting handle, when in position, passes through a hole formed in the radiator. The metal surrounding the hole is quite thin, as it is not intended to act as a bearing; there is the risk, however, that the radiator will be damaged by sudden disengagement of the handle when the engine fires as the shaft is then forced into heavy contact with the sides of the hole. For this reason, therefore, it is advisable to fit a bearing plate behind the radiator. The plate, which should be of mild steel about $\frac{3}{8}$ -in. thick, is shaped as shown in the sketch. It is a good plan to make, first of all, a templet from thin sheet brass or a piece of stiff card, the final plate shape being marked out from this.

The large hole is drilled to suit the starting-handle shaft, whilst the two small holes must register with the two studs on the differential case adjacent to the point where the speedometer drive is located. The plate, which can be fitted without removing the radiator, will ensure that the starting handle cannot touch the radiator.



Preventing Rust Stains.

DROPS of water escaping from the radiator filler cap owing, as a rule, to a defective washer, cause unsightly stains to appear on the radiator shell. The trouble can be prevented by smearing the cap threads with a little vaseline.

For Refitting Pistons.

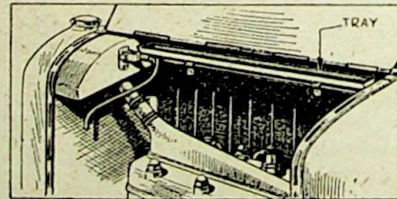
THERE are many devices on the market for closing up piston rings prior to fitting into the cylinders but, so far at least as the Singer Junior is concerned, it will be found that No. 2 size worm-drive hose clips answer the purpose very well. They are tightened over the rings and pistons just sufficiently to allow the rings to enter the cylinder bores. As the pistons are pushed up the clips slide down until they are clear of the skirt; they are then unscrewed and removed.

Austin Twelve-Six Hints.

IT will be found that access to the lubricator which feeds the clutch thrust race on the Austin Twelve-Six can be gained readily after raising the bonnet on the near side. An oilcan with an extra long spout will be needed and the spout should be stiff enough to hook up and to push down the spring lid of the lubricator. Oiling the thrust race in this way avoids the need for disturbing the front floor mat with consequent risk of soiling it with oily finger marks. Another oiling hint: Although the brake cam spindles require no lubrication it is a good plan occasionally to remove the drums and grease the brake shoe cam faces and pivot pins.

Waterproofing the Engine.

ON some makes of car the central hinge of the bonnet allows water to leak through on to the engine land, where the plugs are fitted vertically in the head, this may lead to bad misfiring. If a radiator tie-bar is fitted beneath the hinge it is an easy matter to provide a tray or gutter to catch the water, which can then be led away through a drain pipe. No great sheet metal-working skill is needed to make a



gutter from a strip of metal cut, say, from an old oil drum; alternatively, any tinsmith would do the job for two or three shillings. The gutter must be well painted, to prevent the formation of rust, and rigidly secured to the tie-bar as shown in the sketch. The drain pipe should also be properly secured, especially if it passes near the fan or any other moving part of the engine.

JULY 31, 1931.

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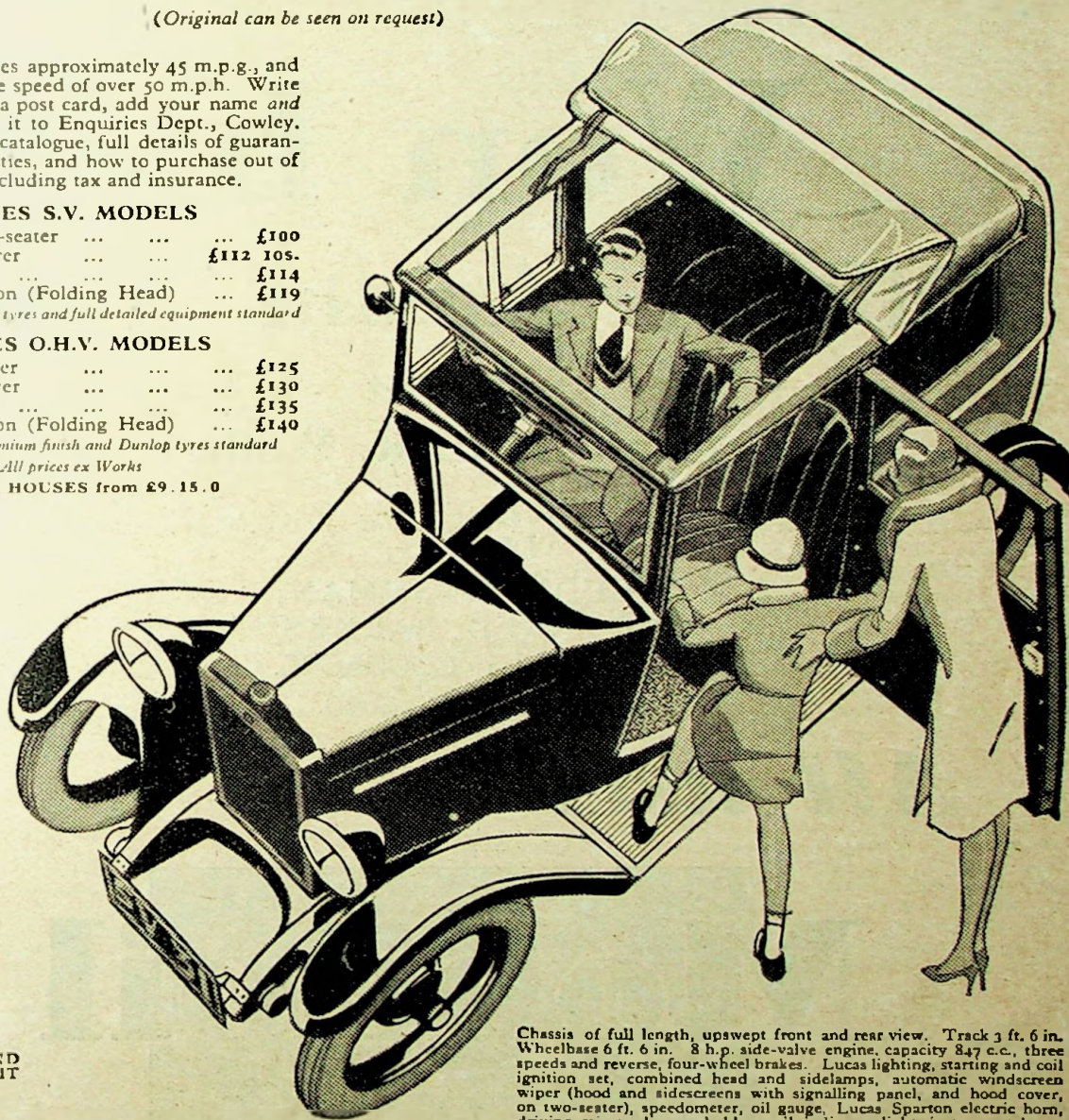
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Light Car Club Relay Grand Prix

Brooklands, July 25th, 1931

Won by Official Austin Team

entered by

Capt. A. C. R. Waite

DRIVERS:

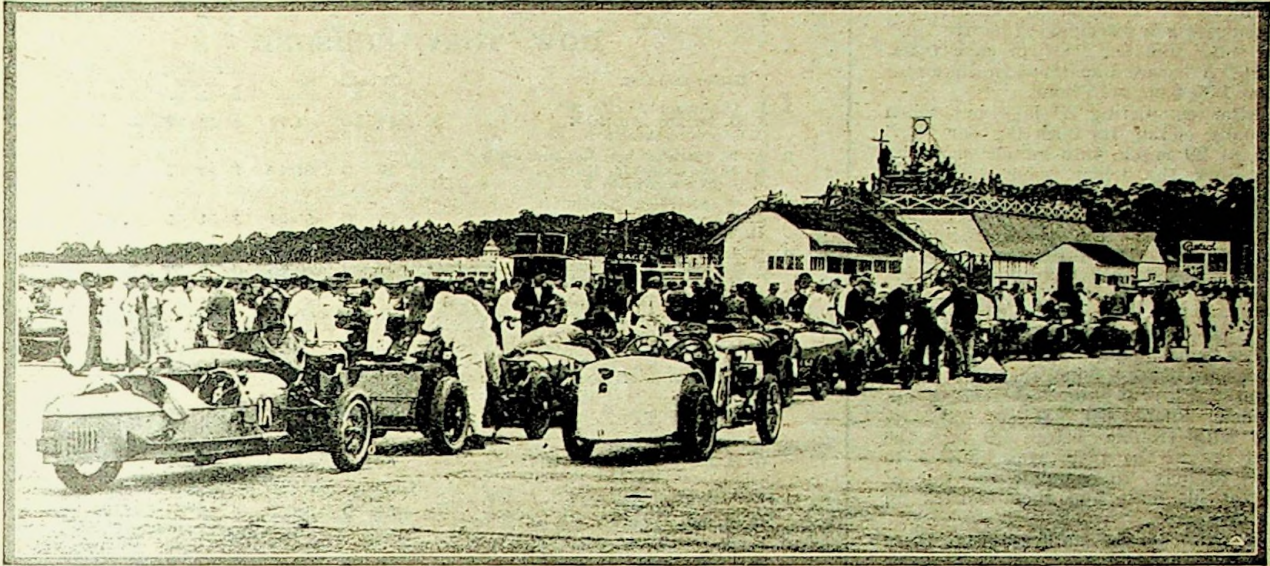
LEON CUSHMAN,
DONALD BARNES,
CHARLES GOODACRE.

(Subject Official Confirmation.)

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The busy scene as the "A" cars lined up for the start.

The Light Car Club Stages a—

THRILLING RELAY GRAND PRIX

Official Austin Team Wins Race at 81.77 m.p.h. with
Mixed Team Second and Amateur Austin Team Third

LAST Saturday, July 25th, despite the fact that for fully half the afternoon competitors drove in torrential rain over a waterlogged track, The Light Car Club Relay Grand Prix was won at an average speed of 81.77 m.p.h. by Capt. Waite's team of supercharged Austin Sevens. The second team to finish—at 80.14 m.p.h.—was J. Cary Elwes's entry of a Lea-Francis, a Riley and an Austin, and in third place finished a team of three unsupercharged Austins, entered by P. W. Marriage, at 65.01 m.p.h. The torrential downpour wrought havoc with the cars, and it is safe to say that never has a race been run at Brooklands in such appalling weather. Welcome visitors to the home of British motor racing were the Rt. Hon. Herbert Morrison, Minister of Transport, and Mrs. Morrison. As the guests of the L.C.C. they were paying their first visit to the track.

THE whole atmosphere of the Light Car Relay Grand Prix may be summed up in one word—Enthusiasm. There was a "something" different about the meeting which must have struck every one of the spectators, drivers and officials from the time the first cars were scrutineered. An air of gaiety reigned, everyone was good tempered, smiling faces were to be seen everywhere, and in the paddock, at the Fork, in the enclosures, on the track itself, there was the air of enthusiasts about to enjoy themselves. The Relay Grand Prix might well be described as a race run for enthusiasts by enthusiasts.

In the paddock shortly before the 66 cars—there were no non-starters!—left to take up their positions at the Fork there were scenes of wild activity. The whine of supercharged engines rose and fell, clouds of blue smoke drifted over the track, and while white-overalled men worked fast upon bonnetless cars, others, helmeted, leaned against their machines smoking a last cigarette amid admiring throngs—66 drivers ready for the first race of its kind.

Sixty-six drivers—but with a difference. Here were no Continental aces, no hardened professionals; these were for the most part young enthusiasts about to drive their own cars in a first-class race, men who had profited by the specially low entry fees to savour the finest of sports—and they drove like veterans to a man.

In the pits opposite the Vickers works by the Fork the tale was the same. Here and there were mechanics sent down by fatherly factories, but the majority of pit attendants were the friends of the drivers. Prominent among the pit personnel were fair admirers, their arms proudly girt with the pit attendant's badge.

Fair Helpers.

Girls in the very early twenties walked about with important mien, with sleeves rolled up to elbows, handling fuel cans here, passing boxes of plugs there, and generally comporting themselves with their boy friends as if a long-distance track event were their usual milieu. It was all delightfully jolly and youthful and amusing, and the

crowd of close on 4,000 spectators reflected the gay atmosphere, eagerly discussing the prospects of the Austins and the Midgets, and hinting darkly at the terrific speeds of the Morgans—an atmosphere of enthusiasm over the whole track, as far removed from the usual blasé Brooklands crowd as can be imagined.

Five teams were re-handicapped just before the start, owing to alterations in the cars or specifications. These were the Morgans, which went from scratch to 5 mins. (still on virtual scratch); A. M. Conan Doyle's team of Frazer-Nashes, which were reduced by 2 mins.; V. W. Derrington's team which received another 15 mins. start; the team of the Hon. Mrs. Chetwynd, which was re-handicapped to 30 mins.; and R. Littlewood-Clarke's Midget team, which remained on the limit mark but started level with Miss Worsley's Austins at 54 mins.

It will be well at this point briefly to describe the procedure of the Relay Grand Prix. There were 66 cars in teams of three; each car was individually handicapped and the total team

handicap was imposed on the first car—the cars being designated as car "A," car "B," and car "C" of each team. Cars "A" were dispatched in due order after 1.30 p.m., zero hour.

After completing 29 laps but when actually ending its 30th lap car "A" ran at 20 m.p.h. into an enclosure by the Fork, the driver removed his sash and handed it to the waiting "B." driver of his team. Car "B" then started, crossed the starting line to score the 30th lap of the team and proceeded to put in 29 laps on his own, coming in and transferring his sash as before—when the scoreboard indicated 59 laps—to car "C" of the team.

The same number was carried by the three cars of each team, the appropriate letter "A," "B" or "C" being appended. Should car "A" or "B" retire with trouble before 29 laps the next car of the team was allowed to start at once, to complete the tale of 29 for his mate and then embark on his own laps.

It will thus be gathered that there was in this novel race even more scope for clever team work than in an ordinary straightaway race, and the 66 enthusiasts leapt to it with alacrity.

One-thirty approached. The Fork was alive with people; people crowded the stand and stood on the roofs of cars ranked beside the track; there were very active people in the pits, busy people on the concrete and slightly nervous people in the competitors' enclosure.

On the track the 22 "A" cars were drawn up in line ahead in their starting order, R. Littlewood-Clarke (M.G. Midget) and E. C. H. Randall (Austin Seven), eager for a private duel of rival marques, being at the front.

Down fell the flag, the two cars moved

HOW THEY FINISHED

Driver and Car.	H'cap. to s.	Speed m.p.h.	Finishing time			Net time			
			h.	m.	s.	h.	m.	s.	
1. I. Cushman, Austin S J. D. Barnes, Austin S C. Goodacre, Austin S	11	30	81.77	3	45	17	3	2	47
2. A. N. Macblachlan, Lea-Francis S A. M. C. Jameson, Riley J. C. Elwes, Austin S	13	0	80.14	3	47	28	3	6	28
3. P. W. Marriage, Austin A. d'Arcy Brown, Austin R. R. M. de Bellerocche, Austin.	52	0	65.01	3	51	49	3	49	49
4. R. L. Duller, Bugatti J. A. Robinson, Bugatti G. C. L. Willis, B.C. Special	14	30	76.03	3	56	4	3	16	34
5. Hon. A. D. Chetwynd, Lea-Francis S Hon. Mrs. Chetwynd, M.G. Midget F. S. Hutchens, Wolsley Hornet	30	0	68.50	3	59	7	3	38	7
6. C. Anthony, Aston-Martin C. E. Wood, M.G. Midget A. Jones, M.G. Midget	40	30	64.46	3	59	11	3	45	41
7. H. D. Parker, M.G. Midget S Earl of March, M.G. Midget S G. K. Cox, M.G. Midget S	8	30	75.18	4	4	15	3	18	45
8. R. S. Outlaw, Riley C. H. Masters, Aston-Martin C. A. Paul, Windsor	46	30	60.69	4	13	41	4	6	11
9. R. Littlewood-Clarke, M.G. Midget S. Pepper, M.G. Midget P. H. Lim, M.G. Midget	54	0	58.25	4	16	54	4	13	34
10. R. T. Horton, M.G. Midget S R. R. Jackson, M.G. Midget S A. T. G. Gardner, M.G. Midget S	8	30	70.14	4	18	25	3	32	53
11. E. C. H. Randall, Austin Miss V. Worsley, Austin A. G. B. Wood, Austin	54	0	56.17	4	26	2	4	26	2
12. H. C. Lones, Morgan A. C. Maskell, Morgan T. A. Rhodes, Morgan	5	0	71.84	4	27	0	3	38	0

The entrants of the teams in the finishing order were:—1, A. C. R. Waite; 2, J. C. Elwes; 3, P. W. Marriage; 4, J. Street; 5, Hon. Mrs. Chetwynd; 6, C. Anthony; 7, The Earl of March; 8, C. A. Paul; 9, R. Littlewood-Clarke; 10, R. R. Jackson; 11, Miss V. Worsley; 12, G. H. Goodall.

Laps completed by teams were as follows:—J. W. Thornley's team (three M.G. Midgets), 81; R. C. Porter's team (three Rileys), 85; A. F. P. Azab's team (two Salmons, S, and a Frazer-Nash, S), 81; V. S. Ball's team (three Austins, S), 62; A. M. Conan Doyle's team (three Frazer-Nashes), 66; V. W. Derrington's team (two Salmons and a Wolsley Hornet), 59; W. A. Ponting's team (three Frazer-Nashes), 59; H. C. Hunter's team (Austin, S, Alfa-Romeo and Riley), 83; H. C. Hamilton's team (M.G. Midget, S, Alvis and Austin), 79; M. H. Morris-Goodall's team (two Aston-Martins and a Hertsman), 29.

forward, there was a burst of cheering, and the race was on. Two seconds later P. W. Marriage (Austin) left, and

then, at a few seconds' intervals the rest of the entry took up the chase.

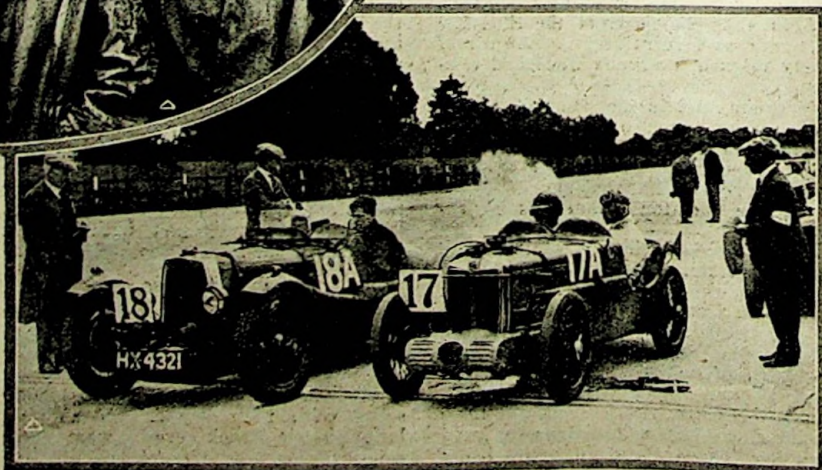
Right from the start it was obvious that most of the competitors were out (a) to enjoy themselves, and (b) to win the race. As Randall (Austin) and Littlewood-Clarke (Midget) came round on their first lap—the Midget leading—Randall's mechanic waved a terrific "thumbs up" to his grinning pit staff, and the crowd smiled.

On the next lap the Austin was ahead, the "thumbs up" was an even more sweeping gesture than before, and the smiles of the crowd broadened.

Trouble began early. A quarter of an hour after the start H. C. Hamilton's supercharged Midget passed the stands



The winning drivers of Capt. A. C. R. Waite's supercharged Austin team. (From left to right) Charles Goodacre, Leon Cushman and J. D. Barnes. (Right) On the starting line: C. Anthony (Aston-Martin) and, in No. 17A, H. C. Hamilton (supercharged M.G. Midget). In the background can be glimpsed more "A" cars waiting their turn to start.



July 31, 1931.

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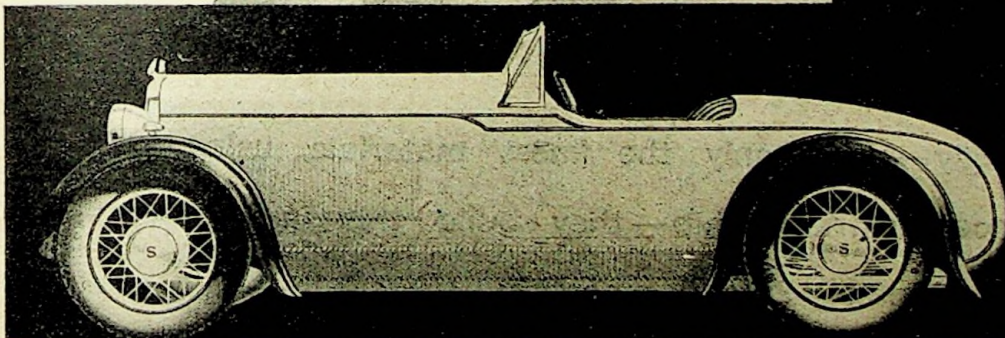
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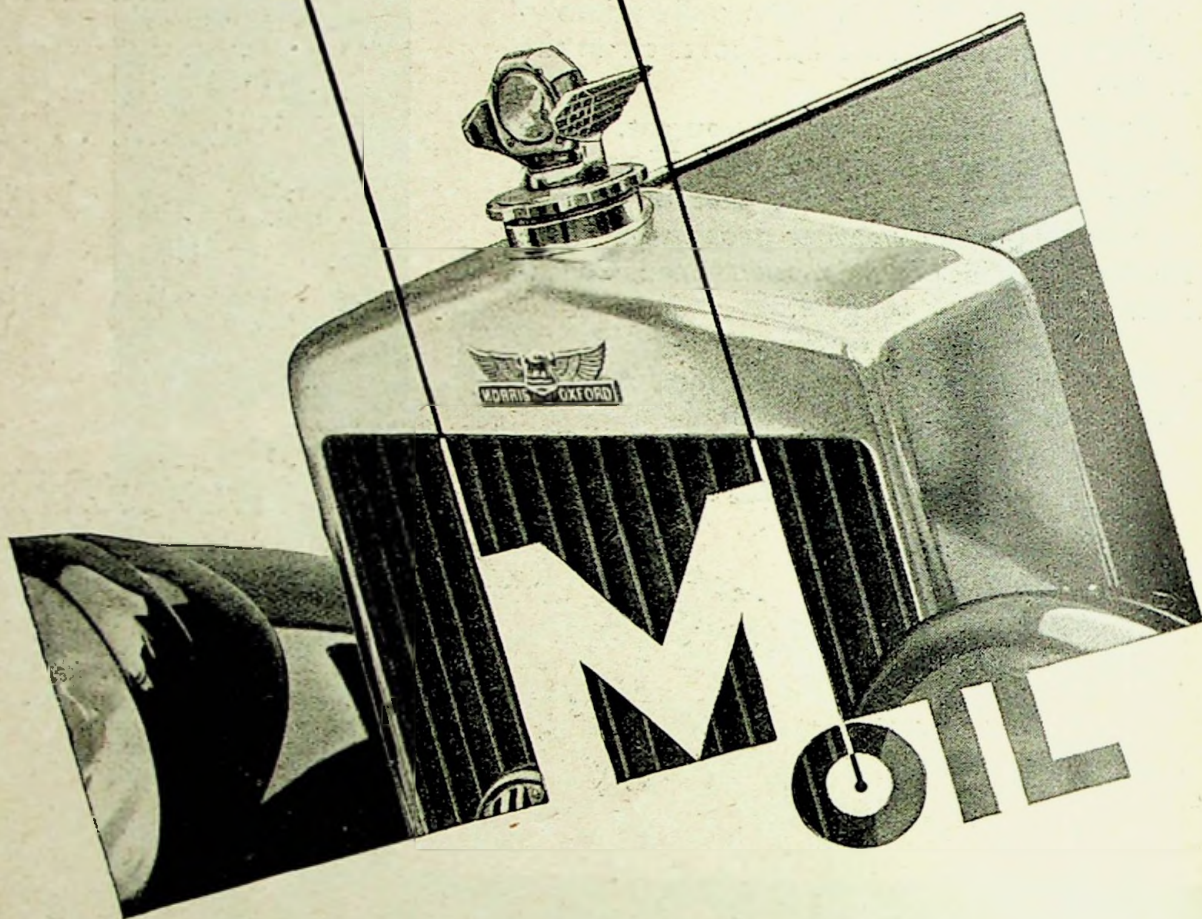
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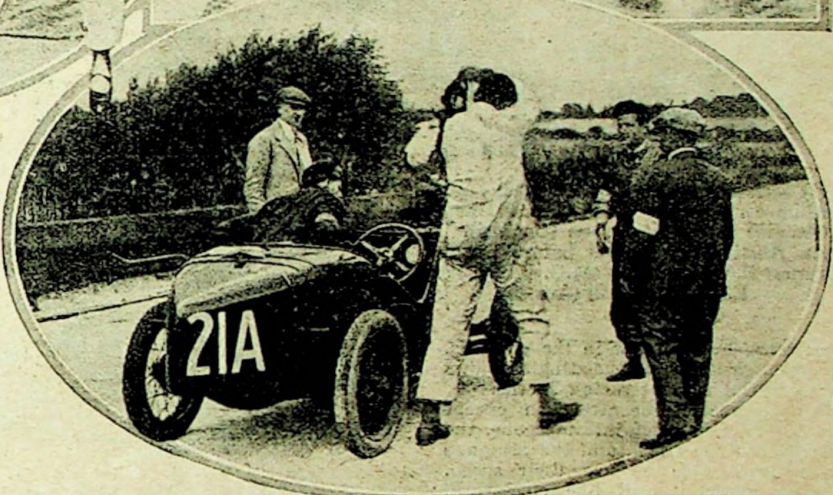
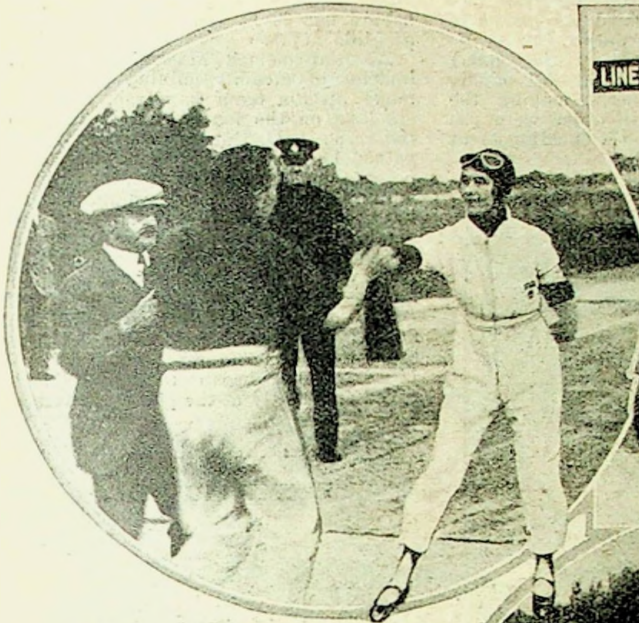
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(In circle) When E. C. H. Randall's Austin broke down on the Railway Straight, the driver ran nearly two miles to hand over the sash. He is seen in a state of collapse passing it on to his team mate, Miss Victoria Worsley. (Top Right) A. C. Maskell (Morgan) sprinting off in the rain after taking over his sash from H. C. Lones (Morgan) and (right) P. W. Marriage (Austin) who led the race for some time, handing over the sash.

with a stuttering misfire. This evoked a mournful "Oh!" from the crowd, which was following the fortunes of every car as if personally interested in its welfare.

Ten minutes later Hamilton pulled in and changed his plugs. A lap later the splutter reappeared, and shortly after two o'clock the trouble was found to lie deeper, and the sash went to car "B." Car "B," however, had a con-rod short—an unfortunate debacle which took place at the close of the previous day's practising!—and after being pushed across the line formally to score the 30th lap, car "C" was produced—G. H. R. Chaplin's famous tourer Austin—and proceeded to lap the track steadily for the rest of the afternoon; it was not too fast, but it was very, very reliable.

Pit stops began surprisingly early. A. M. Conan Doyle (Frazer-Nash "Slug" S.) made a beautiful start at his appointed time, and the low, white car shot away with a delightful scream. It passed on its first lap going great guns, and then, the next time round, a metallic stutter marred the shrill skirl of the exhaust. From then on "Slug" appeared to be either in at its pit or slowing down to come in again! After a lengthy battle with some complicated carburation and magneto trouble the fastest car of the team withdrew, and W. L. Mummery's somewhat ancient—but far from decrepit—Frazer-Nash took up the chase. It was notable, too, how N. A. Berry's well-used "Nash" drew steadily away from C. Anthony's Aston-Martin—with whom

it at first ran in company for a considerable distance—until put out of the race with magneto trouble.

At this time E. C. H. Randall (Austin) led the field, followed by Dan Higgin (M.G. Midget S.) and R. Littlewood-Clarke (M.G. Midget), but the speed of some of the backmarkers was obviously wearing down the leaders. H. C. Lones (Morgan)—the scratch man—was travelling high on the bankings at a tremendous speed, actually lapping at about 92 m.p.h., his three wheels often in the air and his high-g geared engine turning over comparatively slowly.

Another driver whose speed and regularity marked him out thus early in the proceedings was Leon Cushman, in the first of the three supercharged orange Austins which were Capt. Waite's entry.

Midgets Lap at 89 m.p.h.

Cushman was reeling off the laps at about 80 m.p.h., and both H. D. Parker and Dan Higgin (supercharged Midgets) were lapping about 9 m.p.h. faster. The question everyone was asking was were the Midgets really faster than the Austins, and if so could they stand the pace?

At three o'clock A. D'Arcy Browne (Austin S.)—car "B" in Marriage's team—had gone into the lead, lapping at 66.85 m.p.h., the team having

covered 36 laps. Next ran C. Anthony's team, represented by C. E. Wood's M.G. Midget (35 laps), and a lap behind ran C. H. Masters (Aston-Martin), "B" car in C. A. Paul's team. From first place, Miss Worsley's team had fallen to sixth place.

When it seemed that, barring accidents, the Morgans stood every chance of winning, the whole aspect of the race altered. At a quarter past three the sky grew black, a rustle of wind ran over the track, and down came the rain. And such rain! Glistening rods of it which lashed and tore at the ground, roared in the gutters, swirled about the drains and gushed from over-filled drain pipes.

In a moment the huge crowd had disappeared. The majority sought refuge in cars, others crowded the refreshment room, and others took what shelter they could in doorways and under the overhanging eaves of the grandstand. In the pits the staffs huddled under tarpaulins and inadequate umbrellas, and drenched officials who were not actually on a job of work ran for shelter where they could find it.

Still it poured, and rapidly the track took on an aspect which it has surely never presented before. Huge pools gathered across it, water-splashes inches deep appeared at frequent intervals, and cars "C," waiting their turn to start, stood in the flood.

A. C. Maskell, whose Morgan was carrying the sash for Mr. Goodall's team of three-wheelers, no longer circled the track high on the banking; blinded by the deluge Maskell dropped to the "50's." Visibility was practically nil, and cars roared past the stands almost hidden in clouds of spray. The sodden

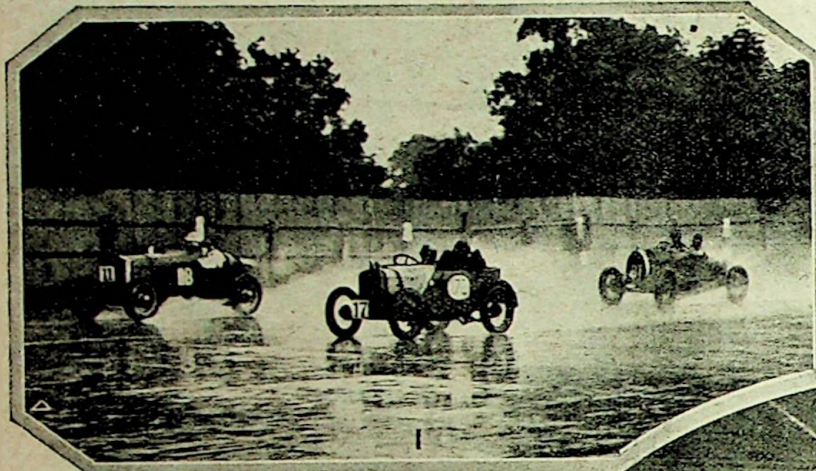
in his Riley, skidded off the track into the bank and so buckled his car as to make withdrawal the only course.

Ten minutes later (3.40 p.m.) Marriage's team still led at 65.1 m.p.h., D'Arcy Browne's Austin making the running. The next in order were the Hon. Mrs. Chetwynd (M.G. Midget) at

76.03 m.p.h.—a lap behind—and a lap behind her C. E. Wood (M.G. Midget) at 71.66 m.p.h.

At four o'clock Maskell (Morgan), instead of steadily gaining ground to make up his team handicap, had lost six laps on the leader, due entirely to the rain; J. D. Barnes (Austin S) had gained 11 laps and his team was being pointed out as a likely winner. He was lapping now, blinded by rain and slowed by the water on the track, at 81.64 m.p.h.! The Earl of March, second string in his own supercharged Midget team, was, as a contrast, averaging 81.60 m.p.h.—but *not fast enough!*

The continuous downpour and the flooded track were beginning to take their toll. The Morgan, with its exposed engine, began to splutter and called frequently at the pits. S. W. B.



(1) Speeding on the flooded track: W. L. Mummery (Frazer-Nash), G. H. R. Chaplin (Austin) and J. Robinson (Bugatti). (2) An Austin-Midget duel before the rain came: H. C. Hamilton (M.G. Midget) and E. C. H. Randall (Austin).

occupants, huddled low in the cockpits, strove to shelter from the stinging blows of torrential rain at racing speeds.

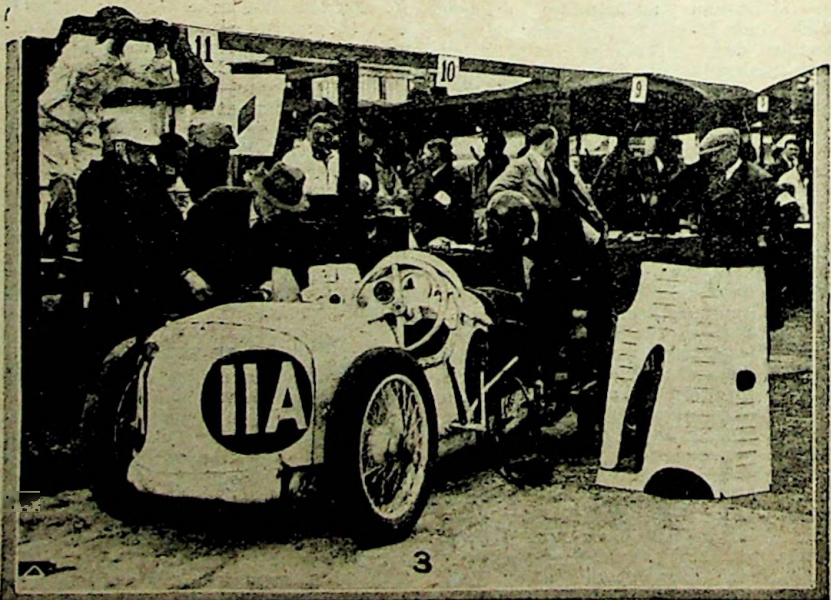
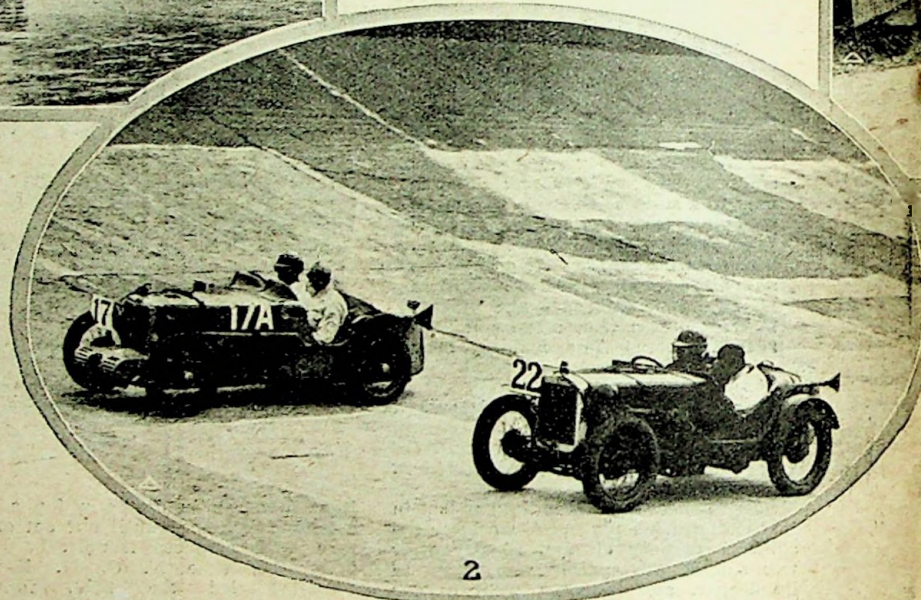
For the rest of the afternoon, except for one or two brief intermissions, the rain lashed the track, and the Morgans were never able to use their speed. Slower now, but still like clockwork, J. D. Barnes took Capt. Waite's "B" car round at nearly 77 m.p.h. At 3.25 p.m. D'Arcy Browne (Austin), leading the race, was averaging 64.26 m.p.h., at which period the Hon. Mrs. Chetwynd's Midget was a lap behind the leader, having displaced C. E. Wood (M.G. Midget) of Anthony's team, and Miss Worsley's Austin lay fourth.

The next few places were held by C. H. Masters (Aston-Martin) of Paul's team, S. Pepper (M.G. Midget) of Littlewood-Clarke's and G. Crowther (Austin S) of Vernon Ball's cars, all on the same lap.

Thirteen Retirements.

By half-past three no fewer than 13 cars had been forced out of the race, among them H. C. Hamilton (M.G. Midget) and A. Holmes (Alvis), for whom G. H. R. Chaplin (Austin) was carrying the sash, N. A. Berry (Frazer-Nash) with magneto trouble, Dan Higgin (M.G. Midget S) with a blown gasket, R. S. Outlaw (Riley) with a big-end gone, G. P. H. Noble (Salmon) with the same trouble, B. G. Bailey (Austin S) with "engine trouble," the "Slug" with magneto and carburettor bother, M. H. Morrie-Goodall's Aston-Martin (magneto) and F. S. Barnes's M.G. Midget (S) with what was given as "water trouble."

About this time E. Martin (Riley), who had taken over the sash after A. F. Ashby's 29 laps of consistent running



THE RELAY GRAND PRIX IN PICTURES.

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sible on foot with the sash. Badly shaken and severely bruised she set off on her mile-long run, a motorcycle marshal riding beside her for safety's sake. At a quarter past four F. S. Hutchens (Wolseley Hornet) received the sash from her and roared off into the downpour to complete the Midget's distance plus his own.

Mrs. Chetwynd was taken to Weybridge Cottage Hospital, X-rayed, and reported bruised but unbroken—a fortunate escape and a fine example of pluck.

Charles Goodacre (Austin S) took the sash from Barnes at 4.20 p.m. and set out to cover the last 30 laps for Capt. Waite's team. Although he was not among the first five at this time, the team's chances were rosy, and at 4.30 he lay fourth, lapping at 83 m.p.h., behind A. Jones (M.G. Midget) of Anthony's team, J. C. Elwes (Austin S) and R. R. M. de Belleroche of Marriage's amateur Austin team.

Cars were continually calling at the pits to change plugs—Maskell (Morgan) had more than his share of this trouble—G. A. C. Black (Salmson) went out with magneto trouble, R. R. Jackson (M.G. Midget S) followed with

Special), F. S. Hutchens (Wolseley Hornet), P. H. Lim (M.G. Midget), G. K. Cox (M.G. Midget), H. W. Stonard (Riley) and tenth, C. A. Paul (Windsor).

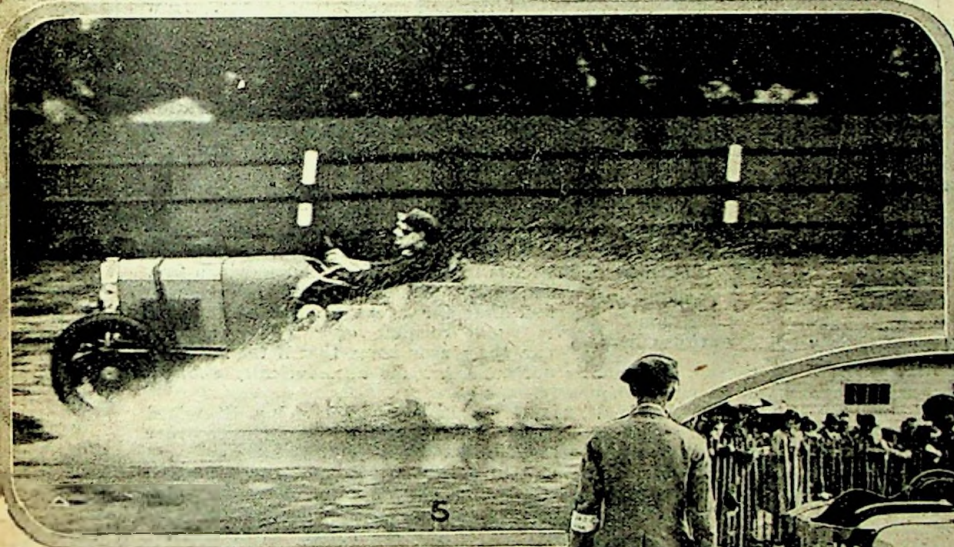
From now until the end the result was never in doubt. The little Austin increased its lead by some 5 secs. per lap, leading on its 85th by 1 min. 19 secs., and at 5.15 p.m. Goodacre crossed the line, winning the first Relay Grand Prix at 81.76 m.p.h. for Capt. Waite's team. J. C. Elwes (Austin S) and de Belleroche (Austin) finished in due course, and then car after car completed the distance.

T. A. Rhodes (Morgan)—car "C" in the three-wheeler team—was reduced to one cylinder by the rain and the flooded track and limped round to complete the 90 laps. When the track was cleared H. W. Stonard (Riley) was still running on his 83th lap, H. C. Hunter (Riley) was on his 83rd lap, and G. H. R. Chaplin (Austin), who had borne nearly the whole 90 laps on his own admittedly broad shoulders, was gamely completing his 80th.

The Midgets.

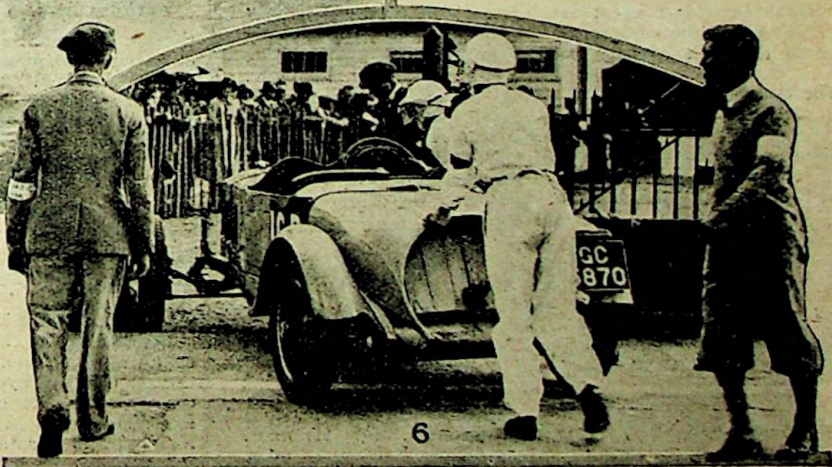
The Earl of March's supercharged M.G. Midget team finished in seventh place at 75.18 m.p.h., and R. R. Jackson's team of similar models came in tenth at 70.14 m.p.h. R. R. Jackson retired at 3.55 p.m. with a blown gasket, leaving Major A. T. G. Gardner to carry on, but recurrent plug trouble slowed the last—and fastest—car of the team. S. W. B. Hailwood, car "C" of J. W. Thornley's supercharged Midget team completed 81 laps before retiring a quarter of an hour after the winner finished.

Mrs. Morrison presented Capt. Waite with the traditional bouquet, and the drivers of his winning team, Leon Cushman, J. D. Barnes and Charles



5

attered hopes: A. M. Conan Doyle and his brother g feverishly on their Frazer-Nash "Slug" which forced out with ignition trouble early in the race. A. Mummery, pushing his Frazer-Nash through the enclosure to take the place of his withdrawn team. The cars were pushed from the Finishing Straight, in (6), across the enclosure out on to the straight. shown in photo No. 6 is K. D. Evans's Alfa-Romeo. At the rain storm meant to the drivers—S. Pepper (M.G. Midget) ploughing his way across the Fork.



6

Hailwood (M.G. Midget S.), now the last hope in J. W. Thornley's team, also began to splutter, and at about a quarter past four came the only untoward incident of the day.

Owing possibly to the wet track, or to the poor visibility, Mrs. Chetwynd's Midget got out of control on the Byfleet Banking and left the track. It took to the grass, leaped several yards, landed on its side and came to rest finally on its wheels again.

Mrs. Chetwynd and her mechanic scrambled out and there was nothing to do but get to the pits as quickly as pos-

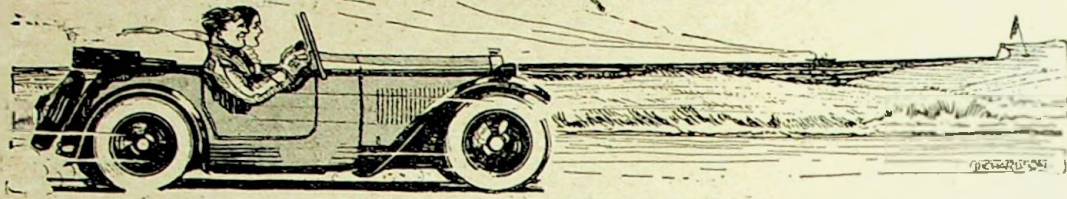
a gasket blown, J. A. Robinson (Bugatti) retired, and H. W. Blaw's Frazer-Nash retired with engine trouble—the last car in Ponting's team.

Fourth at 4.30 p.m. with 68 laps, Goodacre (Austin) took the lead 25 mins. later with 80 laps, and held this position in the little orange Austin at 81.75 m.p.h. J. C. Elwes (Austin S) ran a lap behind him at 80.90 m.p.h., but he was losing ground, and R. R. M. de Belleroche (Austin) ran third on the same lap at 65.1 m.p.h. The rest of the order was A. Jones (M.G. Midget), G. G. L. Willis (B.C. Austin

Goodacre, partook of a little champagne and listened contentedly to congratulatory speeches.

No account of the Relay Grand Prix—which is destined to become the blue ribbon of the light car sporting world—would be complete without a few words of congratulation to The Light Car Club, which made the race possible, and to the indefatigable Clerk of the Course, Mr. F. J. Findon, whose organization worked faultlessly throughout the weeks of preparation and on the race-day itself.

OUR READERS' OPINIONS



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

SHOULD OLD CARS BE BANNED?

Not a Matter of Mere Age.

Surely the question of safe and unsafe cars which was raised by your correspondent BM/OVHJ is much more than one of mere age. A car that has been well and carefully looked after may be in perfect condition after five or more years, while one that has been neglected may be a danger after six months. Some system of examination as suggested by Mr. Hudlass appears to be the best solution.

Dare I suggest that insurance companies might allow a bonus (say, 2½ per cent.) for an annual certificate of road worthiness? This would encourage people who are inclined to laziness to take more care of their cars, and, incidentally, to investigate abnormal noises and behaviour before real trouble occurred.

In my opinion, the people who change their cars every year learn nothing of the joy of owning and caring for a well-tryed friend of many happy trips and tours.

TETS50.

Bad Drivers Safer in Ancient Cars?

I think there is a great deal of truth in what "Justice" said last week, that drivers of old cars are likely to be more capable than the average user of a new cheap car. The letter which preceded it—that from Mr. G. H. Watkins—struck me as an excellent example of this very point. Surely no driver with a real knowledge of experience of roads would suggest that safety goes in proportion to speed or acceleration. That is a view which can be based only upon the kind of motoring which consists of

The Question of Speed.

joining in the processions along the various by-passes on summer evenings and Sunday mornings. It is the driver, not the car, that matters. If inefficient drivers were combed out it would make a hundred times more difference than if the old crooks were taken off the roads. We had fewer accidents in the days when speeds were lower, brakes indifferent and acceleration poorer. How do BM/OVHJ and Mr. Watkins account for this?

If all drivers were good, then it would not matter if they were in old or new cars; they would be equally safe. On the other hand, if all drivers were bad, then surely it would be better for them *not* to have high speed and acceleration at their command? In other words, the bad driver is surely safer with a slow old car.

OLD HAND.

Old Cars Championed.

Mr. Watkins's idea of an old car seems to fit very well if applied to a very pre-war model. I deliberately lay myself open to his criticism by saying that I have driven five, six, seven and eight-year-old cars, and find that the average speed maintained is equal to that of a cheap modern car, the reason being that if the acceleration on top gear is not sufficient one automatically changes down more frequently.

Will Mr. Watkins drive a 1924 model 11.4 h.p. Standard and then give an opinion? A 1926 Singer Ten I once drove had better acceleration than a certain £700 car.

"BM/OVHJ" says that accidents are caused by old cars; I have never heard of a case. I hope his character when driving is not like his apparent character when writing.

KENNETH M. L. HILL.

The Open v. Closed Car Controversy Continues

The Position Summed Up.

All the correspondents who have written on the subject of open versus closed cars seem to see only their own side of the question, and they strongly favour one or other type of body because it is the best for a certain thing. Mr. Carpenter, for instance, of Each Type. seems to have grown so far out of open cars that he will now not even stop to consider what virtues they may possess. Then there is "A.S.," who is just the other way round.

In this country there is a very great deal to be said for both types and against both types. There are times when each is a great discomfort in its own way. The delight of an open car in real summer weather, or even in reasonable weather, is dear to the heart of the genuine traveller who is a road man and an "outdoor man." It is also very pleasant to the type of man who gets a genuine and healthy thrill out of speed. These are positive delights.

But there are many other kinds of people using motorcars to-day. The advantages of the closed car appeal particularly to them, but they are negative advantages. For example, the "delight" of a closed car in bad weather is simply the absence of weather discomforts—which is purely negative

and does not afford a thrill, although it may give satisfaction.

My reading of the position as a whole is this: the modern closed car can more easily give some of the advantages of the open body, by reason of its sliding roof and windows, etc., than an open car can be made to give some of the closed car advantages. In other words, it is easier to admit air and light to a saloon than to keep rain and wind out of a tourer.

It is for those reasons, I believe, that so many people covet a saloon car and, once having changed, do not go back again.

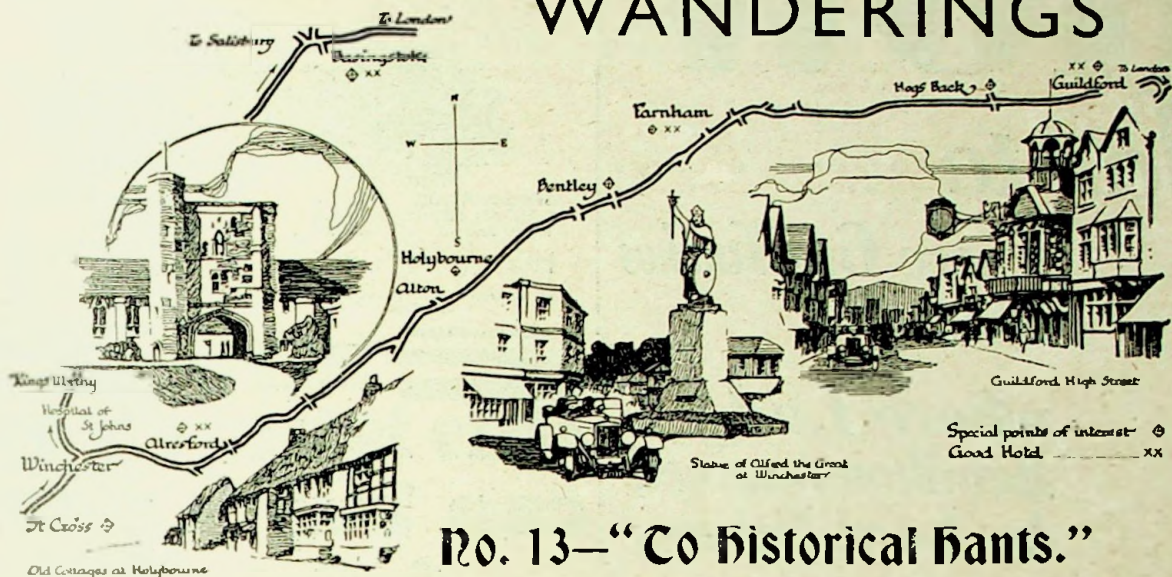
A. L. HEWITT.

Another Champion of "The Blower."

I am very relieved to see that "The Blower" is not altogether alone in his choice of an open car. Although not a car owner myself, I drive many different models during a year, especially light and medium-powered cars, and I am definitely in favour of the choice of your contributor, taking everything into consideration. Both types have their bad points, and one can only generalize, but, to my mind, the open car scores.

Not an hour ago I completed a run of 100 miles on the

WEEK-END WANDERINGS



No. 13—"To Historical Hants."

"... a charming stretch of road takes us through Chawton and Four Marks to Alresford where the Tichborne family have reigned supreme since Norman times. A very old custom survives here from the twelfth century, when the head of the family was a churlish fellow with a benevolent wife. It is the story of Lady Godiva repeated, except that this husband promised to give to the poor the value of the land his wife

could compass, while a burning brand which he pulled from the fire kept alight. He felt fairly safe as his wife was dying, but, dropping on her knees she crawled along and before she died she had skirted a very large area. From this land, now known as the 'Tichborne Crawls' the funds for the charity still administered are drawn." *Extract from "Week-end Wanderings To Historical Hants."*

A series of "Week-end Wanderings" will shortly be published in book form, giving a full description of the various places of interest on the routes. To ensure early receipt of copy fill in coupon below.

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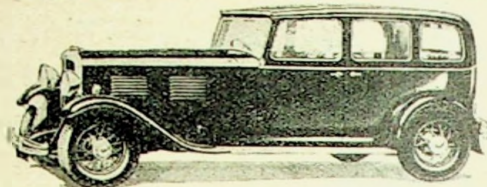
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WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

OUR READERS' OPINIONS (contd.)

Great North Road in an 8 h.p. open two-seater of popular make, and although rain and wind were predominant, the run was very pleasant—far more so, indeed, than in a saloon of the same type, as I had opportunity of proving shortly afterwards over part of the same course.

The challenge of "M.D.D." in reference to open car drivers converted to saloons is made rather useless in view of the fact that some manufacturers have, in the past few years, refused to make open bodies as standard models. One big firm, as I know for a fact, lost an order recently solely because an open four-seater could not be supplied.

The wide door and window posts of a saloon, the cramped feeling occasioned by a fixed top (most sliding roofs are draughty), and the tenfold amplification of body rattles are not sufficient compensation for the ability to dispense with overcoat and scarves for winter driving.

Personally, in winter I prefer my overcoat and scarf and gloves in a saloon, although I require no more clothing in an open car, and I feel more comfortable. Moreover, the temperature in an open car is more stable, and I am therefore less liable to suffer from rheumatism and colds.

In conclusion, my "dream" body would be something in the nature of a four-seater close-coupled drop-head coupé, with really narrow folding window posts and a disappearing hood, but this type of body seems to have dropped out completely. Perhaps it is first cost—perhaps it is stagnation. But I do like to see all around me when driving.

J.W.E.W.

Chacun à son Goût.

The choice between open and closed cars is surely purely a matter of individual taste. Why should those who prefer the tourer despise those who prefer the saloon type, and vice versa? Chacun à son goût.

JNO. OAKLEY.

"Drawing Room" or "Outhouse" ?

The letters which have appeared on the subject of open or closed cars fully confirm my view that for an all-the-year-round car there is really no comparison between a saloon and an open tourer, because it is well known that a minority is always more vociferous than the majority. If all the owners of saloons wrote and gave

The Light Car and Cyclecar their views a whole issue would be needed to print them. The two letters last week seem to me particularly interesting. The first, from Mr. H. Carpenter, hits the nail slap on the head with the statement: "Once a motorist buys a saloon he never goes back to the tourer." Exactly. That one sentence sums up the whole case of open or closed and delivers the verdict.

The second letter, from "A.S.," is typical of the opponent of saloons—he has never owned one. Moreover, it is silly, for he asks why, if I prefer a drawing-room on wheels, I do not stay at home? I motor to get somewhere, and, personally, I much prefer to travel in what he calls a drawing-room rather than in what I will call an outhouse—damp and draughty.

Obviously he has not read my original letter properly or he would not make so stupid a remark as, "I should imagine . . . 'M.D.D.' has owned nothing but saloons during his incredible experience as a motorist." Why incredible, "A.S."? Did I not say: "A few years ago I also anathematized the saloon, and in *The Light Car and Cyclecar*, too." Does this sound as though I had always owned saloons? Why not do a bit of reading before bursting into print, "A.S."?

Actually I have owned one saloon in my incredible experience as a motorist—the last car I bought, and after two years' experience of its comforts I fully endorse Mr. Carpenter's sentence already quoted. No more open cars for me.

M.D.D.

Blazing Petrol—Where Should the Tank be Placed?

The Effect of Draught.

Your correspondent Mr. Leonard Baynes says that it does not matter two hoots where the petrol tank is placed. He then proceeds to say that the greatest danger of all is from the draught. Surely, if this is so, and the tank is in front, the draught will drive the flames back on to the driver when the car is in motion. On the other hand, if the tank is at the rear the flames tend to be driven from the car.

A Reply to Mr. Leonard Baynes.

In any case, a fire at the back at least allows one to get out more quickly, which often means more than two hoots. Unless I am much mistaken most cars for 1932 will follow Singer's example in this matter.

REAR TANK.

The Safety Factor.

I am surprised at your leading article in the July 17th issue entitled "The Safety Factor." I see no occasion for your reference to panic. Was it panic when the British Air Force insisted upon all pilots carrying parachutes? The die-hards said: "Oh! how often does a machine get out of control at jumping height?" but the fact remains to-day that a number of valuable pilots are still alive because they are compelled to carry parachutes.

A Leader Criticized.

I definitely think the time has come when four doors, or, at least, three doors should be compulsory, and no container of petrol should be allowed inside the car.

How about the stability feature, too? Surely 35 lb. to 50 lb. of petrol and metal will add stability and make for better road adhesion when carried low down at the rear? The question of reliability, I think, can be waived. Various absolutely foolproof petrol pumps are available.

I am sure that, on mature consideration, you will agree that compulsory rear tanks, and at least one door to the rear compartment, cannot come too soon.

ERNEST SMITH.

* * On July 8th, in the House of Commons, the Minister of Transport was asked whether he would consider framing regulations to prohibit petrol tanks being carried in close proximity to the engine. In reply, he said that he had no statistics showing that cases of fire occur more frequently when the petrol tank is close to the engine. We extract the

following from his reply:—"Fire is always a possible result of a serious collision, and the risk is no doubt increased in the case of a head-on collision by a forward position of the petrol tank. A very large number of motor vehicles are designed for the fitting of a tank in this position, and, so far as my present information goes, I do not think that I should be justified in making a regulation on the lines suggested by the hon. member."—Ed.

Burnt Out Through Reversing.

I agree with Mr. Baynes that it does not matter whether the petrol tank is at the front or rear; arguments could easily be offered both for and against either position, and presumably this is why Sir Herbert Austin objected to advertisements which said that the rear tank did offer greater protection against fire. Recently I saw a new 30 h.p. saloon car of high repute burnt out; its tank was at the rear. The driver, turning the car round in a confined space at night, fouled a projecting wall, smashing the tail lamp and damaging the tank; a "short" from the lamp started the blaze.

A Rear Tank Danger.

WILLIAM RUTER.

Theory and Practice and—

Recent events seem rather to have discredited the expert in connection with fire assessment and causes and the petrol supply. Notwithstanding what an expert may say, I am sure few people would like to go back to the days when the petrol tank was situated under the seat. Again, Mr. Baynes's statement that the petrol filler should be outside the car "at all costs" is evidently not subscribed to by the makers, although I can quite see the danger, in theory, of a filler under the bonnet. No doubt the point is that in the event of a collision, or even in ordinary use, vapour from splashed or spilled petrol may be ignited by sparks jumping from dislodged leads; but this happens so rarely that theory is again surely discredited by experience.

—an Amusing Suggestion.

In theory it seems to me the best place for the petrol tank is in front of the car, underneath the radiator. Then, in a collision, both would be damaged and the water would extinguish or help to prevent a fire!

ASBESTO.

B37

OUR READERS' OPINIONS (contd.)

Brake Judder Caused by Oil.

With reference to your footnote to "W.A.C.'s" recent letter regarding brake judder caused by oil on the linings, it is my experience as a motor engineer that this is quite common. The trouble is usually caused

**Quite Common, by over-lubrication of the hubs or cam
Says Engineer. spindles. What happens is that, after**

a while, the oil begins to dry owing to the heat generated by braking and becomes decidedly gummy; in this state it causes the linings to grip the shoes as if they were coated with glue, and sometimes results in the wheels locking altogether.

PEARCY.

The Relay Grand Prix.

Would it be possible, through your columns, to offer one's sincerest congratulations to the organizers of The Light Car Club Relay Grand Prix last Saturday? The weather

conditions were truly awful, but for a Competitor's this, of course, the club cannot be

Congratulations. blamed—and it must have been dis-

appointing in the extreme to all the hard-working officials when the heavens opened on the unfortunate competitors. The writer thought that the organization was super-excellent; and what he appreciates most of all was the extremely sporting spirit prevailing amongst the club officials.

The only possible criticism that could be offered was that of the truly shocking pit accommodation provided, and this, again, was not the fault of the club. One does begin to feel that a little more care and attention to the convenience of the people who pay large sums of money to compete at Brooklands would be welcome.

Anyhow, one car and its crew enjoyed thoroughly their long and rather damp ride, and that was—

No. 17C.

* * It was the general opinion on Saturday that the only fault of the pits—which have just been rebuilt—was the fact that they were not roofed in. We believe that roofs are to be provided.—ED.

Camping in Comfort.

I think "J.C.T." is very unfair in saying that you boomed the "luxurious caravan" in your Camping Number. You gave me as much publicity as the biggest concerns, although

**What is the I cater for the cheapest form of com-
Minimum fortable camping, and have only just
Equipment? started in a very small way with a fleet**

of five fully equipped camping trailers for hire. Those who have not indulged in camping before can hardly be led to believe it an expensive pastime when they have been told that they can hire a fully fitted outfit for two, including a towing attachment, for £2 per week.

Several clients who have come to me would not have entertained a camping holiday but for the fact that I supply the beds that "J.C.T." has no use for. One must not look at camping from a hardened camper's point of view, but rather must one lead the uninitiated into the healthy and cheap way of spending a holiday by making camping comfortable. It is not everybody who can sleep on the ground for a week or two and come back the better for their holiday.

FRANZ K. LITTLE.

CONDENSED CORRESPONDENCE.

The quick and efficient service of the Express Magneto Electric Co., of Yeovil, is praised by Mr. C. J. Maeklin, to whose magneto this concern recently fitted a rewound armature in one and a quarter hours, this time including the removal and refitting of the magneto to the engine.

Mr. B. Gardner writes expressing his appreciation of the courteous treatment, quick service and reasonable prices of Messrs. Allen and Dorsett, 63-65, Aslett Street, Wandsworth, London. New celluloid panels were put in three side screens and the rear light of his car in an hour at a very busy time on a recent Saturday morning and the charge was 12s. 6d.

READERS' WANTS.

MORGAN.—An instruction book for the 1923 model.—F. A. Bailey, 8, Upper Strand Street, Sandwich.

RENAULT.—An instruction book for the 1925 8.3 h.p. model.—H. C. Tyrrell, Amberley, Ferrers Avenue, West Drayton, Middlesex.

B38

CLYNO.—An instruction book dealing with the 1929 12-35 h.p. model.—G. H. Thomson, The Red House, Woolverstone, Ipswich.

WOLSELEY.—An instruction book for the 1921, 1922 or 1923 10.4 h.p. model.—H. T. Brown, St. Helens', Ulsterville Avenue, Belfast.

ANCIENT SINGER.—Information regarding a source of supply of component parts for a 1906 coachbuilt tri-car.—Guy N. Mogge, 17, Sheen Lane, Mortlake, London, S.W.14.

SINGER JUNIOR.—Readers' experiences of the 1931 saloon, with particular regard to running costs and general reliability.—E. S. Cranston, 4, Buxted Road, Friern Lane, London, N.12

B.S.A. THREE-WHEELER.—Readers' experiences of this cyclecar, with particular reference to petrol consumption, most suitable spirit and efficiency of clutch and final drive.—A. Woods, Carmo Circus, Waterloo Road, Blackpool.

BACK NUMBERS.—Issues of this journal, dated February 14th and March 14th, 1930, containing tuning and maintenance articles regarding the Riley.—C. Photo, R.C.A. Photophone, Ltd., Eng. Dept., 2, Temple Street, Bristol.

ASKED AND ANSWERED.

J.K. (London, N.4).—The usual limits of cylinder wear for ovality and taper are .0025 in. per in. of bore and .003 in. per in. of stroke.

M.H.P. (Newport).—The expression "topping up" may be defined as filling to a specified level. It is generally used in connection with the electrolyte in a battery or the oil in an engine, gearbox or rear axle.

H.A.M. (Plymouth).—Stop pins to prevent piston-ring movement are not, as a rule, fitted in four-stroke engines. They are used in two-stroke engines to prevent the possibility of the rings working round to a position where their ends foul the ports.

M.R. (Bath).—Yes, it is important to clean out carbon from the valve ports when decarbonizing, as an accumulation of carbon deposit in these parts tends to restrict the free passage of the gases. Neglect to clean out the ports tends to reduce the maximum speed of a car.

F.W.G. (Exeter).—From the points of view of reliability and satisfactory service you can certainly rely on the car you mention. Whether or not, however, the body would prove sufficiently large to meet your requirements is a matter that only you can settle. Why not visit the local agent and fix up a test run?

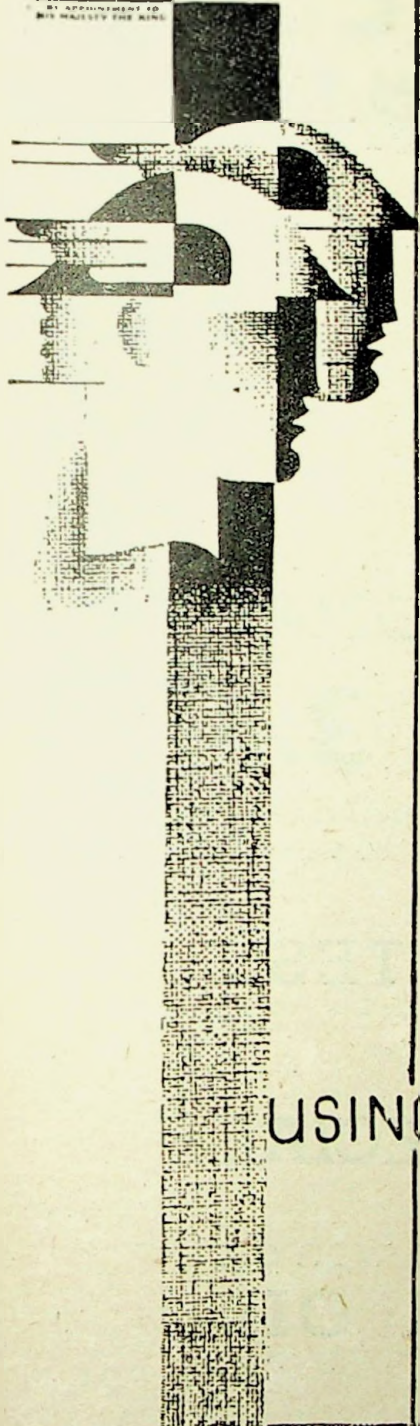
G.A.E. (Tredgar, Mon.).—If you have satisfied yourself that there is no play in the steering gear of your car, it occurs to us that the tendency of the front wheels to catch in tramlines when crossing them diagonally may be due to worn front tyres. We have found that old covers have a much greater tendency to do this than new.

R.M.B. (Luton).—The cause of the transmission vibration which has developed in your Austin Seven is almost certain to be slackness in the torque anchorage and universal joint. This is confirmed by your statement that the trouble can be temporarily cured by thoroughly greasing the units concerned, as the grease, until it is expelled, has a cushioning effect which serves to compensate for the slackness. On models previous to the latter part of 1929 it is necessary to remove the torque anchor before adjusting the spherical joint. The method is as follows:—

Knock up the locking washer (BP70), slacken the locking nut (BP71) and take off the cap nut (BP69), together with the cup (BP75). If you next pull the torque tube socket off the ball anchor you can then remove the locking bolt, the head of which fits into the castellated adjusting nut (BP83). With the bolt out tighten the spherical joint nut right home and then slacken back one notch. Refit the locking bolt and replace the spherical housing, taking care that the upper ball cup (BP74) is in its position; then replace the bottom cup, cap, locking nuts and so on. The cap should be tightened hard home and then slackened back sufficiently to allow a slight turning movement on the ball without any slackness. Finally, tighten the locking nut (BP71) and lock it with the washer (BP70).

In this description we have given the part numbers, as shown in the illustrated spare-part list issued by the Austin concern, in order that you can readily identify the parts mentioned.

Owners of later model Austin Sevens should note that these instructions also apply to their cars, except that the spherical joint can be tightened without touching the torque anchorage, as the castellated nut is now locked by two bolts at the side of the housing instead of one at the bottom.



KING'S CUP AIR RACE

LAST SATURDAY

WON ON CASTROL

Fig. Off. E. C. T. Edwards
BLACKBURN BLUEBIRD IV
(CIRRUS-HERMES I)

also

2 Fit.-Lt. F. G. Gibbons
SPARTAN
(CIRRUS-HERMES II)

USING

WAKEFIELD

CASTROL

-the World's Fastest Oil on Land & Water

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

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

BROOKLANDS

LIGHT CAR CLUB GRAND PRIX

1st

M.G. TROPHY

won by

Capt. A. C. R. Waite's Austin Team at an
average speed of 81.77 m.p.h. on

PRATTS ETHYL SPECIAL

2nd

and

3rd

MOBILLOIL CUP

Won by J. C. Elwes' Team

MORGAN CUP

Won by P. W. Marriage's Austin Team

on either

**PRATTS HIGH TEST
SPECIAL**

or

PRATTS ETHYL SPECIAL

◆
The Mobiloil Cup was also won on
PRATTS MOTOR OIL



Subject to official confirmation

McC 226

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

The Relay Race—Earl Howe Wins his Class at Dieppe—Thoughts on the German Grand Prix—Shelsley Results Confirmed—Motors on the Movies

FROM the remarks overheard in the crowd at the track last Saturday I gathered that to a man—and to a woman—they all felt as I did—that I would not have missed the Relay Grand Prix for a fortune.

As a lady behind me on the stand—who was obviously paying her first visit to Brooklands—said, here was a complete answer to those who go about writing to the papers to say that the youth of England is not what it was, and has become decadent.

To drive hour after hour over a flooded track at high speeds, in torrential rain and in a bouncing, leaping, little car calls for stamina of no mean order, and the feeling that one was a member of a team and not out for individual glory which so obviously animated every driver was in the very best traditions of sport.

The whole meeting was, to my mind, characterized by a super-sporting atmosphere. There was plenty of rivalry, but of the best and friendliest sort, and even in the misery of the rain every driver was thoroughly enjoying himself. It did the heart good to see the enthusiasm of these young men—and women—under such appalling conditions.

I extend my congratulations to the energetic clerk of the course and officials, who had hard work to do in providing the clockwork organization which worked splendidly throughout.

SO our friend Etancelin, the erstwhile Bugattiste, won the Dieppe Grand Prix last Sunday in an Alfa-Romeo at 74.32 m.p.h. for the four hours of the race, with Czaykowski (Bugatti) second at 73 m.p.h. and de Maleplaine (Maserati) third. Ivanowsky came fourth in his Mercedes and Mlle. Hellé Nice (Bugatti) finished next, ahead of Pesato (Alfa-Romeo) and the Montier père et fils in Fords.

In the 1½-litre category, however, we had a fine British victory, with Earl Howe (Delage) comfortably first at over 73 m.p.h., beating Delormé (Bugatti) and Wagniez (Bugatti). Chevallier, in his own car, which leans inwards on bends, came fourth.

The French Press is full of praise for "le fin coureur anglais lord Earl Howe" and his five-year-old car.



HIS FIRST VISIT.

A photograph taken at Brooklands on Saturday last immediately after the arrival of Mr. Herbert Morrison in the Austin Twenty placed at the disposal of The Light Car Club by the Austin Motor Co., Ltd. (Left to right) Mr. A. Percy Bradley, Miss E. M. Donald, Mr. Morrison, Mrs. Morrison, Mr. Aubrey Clark and Mr. F. J. Findor.

A strong wind blew on a sodden course. Etancelin led from the start, and went on increasing his lead throughout, slackening his speed when he found himself winning so comfortably. In third place, but leading the "1,500's" at half-time, was Lord Howe (Delage), on a dangerously slippery course. After three hours the position was unchanged, and so they finished, in both classes the winners being fairly easily ahead. Earl Howe continues to add to his laurels as a road-racing driver.

any emotion apart from a little self-conscious clapping!

There is no doubt that Caracciola, on a wet course which he knows, is, with his short-chassis Mercedes, as good as unbeatable. Both Chiron and Varzi (Bugattis) did all they knew—which is considerable—to try to catch the German, and failed.

This was probably due to the rain, for where the Mercedes with its weight ran in clouds of spray as if on rails the light Bugattis were inclined to snake at speed on the straights.

Dudley Froy (Riley) put up a remarkably good show in the 1,100 c.c. class, for during the whole race he led Count Arco's Amilcar by a good nine minutes; but Scaron's Amilcar was rather too fast, running seven minutes ahead. Actually, Scaron's 1,100 c.c. car was faster than Earl Howe's Bugatti! Just before the end Scaron met bother and stopped to find the cause. So far as I can gather it was a choked jet, but it took over seven minutes to trace—and Froy had won!

"Red" Shafer's Shafer-Special-near-Buick was apparently a disappointment. However meteoric this car may be at Indianapolis it was slow at Nürburg. Its suspension seems to have been very poor, so that the car was on the limit of control the whole time.

Talking of controllability, on one very beautifully banked corner where men go very fast, Sir Henry Birkin swung his 24-litre Maserati through the gap between Shafer and the inside curve, Shafer finding the best way round was the longest. His astonishment when the British driver left him standing is said to have been ludicrous.

AT 11 p.m. to-night the Mid-Surrey A.A.C.—which now incorporates our old friends, the Surbiton Motor Club—starts its London-Barnstaple trial from Kingston. The finish, after perils by Doverhay, perils by Lynton and perils by Beggars' Roost, will be at Barnstaple about noon to-morrow, August 1st.

FORTHCOMING EVENTS.	
July 31st-August 1st.	Mid-Surrey A.C. London-Barnstaple Trial.
August 1st-August 3rd.	London M.C. Week-end Tour in the Peak District.
August 1st.	N. Liverpool M.C. Liverpool-Edinburgh Trial.
August 2nd.	Austin Seven C.C. Week-end Tour. Wood Green and D. M.O. Reliability Trial.
August 3rd.	Norwood M.C. Week-end Tour.
August 3rd.	B.A.R.C. Open Meeting.
August 8th.	Southport M.C. Sand Race Meeting. M.G. Club. Supper Dance.
August 15th.	Ulster A.S.C. Craigantlet Hill-climb.
August 22nd.	R.A.C. Ulster T.T.

THE German Grand Prix—which I was, unfortunately, unable to see—must have been a tremendous race and seems to come about as near to the enthusiast's dream of what a race should be as is possible to-day. To begin with, it was for racing cars, then it was run in two classes—under and over 1,100 c.c., and both classes started from scratch. The weather was awful, but some 100,000 spectators came—and stayed—to see the race, and, what must seem strange to us, stood up and cheered to the echo the various men as they roared past the enormous stands. Imagine a Brooklands crowd showing

THE Midland A.C. has issued a large sheet covered with the official results of the recent climb at Shelsley Walsh. It will be apposite to give the chief trophy winners again. The Shelsley International Cup and 100 guineas for fastest climb by any sort of car went to R. J. G. Nash (Frazer-Nash "Terror"); the Midland A.C. British Championship Cup for the fastest British sports car went to T. H. Wisdom (Frazer-Nash) and Raymond Mays (Invicta), who tied; the T.T. Cup for the fastest car driven by any competitor in the 1931 International races went to Earl Howe (Mercedes); the Open Cup for the best aggregate time on the two ascents was won by Raymond Mays (Villiers); the C.P. Type Cup for the fastest 1½-litre sports car went to T. H. Wisdom (Frazer-Nash); Earl Howe (Mercedes) annexed the Garvagh Cup for the fastest over 1½-litre four-seater sports car; Mrs. Wisdom (Frazer-Nash) broke the ladies' record for the course and won the Ladies' Cup, and the amateurs, R. Mays, A. N. Carr (Bugatti) and A. W. Van der Becke (Becke Special), won the Fray Cup for the best aggregate by a team of trade or non-trade cars.

Juan Zanelli (Nacional-Pescara) added another 5 points to his score in the European Championship, in which he fairly easily heads the list, and Esteban Tort (Nacional-Pescara) added 4 points. He is second in the Championship list.

INTEREST will be increased in the I.B.A.R.C. August Meeting by the presence of Mrs. Stewart, who, as I more or less prophesied some months ago, proposes to see what she can do to the lap record with her famous Monthéry 2-litre Derby-Miller. This is a shockingly fast little car and with it this intrepid woman driver holds sundry world's records, among them the 10 miles at 137.21 m.p.h. The lap record which Kaye Don holds is 137.58 m.p.h.

Among others present for the purpose of committing record-lappery will probably be Sir Henry Birkin, whose single-seater Bentley has a bigger and better supercharger. It will be remembered that Birkin's fastest lap—an old record—was 136.36 m.p.h.

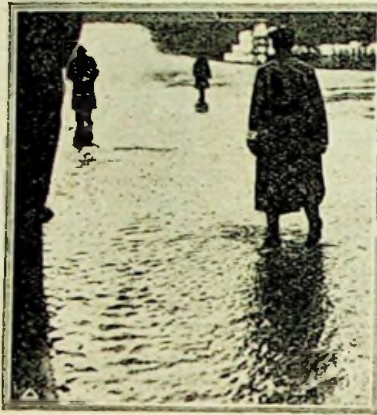
TALKING of Brooklands reminds me that a new permanent "Tote" office under the paddock restaurant is nearing completion. It will be an improvement on the bus and will not obstruct a useful area of the paddock.

THE Leghorn Automobile Club will hold the Ciano Cup race on August 3rd on a 13-mile circuit in the vicinity, to be covered eight times by the under 1,100 c.c. cars and ten times by the larger machines. The event will be for racing cars, running under their national colours. There are prizes of a colossal number of lire for the first eight to finish, in addition to the Ciano Cup, the Mussolini Cup and the Podesta Cup, and the first three home in the 1,100 c.c. Class divide 6,000 lire among them.

Besides all this there is a special award to the competitor who "completes a tour in the quickest time" and to the one who "breaks the round record"—to quote the regulations.

B42

ONE often feels that the brief glimpse of motor sporting events which one is vouchsafed during the pictorial news bulletin at the average "movie show" is far too short, and it was a particularly happy idea, therefore, on the part of the British Racing Drivers' Club to follow a pleasant little dinner at Bush



He may be singing in the rain, but it does not look like it: an official wading on the flooded track during last Saturday's Relay Race.

House Restaurant, London, on Monday last by a film exhibition.

Lord Howe presided over dinner and took the opportunity of congratulating Dudley Froy on his fine performance at Nürburg Ring, and the party then adjourned to the Bush House Western Electric Theatre, where motor racing films and other films of extraordinary interest supplied by the British Movie-tone News were displayed. I thought the whole show was really excellent, especially as the films included glimpses of Indianapolis, Nürburg Ring, the "Double-Twelve," Shelsley, the Irish International Grand Prix, and the Motorcycle T.T. As usual, Harry

Edwards was Master of Ceremonies, and I congratulate him on the way he carried out his duties.

THE Ulster Automobile Sports Club is holding an open hill-climb at Craigantlet, Belmont, Belfast, on Saturday, August 15th.

I HEAR that following the injury to his eye, caused by broken goggles in the Irish Grand Prix, Campari has ordered a consignment of Triplex goggles for use in future events.

Oddly enough, it appears that the first thing the Italian driver saw in the Triplex showrooms was the pair of goggles used by Sir Henry Birkin in the same race and badly starred by a stone from Campari's wheels. The lenses had not shed a fragment.

THE BLOWER.

CLUB ITEMS

MID-BUCKS M.C.

A motor rally is to be held at Aylesbury on September 6th, full details of which will be published shortly. The hon. organiser is R. J. P. Morley, Dunmoor House, Wendover, Bucks.

THE BUGATTI CLUB

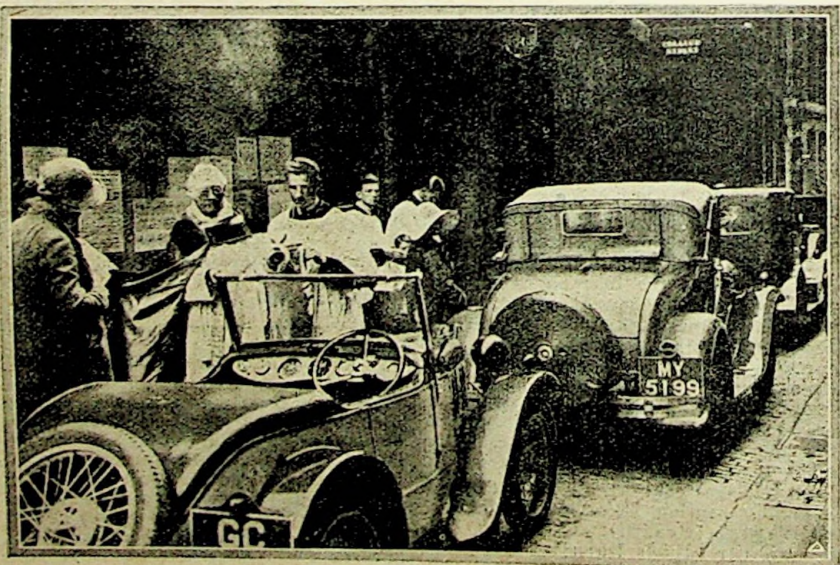
An attractive little magazine is being published from time to time by the Bugatti Owners' Club. In addition to details of past and future events, it contains technical hints for Bugatti owners, together with a correspondence section. The Editor is Mr. D. R. Maddy, 15, Grove Crescent, Kingston-Thames, Surrey.

PHENIX M.C.

The club held a novelty cooking contest on July 19th, finishing at Penn. On Sunday next members will spend the day at Harting Island, starting at 9 a.m. from Hounslow. The hon. secretary, Mr. B. H. Fother, 15, Clarence Avenue, New Malden, Surrey, will be pleased to furnish full particulars of the club's activities to anyone interested.

HARROW AND D. M.C.

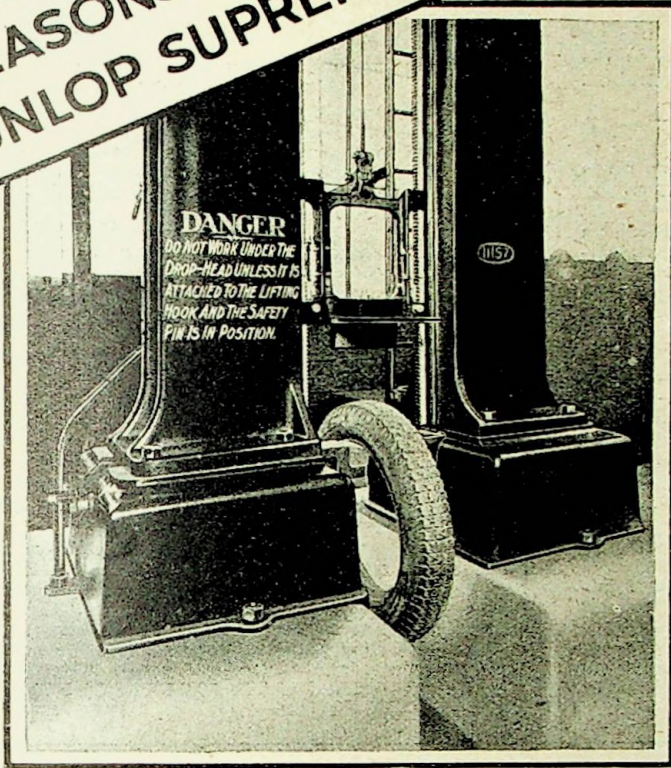
It has been decided to reduce the subscription rates for the remainder of the current year, and enthusiastic car drivers who may be interested are invited to communicate with the hon. secretary, Mr. W. J. Lake, 192, Vaughan Road, Harrow. An active winter programme is now in course of preparation, and this will include trials, social runs and dances. Members are reminded that owing to the amalgamation for trials purposes with neighbouring clubs the fixture list already issued does not now apply. The next trial will be held on September 15th, and will be organized by the Weimbley and District M.C.C.



BLESSING THE CARS

Canon Bullock-Webster of the church of St. Michael Pater-noster in the City of London blessing the assembled cars last Sunday, in connection with the Feast of St. Christopher—the patron saint of all travellers.

REASONS FOR DUNLOP SUPREMACY



Under the hammer

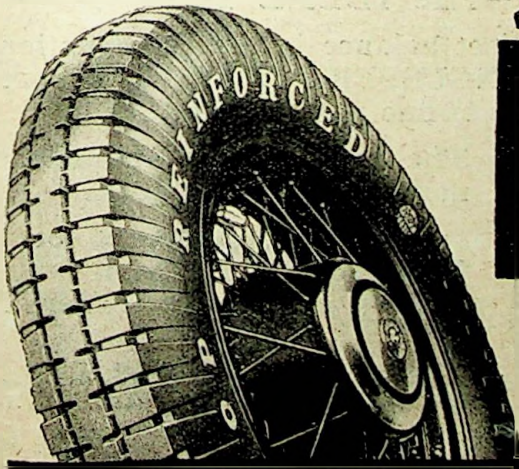
"Manufacturing" concussion bursts by means of the Impact Test Machine. A Dunlop tyre is shown under the hammer.

Under extremely arduous service conditions the casing of a tyre may occasionally be fractured by a severe blow. The result is usually referred to as a "concussion burst."

Secure the maximum benefit from Dunlop tests by checking your own tyre pressures every Friday.

An ingenious machine is employed at Fort Dunlop in studying problems connected with this type of damage. The purpose of the Impact Test Machine is to drop on to the tyre a specially designed hammer. The hammer is raised to the pre-determined height by electric winding gear, and released.

The force of the blow can be accurately measured. A tremendous force is required to fracture the casing of a Dunlop Tyre.



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AROUND THE TRADE

The first four places in the Belgian Grand Prix were taken by cars using Dunlop tyres.

The competitors who came in first and second in the King's Cup Air Race were both using Wakefield Castrol oil.

The Ever Ready Co. (Great Britain), Ltd., Hercules Place, Holloway, London, N.7, have just issued a series of handy illustrated catalogues dealing with their wide range of products. Traders interested should write for copies.

We understand that Bruton Garages, Ltd., of Blenheim Street, London, W.1, have opened new and spacious show-rooms, together with a service department, at Bruton Place, London, W.1, exclusively for the handling of Standard cars. In addition to standard types, examples of special coachwork on this chassis will be on view.

Inalium Pistons, Ltd., 170, Great Portland Street, London, W.1, have issued a comprehensive catalogue of their piston rings and lightweight cast-iron and Inalium alloy pistons, a chart being included giving very full details of the dimensions and so on of the pistons and rings required for practically every make of car. A stock of over 100,000 pistons is held, so that immediate delivery of any type can always be obtained.

The Chloride Electrical Storage Co., Ltd., makers of Exide batteries, recently held their fifteenth annual gala, sports and horticultural show at their sports ground at Clifton Junction, near Manchester. Some fine examples of flowers, fruit and vegetables grown by members of the staff were shown in the horticultural section, whilst some keenly contested events were witnessed in the sports. The whole function was most enjoyable and was brought to a fitting close by dancing.

His many friends in the trade will congratulate Mr. Alfred Tilt, managing director of the New Avon Body Co., Ltd., of Warwick, on the arrival of a son and heir.

The British Piston Ring Co., Ltd., have found it necessary to extend their premises in Holbrook Lane, Coventry, owing to the increasing demand for their Brico piston rings. The new buildings include sand and centrifugal foundries, together with chemical and testing laboratories.

A novel feature of the Triplex concern's sports at Birmingham recently was a competition in which all-comers were invited to hurl wooden balls at a window casement, a prize of £1 being offered for each outside pane broken. Needless to say, the panes in question were of Triplex glass and no one was able to claim a prize!

Mr. B. Thompson, the retiring chairman of the Accessory and Component Manufacturers' Section Committee of the Society of Motor Manufacturers and Traders was entertained to a luncheon at the R.A.C. recently by his fellow members of the committee. For many years Mr. Thompson has been the representative of Allen-Liversidge, Ltd., on the committee and has been chairman for five years. He has now had to relinquish his position owing to the step he has taken in identifying himself with Oil Cleaners, Ltd.

The Light Car Club asks us to point out that the Rice caravan used as a private "box" by Mr. Herbert Morrison and his party, on the occasion of The Light Car Club's Relay Grand Prix at Brooklands last Saturday, was actually loaned and towed to the track by K.D.H. Garages, Ltd., 24-26-28, High Street, Kingston-on-Thames. Incidentally, Mr. Morrison expressed keen appreciation of the comfort and convenience which the caravan gave. In the same connection, we may point out that the Austin Twenty landaulet which conveyed Mr. Morrison and his party to and from the track, and the official Austin Twelve Six were placed at the disposal of The Light Car Club by the Austin Motor Co., Ltd.



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—The IDEAL Tyre—

The perfect balance in the construction of the ENGLEBERT TYRE is a sure guarantee of fine performance.

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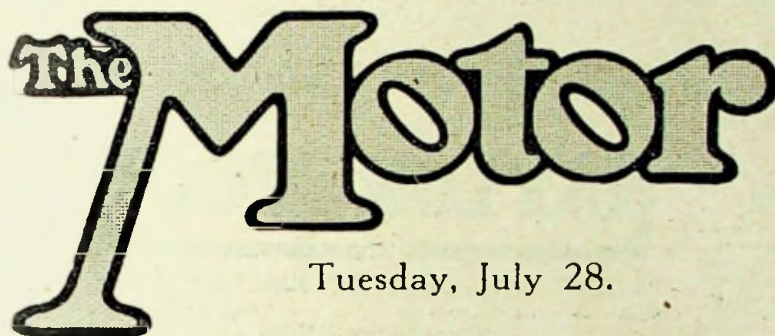
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Four-cylinder, Free-wheel Plymouth announced in U.S.A.

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13 BRITISH CARS IN ALPINE TRIAL.
Full List of Entries.

MOTORING TYPES WE ALL KNOW.

Observation by any Popular Roadside. (Illustrated.)

DRIVING LICENCES AND INSURANCE.

Question Asked in Parliament. Minister's Promise to Consider Restoration of Suspended Licences.

THE RELAY GRAND PRIX.

The Wettest Race on Record Won by Austins.

NEXT WEEK.

FIRST OF THE 1932 CAR PROGRAMMES.

THE ALPINE TRIAL.

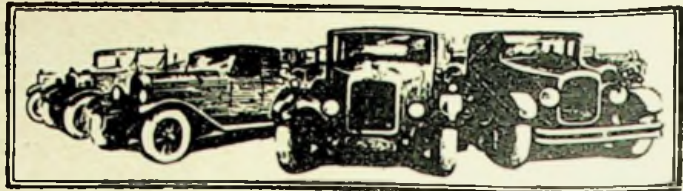
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This offer of A.A. report on any model, Membership for one year and car badge FREE has been a greater success than we ever anticipated, so we have decided to extend it for *one week more*. We have over 50 of the finest Light Car Bargains in the country at keenest prices, and can arrange the "easiest of easy" terms for all. Call or write. If within 50 miles of London we will send any car for free inspection.

Not a week passes without we satisfy a number of customers by post. So wherever you live write to us and get best part exchange allowance for your present car. Full details of how to order are given in our Bargain List.



- | | | | |
|---|------|--|-----|
| 1930 STANDARD 9, Teignmouth fabric saloon, sliding sunshine roof, exceptionally smart, Choice of two | £129 | 1928 SINGER Junior, coachbuilt saloon, dual tone colours, good tyres, usual equipment, very smart | £68 |
| 1931 JOWETT, Black Prince de Luxe fabric saloon, one owner, very small mileage, positively unscratched | £145 | 1928 AUSTIN 7, Weylor fabric saloon, black and red, good tyres, has been carefully used and is practically new | £72 |
| 1930 M.G. MIDGET, sports 2-seater, very small mileage, red fabric body, usual extras, Fast | £120 | 1928 ROVER, 10/25 h.p., de Luxe fabric saloon, good tyres, leather upholstery, many extras, good tyres, very smart | £68 |
| 1929 ROVER, 10/25 h.p., "Rivers" sunshine fabric saloon, comprehensively equipped, almost new tyres, maroon | £105 | 1930 AUSTIN 7, Standard sports 2-seater, black fabric body, usual refined equipment, exceptionally smart | £89 |
| 1930 TRIUMPH Super 7, coachbuilt saloon de Luxe, usual equipment, a very attractive and economical car, Choice of two. From | £105 | 1930 TRIUMPH Super 7 sportsman's coupe, a very attractive little car in perfect order | £98 |
| 1929 ROVER, 10/25 h.p., Sportsman's Coupe 4-seater, sunshine roof, wire wheels. Taxed December | £115 | 1928 SINGER Junior, fabric saloon, almost new tyres, silver, full equipment, perfect condition | £58 |
| 1930 MORRIS MINOR, coachbuilt saloon, sliding sunliner, roof, dual tone fawn, absolutely in new condition | £93 | 1929 RENAULT 9, de Luxe 4-seater, f.w.h., full equipment, very spacious and comfortable car, economical, smart | £48 |
| 1928 SWIFT, "Nomad," 10 h.p., de Luxe fabric saloon, brown, wire wheels, many extras, new condition | £88 | 1927 ROVER, 9/30 h.p., sportsman's 4-seater, bucket seats, leather upholstery, many extras, red and green, very smart | £58 |
| 1930 TRIUMPH Super 7 fabric saloons, choice of five very attractive models in dual tone finishes. From | £95 | 1927 AMILCAR, Grand Sports 2/3-seater, f.w.h., almost new tyres, both carefully driven, very smart | £58 |
| | | 1928 FIAT, 8 h.p., de Luxe 2-seater, f.w.h., leather upholstery, good tyres, £42. Also 1927 4-seater, overhauled. Taxed Dec. | £38 |
| | | 1928 AUSTIN 7, tourist, sportsman's wiper, good tyres, silver, has been a smart car. Choice of four. | £52 |
| | | 1929 TRIUMPH Super 7, de Luxe tourist, dual tone finish, very smart, 3/4 ton of three. From | £59 |
| | | 1929 SINGER Junior, leather tourist, dual tone, small mileage, new condition throughout | £62 |
| | | 1927 SWIFT 10, de Luxe 2-seater, f.w.h., leather upholstery, many extras, finished maroon | £38 |

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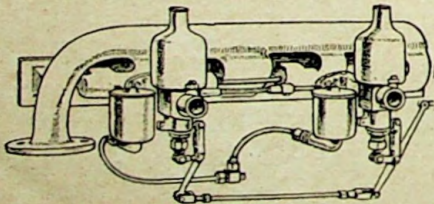
AUSTIN 7
72/6
No Extras.



TRIUMPH 7
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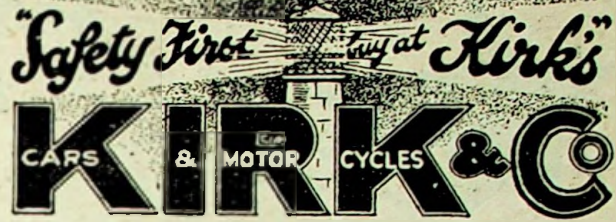
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- MORRIS MINOR**, 1931 model, Coachbuilt Sunshine Saloon, Triplex glass, fully equipped with bumpers, etc., low mileage, absolutely like brand new. Tax paid. (Paddington) .. **£105**
- MORRIS MINOR**, 1930, 8 h.p., Fabric Saloon, chromium fittings, F.W.B.'s, Triplex, in fine condition, brown finish, low mileage. (Paddington) .. **£85**
- SINGER** "Porlock," 1930 Model, 8 h.p., Sports 2-seater, full dash, wire wheels, F.W.B.'s, collapsible hood, sidescreens, etc., special 2-colour buff finish, very fast and attractive. (Paddington) .. **£79**
- SINGER JUNIOR**, 1929, 4-door Coachbuilt Saloon, F.W.B.'s, bumper bars, full dash, numerous extras, magnificently finished Maroon and Black, negligible mileage, one owner. (Highbury) .. **£75**
- AUSTIN**, 1929, Black "Wydor" Fabric Saloon, all equipment, plush upholstery, most carefully used, very economical little car. (Paddington) .. **£69**
- AUSTIN**, 1928, 7 h.p., Gordon England Cup Sports 2-seater, pneumatic leather upholstery, disappearing hood, all-weather equipment, magnificently equipped, single piece windscreen, large hand-operated spotlight, cigarette lighter, clock, speedometer, numerous other extras, very fast and attractively finished, silver mottled fabric body with cream wings and green wheels. (Highbury) .. **£65**
- JOWETT**, 1929 Model, 7 h.p., Fabric Saloon, fully equipped, full dash, very economical and roomy car. (Highbury) .. **£65**
- MORRIS MINOR**, 1929, 8 h.p., Fabric Saloon, full dash, electric horn, automatic screen wiper, rear mirror, etc., special brown finish, smart appearance, suitable for a lady. (Paddington) .. **£65**
- AUSTIN**, 1929, Chummy 4-seater, full dash equipment, F.W.B.'s, automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish. (Paddington) .. **£62**
- AUSTIN**, 1928, 7 h.p., Mulliner Fabric Saloon, nice appearance, guaranteed in first-class mechanical condition (Paddington) .. **£55**
- AUSTIN**, 1928, 7 h.p., Cup Sports 2-seater, usual equipment, finished maroon fabric, sound mechanical condition (Highbury) .. **£55**
- JOWETT**, 1928, 7 h.p., Long Chassis Coachbuilt Saloon, fully equipped, beautifully re-coachfinished, great value. (Paddington) .. **£52**
- LEA-FRANCIS**, 1926, 12 h.p., O.H.V., Sports, 4-door, 4-seater, Tourer, F.W.B.'s, leather upholstery, magnificently finished two-colour, very fast and of smart appearance. (Highbury) .. **£49**
- LEA-FRANCIS**, 1926, 12 h.p., O.H.V., Sports 4-door, 4-seater, F.W.B.'s, beautiful condition throughout (Paddington) .. **£45**
- SINGER JUNIOR**, 1928, 8 h.p., 2-seater, double sunken dickey, rigid all-weather equipment, F.W.B.'s, one owner from new. (Highbury). Choice of three .. **£45**
- AUSTIN**, 1927, 7 h.p., Chummy, dynamo lighting, self-starter, speedometer, very fine mechanical condition (Paddington) .. **£42**
- ROVER**, 1925, 9 h.p., 4-seater, fully equipped, beautifully re-coachfinished, crimson, very sound and serviceable car, bargain. (Paddington) .. **£19**
- SALMON**, 1924, 9 h.p., Sports 2-seater, double sunken dickey, self-starter, dynamo lighting, wire wheels, bargain. (Highbury) .. **£16**
- SWIFT**, 1924, 8'9 h.p., 2-seater, dynamo lighting, self-starter, in good running condition but not under guarantee (Paddington) .. **£12**

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

'Phone: Paddington 6049 and 6092.

28-30-32, HIGHBURY CORNER, N.5.

'Phone: North 4784.

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Weekdays—8 p.m.

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AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE**

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

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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 any which they may object for legal, public or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be considered 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 sub-let 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" also "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 1/4 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

CLOSING TIME.

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

What 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.

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Telephone: Clerkenwell 6000 (Private Exchange).
Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

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

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

A.C., 1926, 2-seater, in excellent condition throughout, paintwork as new, balloon tyres, £27; terms and exchange. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 973-1837

A.C.s. Your special opportunity. See page 28. 973-716

A.C. Carlton Garage. 1924 2-seater, just painted, 16 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 973-27

A.J.S. 9, 1931 fabric saloon de luxe, 4-door, splendid condition. A.A. inspection invited, £159. Taylors, 49 Sussex Place, South Kensington Station. Kensington 8841. zzz-476

A.J.S. 1931 Richmond saloon, makers' full guarantee, only slightly soiled, list price £197, special price £178; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 973-82

AMILCARS. Amilcars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Large stock of used Amilcars from £50. Chancery 8623. zzz-167

AMILCAR, 1926 9hp Grand Sports 3-seater, £50.

AMILCAR, 1926 9hp Grand Sports 2-seater, £40. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 973-856

AMILCAR, £3 deposit; 29 guineas cash. 1926 9hp Grand Sport fabric 3-seater, blue and black, l.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, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 973-765

AMILCARS. Your special opportunity. See page 28. 973-717

AMILCAR. See the Naylor and Root advertisement on page 26. 973-859

AMILCAR, 1928 Surbaisse super sports, streamlined, long tail, exceptional order throughout, £85. Deamans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-941

AMILCAR, 1925, 3-seater Grand Sports, fabric body, leather upholstery, dynamo and starter, pressure oiling, 4 new tyres, bargain, £30. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 973-921

AMILCAR coupe, 1928, good condition, 3 new tyres, £95. Fisher, Bordon, Hants. 973-1855

AMILCAR, 8hp, 1925-6 sports 2-seater, finished dual colour, l.w.b., very fast, sporty car, £32; exchanges. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 973-966

ARMSTRONG. £85!!! 1929 6-cylinder 2-seater and double dickey. Triplex glass in windscreen, 3 brand new tyres, paintwork unscratched, exceptional bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-315

ARMSTRONG SIDDELEY. Smith-conditioned spells safety for used-car buyers. 12hp 6-cylinder standard 2-seater, with large double dickey seat and adjustable driver's seat; colour scheme maroon and mole grey, red obligatory to match; engine has full-pressure lubrication to crank-shaft, 3 speeds forward and reverse. Car is in magnificent condition, wonderful road performance and splendid braking. Deposit £25, balance £85. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-985

ARMSTRONG SIDDELEY, 1930, 12.6 coachbuilt saloon, as new, taxed year, £155; terms, exchanges, Page, 199b Upper Richmond Rd., S.W. Putney 7671. (Sundays 11-2). 973-1162

AUSTIN authorized main dealers. Immediate delivery of all models, new and second-hand, in stock; exchange and deferred terms if desired. Beechings, Ltd., Farborough, Hants. Telephone 279. zzz-718

AUSTIN 7. We have several saloons and tourers for disposal, prices ranging from £35 to £100. All cars offered are in good condition. Deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5560. zzz-330

AUSTIN 1930 saloon, coachbuilt, excellent condition, any trial, £75. Cars supplied on repurchase basis, on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-443

AUSTIN. See the Naylor and Root advertisement on page 26. 973-858

AUSTIN 7, 1927, tourer, exceptionally fine condition, £38. Marr, 20 Brampton Grove, Hendon, N.W.4. 973-1836

AUSTIN, 1929 7hp tourer, mileage 12,000, taxed, good condition, extras, £65. Fladbury Rectory, Pershore, Worcestershire. 973-1835

AUSTIN, 1925 (September) tourer, taxed, extras, £39. 560 Lea Bridge Rd., Leyton, E.10. 973-1821

AUSTIN 7, black and red fabric Wydor saloon, late 1930, £87 10s. Clarence Garages, Richmond. Phone 1001. 873-1833

AUSTIN 7, 1928, chummy, good tyres, bargain, £36. 702 High Rd., Tottenham. 973-1819

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).

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

AUSTIN Swallow saloon, 1929, just overhauled and repainted, new tyres, many extras, taxed and insured, guaranteed, £95. Gerrard, Paragon Hotel, Blackheath. 973-1817

AUSTIN 7, 1930 Swallow saloon, taxed, showroom condition, Alta cylinder head, special type induction system, finished two shades grey, £135, or near offer. Burge, 33 North St., Guildford, Surrey. Phone 1988, between 9 and 8. 973-1815

AUSTIN 7 tourer, good condition, taxed, £32 10s. cash; no dealers. Ray, Chalfont Common, Gerrards Cross, Bucks. 973-1814

AUSTIN 7 1931 coachbuilt saloon, nearly new, very small mileage, £95; part exchanges and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre, Temple Bar 3605. 973-840

AUSTIN 7 chummy model, starter, all-weather equipment, most carefully used, taxed, tyres as new, bargain, £42 10s.; exchange, deferred. Rhind and Co., Station Garage, Queen's Rd., corner Oldham Rd., Manchester. 973-843

AUSTIN 7, 1929 Stadium sports model 2-seater, low tail, nice condition, bargain, £68 10s.; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 973-842

AUSTIN 7, 1930 saloon, Triplex, mileage 8,000, U-type Zenith, £82 10s. Below.

1926 chummy, taxed year, excellent condition, £32 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 973-853

AUSTIN 7, late 1926, new tyres, perfect condition, £32; any trial. Pooley, Little King St., Camden Town. 973-4802

AUSTIN 7, fabric saloon, 1929½, mileage 9,500, one owner, perfect order, £75. Phone, Sunbury 27. 973-1806

AUSTIN 7, 1931, sunshine saloon, blue, mileage 1,000, taxed December, £115; exchange Triumph or Standard. 83 Grand Drive, Raynes Park. Alter 7.30. 973-1719

AUSTIN 7, late 1925, 4-seater tourer, good condition, good tyres, taxed, £26. Clarke, 135 Lewisham Rd., S.E.13. 973-1731

AUSTIN 7, 1930 Wydor saloon, very nice condition, three new tyres, written guarantee, unique deferred terms, £79. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-736

AUSTINS. Your special opportunity. See page 28. 973-718

AUSTIN 7, 1929 Mulliner sun saloon finished brown, cream wire wheels, excellent condition throughout, one owner since new, £72 10s.; best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 793-84

AUSTIN. A. Rix offers: 1931 Austin 7hp coachbuilt sunshine saloon, taxed year, in very nice order, £112 10s. 153 Euston Rd., N.W.1. Museum 1618. Open 8 p.m. and 1 p.m. Sundays. 973-714

AUSTIN 7, 1930 model 2-seater, taxed year, mechanically perfect, £75. Below.

1930 Austin 7 black fabric saloon, £77 10s. Below.

1928 Austin 7 tourer excellent condition, £52 10s.; motorcycles in part, deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 973-62

AUSTIN 7 saloon, 1927, re-coachpainted, excellent tyres, upholstery, and chassis perfect, new battery, £40; terms, exchanges. Shakespeare Garage, Queensborough Passage, Porchester Terrace Bayswater, W.2. Fadd. 1747. 973-1905

AUSTIN 7 sunshine fabric saloon, £45, taxed, good tyres, good runner, any trial. 645 Garratt Lane, Earlsfield S.W.17. 973-55

AUSTIN 7 1925 chummy, good mechanically, £27. G. J. Shaffer and Co., 82 Cricklewood Lane, N.W.2. Gladstone 3311. 973-42

AUSTIN, 7hp, 1929, Mulliner coupe, taxed December, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 973-44

AUSTIN 7s. Carlton Garage. 1928 Cup sports, new tyres, 53 guineas; 1929 model Wydor saloon, 53 guineas; 1930 Wydor saloon, nice order, 89 guineas. Terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 973-28

AUSTIN. Smith conditioned spells safety for used-car buyers.

AUSTIN 7. 1928-9 saloons, choice of several, from £65.

AUSTIN 7. 1930, coachbuilt saloon, colour kingfisher blue, only done small mileage, deposit £20, balance £75.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-984

AUSTIN 7, 1929 4-seater, recellulosed maroon, full all-weather equipment, excellent tyres, beautiful order throughout, £62 10s.; exchanges, deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1 (2 mins. Euston Station). Phone, Museum 9515. 973-978

AUSTIN 7, 1931 saloon, unregistered, makers' guarantee, shop-sold, special bargain, £110. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 973-970

AUSTIN 7, 1929 Wydor saloon, black and red, condition and appearance as new, small mileage, many extras, taxed and insured, £65 or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 973-977

AUSTIN 7 sunshine saloon, 1931, as new, 1,400 miles, £110 or terms, 94 South Lambeth Rd., S.W.8. 973-2747

AUSTIN 7, 1926 chummy 4-seater, all-weather equipment, well maintained since new, good tyres, taxed, £30. Below.

AUSTIN 7, 1927 tourer, excellent appearance and condition, well equipped, £38. Below.

AUSTIN 7, 1929 model Wydor fabric saloon, finished blackred, excellent condition, £60; exchanges, terms. Nerrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 973-963

AUSTIN, 7hp, tourer, 1926, latest type hood, excellent tyres all wheels, good condition throughout, £32. Groves, 14 Linley Rd., Tottenham, N.17. 973-1875

AUSTIN 7, 1927 chummy, screens, wiper, shock absorbers, luggage carrier, large brakes, tuned engine, £28. White, 75 Stapleton Hill Rd., Stroud Green, London, N.4. 973-1876

AUSTIN 7 special Brooklands sports 2-seater, low racing body, in black and red, outside exhaust, 75 m.p.h., perfect condition throughout, £65; terms and exchanges. Below.

AUSTIN 7, Jarvis sports body, finished in two-toned green, starter and lights O.K., good tyres; terms and exchanges. Cross, 54 Durham Rd. S.W.20. Phone, Wimbledon 2558. 973-1840

AUSTIN 7, 1928½ Wydor saloon, new tyres, smart, £42 10s. 221 Maida Vale, W.9. 973-1865

AUSTIN 7, £43, late 1927 saloon, coachbuilt, fully equipped, taxed, in splendid condition. Forge, 2 Warton Rd., Isleworth. Hounslow 1802. 973-1863

AUSTIN 7 4-seater, engine overhauled, step-mats, mirror, automatic wiper, taxed, perfect order, bargain, £40. 24 Victoria St., Windsor. Phone 251. 973-1856

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

1929 Fabric sunshine saloon, nice condition throughout, £62.

1927 G.E. fabric 4-seater, new tyres, super tuned engine, exceptional opportunity, £36.

1928 Coachbuilt saloon, excellent condition, £45.

1925-6 Tourers, fully equipped and in really sound condition, £20 to £26.

Ruffella Motors, White Hart Lane, Barrow. Prospect 5549. 973-19

AUSTIN 7. If you are looking for a good second-hand Austin 7 tourer or saloon, write to-day for Premier's latest bargain list. Splendid selection of overhauled and guaranteed models at the right prices. Free delivery, extended terms. Premier Motor Co., Aston Rd., Birmingham. 973-1170

AUSTIN 7, £491! Genuine Brooklands model 2-seater, polished aluminium body, red chassis, outside exhaust, good tyres, rebored, fitted specialoid pistons, unused since 1929, very fast and in 100% condition throughout, ideal competition machine. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 973-1169

AUSTIN 7, 1929, tourer, small mileage, 58 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-931

If you have

a "used" small car, or any small-car equipment, for disposal, try the effect of a small advertisement in these pages.

There is no better or quicker means of finding a customer.

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.

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

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

AUSTIN, 1931 7hp coachbuilt saloon, in perfect condition throughout, mileage 3,000, taxed and guaranteed for 6 months, £99. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 973-953

AUSTINS. Taylors selected bargains in Austin 7s,

1927 chummy, thoroughly reliable, £35.

1923 fabric saloons, from £45.

1929 Mulliner saloon, good condition, £75.

All cars offered with 7 days' free trial and subject to A.A. inspection.

Taylor, 49 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-528

AUSTIN 7. £3 deposit; 36 guineas cash. 1928 Gordon England fabric saloon, Triplex, very good condition; free tax, free insurance to cash buyers; Exchanges. Rowland Smith. Below.

AUSTIN 7. £9 deposit; 95 guineas cash. 1931 model coachbuilt saloon, opal blue, sliding roof, one owner, practically brand new condition; free tax, free insurance to cash buyers; exchanges. Below.

AUSTIN 7. £7 deposit; 75 guineas cash. 1930 Wydor fabric saloon, maroon, 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. 973-758

AUSTIN. H. Glover-Motors, Putney, the 100% specialists, have pleasure to list below a selection from this week's stock of practically unused cars, all of which carry a written guarantee.

AUSTIN 7. 1930 fabric saloon, one owner only and in condition equal to new throughout, £85.

AUSTIN 7, 1929 fabric saloon, taxed and unblemished, £72.

AUSTIN 7, 1929 coachbuilt saloon, a really magnificent car, £78.

AUSTIN 7, 1930 2-seater, practically unused, finished black with green wings, £85.

AUSTIN 7, 1929 model K.C. Special, twin carburetors; this car has had very little use and is almost indistinguishable from new, £90.

AUSTIN 7, 1928 coachbuilt saloon, in exceptional condition throughout, £52 10s.

AUSTIN 7. H. Glover-Motors have several other used models in stock from £30. Call, phone or write. 3-5 Chelverton Rd. Putney 7134. 973-750

AUSTIN 7, 1930-1 Swallow saloon, one owner and driver, faultless condition, total mileage 5,250, 120 guineas. Stevens, Bican, Singlewell Rd., Gravesend. zzz-550

AUSTIN 7, 1930 Swallow coupe; this car has a detachable coupe head, which can be taken off, and a cap hood, fitted in a few seconds; cream and red, taxed to December, complete with Ace discs and bumpers, small mileage; a superb car; 100 guineas. Welford's Motors, Brighton. 973-751

AUSTIN 7, 1925 coupe, taxed, excellent condition, £35. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 973-857

AUSTIN 7, 1931 saloon, taxed year, mileage 3,000 only, condition as new throughout, £110. Below.

AUSTIN 7, 1930 Wydor coachbuilt saloon, taxed year, £67 10s. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 973-827

AUSTIN. Newnhams, 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 sliding-roof saloon, black and red, moderate mileage and very attractive, £95.

1931 7hp sports 2-seater, dark blue, particularly pretty little car, £89.

1930 7hp fabric sliding roof saloon, maroon, exceptional condition, £79.

1929 7hp chummy, maroon, one owner and perfect throughout, £52.

1928 7hp Mulliner fabric saloon, maroon, excellent mechanically but body rather rough, £39.

Newnhams House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 973-876

AUSTIN 7, 1929 chummy, 4-seater, beautiful order and condition, £60; also very nice 1927, complete and taxed, £35; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 973-892

AUSTIN 7 saloon, 1928 Mulliner, in really perfect order, price £58, or exchange 1927-8 chummy and cash. Park 0210. 2 Codrington Mews, Blenheim Crescent, London, W.11. 973-895

AUSTIN 7, 1928 Mulliner saloon, £47, tyres, appearance and condition almost as new. 181 The Grove, Goldhawk Rd., W.6. 973-896

AUSTIN 7, 1931 model fabric saloon, black-red line, leather upholstery, clean condition throughout, guaranteed, £90. Below.

1930 sunshine saloon, new April, mileage 7,200, grid, spotlight, first-class order, £90. Below.

1929 Wydor saloon, blue, leather upholstery, same owner throughout, several extras, £67. Below.

1928 Mulliner saloon, brown, one owner only, 4 new balloons, overhauled, wings revarnished, superb order, £52. Below.

1928 (June) Gordon Cup 2-seater, black-green, 4 new tyres, Triplex, very attractive, £52. Below.

1928 (March) 4-seater, blue, 3 new tyres, 2 horns, 3 new step mats, various extras, owner gone abroad, £45. Below.

1927 4-seater, kingfisher blue, step mats, 2 horns, mirror, automatic wiper, very well preserved, £38. Below.

1926 (June) 4-seater, nearly new tyres, well kept, taxed September, insurance included, £36. Below.

1925 (September) 4-seater, grey, 4 new balloons, speedometer, very sound, £25. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011, Evenings 8, Saturday 6, Sunday 10-0. 973-897

AUSTIN 7, 1926, chummy, starting and lighting, rigid side screens, square hood, 2 new tyres, £23. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 973-922

AUSTIN 7, 1930 Wydor saloon, ball change, chromium, black and red, smart, £75.

AUSTIN 7, 1929, Wydor saloon, black and red, exceptional condition, £62; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, Flaxman 4633. 973-925

AUSTIN 7, Arrow sports, cost £175, small mileage, £95. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-944

AUSTIN 7, 19 guineas, 1925 chummy, sound mechanically, needs re-painting, taxed December. Below.

AUSTIN 7, £42 10s., 1927 chummy Cup 2-seater, black, red, sound condition throughout. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-822

AUSTIN 7, 1931 sports, special A.E.W. bodywork, cost over £240, only wants seeing, undoubtedly the most unique Austin on the road, taxed, £145. 12 Bedford Road, Alexandra Park. 973-813

AUSTIN 7, 1927 Gordon saloon, overhauled condition, new tyres, A.A. examination, 29 guineas. 12 Bedford Rd., Alexandra Park. 973-814

AUSTIN 7, 1930 saloon, 1931 series, absolutely first-class condition, accept £89; cash, exchanges, deferred; 10 other small cars and shop-soiled bargains, write for list. Whitby's, 7 The Vale, Acton, W.3. 973-811

AUSTIN 7, 1931 saloon, sliding roof, coachbuilt, reduced during our sale to bargain price £99. Whitby's, 7 The Vale, Acton, W.3. 973-812

AUSTIN 7, 1929 Wydor fabric saloon, black and red, in very good condition, £65. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 973-806

AUSTIN 7, 1931 sunshine saloon, coachbuilt, practically new, taxed, £105. Lionel H. Pugh, 56 South Molton St., W. Mayfair 1433. 973-777

AUSTIN 7, The Light Car Co. offer special sports bargain. Below.

1929 B.C. Austin 7, cycle wings, specially tuned engine, 2 carburetors, tax paid, attractive car with real performance £95; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 973-782

AUSTIN 7, 1930 fabric saloon, extremely good condition, one owner, bumpers, several extras, loose covers safety glass, £82 10s. Ratchife Bros., 200 Gt. Portland St., W.1. Museum 8605 and 4. 973-786

AUSTIN 7. Steele Griffiths 1929 Swallow saloon, taxed, £95. S.G. House, Camberwell Green, S.E.5. Rodney 2201. 973-800

AUSTIN 7. Steele Griffiths, 1929 saloons, choice of 3, from £55. S.G. House, Camberwell Green, S.E.5. Rodney 2201. 973-799

AUSTIN 7. Steele Griffiths, 1930 coachbuilt saloon, £89. Court House, Camberwell New Road, S.E.5. Rodney 2201. 973-796

AUSTIN 7. Steele Griffiths, 1931 saloon, taxed, shopsoiled, £110. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 973-794

AUSTIN 7a. 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. 973-1147

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

AUSTIN 7. 1929 Stadium 2-seater, excellent condition, £67 10s.; terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2. 973-1160

AUSTIN 7 saloons, choice of several, in excellent condition., £39 to £65; exchanges, terms. Yarwood's, Stoneley South, High Rd., Tottenham. Phone 3122. 973-1144

AUSTIN 7, 1925 chummy, all-weather equipment, very good mechanically, taxed, £25. Below.

AUSTIN 1928 chummy, excellent condition throughout, all new tyres, taxed till end of year, £40. Haskins, 155 Ladbroke Grove, North Kensington, W.10, adjoining the Metropolitan Station. Park 5541. 973-1141

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. 973-1150

AUSTIN 7. E. A. Cullum, A.M. Inst. B.E., M.I.M.T., offers:— 1931 brand-new shop-soiled sunshine saloon, £120. 36 High St., Eton. Phone, Windsor 308. 973-17

AUSTIN 7 chummy, £22 10s., taxed and insured; exchanges. Snow, 42a Wilton Rd., Dalston, E.8. 973-151

AUSTIN 7, late 1926 chummy, balloons, very well kept, last, £52. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 973-4751

AUSTIN 7, 1931 supercharged Brooklands 2-seater, as brand new, mileage under 3,000, a genuine 85-mile-an-hour car, £165; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick. Phone 0303. 973-993

AUSTIN 7, 1929, supercharged Brooklands sports 2-seater, exceptionally fast, finished in black and red, black upholstery, good tyres, a motorcar which is capable of an extremely fine performance, £110; exchanges and deferred terms. The Motor Combine, 349 Euston Rd., N.W. Museum 2705. 973-825

AUSTIN 7, 1929, excellent mechanically, appearance and tyres as new, written guarantee, taxed, unique deferred terms, £56. 516-522 Stratham High Rd., S.W.16. Phone, Pollards 4444. 973-737

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

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

B.S.A. from Hackford Motors, Ltd., for exchanges and easy terms. 18th Acre Lane, Brixton. Phone 5062. zzz-368

B.S.A. three-wheeler, unused, 1931, purchaser must sell again owing to garage difficulty, a bargain for the best cash offer, or deferred terms. Full particulars Clemetson, Wendhouse Wilman Rd., Tunbridge Wells. 973-1870

BUGATTI, 1926 modified Brescia, special Jarvis 2-seater sports body, ball-bearing engine, brand-new tyres all round, tax paid, overhauled perfect condition throughout, £47 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 973-914

BUGATTI. Smith-conditioned spells safety for used-car buyers. 1930 Grand Prix 1,500 c.c. 4-cylinder, with high-compression overhead cam shaft engine, coil ignition, 4-speed close-ratio gearbox, Rudge-Whitworth wire wheels and spare, tyres all in new condition; fitted with standard all-aluminium racing Bugatti body, large racing petrol tank, 14 gallons capacity; fitted with windscreen and quickly detachable close-up wings, ready for touring or racing; exceptionally fast. Deposit £40, balance £175. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-987

BUGATTI straight-eight, 1926, 4-seater tourer fabric body, £65; terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2. 973-1161

BUGATTI, 11.9 2-seater, really exceptional condition, £32 10s. Metro Motors, 45 Newman St., W.1. Museum 9953. 973-39

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. 973-857

CITROEN, £30. 1927 12-24hp 4-door saloon, complete equipment, new tyres, exceptional condition. Below.

CITROEN, £35. 1928, 12-24hp, 4-door round back saloon, complete equipment, exceptional condition, choice of two exchanges, deferred. 86 Acre Lane, Brixton. Phone 5401. 973-1847

CITROENS. Your special opportunity. See page 28. 973-719

CITROEN 7, 1925, 2-seater, splendid condition, new hood, good tyres, recently overhauled, bargain, £11. 3 Glendarvon St., Putney, S.W.15. 973-1878

CITROEN 7 coupe, 1925, taxed, perfect, £18. 21 North St., Carshalton. Wallington 2386. 973-1915

CITROEN, 1926 cloverleaf, dynamo lighting, balloon tyres, good condition, £12; accept motorcycle part payment. Evenings. 81 Belmont Rd., Tottenham. 973-1911

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

CITROEN, £12; exchanges!!! 1925-6 7hp cloverleaf 3-seater, excellent condition. Chidley, 579b High Rd., Tottenham. Phone 2920. 973-61

CITROEN, 1927 2-seater, f.w.b., small mileage, nice condition, £28; 1926 7hp 4-seater, new balloons, in really nice condition, throughout, £21. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 973-20

CITROEN 7, 1926, 3-seater, starting and lighting, balloon tyres, in quite good condition, £7 10s. Earl, 75 Heath St., Hampstead, N.W.5. Open until 1 on Sundays. 973-920

CITROEN, 1927, saloon, overhauled and fitted new tyres, repainted, 40 m.p.g., £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-933

CITROEN, 1927-8 2-seater, very smart and clean, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-948

CLYNO 11hp 1926 Royal tourer, exceptionally good condition through out, leather upholstery, bargain, £20; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 973-964

CLYNO (August, 1928), guaranteed 2-seater, double diekey, dynamo lighting, starter, f.w.b., all-weather equipment, exchange for Austin saloon with £20 cash. 1 Ebner St., Wandsworth. 973-955

CLYNO, 1925, 4-seater, tax paid, brand-new tyres all round, entirely overhauled, £12 10s.; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 973-915

CLYNOS. Your special opportunity. See page 28. 973-720

CLYNO, 1928, 12-35, 5-seater, maroon, 3 new Michelins, wings repainted, splendidly kept, £36. Below.

1927 (February) 4-seater, f.w.b., blue, clean and well kept, owner taking saloon, £22 (£25 down, balance instalments). Below.

Smith and Hunter, Ltd., 407 Adgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-11. 973-898

CLYNO coupe, £25; 1926-27, 12-24hp, Mulliner body, f.w.b., low mileage, excellent order; exchanges. 86 Acre Lane, Brixton. Phone 5401. 973-1845

CLYNO 10, 1926, 4 door saloon, f.w.b., full equipment, taxed, good order, £16. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 973-1848

CLYNO tourer, repainted, perfect, £35. Clarence Garages, Richmond. Phone 1001. 973-1832

CLYNO, 1929, 9hp fabric saloon, brown, in perfect condition throughout, £50. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 973-807

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. 973-1148

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

CLYNO 9, 4-seater, 1928 1/2, splendid chassis, £25; exchanges, terms. 245 Goldhawk Rd., Shepherd's Bush, W.12. 973-18

CLYNO, 1928, 11hp 2-seater, very nice condition, a snip £28. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 973-x702

CLYNO, 1927 model 4-seater, f.w.b., new all-weather equipment, new tyres, many useful extras, faultless condition, a car that will give good service. £27. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 973-21

FIAT 1927 9hp saloon, coachbuilt, complete equipment, exceptionally good runner, taxed, £38. Smith, 407 Edgware Rd. Ambassador 1011. 973-899

FIAT, 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £25; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 973-893

FIAT. Smith-conditioned spells safety for used car buyers.

FIAT 9, sports coupe, 1930, colour scheme blue with red piping lines, excellent condition, very fast, deposit £55, balance £100.

FIAT, 1929, Swallow saloon, engine just been rebored, a most attractive car in green and cream, very fast, deposit £25, balance £100.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-990

FIAT, £50; 8hp saloon, late 1927, fast and sound. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-947

FIAT 9, 1927 4-seater, f.w.b., many extras, taxed and insured, in exceptional condition throughout, any trial or examination, £38; payments arranged. 19 Kingshill Avenue, Kenton, near Harrow, Middlesex. 973-1858

FIATS. Your special opportunity. See page 28. 973-721

FIAT 12, 1927 4-seater, f.w.b., 4 speeds, full equipment, a sound, roomy touring car, tax £11, £32. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 973-1855

FIAT 9 tourer, 1928 model, in excellent condition, £57 10s. Clarence Garages, Richmond. Phone 1001. 973-1831

FIAT, £12 10s.; 1925 10-15 tourer, sound condition; taxed; bargain. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-821

FIAT. See the Naylor and Root advertisement on page 26. 973-860

FIAT 9 2-seater, f.w.b., overhead camshaft, fully equipped, very smart, £29. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 973-22

FIAT. Carlton Garage. 1926 10hp drop-head coupe, 29 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 973-29

FRAZER-NASH Cars offer for sale a number of used cars, including 1928 Boulogne 3-seater, 1928 Boulogne model with special 4-seater fabric body, Interceptor model 1, 2-seater, black fabric body, green chassis, wheels and upholstery, 4 speeds. London Rd., Isleworth. Hounslow 3171-2. zzz-522

FRAZER-NASH-C.N., special job, Brooklands 103 m.p.h. lap speed, o.h.c. Anzani engine, 2-seater Brooklands streamlined body, fully equipped for road, electric lighting, sprung steering, speedometer, rev. counter, acceleration terrific, sound throughout, taxed, obliged to sell, sacrifice at £30 to enthusiast. Hutchins, Little Resthaven, Broadmead, Sway, Hants. 973-1811

G.N., with 2-seater racing body by France, fast and in perfect order, photo and specification on application, will deliver anywhere, price £20. Angus S. Tweedy, River View, Ryton-on-Tyne. 973-1799

GWYNNE 8, late model, 2-3-seater, lighting, starter and numerous extras, beautiful order and condition, £18; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 973-891

GWYNNE, £59!!! 1928 10-40 sports 2-seater and dickey, Perrot f.w.b. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-938

GWYNNE, 8hp, 1925 2-seater, new hood, repainted, very fast, £18. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 973-x750

HUMBER 9, 1929 saloon, one owner, remarkably excellent condition throughout, written guarantee, unique deferred terms, £135. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-731

HUMBER, chummy, 8hp, good condition, very smart car, cheap. 77 Askew Rd., W.12. 973-1809

JOWETTS, 1928 long 4-seaters and 2-seaters, £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £100; 1929 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-83

JOWETTS, Manchester. 1927, 1928, 1929 and 1930 saloons, tourers and 2-seaters, always in stock. Main distributors, Saxon Jeffers, Ltd., Duansgate. Phone, 1010 Central. zzz-63

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

JOWETT, 1925, 2-seater, dickey, new hood, repainted, £22. Graham, Horne Villa, Western Rd., Brentwood. 973-e345

JOWETT. Chingford Automobiles, Ltd., distributors and engineers. Trade supplied. Opposite Chingford Station. Tel., Silverton 1032. 984-525

JOWETT, 1927, full 4-seater, blue, grid, 3 new Dunlops, electrical equipment perfect, £32. Below.

1926 (July) full 4-seater, blue, never changed hands, numerous extras, exceptionally well kept, £28. Below.

1923 2-seater, dickey, starter, complete and in running order, £12. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-900

JOWETT, £82!!! 1930 saloon, unsoiled, small mileage, tax paid. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-946

JOWETT, 7hp, 1927, long tourer, perfect throughout, a bargain, £35. Apply, Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 973-x749

JOWETT, 1926 long 4-seater, starter, side curtains, balloons, taxed December, £20. White, 75 Stapleton Hall Rd., Stroud Green, London, N.4. 973-1877

JOWETT, 1928 long chassis 2-seater, polished aluminium, fully equipped, splendid condition throughout, £45; cash or deferred. Godfrey's, Ltd., 232 Stamford Hill, N.16. Clissold 7127. 873-1866

JOWETT, 1927 long chassis 4-seater, maroon, fully equipped, perfect mechanical condition, £30; cash or deferred. Godfrey's, Ltd., 232 Stamford Hill, N.16. Clissold 7127. 973-1867

JOWETT, £15. 1925, 4-seater, starter, balloon tyres, well equipped, excellent condition. 86 Acre Lane, Brixton. Phone 3401. 973-1842

JOWETT 7, 1927 long 2-seater and dickey, full equipment, exceptional condition, taxed year, £50. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 973-1851

JOWETT, 1929 7-17hp fabric saloon, brown, very nice order, £68.

1928 7-17hp 4-seater, blue, nice appearance and general condition, £45. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 973-877

JOWETT, 1924-5, full 4-seater, taxed September, good balloon tyres, well equipped, perfect order, £22 or nearest. Ikona, Gills Hill, Radlett. Evenings after seven. 973-1507

JOWETT, 1928 full four, beautiful appearance and first-class running order, taxed, £35. 31 Walton Crescent, Warrington. 973-1800

JOWETT, 12 guineas; 2-seater, dickey, just painted blue, fine brakes, starter, speedometer, all accessories, 46 m.p.g., climber, bargain. Simmons Garage, High St., Hampstead. 973-1755

JOWETT, 1927 (June), full 4-seater, reliable condition throughout, fully equipped, any trial £29. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-734

JOWETT. See the Naylor and Root advertisement on page 26. 973-861

JOWETT 2-seater, short chassis, dickey, £25. Clarence Garages, Richmond. Phone 1001. 973-1830

JOWETTS. Your special opportunity. See page 28. 973-722

JOWETT, 1927, tourer, small mileage, fully equipped, £30; another, £20. 702 High Rd., Tottenham. 973-1820

JOWETT, 1929 7hp saloon, fabric body, small mileage, tyres as new, bodywork excellent, many extras, very sound mechanical condition, special bargain, £72 10s.; exchanges, deferred. Rhind and Co., Station Garage, Queen's Rd., Corner Oldham Rd., Manchester. 973-844

JOWETT, £4 deposit, 39 guineas cash. Late 1928 7hp long 2-seater, blue, carefully used, exceptional condition. Free tax, free insurance to cash buyers. Exchanges. Rowland Smith. Below.

22 Guineas. Jowett, 1925 7hp 2-seater, blue, very exceptional condition. 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. 973-759

JOWETT, 1922, 7hp 2-seater and dickey, good tyres, very sound mechanical condition, £15; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 973-756

JOWETT, 1926, 7hp, long chassis 4-seater, colour blue, in very good condition, taxed, £30. H. and A. Motors, 69 Church Rd., Upper Nerwood. Livingstone 3122. Open Sundays 11-1 p.m. 973-804

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

JOWETT. F.O.C.H. Jowett distributors and specialists. Full range new and second-hand in stock. London's Jowett experts.

F.O.C.H. Below.

F.O.C.H. 1929. 7hp long Black Prince de luxe fabric saloon, four doors, f.w.b. wire wheels, bumpers, one owner, very carefully used, exceptionally good condition, taxed, 79 guineas. Below.

F.O.C.H. 1928 model 7hp, long 4-seater, blue, starter, new hood, exceptionally good condition, 36 guineas. Below.

F.O.C.H. 1927 7hp, long 4-seater, black, red wheels, automatic screen wiper, excellent condition, taxed, 23 guineas. Below.

F.O.C.H. 1924 model, 7hp, short 2-seater, repainted blue, starter, new hood, large dickey, very carefully used, exceptionally good condition, taxed and insured to September, 19 guineas. Below.

F.O.C.H. Fifteen Jowetts in stock. New and second-hand. Exchanges, deferred. Free list. **F.O.C.H., Ltd.** 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 973-875

JOWETT. 1929 short 4-seater, finished maroon, exceptionally good condition, supplied by us to the last owner, £58; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 973-81

JOWETT. 1929 long 4-seater, in splendid condition, £45; earlier models from £15. Bunting's Jowett Agency, Wealdstone. 973-67

JOWETT. 1929 coachbuilt saloon, finished maroon and black, carefully used by last owner, £75; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 973-80

JOWETT. 1929 saloon, blue fabric, leather upholstery, £57 10s.; terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2. 973-1159

JOWETT. 1929 saloon, one owner, faultless condition, 55 guineas; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294. 973-14

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. 973-1149

JOWETT saloon, 1927, eight good tyres, repainted, excellent condition, £38; taxed. 34, Hereford Rd., Westbourne Grove, W.2. 973-909

JOWETT. For 1931 shop-soiled long saloons, apply The Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665. 973-54

JOWETT. 1929, 7hp, short fabric saloon, excellent condition £52 10s. Exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 973-1145

LEA-FRANCIS. 1927, 12hp 4-door saloon, 4-speed, f.w.b., just overhauled, an attractive car, £45. Smith and Hunter, Ltd., 407 Edgware Rd. 973-901

LEA-FRANCIS. Brooklands sports 4-seater, 12-50, twin carburettor, unsoiled and perfect, £100. Denman Motor Agency, Ltd., 132-3 Long Acre, W.C. Open week-ends. 973-932

LEA-FRANCIS. 1925 9hp, 2-seater, o.h.v., perfect condition, taxed, insured, 20 guineas. 17 Crest Rd., Oxgate Estate, Cricklewood, N.W.2. 973-1803

LEA-FRANCISES. Your special opportunity. See page 28. 973-723

MATHIS. 9hp, 4-seater, owner-driven, £15; also 10hp engine, magneto, carburettor, suit Morgan, £7, as new, bargain. 30 Searle St., Cambridge. 973-1822

M.C. 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.C., 1931 Midget, mileage 3,000, choice of two, £145.

M.C., 1931 Midget, blue, £135.

M.C., 1930, latest type, big sump, small mileage, £125.

M.C., 1930 Midget sportsman's coupe, unscratched, £150. Largest stock of sports cars in Great Britain. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 973-854

M.C. Midget, 1930, 2-seater, carefully tuned engine, irreproachable condition throughout, guaranteed, unique deferred terms, £105. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-732

M.C. Midget, 1930, large sump, small mileage, £115; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford Br., W.1. Mayfair 5489. 973-63

M.C. Midget, £104 10s. 6d. 1930, guaranteed. South London Car Sales, Forden Rd., S.W.2. Brixton 6654. 973-57

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

M.C. Midget, Carlton Garage, 1929, really fast, 93 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 973-30

M.C. Midget, 1930 (May), sports big sump, ribbed drums, as new, one owner, 125 guineas. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 973-24

M.C. Midget, 1931 2-seater, registered but not delivered, brand new, full guarantee, 165 guineas; exchanges, deferred. Ray Abbott, Ltd., Harrow Weald. Telephone, Harrow 3884. 973-1133

M.C. sports. Cooke's Motors offer: 1931 2-seater, red, in excellent condition, bargain, £115. Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 973-5

M.C. Midget, £89, 1929, 2-seater, very smart and exceptionally fast; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick. Phone 0305. 973-994

M.C. Midget. Smith-conditioned spells safety for used car buyers. 1929 practically new, specially tuned, very fast, deposit £25, balance £85. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-988

M.C. Midget, 1930 coupe, mileage 8,000, perfect throughout, taxed year, £165. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 973-952

M.C. Midget, bargain, new 1931, colour blue, sports 2-seater, accept £20 under cost, or offer; h.p. terms arranged. 62 Selwyn Rd., Upton Manor, E.15. 973-8746

M.C., 1931 Midget special sports, Barker body, mileage 2,800 only, £245, very attractive, £180. Below.

1930 Midget sports, red, mileage 4-5,000, quite spottless and as new, ribbed brake drums, £120. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-902

M.C. Midget, 1930 8hp sports 2-seater, red, particularly smart and exceptionally fast, £105. Newbams, 237 Hammermith Rd., London, W.6. Riverside 4646. 973-878

M.C. Midget. See the Naylor and Root advertisement on page 26. 973-863

M.C. Midget, 1929, sports 2-seater, blue, excellent, £90. Tiltjen and Hillier, 110 Wood Vale, S.E.25. Sydenham 2432. zzz-527

MORGAN. Bearts of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. Phone 5148. zzz-49

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Tomacs, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

Selling a Car?

If you are thinking of disposing of your old car, try an advertisement in the Sale and Exchange Section of "The Light Car and Cyclecar" which has a wide reputation for immediate and satisfactory results. You will note that all advertisements in this section are classified according to make of car this simplifies reference and makes it easier for buyers to find the type of car they are looking for

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

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

MORGAN. 100 cars in stock. List free. Exchanges. Rowland Smith. Below.

£12 Deposit. 125 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 etc owner, run 586 miles only, absolutely brand-new condition, cost about £160; free tax, free insurance to cash buyers. Below.

£7 Deposit. 75 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, hood, straight-through exhausts, very exceptional condition; free tax, free insurance to cash buyers. Below.

£6 Deposit. 59 guineas cash. 1929 Aero, 8hp o.h.v. Anzani, blue, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, very exceptional condition; free tax, free insurance to cash buyers. Below.

£2 Deposit. 25 gns. cash. Late 1927 de luxe 8hp J.A.P., brown, dynamo lighting, electric horn, 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. 973-766

MORGAN. Naylor and Root.

MORGAN specialists. Deferred terms over 18 months. Highest exchange allowances. Bargain list sent on request, post free.

£45. 1927 Aero, 10hp, M.A.G., f.w.b., cycle wings, extras, black and green.

£55. 1928 Aero, s.v. J.A.P., f.w.b., hood, good tyres, black and red, taxed.

£65. 1928 Aero, o.h.v. racing J.A.P., f.w.b., host of extras, red and green.

£75. 1929 Aero, o.h.v. J.A.P., starter, cycle wings, new tyres, several extras, black and orange.

£75. 1930 Aero, s.v. J.A.P., M chassis, cycle wings, V screen, black and red, taxed, choice two.

£85. 1930 Aero, o.h.v. J.A.P., M chassis, V screen, small mileage, as new, taxed December.

£89. 1929 super sports o.h.v. racing Blackburne, host extras, new tyres, repainted black and red, taxed December; another with o.h.v. J.A.P. engine.

£98. 1930 super sports o.h.v. J.A.P., usual extras, repainted black and cream, another, M chassis and starter, £105.

£119. 1931 super sports o.h.v. racing J.A.P., M chassis, V screen, cycle wings, small mileage, apple green.

£59. 1930 Family, a.c. J.A.P., side screens, f.w.b., pneumatic upholstery, maroon, good condition; also 1929 at £52.

£29. 1925 Family, w.c. J.A.P., dynamo lighting, side screens, good condition.

£52. 1930 de luxe a.c. J.A.P., M chassis, starter, speedometer, dark blue, good condition; also 1926, starter, £27.

To see is to believe—so call to-day and inspect our stock. We will be pleased to give a demonstration run without any obligation whatever. Get our bargain list to-day.

Naylor and Root, Ltd., Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 to 8; Wednesday, 1 p.m.; Sundays, 10 a.m. to 1 p.m. 973-872

MORGANS. Homac's have for disposal the following guaranteed Morgans:—

1928 de luxe, 8hp J.A.P., dynamo, geared steering, good tyres, taxed, £42 10s.

1927 Aero, s.v. J.A.P., f.w.b., dynamo, etc., taxed for year, £45. Below.

1927 Family, 8hp J.A.P., dynamo, speedometer, side screens, f.w.b., nice order, £39 10s. Below.

1926 Family, 8hp s.v. J.A.P., dynamo, starter, f.w.b., discs, side screens, taxed year, £35.

1925 Aero, 10hp o.h.v. Blackburne, £32 10s. Below.

1925 Grand Prix, 10hp, w.c., Blackburne, dynamo lighting, speedometer, dash lamp, bumper, many extras, Aero wings, £29 10s.

Deferred terms arranged.

Homac's, the Official Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. Telephone, Clissold 9616-7. 973-855

MORGAN. Speed merchants. Special super Aero, 10-40, o.h.v. racing J.A.P. engines, hood, screens, etc., very carefully used, exceptionally well kept, tyres as new, bargain, £80; exchanges, deferred. Rhind and Co., Station Garage, Queen's Rd. (corner Oldham Rd.), Manchester. 973-847

MORGAN. Super Aero Morgans, choice of six 1929 and 1930 models, o.h.v. racing J.A.P. engines, bargains from £80 each; cash, deferred. Rhind and Co., 258 Deansgate, Manchester. 973-848

MORGAN. Aero, special wide track chassis, o.h.v. Blackburne, Dyno lighting set, bargain £35; exchanges, deferred. Rhind and Co., Station Garage (corner Oldham Rd.), Manchester. 973-849

MORGAN. 1930 Aero, J.A.P. engine, Dyno lighting set, exceptionally nice condition, bargain, £65; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 973-850

MORGAN. 1931, super sports, M chassis, hood, automatic chain oiling, speedometer, taxed December, £115. Fitt, Tankerton, Kent. 973-1824

MORGAN. Aero sports, Anzani engine, 1926, very smart, £35. The Garage, Rednall Terrace, Lammersmith, Riverside 0433. 973-1823

MORGAN. £32; 1925 Aero, o.h.v., w.c. Anzani, dynamo lighting, hood, speedometer, mascot, etc., taxed, perfect condition, trial anywhere. Sergeant, Belvedere, Cumberland Rd., Laindon, Essex. 973-1810

MORGAN. 1924, Grand Prix, splendid condition, overhauled, good tyres, Aero screens, five lamps, dynamo, taxed, £16. Hart, 38 Dollis Park, Finchley, N.3. Telephone 2306. 973-1805

MORGAN. 1931, M chassis, 10-40 J.A.P., specially tuned and fast completely overhauled + J.A.P., 6-guinea speedometer, 8-amp dynamo, sports size, lamps, starter, chain lubricators, electric wiper, Dunlop Fort, many other extras, approximately 6,500 miles, cost £140 £95. 27 Northaw Rd., Cuffley, Herts. 973-1787

MORGAN. Grand Prix, £12; bargain, good condition; M.A.G. engine, dynamo lighting; after 6 p.m. Young, 27 Gilmora Rd., Lewisham. 973-1734

MORGANS. Protect yourself with a 3 months' written guarantee, most convenient deferred terms and exchanges. Kirk and Co. Below.

Special Family, 1931 model, 10-40hp o.h.v. racing J.A.P., w.c., M-type chassis, dynamo lighting, starter, specially fitted dashboard, one owner, low mileage, guaranteed as new, taxed December, cost approximately £150 (Highbury), £89. Kirk. Below.

Super sports, 1929, 10-40hp o.h.v. racing J.A.P., w.c. engine, dynamo lighting, luggage grid, Bosch horn, original blue cellulose finish, excellent tyres, very fast and attractive sporting bus (Paddington), £79. Kirk. Below.

Aero, 1929 10-40hp o.h.v. J.A.P. racing engine, dynamo lighting, f.w.b., flare wings, etc., very fine condition, exceptionally smart, black and red finish (Paddington), £65. Kirk. Below.

Aero, 1929 o.h.v., w.c., dynamo lighting, automatic screen wiper, full dash equipment, f.w.b., new rear competition tyre, super condition, tax paid (Paddington), £62 10s. Kirk. Below.

Aero, 1928, 8hp J.A.P. w.c., sports 2-seater, all equipment, including dynamo lighting, hood, etc., flare wings, good tyres and appearance (Paddington), £59 10s. Kirk. Below.

De luxe 1930 2-seater, 8hp J.A.P. engine, dynamo lighting, horn, speedometer, all equipment, o.a. tyres, f.w.b., tax paid December (Paddington), £52. Kirk. Below.

Family, 1928, 8hp J.A.P. w.c., 4-seater, dynamo lighting, f.w.b.s, beautifully kept, practically new o.a. tyres (Highbury), £48. Kirk. Below.

Special aero, 8-10hp o.h.v. w.c., specially built super-sports-type body, dynamo lighting, practically brand-new tyres, cycle wings, thoroughly overhauled (Paddington), £42 10s. Kirk. Below.

De luxe, 1929, 8hp J.A.P., 2-seater, equipped with dynamo lighting, rigid side screens, pneumatic upholstery, most carefully used, excellent tyres and condition (Paddington), £39 10s. Kirk. Below.

Aero, 1926 10hp o.h.v., w.c., fully equipped, dynamo lighting, dash lamp, speedometer, hood and cover, etc., cycle wings, cream and crimson finish, excellent condition (Paddington), £35. Kirk. Below.

Family, 1926 8hp J.A.P. w.c., dynamo lighting, clock, speedometer, all-weather equipment, specially re-coach finish, bargain (Paddington), £32; 150 other cars. Kirk and Co., 22 and 49 Praed St., Paddington, W.2; and 28, 30, 32 Highbury Corner, N.5. 973-72

MORGAN. Aero, 1929 repainted, new hood and tyres, any trial, £58. 66 River Avenue, N.13. 973-1860

MORGAN. late 1928 de luxe, w.c., 2-seater, dynamo, electric light, starter, f.w.b., geared steering, taxed, insured, other extras; excellent condition. Johnson, 18 Sandgate Rd., Brighton. 973-1862

MORGAN. late 1927 2-seater, w.c. J.A.P., recently overhauled, f.w.b. and extras, taxed, insured, any trial, £25. 37 South St., Redditch. 973-1859

MORGANS!!! (Four.) Family 4-seaters, G.P. 2-seaters, water-cooled, dynamo lighting, from 16 guineas; exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station). 973-956

MORGAN. 1924 de luxe, 8hp J.A.P., Lucas dynamo, side screens, mirror, discs, taxed to 1932, £24. Below.

MORGAN. 1927 standard, 8hp J.A.P., all good tyres, taxed and in good order, £29. Below.

MORGAN. 1928 Aero J.A.P., f.w.b., balloon tyres, hood, chroma nickel, perfect, one owner, taxed to 1932, £58. Below.

MORGAN de luxe Aero, 1931, 10-40 o.h.v. J.A.P., cream and green, the very last word in improvements, 2½-in. tube with improved bevel box, and centre-fixing, super-type front, improved brakes and guards, £116 10s.; let me quote you for your old car; I can allow you the biggest price in part-payment cash or hire-purchase. Douglass for Morgans St., Mary's Square, Ealing, W.6. 973-982

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

MORGAN, late 1928 Aero, racing J.A.P., just overhauled and repainted dual-tone finish, high frequency horn, speedometer, chromium-plated, in absolutely super condition and one of the prettiest Morgans on the road. £60; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 973-915

MORGAN, Bargain. Colmore offer 1931 super-sports 10-40 J.A.P., overhead valve, water-cooled engine, new type model M chassis, colour blue and beige, unregistered, used only for few trial runs, £120; you save £25 and get a better car. Easy payments from £20 down, balance 12, 15 or 18 months. Colmore Depot, 31 Colmore Row, Birmingham. 973-11

MORGAN, 29 guineas!! 1926 Aero model, Anzani engine, front-wheel brakes, Aero screens, practically new tyres, dynamo lighting, starter, flared wings, pneumatic upholstery, etc., very fast and sporting. Comerford's. Below.

1926 Aero Morgan, o.h.v. Anzani, finished maroon. Below.

58 Guineas!! 1928 Aero Morgan, fitted 10-40hp racing J.A.P. engine, f.w.b. flared wings, starter, hood, new tyres, pneumatic upholstery, finished green, very fast and sporting. Below.

39 Guineas!! 1929 Morgan de luxe model, J.A.P. engine, pneumatic upholstery, starter, hood, etc., beautiful condition throughout, good tyres. Below.

79 Guineas!! 1930 special Brooklands racing model, fitted 10-40hp o.h.v. special J.A.P. engine, outside exhausts with Brooklands and Ghost type silencers, f.w.b. pneumatic upholstery, outside gear change and brake lever, cycle-type wings, new type, attractively finished black and red, cost £185, genuine bargain. Exchanges or deferred terms. Comerford's, Chief Branch, Portsmouth Rd., Thames Ditton, Esherbrook 2323. 973-911

MORGANS, 1930 (May), family model, J.A.P., starter, rigid side screen, speedometer, mileage 5,000, absolutely as new, taxed year, included, £70. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. 973-903

MORGAN, 1929, super-sports J.A.P., o.h.v. racing engine, exceptionally fast, well equipped, £75. Below.

MORGAN, Aero, 1926, 8hp J.A.P. engine, finished dual colour, bargain. £28. Exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 973-966

MORGAN, 1926, late Aero, o.h.v., very good mechanically, good tyres, taxed, £25; exchanges, deferred. Haskins, 155 Ladbrooke Grove, North Kensington, W.10. Adjoining the Metropolitan Station. Park 5541. 973-1143

MORGAN, super-sports, 1929, 10-40 o.h.v. racing J.A.P., f.w.b., starter, geared steering, taxed year, £87 10s. Below.

MORGANS, Aero, 1927, o.h.v. Blackburne, w.c., dynamo, starter, f.w.b., £50; 1927 J.A.P., f.w.b., repainted, £45; 1926, o.h.v. Blackburne, geared steering, f.w.b., foot accelerator, dynamo, £37 10s.; 1925 J.A.P., dynamo, £32 10s. Below.

MORGAN, de luxe, 1928 J.A.P., w.c., dynamo, £37 10s. Terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2. 973-1163

MORGAN, £25; 2-seater, J.A.P. engine, w.c., 8hp, electric light, hood, good condition throughout, taxed and insured Sept. 30th, car trial, J.B., 28 Benwell Rd., Holloway, N.7. 973-1906

MORRIS Minor, £102 10s. 1931 fabric saloon, negligible mileage, taxed, spotless condition; exchange, terms. Below.

MORRIS Minor, £62 10s. 1929 fabric saloon, small mileage, excellent condition; exchange, terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-823

MORRIS Minor, 1931, coachbuilt sunshine saloon, mileage 1,000, otherwise brand new, £110. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 973-779

MORRIS Minor, 1929, saloon, in good condition, one owner, bumpers, safety glass, £62 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 973-789

MORRIS Minor, £7 deposit, 69 guineas cash. 1930 coachbuilt saloon, brown, sunshine roof, very good condition; free tax, free insurance to cash buyers. 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 973-760

MORRIS Minor, F.O.C.H. 1930 8hp fabric saloon, blue, chromium, small mileage, very carefully used, practically indistinguishable from new, 79 guineas exchanges, deferred; free list. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Hampstead 3752. 973-874

MORRIS Minor, 1930, fabric saloon, in really first-class order throughout, £85. Hyams Bros. and Heard, 19 Bessan Rd., Carshalton, Tel., Wallington 1917. 973-852

MORRIS Minor. See the Naylor and Root advertisement on page 26. 973-862

MORRIS Minor, 1930, coachbuilt saloon, one owner, nice condition throughout, unique deferred terms, £85. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-733

MORRIS Minor saloon, 1929, small mileage, taxed, insured, any trial, £65. 95 Union Rd., Clapham. 973-1604

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

MORRIS Minor, Smith-conditioned spells safety for used car buyers. 1930 blue fabric saloon, deposit £15, balance £65. F. G. Smith (Motors), Ltd., Goodmayes, Hford. Phone, Seven Kings 1000 (7 lines). 973-989

MORRIS Minor, Cooke's Motors offer 1930 7.8hp coachbuilt saloon, sunshine roof, mileage 2,000, as brand-new, £95. 366 High St., Sutton. Open week-days until 8, Sundays 1. Phone 4660. 973-6

MORRIS Minor, 57 guineas. Exchanges, deferred. 1929 fabric saloon, practically unsoiled condition, perfect order. Below.

MORRIS Minor, 75 guineas. 1930 coachbuilt sunshine saloon, chromium, Triplex, exceptionally well-kept car. Maynards, 241a High Rd., Wood Green. 973-1136

MORRIS Minor, 1930 fabric saloon, blue, Triplex glass, chromium plating, bumpers, exceptionally nice condition, £70. 58 Black Lion Lane, Hammermith, Riverside 4652. 973-1138

MORRIS Minor saloon, 1930, one owner, very small mileage, original tyres, almost unworn, chromium plating, Triplex, complete equipment, etc., appearance and general and mechanical condition scarcely distinguishable from new, 85 guineas, photograph and full particulars immediately on request; exchanges, terms. C. and C., Ltd., Water Lane, Kingston-on-Thames. Kingston 5393-4. 973-1164

MORRIS Minor, Carlton Garage, 1929 saloon, taxed, 69 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 973-31

MORRIS Minor, 1929 saloon, small mileage, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 973-64

MORRIS Minor, 1930 coachbuilt sunshine saloon, small mileage, safety glass fitted, attractive licensed December, £85; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 973-966

MORRIS Minor, £65!!! 1929 fabric saloon, colour blue, taxed, very small mileage, in really excellent condition throughout, really worth examining, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. 222-531

MORRIS Minors. Andrews Automobiles for Morris Minor bargains—

MORRIS Minor tonners 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. 973-1150

MORRIS Minor, 1930 special Arrow sportsman's fabric coupe, black and red, with red leather pneumatic upholstery, taxed December, really beautiful condition, £85. 1 Streatham Place, S.W.2. Streatham 8024. 973-54

MORRIS Minor, £105!!! Saloon, 1931 model, very clean, small mileage, in excellent condition throughout.

MORRIS Minor, £67 10s.!!! Saloon, 1929, in excellent mechanical condition, very clean, taxed to end of year. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149. 973-35

MORRIS Minor, 1930 8hp fabric saloon, excellent condition, one owner, £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. 973-47

MORRIS Minor, 1931, 2-seater, £95; small mileage. Denman, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-936

MORRIS Minor saloon, 1929, blue, exceptionally nice condition, £59. Exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 973-924

MORRIS Minor, 1930 (April) sunshine saloon, dual brown, one owner, mileage few thousand only, various extras, unblemished condition, £90. Below.

1630 fabric saloon, blue, Triplex throughout, one change ownership, insurance to 1932 included, £78.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-904

A Quick Sale!

"Orpington.

"I should be glad if you would cancel further insertions of my advt. re Morris Minor, as, through the large circulation of your excellent journal, I was able to dispose of it yesterday.—W.A.K."

"THE MOTOR BOAT MANUAL."
Motor Boating Enthusiasts.

10th Edition. A Practical Handbook for
5s. net. 5s. 5d. post free.

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

MORRIS. Newnams always have an excellent selection of used cars available. Full list on request.

MORRIS Minor 1930. 8hp coachbuilt opening-roof saloon, blue, beautiful condition. £82.

1930 8hp fabric saloon, smart and generally attractive, £69.

Newnham House, 237 Hammersmith Rd., London, W.6. 973-879

MORRIS Minor. £80: 1930 coachbuilt sunshine saloon, complete equipment, as new, choice of two. Below.

MORRIS Minor, £60: 1929, fabric saloon, complete equipment, numerous extras, exceptionally good condition; choice of two. Exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 973-1843

MORRIS Minor. £59: 1929½, saloon, taxed year, exceptional condition. 221 Maida Vale, W.9. 973-1864

MORRIS Minor, 1930 model 8hp saloon, in exceptionally fine condition and open to A.A. inspection if desired. £70. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 973-773

PEUGEOT 7, 1926, 2-seater and dickey, coupe hood, full equipment, good order, £18. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone 4466. Open Sundays. 973-1849

PEUGEOT 7, 1927, drop-head coupe, really remarkable condition throughout, economical and reliable, recommended bargain, £29. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-735

RENAULT, 1926, 9hp 4-seater, recently repainted blue, in very good condition. £35. H. and A. Motors, 69 Church Rd., Upper Norwood, Livingstone 3122. (Open Sundays 11-1 p.m.) 973-805

RENAULT 9hp, 1928 4-door saloon, coachbuilt, new condition, £45. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 973-748

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 Renault saloon de luxe, English finish, leather upholstery, Tecalemit lubrication, carrier, tax paid year, cost £280, accept £170.

1931, 12.5, as above, blue leather upholstery, earlier model, £140.

1930 12.5 Monasix de luxe saloon, leather upholstery, £130.

1929 12.5 saloon de luxe, bumpers, chromium, etc., servo, £100.

1929 9-15 saloon de luxe, Weymann or coachbuilt, bumpers, carrier, etc., overhauled, £75 and £80 each.

1928 9-15 saloon de luxe, bumpers, taxed, £55. 973-888

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. 973-1151

RENAULT, £168 10s. 6d. 1931 shop-soiled de luxe saloon, speed model, owner unable to take delivery. South London Car Sales, Porden Rd., S.W.2. Brixton 6654. 973-56

RENAULTS. Your special opportunity. See page 28. 973-724

RENAULT. See the Naylor and Root advertisement on page 26. 973-864

RHODE, super sports, streamlined 11hp 2-seater, outside exhaust, long tail, £20, bargain. Denmans, 152-3 Long Acre, W.C. Open week-ends. 973-937

RHODE, £22 10s., 1927 semi-sports 4-seater, sound condition, bargain. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-818

RHODE, 60 m.p.h., 1927, 4-seater, £11 tax, taxed December, insured March. 1932, paint and plating excellent, £35. 94 Chase Side, Southgate. 973-1825

RILEY 9, 1931, Plus series Monaco sunshine saloon, run 350 miles only, £258. Olympia Motor Co., Riley London Distributors, 3 Hammersmith Rd., Kensington. Opposite Olympia. Fulham 4217. zzz-316

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY 9 1931 Monaco saloon, sunshine roof, mileage under 600, taxed to 8cpl., used for demonstration only, full makers' guarantee, £262 10s. Wellfords' Motors, Brighton. 973-753

RILEY 9. Steele Griffiths. 1930 de luxe saloon, £155. S.G. House, Camberwell Green, S.E.5. Rodney 2201. 973-797

RILEY 9 1930 Monaco saloon, black and red, as new, £175. 114 Gt. Portland St. Museum 4117. 973-828

RILEYS. 400 car list post free. 1924 to 1931 new and used cars in stock. saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends included. Exchanges and terms. Distance no object. (The Northern Motor Olympia) Bamber's, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms: 4 Guildford St., Leeds; 16 Cambridge St., Sheffield.) 973-767

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

RILEY, £142 10s.: 1929 MK4 2-seater, taxed, spotless condition throughout; exchange, terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-817

RILEY, Steele Griffiths. 1931 Monaco saloon, director's car, mileage 4,000, £225. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 973-790

RILEY 9. Steele Griffiths. 1930 Sunshine saloon, £139. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 973-791

RILEY, 1929 Mark IV sports 4-seater, nice condition throughout, black body, red wire wheels, open to any examination or trial, capable of high speed, £128. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Telo., Street. 9520-1. 973-975

RILEY, Smith-conditioned spells safety for used-car buyers.

RILEY 9 Monaco saloon, special twin-carburettor engine, very fast; deposit £35, balance £135.

RILEY 9 1930 de luxe saloon, black and red, practically new, only done 8,000 miles; deposit £40, balance £155.

RILEY, 1930 Monaco saloon, red with black wings and valances, red upholstery to match.

RILEY, 1930 Monaco saloon, black with cream wheels and piping line.

RILEY 9 1930 Monaco saloon, red with French grey wings and red upholstery to match.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-991

RILEY Monaco saloon, 1929, Triplex glass, maroon, good tyres, smart, £115.

RILEY 9 tourer, 1928, fabric sports, spring steering wheel, exceptionally nice condition throughout, £105; exchange, deferred. Albery and Bernard, 344 King's Rd., Chelsea. Flaxman 4653. 973-926

RILEY, 1930, 9hp Monaco 4-door sunshine saloon, really splendid condition throughout, 12 months' guarantee, owner returned Kenya, genuine bargain, £175. Baxter, 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 973-919

RILEY, 1930, Monaco sunshine saloon, black, green upholstery, very sound order, guarantee given, £170. Below.

1928 (May) Monaco, blue, mileage 19,000, particularly fast, taxed September. £110. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-905

RILEY 9hp, 1931, Plus Monaco, black and red, many extras, tank at rear, mileage 4,500, £222, bargain. Blako, 216 Westbourne Grove, W.11. Park 3232. 973-1869

RILEY 12hp saloon, 1925, new balloon tyres, very clean interior, excellent mechanically, £25; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 973-1839

RILEY, 9hp, 1931 standard saloon, new, shop-soiled only, £260. H. R. Moore, Ltd., Bishop's Stortford. Phone 152. 973-711

RILEY, 1931, Plus model Monaco sunshine saloon, black-brown, cream wheels, only slightly used, unmarked, £230, guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 973-954

RILEY 9, 1929 (late), 4-seater, Mark IV, £125. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 973-942

ROVER 10, 1931 coachbuilt saloon, one owner, scrupulously kept as new, fully guaranteed, unique deferred terms, £152. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-738

ROVER 10 1930 4-door saloon, sun roof, taxed, one owner, condition as new, £135. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 973-838

ROVER, 1931 10-25 Regal sun saloon, bumpers, safety glass, cost £212, run 250 miles only, manufacturers' guarantee, £192; terms arranged. Taylors, 49-53 Sussex Place, South Kensington Station. Ken. 8841. zzz-529

ROVER, £3 deposit; 29 guineas cash. 1926 9hp 4-door 4-seater, carefully used, exceptionally good 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. Howland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 973-761

ROVERS. Your special opportunity. See page 28. 973-725

ROVER 9 Super 2-seater, 1927, f.w.b., 24 guineas, A.A. examination. 12 Bedford Rd., Alexandra Park. 973-815

ROVER 10, 1930 sportsman's coupe, sun roof, black and red, mileage 3,000 only, as new, £145. 114 Gt. Portland St Museum 4117. 973-829

ROVER 10, 1928, 2-seater, splendid condition throughout, hood and screens as new, roomy dickey, any trial, unique deferred terms, £42. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-740

ROVER, 10-25, black and red Weymann saloon, 1929, taxed year, £100. Clarence Garages, Richmond. Phone 1001. 973-1829

ROVER. See the Naylor and Root advertisement on page 26. 973-865

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

ROVER 9, 1926, 4-seater, colour blue, three new tyres, mechanically really good, most carefully kept since new, 35 guineas. Lees and Bennett, 40 Lushope St., Upper Park Place, N.W.1. Paddington 9550. 973-45

ROVER 9-20, 1927 sports 4-seater, red and ivory, splendid condition, a bargain, £48. 298 Fulham Rd., S.W.10. Flaxman 8239. 973-32

ROVER 9s. Andrews Automobiles for Rover bargains:—

ROVER 9s, £15 to £68, ready for the road, taxed, insured and guaranteed 5 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. 973-1152

ROVER 9, 1927 sports 2-seater, just overhauled, £39; exchanges, terms. Yarwood's, Stoneley South, High Rd., Tottenham. 'Phone 5122. 973-1146

ROVER, 1928 10-25hp semi-sports 4-seater, one owner, very small mileage, new condition, bargain, £65. 58 Black Lion Lane, Hammer-smith. Riverside 4652. 973-1139

ROVER 9 Sale price £125!!! 1930 10hp sportsman's coupe, fitted with sunshine roof, extremely good condition throughout, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel. Putney 7611. 973-459

ROVER 10, 1930 Weymann 4-door saloon, very nice mechanically, any trial, unique deferred terms, £125. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 973-739

ROVER, 1926 9-20 4-door 4-seater, good condition except wings, taxed, £21. Patis, 551 Holloway Rd. Archway 3134. 973-1872

ROVER 9 Senic sports, 1926, 2-seater dicky, good condition, £30. 9 Selsdon Rd., E.11. Wanstead 3325. 973-1873

ROVER, 1929 10hp sunshine saloon, in spotless condition, leather upholstery, perfect runner. Bell Motors, Church St., Staines. 'Phone 401. Open Sundays 10.30-1.30. 973-957

ROVER. Smith-conditioned spells safety for used car buyers.

ROVER, 10-25, sportsman's coupe, black with red wheels, in practically new condition, sunshine roof, deposit £25, balance £100.

ROVER, 4-seater, 4-door saloon, as above, deposit £25, balance £95. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. 'Phone, Seven Kings 1000 (7 lines). 973-986

ROVER 9 saloon, Weymann fabric body, brown, £45; also Rover 9-20, 1927-8, 2-seater, super-sports, red and cream, £50. 45 Wallington Rd., Seven Kings. 'Phone, Cornish, Seven Kings 2182. 973-1868

ROVER 10, 1930 sunshine saloon, Weymann body; another similar, overhauled by makers, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-950

ROVER 10, 1928 sports 4-seater, bucket seats, recellulosed, fine order, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 973-929

ROVER 9, £27; 1926, f.w.b., 5-seater; also 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-949

ROVER, 1931 10hp Regal sun saloon, finished maroon, cellulose, beige wire wheels, bumpers and usual Regal de luxe specification, supplied by us to the last owner, almost as new, taxed for year, £162 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 973-83

ROVER Family 10, new and secondhand models for exchange or on extended payments. Buntings Rover Agency, Wealdstone. 973-65

SALMSONS. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

£25. 1926 model sports, Grand Prix body, Vee screen, smart.

19 guineas. 1926 sports skiff, Vee screens, wiper, starter, fast, smart.

20 guineas. 1926 o.h.v. 4-seater, taxed, new hood, f.w.b., balloons.

42 guineas. 1927½ long-tail fabric 3-seater sports, large f.w.b., balloons, Harfords, runs exceptionally well.

15 guineas. 1925¾ sports, fast, smart, Vee screens, speedometer, starter.

25 guineas. 1926, f.w.b., sports, special low long-tail body, pneumatic upholstery, really handsome car.

19 guineas. Twin camshaft coupe de luxe, dicky, divided windows, starter, very comfortable and roomy car.

SALMSONS urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 973-918

SALMSON, late 1925, 2-seater, dicky, good condition, taxed. 'Phone. Lewes 221. Conyard, Rodmell, Lewes. 973-1813

SALMSON, 1927, 4-seater, new balloons, taxed and insured, £25, or exchange 2-seater. Bhaljian, 74 Thornton Rd., S.W.12. 973-1854

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

SALMSON £25, 1927 model, 10hp 4-door fabric saloon, f.w.b., extremely good condition; exchanges. 86 Acro Lane, Brixton. 'Phone 5401. 973-1844

SALMSON 9hp sports, 2-seater and dicky, fast, reliable, economical, taxed and insured, first-class condition, only wants seeing, £16 10s. or near offer. Appointment, please. A. Langsdale, 35 Hugo Rd., N.19. 973-1857

SALMSON, Grand Prix Special, twin camshaft, 4-speed, roller-bearing engine, 80 m.p.h., £45; exchanges or deferred payments. C and K Motors, 5 Putney Bridge Rd., Putney 2728. 973-912

SALMSONS. Your special opportunity. See page 28. 973-726

SALMSON, 1926 sports 2-seater, maroon, very fast, £35. H and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 5122 (Open Sundays 11-1 p.m.) 973-805

SCHNEIDER, 1928 sports 4-seater, 10hp, cutaway driver's side body, 1,25-litre, Oxford and Cambridge blue, £115. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-940

SCHNEIDER, 1927 10-30 4 door fabric saloon, £65; terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2 973-1158

SINGER Junior 1929 4-seater, £52; 1928 Singer Junior 4-seater, £55. Taylors, 135 London Rd., Kingston. 'Phone, Kingston 1264. zzz-392

SINGER, 1930 Junior 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. zzz-453

SINGER Junior saloons and tourers, 1930 models, from £40; 7 days' free trial; write for particulars. Taylors, 135 London Rd., Kingston-on-Thames. Kingston 1264. zzz-453

SINGER, £90!!! Junior coachbuilt saloon, duo blue, late 1930 model, exceptionally good condition. Below.

SINGER, £35!!! 1928 8hp 2-seater, excellent condition throughout. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele. Putney 7611. zzz-318

SINGER Junior, 1927 4-seater tourer, excellent condition, £40. 41 Hartington Grove, Cambridge. 973-1804

SINGER, 1930 8hp saloon, paintwork spotless, mechanically perfect, a first-class small car, licensed for year, £95. Patrick Motors, Bournbrook, Birmingham. 973-1718

SINGER Junior, 1930 coachbuilt 4-door saloon, one owner, very nice condition throughout, completely equipped, unique deferred terms, £79. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 973-745

SINGER Junior, 1929 saloon, taxed December, new appearance, mechanical condition guaranteed, mileage 13,700; £75; any trial. 'Phone, Northwich 103. Birtwisle and Co., Ltd., Hartford Garage, Northwich. 973-1735

SINGER Junior, 1931, saloon, sunshine roof, new, shop-soiled, £135. H. R. Moore, Ltd., Bishop's Stortford. 'Phone 132. 973-710

SINGER Junior chassis (a gift), 1929, £25. Clarence Garages, Richmond. 'Phone 1001. 973-1834

SINGER saloon, 1927, excellent condition, 10hp, £47; another, 1926 tourer, perfect, £28. 702 High Rd., Tottenham. 973-1818

SINGER, 1929, 8hp saloon, 4-door body, f.w.b., new condition, tyres at new, bargain, £75; exchanges, deferred. Rhind and Co., Station Garage, Queen's Rd., Manchester, and 258 Deansgate, Manchester. 973-846

SINGER, 1928, 8hp, 2-seater, dicky, lovely condition, bargain, £85; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 973-845

SINGER Junior. F.O.C.H. 1928 model 8hp 4-seater, brown and fawn, four doors, f.w.b., luggage trunk, one owner, very carefully used, exceptionally good condition, 49 guineas. Exchanges, deferred. Free list. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 3752. 973-875

SINGER 10, £25!!! smartest touring car offered, f.w.b., paint and hood as new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 973-939

SINGER Junior, 1928, blue, 4-seater, perfect condition, extras, £40. Trusty, Wybert St., Euston Rd., N.W.1. 973-1871

SINGER, 1925 2-seater, exceptionally well kept and good throughout, £18. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 973-960

SINGER, 100 guineas!!! 1931 Junior coachbuilt sunshine saloon, colour black and green, as new throughout, spare unused, actual mileage only 7,200 miles, genuine bargain. Bell Motors, Church St., Staines. 'Phone 401. Open Sundays 10.30-1.30. 973-958

SINGER 10, 1926-7 de luxe 2-seater and double dicky, f.w.b., balloon tyres, all-weather equipment, small mileage, perfect condition and appearance, £22 10s., or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 973-976

SINGER, brand-new 1931 10hp saloon, list price £210, used for few demonstrations only, maker's guarantee, £158. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 973-971

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

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

SINGER, 1925 10hp 4-door coachbuilt saloon, pneumatic leather upholstery, very clean throughout, £50. Chantrv Motors (formerly South Ealing Garage), 30 Uxbridge Rd., W.5. Ealing 4161-2. 973-4

SINGER, 1927 Junior 8hp 4-seater, in excellent condition throughout, new tyres and battery, hood and screens perfect £50. terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2538. 973-1838

SINGER Junior 1929 2-seater, dual brown, new tyres, mechanically perfect, attractive. £62 10s. P., 78 Pembroke St., N.1. Near York Road Tube Station. 973-1861

SINGER 8, 1928, 4-door, 4-seater, f.w.b.s and full equipment, taxed year, very good condition £39; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 973-1852

SINGER 10, 1927-28 2-seater and dickey, f.w.b.s, full equipment very good condition, one owner, £35; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 973-1850

SINGER Junior, Steele Griffiths, 1930 tourer, tax paid, £79. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 973-792

SINGER Junior, £7 deposit, 75 guineas cash. Late 1930 tourer, 2-tone blue, one owner, very small mileage, carefully used, practically new. Price 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. 973-762

SINGER, See the Naylor and Root advertisement on page 26. 973-866

SINGER Junior, Steele Griffiths, 1930-31 saloon, negligible mileage, £99. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. 973-793

SINGER Junior, 1931 sunshine 4 door coachbuilt saloon, wire wheels, rear petrol tank, 4 speeds, superficially showroom soiled only, exceptional opportunity, one only, £137; unique deferred terms. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-744

SINGER, 1928, 8hp 4-door de luxe saloon, splendid condition and appearance, taxed year, £60. Barley Mow, West Horsley, Surrey. Phone, Clandon 2. 973-1171

SINGER Junior, 1928 2-seater, taxed, brand new hood, good mechanical condition, £55. Gap Bridge Motors, Wimbledon. Telephone 1026. 973-784

SINGER Junior, The L.C.C. offer 1929 C.D. saloon, fawn and brown, £75; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 973-781

SINGER, 1931 Junior sportsman's coupe, very smartly finished in black with green wire wheels, grey pile carpets and upholstery, built-in luggage trunk, tax paid, only 2 weeks' old, mileage under 200, full guarantee, quite as new, cost £155 accept £130. Whitty's, Singer Distributors, 1 and 7 The Vale, Acton, London, W.3. 973-810

SINGER 1930 Junior saloon, sliding roof, chromium plating, usual price £87 10s., during our sale special bargain price £79. Whitty's, 1 and 7 The Vale, Acton, W.3. Shepherd's Bush 1513. 973-809

SINGER Junior, £135 10s. sun saloon, black and red, new, unused; exchange, terms. Below.

SINGER Junior, £107 10s., offer 1931 sun saloon, black and cream, spotless throughout, bargain; exchange, terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-819

SINGER, Newhams always have an excellent selection of used cars available. Full list on request.

1931 8hp coachbuilt sliding roof saloon, dual colours, beautiful condition, £118.

1931 8hp 4-seater, dual brown, moderate mileage and in exceptional condition, £99.

1928 8hp 4-seater, brown, smart and ready for season's running, £39. Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 973-880

SINGER 1931 Junior sunshine saloon, black-cream, mileage 250, shop-soiled condition only, £133. Below.

1930 sunshine saloon, new February, mileage small, wire wheels, full guarantee £100. Below.

1929 Junior coachbuilt 4-door saloon, leather upholstery, dual brown, one change only, A1 condition, very clean, £68. Below.

1928 12hp 5-seater, blue, leather upholstery, extremely well kept, owner buying saloon, £43. Below.

Smith and Hunter Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-906

SINGER Junior 8hp 4-seater, 1927½, good hood, balloons, smart appearance, economical, fast, bargain, 26 guineas. Vadum Co., 552 High Rd., Willesden Green N.W.10. Willesden 2469. 973-916

SINGER, £135, 1931 Junior coachbuilt 4-door sunshine saloon, black and cream, total mileage 2,000, bumpers, chromium-plated fittings, rear petrol tank, etc., equal to new, taxed; deferred terms. Phillips and Powis 10-24 South St., Roding. Phone 2600. 973-830

SINGER 10 saloon 1927, leather upholstery, f.w.b., repainted, as new, £58. 34a Hereford Rd., Westbourne Grove, W.2. 973-1908

SINGER 1928 Junior fabric saloon, excellent condition, taxed year, £50. 9 Cherry Orchard, West Molesey. Molesey 1308. 973-1907

SINGER, £35, exchanges!!! 1927-8 10hp de luxe 2-seater, dickey, very small mileage, excellent condition throughout. Chidley 5798. High Rd., Tottenham. Phone 2920. 973-60

SINGER, 1930 8hp coachbuilt saloon, mileage only 4,000, perfect condition, £100 cash, or £25 down and 12 monthly payments of £6 17s. 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 973-48

SINGER 1928 8hp tourer, very low mileage, appearance as new, £50 cash, or £5 down and 10 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 973-49

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. 973-1153

SINGER 8, 1927 tourer, in good condition £30; terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2. 973-1157

SINGER, Save your time and money. Consult a specialist on your Singer problems.

SINGER sales, service, spares. Murphy, 17 Sheen Lane, Mortlake 3303 Richmond. 973-23

SINGER Junior, 1928, 4-seater, exceptionally nice condition, 45 guineas; exchanges and deferred. Palmer's, 53 York St., Twickenham. 973-33 grove 1454.

SINGER Junior £70, coachbuilt saloon, very clean, in excellent condition all round. Bell Motor Mart, Ltd., Bath Rd. Cippenham, near Slough. Phone, Burnham 149. 973-37

SINGERS, Your special opportunity. See page 28. 973-727

SINGER, 1930 8hp coachbuilt 4-door saloon, taxed till 1932, 100% condition throughout, £79. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 973-74

SINGER Junior, 1929 4-seater, beautiful condition, little used exceptional bargain, £55. Buntings Exchange, Wealdstone. 973-66

STANDARD 9, 1930, Teignmouth saloon, blue, as new, bumpers, £120 Below.

STANDARD 9, 1929 Teignmouth saloon, blue, cream wire wheels, taxed, one owner, engine recently overhauled, perfect, £95. K.J. Motors, Bromley. Ravensbourne 3456-7. 973-500

STANDARD 9, 1931 Special 4-speed saloon, coachbuilt, blue, one owner taxed year, leather upholstery, bumpers, safety glass all round, perfect condition, £185. Vicarage, Eastern Green, Coventry. 973-1501

STANDARD 9, 1929 sunshine saloon, nice condition throughout, unique deferred terms, £155. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-745

STANDARD 9, 1930 sunshine saloon, one owner, very nice condition throughout, guaranteed, unique deferred terms, £109. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-746

STANDARD 9 1929 Teignmouth fabric saloon, sliding roof, black and cream, £100. Below.

STANDARD 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £85. Leeds and Oxley. Paddington 3843. 973-9

STANDARD, Smith-conditioned spells safety for used-car buyers.

STANDARD 9 Swallow 1930 saloon, practically new, maroon and cream, very fast; deposit £40, balance £155.

STANDARD 9 1929 special saloon, sliding roof, safety glass, black and cream, exceptionally good condition, £28; balance £85.

STANDARD, 1930 4-cylinder, high-compression engine, 3 speeds forward and reverse, detachable and interchangeable wire wheels and spare, usual complete equipment, including air speed indicator; only done 2,000 miles; fitted with standard Avon Swan sports 2-seater body with cycle-type wings and disappearing hood; colour scheme plum red with cream wheels and line; upholstery to match. A very attractive car, exceptionally fast, 65 m.p.h. Deposit £35, balance £150.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 973-992

STANDARD 9, 1931 Swallow saloon, 4-speed gearbox, finger-tip controls, chromium-plated, bumpers, 2-colour, sky and Danish blue, leather upholstery, 179 guineas.

STANDARD, 1931, 9hp saloon, chromium-plated, very small mileage, £148. Ross and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 973-972

"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).**

STANDARD, 1931 Big 9 sunshine saloon, moderate demonstration mileage only, makers' guarantee, aluminium number plates, taxed, unique deferred terms, £155. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-749

STANDARD 9, 1928, 2-seater and dickey, well kept, excellent condition, £48. Below.

STANDARD 9, 1928 model 4-door saloon, very smart appearance, good condition, £59. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2565. Open Sunday mornings. 973-961

STANDARD, 1930, 9hp Teignmouth sun saloon, grey, one owner only, perfect condition, £125. Smith Auto, Ltd., 145 London Rd., Croydon. Croydon 2182, 1688. 973-38

STANDARD 1931 Big 9 Swallow saloon, all cream, light brown wings, 6,700 miles only, 4 speeds, wire wheels, taxed year, absolutely as new throughout, £195; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 973-1132

STANDARD, £120, 1930 (late) 10hp Teignmouth, long chassis, 6-light fabric saloon, sliding roof, chromium plating, complete equipment, new condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 973-1846

STANDARD, 1931 Big 9 coachbuilt sunshine saloon, one owner, positive ex-works condition throughout, guaranteed, unique deferred terms, £175. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-748

STANDARD 9, 1931 Swallow saloon, black and cream, chromium plating, 4 speeds, finger-tip controls, excellent tyres (original), a very smart car bargain, 175 guineas. W.J.C. Motors, 225 Hammer-smith Rd., W.6. Riverside 4788. 973-826

STANDARD 9, 1928 4-door fabric sunshine saloon, in excellent condition, £67 10s. terms that will suit you. The Motor Combine, 349 Euston Rd., N.W.1. Museum 2705. 973-824

STANDARD 10, 1930, £169 10s., Swallow saloon, bumpers, spot-light, extras, mileage negligible, definitely as new throughout; exchange terms. Ward and Co., 5 Upper Richmond Rd., East Putney 2818. 973-820

STANDARD 9, Steele Griffiths, 1930 sunshine saloon, £115. S.G. House Camberwell Green, S.E.5. Rodney 2201. 973-798

STANDARD 9, 1929 Teignmouth long sunshine saloon, exceptionally good condition throughout, fully equipped, written guarantee, unique deferred terms, £97. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-747

STANDARD 9, Steele Griffiths, 1931 de luxe 4-speed saloon, almost ship-soiled, 195 guineas. Court House, Camberwell New Rd., S.E.4. Rodney 2201. 973-795

STANDARDS. 400 car list post free, 1924 to 1931 new and used cars in stock; saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends included; exchanges and terms, distance no object. The Northern Motor-Olympia, Bammers, near Birkdale Station, Southport. Phone, Birkdale 66161. Branch showrooms, 4 Guildford St., Leeds; 16 Cambridge St., Sheffield. 973-768

STANDARDS. Your special opportunity. See page 28. 973-728

STANDARD. See the Naylor and Root advertisement on page 26. 973-868

STANDARD, brand new 1931 Big Nine saloon, sliding roof, wire wheels at 179 guineas (valued £215, plus £2 10s. delivery), unregistered, slightly shop-soiled only, never used for demonstration. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 973-917

STANDARD, 1931 Big Nine coachbuilt sunshine saloon, dark blue, shop-soiled condition only, £190. Below.

1930 (March) Teignmouth saloon, black-white line, one change ownership, mileage moderate, first-class mechanically, guaranteed, £120; another, taxed year, £125. Below.

1929 14hp special 4-door saloon, new tyres, bumpers, taxed September, £90. Below.

1929 Teignmouth saloon, navy blue, mileage 12,000, very full equipment, sound tyres, £100. Below.

1929 (July) Teignmouth saloon, black-red line, same owner throughout, 100% mechanically, £98. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-907

STANDARD. Newhams always have an excellent selection of Standard used cars available. Full list on request.

1931 Big Nine 2-seater and dickey, blue, mileage under 500, £175.

1931 Big Nine sliding-roof saloon, dual colours, exceptional value, £159.

1930 9hp Teignmouth sliding-roof saloon, black with cream w.w., one owner, £125.

1929 9hp Teignmouth sliding-roof saloon, blue, exceptional order, £99. Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 973-881

STANDARD 1931 Big 9 coachbuilt saloon, demonstration only, taxed, £190. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 973-43

SWIFT. See the Naylor and Root advertisement on page 26. 973-867

SWIFT. Cooke's Motors offer 1929 10hp Fleetwing sports saloon, cost £295, £95. Brighton Rd., Sutton. Open week-days 9, Sundays 5. Phone 3800. 973-8

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

SWIFT, 1931, Cadet 8hp, coachbuilt saloon, colour blue, sunshine roof, tank at rear, bumpers, etc., unscratched, £119.

SWIFT, 1931, sunshine saloon, Crusader model, mileage 1,000, bumpers, tank at rear, £145.

SWIFT, 1929, 10hp, 4-door saloon, wire wheels, 4-speed, leather upholstery, £79. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 973-973

SWIFT. Cooke's Motors offer 1928 10hp Nomad sports saloon, £70. High St., Sutton. Open week-days until 8, Sundays 1. Phone 4660. 973-7

SWIFT, 1931 Migrant sunshine saloon, wire wheels, real leather pneumatic upholstery, four speeds remarkably excellent condition throughout, listed at £270, unique deferred terms, £162. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-742

SWIFTS. Your special opportunity. See page 28. 973-729

SWIFT, 1927, 10hp 2-seater, bumpers, good tyres, very smart car, £35; deferred. Allery and Bernard, 344 King's Rd., Chelsea, Fax-man 4635. 973-923

SWIFT. Newhams always have an excellent selection of Swift used cars available. Few examples below but full list on request.

1931 8hp Cadet coachbuilt sliding roof saloon, black and green, hardly soiled, £110.

1931 10hp Migrant sliding roof saloon, maroon, absolutely faultless, £158.

1930 10hp Fleetwing sports sliding roof saloon, black and red, exceptional order, £145.

1930 10hp drop-head coupe, dual colours, beautiful condition, £128.

1930 10hp Paladin coachbuilt sliding roof saloon, maroon, one owner, most attractive, £135.

1929 10hp Migrant sliding roof saloon, black with cream w.w., amazing value, £95.

1928 10hp Nomad saloon, blue, fitted w.w., etc., £65.

1927 10hp 4-seater, maroon, very good order throughout, £35.

Newham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 973-882

SWIFT 10, 1929, saloon, in perfect order, small mileage, £95. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 973-943

SWIFT 10, £135!!! 1930 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-928

SWIFT, 1928 10hp fabric saloon, black with maroon wings, leather, £65. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. (Open Sunday 11-1 p.m.) 975-808

SWIFT, 1925 9hp 4-seater tourer, balloon tyres, starter, very nice running order, £25; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 973-755

SWIFT, 1931 4-door Nomad saloon, exceptionally nice condition throughout, wire wheels, bumpers, fully equipped, unique deferred terms, £155. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 973-741

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. 973-1154

SWIFT, 1930, 10hp fabric 6-light saloon, pneumatic upholstery, small mileage, perfect condition throughout, £130 cash, or £30 down and 12 monthly payments of £9. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Mayswater, W.2. Park 7766. 973-50

SWIFT 10hp late 1927, very nice order, £45. Gatchow Motors, Highgate Village, N.6. Phone, Mountview 4444. 973-753

SWIFT, £35, exchanges!!! 1926-7 10hp de luxe, 4-seater, leather upholstery, f.w.b., new tyres, electric dipping light, thoroughly overhauled, taxed for year, must be seen and tried to appreciate condition. Chidley 579b High Rd., Tottenham. Phone 2920. 973-59

TRIUMPH 1930 2-4-seater de luxe, perfect order and appearance, taxed, £95; exchanges, deferred. Below.

1931 Scorpion sun saloon, shop soiled, 200 guineas; exchanges, deferred. Martin's Garages, Highgate Village. Phone, Mountview 1228. zzz-522

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, 1931 Scorpion six-cylinder sunshine saloon, blue and black, taxed, oversize tyres, mileage 6,000. This car is privately owned by the managing director of the Coventry distributors, is unscratched and in a 100% perfect condition, price £180, cash or terms. Apply, Managing Director, The Bablake Garage, Ltd., Queen Victoria Rd., Coventry. 973-1302

TRIUMPH! Morgan Hastings, Ltd., largest distributors of Triumph cars, offer following:—

£95!!! 1930 2-seater and double dickey, colour duo blue, exceptionally good condition throughout.

£105!!! 1930 de luxe Gordon England fabric saloon, carefully driven by one owner.

£85!!! 1929 Gordon England de luxe saloon, carefully driven by one owner since new, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-519

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

TRIUMPH Super 7, 1930, tourer, brown and sand, taxed, under 8,000 miles, £135. Dewhurst, Marley House, Haslemere. 973-4732

TRIUMPH super 7 2-seater, 1930, low mileage, taxed, one owner, choice of two, at £95; exchanges and deferred terms. Open till 8. Phone. Popesgrove 1035. Spikins (Twickenham), Ltd., Heath Rd., Twickenham. 973-981

TRIUMPH, 1930 model, sportsman's coupe, chromium plated, Bosch headlamps, black and cream, very smart little car, £85. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 973-974

TRIUMPH, 1930, Super 7 fabric saloon, leather upholstery, excellent tires, in brand-new condition throughout, 95 guineas. Bell Motors, Church St., Staines. Phone 401. Open Sundays 1Q.30-1.30. 973-959

TRIUMPH, 1930 super 7 de luxe tourer, smart-looking, perfect order, genuine bargain, £90. Box No. 2855, c.o. "The Light Car and Cyclecar." 973-1826

TRIUMPH, 1931 Super Seven 2-seater de luxe, dual blue, full equipment, unobtainable from new, £117, year's guarantee exchanges, deferred. John S. Truscott, 175a Westbourne Grove, W.11. Park 7785. 973-836

TRIUMPH. The L.C.O. offer 1930 fabric saloon, excellent condition, £98; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 5123. 973-780

TRIUMPH, 1930 Super Seven, fitted with Tickford sunshine body, small mileage, condition as new, £135. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 973-788

TRIUMPH, 1930, 7hp 2-seater de luxe, small mileage, in extremely good condition, £105. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 973-787

TRIUMPH, 1931, Super Seven de luxe saloon, fitted with sliding roof, tax paid to December 31st, fitted with chromium-plated bumpers, signalling device, spot lamp, aluminium number plates, Bosch horn, reversing lamp and other numerous extras, mileage under 500, £165. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 973-785

TRIUMPH. Steele Griffiths. 1929 de luxe saloon, £70. S.C. Honoer, Camberwell Green, S.E.5. Rodney 2201. 973-801

TRIUMPH 7, 1930, 2-seater de luxe, duo-blue, 4,000 miles, equal to new, guaranteed, taxed, £115. Platers, 376 High Rd., Streatham. Phone, Streatham 8480. 973-771

TRIUMPH. See the Naylor and Root advertisement on page 26. 973-869

TRIUMPH. £12 deposit. 125 guineas cash. 1931 model Super Seven de luxe fabric saloon, black and red, very carefully used, practically new. Free tax, free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead, One minute Hampstead Tube. Phone, Hampstead 4881. 973-765

TRIUMPH, 1929 7hp Gordon England fabric saloon, pneumatic upholstery, five new tyres, tax paid, 3-year warranty insurance for five months, splendid order. £85; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 973-757

TRIUMPH, 1931, Super Seven fabric saloon, sunshine roof, mileage under 200, used for our demonstrations only, untaxed, fully guaranteed. £135. Wellford's Motors, Brighton. 973-754

TRIUMPH 7, 1930, coachbuilt saloon de luxe, maroon and black, as new, guaranteed, taxed, £95. Platers, 376 High Rd., Streatham. Phone, Streatham 8480. 973-770

TRIUMPH, 1930, coachbuilt coupe, perfect in every detail, £110; part exchange and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre. Temple Bar 3605. 973-841

TRIUMPH Scorpion, 1931, 6-cylinder coachbuilt sliding roof saloon, mileage under 2,000, £189. Below. 973-841

TRIUMPH 7, 1930, de luxe fabric saloon, black and red, several extras, exceptional condition, taxed, £107 10s. Hyams Bros. and Hearl, 19 Meyn Rd., Carshalton. Tel., Wallington 1917. 973-851

TRIUMPH, 1930, Gnat sports 2-seater, as new and unblemished throughout, taxed, £148. Smith, 407 Edgware Rd. 973-908

TRIUMPH, 1931, super 7hp 2-seater and dickey, dual grey, beautiful condition, £115. 973-1156

1931 super 7hp de luxe sliding-roof saloon, 200 miles only, £155. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 973-883

TRIUMPH. £110/11 Super 7 tourer, 1930, very clean, condition as new, full all-weather equipment. Bell Motor Mart, Ltd., Bath Rd., Clippenham, near Slough. Phone, Burnham 149. 973-36

TRIUMPH 7, 1930 black fabric saloon, taxed year, superb, £110; terms, exchanges. Page, 199b Upper Richmond Rd., S.W. Putney 7671. Sundays 11-2. 973-1156

TRIUMPH 7 4-seaters and saloons, from £65 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.

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

TRIUMPH, 1930 super 7 4-seater tourer, de luxe, excellent condition throughout, Triplex, all-weather equipped, taxed for the quarter, £75. Haskins, 155 Ladbroke Grove, North Kensington, W.10 (adjoining the Metropolitan Station). Park 5541. 973-842

TRIUMPH 1930 Gordon England and de luxe saloon, very small mileage, beautifully kept, £112 10s.; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 973-1133

TRIUMPH 7, 60 guineas. Exchanges, deferred, 1929 model fabric saloon, condition almost as new, all new tyres. Maynards, 241a High Rd., Wood Green. 973-1137

TRIUMPH, 1930 2-seater, claret and beige, mileage small, £93. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 973-945

TRIUMPH. Renno's. 1929 7hp de luxe 2-3-seater, maroon, cream, red wheels, dickey, coupe, hood, side screens, f.w.h., speedometer, clock, mirror, screen wiper, dynamo, starter, wonderful condition, very fast, 68 guineas; exchanges, terms. 232-3-4 Upper St., Islington, N.1. 69 car Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 973-40

TROJAN, 1923, £12; good condition; can be seen Hudd. Appis, Box No. 2844, c.o. "The Light Car and Cyclecar." 973-715

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

VERNON-BERBY, 110 guineas; 75 m.p.h. 9hp streamlined super sports 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. 973-935

WINDSOR. To enthusiasts. Harold Simons, Ltd., offer the following:— 1930 model 11hp Windsor sports 2-seater. This car is of fine sporting appearance, with boat-shaped body, flared wings, sloping V-screen, wire wheels and leather upholstery. 4-speed gearbox, right-hand change and usual Windsor equipment with extra, red and black colour scheme with red upholstery. This car has a really first-rate performance and is in sound condition throughout; cost £400 just 12 months ago; our price 69 guineas; deferred. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Phone, Museum 9764. 973-981

WOLSELEY Hornet, 1930 coachbuilt saloon, perfect throughout, small mileage, one owner, taxed, £110; exchanges. Wallis's Garage, Kettering. 973-1874

WOLSELEY, £7, 10hp, 2-seater and dickey 1925, lighting and starting, excellent running order. Barnes, 25 Leigham Court Rd., Streatham. Phone 9221. 973-983

WOLSELEY Hornet, 1931, E.W. International sports 4-seater, Magna wheels, mileage 600, otherwise new, £205. Lionel H. Pugh, 86 South Molton St., W. Mayfair 4435. 973-778

WOLSELEY, 1930 (June), 6-cylinder Hornet coachbuilt saloon, complete with Triplex glass, bumpers, taxed to December, mileage approximately 6,000, colour dark blue, £125.

1930 (May) Hornet fabric saloon, mileage 5,800, Triplex glass, bumpers, etc., taxed, beautiful condition throughout, £120. Eustace Watkins, Ltd., Manor St., Chelsea, S.W.3. Flaxman 8181. 973-776

WOLSELEY, 1931, Hornet 12hp 6-cylinder speed model, Jensen 2-seater, as brand new, £185; exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 973-855

WOLSELEY Hornet. Brooklands Motor Co. offers: 1930 coachbuilt saloon, taxed, exceptional condition throughout, £110; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 973-1131

WOLSELEY, £18, 1926 touring car, 10hp, new hood and screens, runs well, taxed. Denmans, 132-3 Long Acre W.C. Open week-ends. 973-934

WOLSELEY Hornet, 1930 (July) coachbuilt saloon, front and rear bumpers, one owner, mileage 7,800, £115. Below. 973-841

1930 Hornet (June) saloon beige-black, mileage moderate, bumpers, direction indicators, bargain £100.

Smith and Hunter, 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 973-909

WOLSELEYS. Your special opportunity. See page 28. 973-730

WOLSELEY Hornet Arrow sports coupe, 1931, black and green, cost £260, 6,000 miles only, exceptionally smart designed coupe, £185; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 973-927

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(continued).

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AUSTIN 7hp dynamo, brand new, 57s. 6d. each, or 30s. plus your old one; many other spares for Austins. **Clare's Motor Works**, 118 Tulse Hill, S.W.2. zzz-272

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F.O.C.H. urgently want and pay highest cash prices for all makes reasonably modern light cars. Bring F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays, 9-1. Hampstead 3752. zzz-495

ROWLAND SMITH MOTORS, LTD., want an unlimited number of Austin Sevens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-133

WANTED, Austin 7hp saloon, 1950 or 31, private. 37 Russell Rd., Holloway. 973-1816

ROWLAND SMITH MOTORS, LTD., want Rovers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-134

ROWLAND SMITH MOTORS, LTD., want Salmsons for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-131

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. 973-886

ROWLAND SMITH MOTORS, LTD., want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-132

S. AND S. MOTORS, LTD., wish to purchase (urgently) all makes of light cars and Morgans (particularly Acron). We are prepared to pay really high prices for cars in good condition. As light car specialists we have a ready sale and consequently can offer you the best highest price and, furthermore, immediate cash. Try other dealers first and then get our offer. S. and S. Motors, 395 Edgware Rd., Paddington, W.2. Tel., Padd. 7938. Open 9-8 and Sunday morning. zzz-397

ROWLAND SMITH MOTORS, LTD., want Morgans for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-129

ROWLAND SMITH MOTORS, LTD., want Rileys for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-130

WANTED, Morgan, in good condition, electric starter, o.h.v. or s.v. hood. Full particulars to Knowles, 63 Beatrice St., Swindon. 973-1812

ROWLAND SMITH MOTORS, LTD., want Jowetts for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-128

ROWLAND SMITH MOTORS, LTD., want Standards for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-127

THE SERVICE CO., 275-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-505

ROWLAND SMITH MOTORS, LTD., want Rovers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-126

ROVER 8 wanted, full 4; state lowest price. Box No. 2854, c.o. "The Light Car and Cyclecar." 973-1827

ROWLAND SMITH MOTORS, LTD., want Fiats for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-125

WANTED—Cars (continued).

HUMPHREYS, LTD., urgently require 1927-28 Austin 7s, 2-seaters and 4-seaters and saloons. Highest prices given for cars in good condition. 120-2 Hampstead Rd., N.W.1 (2 minutes Euston Station). Phone, Museum 9515. 973-979

ROWLAND SMITH MOTORS, LTD., want Morris Minors for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-138

ROWLAND SMITH MOTORS, LTD., want Triumphs for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-124

NORRINGTON'S require unlimited number of Austins, Jowetts, Fiats, Singers, Rovers, Standards, Morris Minors and Morgans, all models; also sports cars; highest prices given. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2665. 973-968

ROWLAND SMITH MOTORS, LTD., The largest buyers of Morgans, all models. Highest prices paid. Spot cash on sight. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-150

ROWLAND SMITH MOTORS, LTD., want Senechals for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-137

AUSTIN Seven, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-144

SPORTS cars wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-149

ROWLAND SMITH MOTORS, LTD., will pay more for your Morgan than any other dealer in London. Spot cash on sight. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-148

URGENTLY required, late model Standard 9 saloon, good price paid. Phone, Riverside 2365. Write or call, 245 Goldhawk Rd., Shepherd's Bush, W.12. 973-969

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

A GOOD light car or Morgan required immediately; cash waiting. Chidley, 579b High Rd., Tottenham. Phone 2920. 973-58

KIRK AND CO. require all makes, and WILL definitely pay the highest prices. Let us PURCHASE your sports car, 4-seater, saloon or Morgan. If YOUR vehicle is sound, do not hesitate.

LIGHT cars, Morgans; in fact, any type of CAR is required very urgently. Cash OR credit not against another vehicle. If your MORGAN is for sale, we have the best market FOR them; therefore can pay the highest prices.

SPOT cash waiting. Write, phone or call at once. CASH offers per return.

KIRK AND CO., The Light Car Specialist, 22 and 49 Praed St., Paddington, W.2 (Paddington 6049 and 6893); and 28, 30, 32 Highbury Corner, N.5 (North 4784). Open 10-1 p.m. Sundays; 8 p.m. week-days. 973-71

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-146

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, phone or write. 5 Warren St., W.1. Museum 0623. zzz-329

ROWLAND SMITH MOTORS, LTD., want Lea-Francis for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-136

PICKWORTH AND HULL require 1930-1 Austins, M.G.s, Rovers, Standards, Hornets, cash or exchange. 107 Gt. Portland St., Langham 1998. 973-774

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

F.O.C.H. (Jowett experts) urgently want Jowetts. Highest cash prices. Bring or send particulars, F.O.C.H., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Hampstead 3752. zzz-494

WANTED—Cars (continued).

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

ROWLAND SMITH MOTORS, LTD., want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-135

AUSTIN Sevens, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-145

H. F. EDWARDS AND CO., LTD., 175 Gt. Portland St., W.1, offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or phone Welbeck 4161. zzz-513

ROWLAND SMITH MOTORS, LTD., want 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

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

FINCHLEY MOTORS want modern light cars, cash waiting. 132 and 168 High Rd., East Finchley. 973-1134

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

NORRINGTON'S want your car and will pay top prices for modern cars. Call, write or phone, Riverside 2365. 245 Goldhawk Rd., Shepherd's Bush, W.12. 973-967

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest prices obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-139

ROWLAND SMITH MOTORS, LTD., want Clynos for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-120

AUSTIN Sevens, all models, all types, wanted for cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-143

WANTED, Austin saloon, late model. 69 St. Paul's Avenue, Willesden Green, London. 973-775

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

SINGERS urgently wanted, best prices. Murphy, 17 Sheen Lane, Mortlake. 3305 Richmond. 973-26

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

CARAVANS, TRAILERS, ETC.

RAVEN CARAVANS for light cars. Prices from £50; completely equipped. zzz-48

RAVEN CARAVANS, 2 Ravenscourt Square, Goldhawk Rd., Hammer-smith. Phone, Riverside 0353. zzz-48

CARAVANS for hire. Mysons, 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. Frohisher 1034. zzz-356

CARLIGHT TRAILERS best value obtainable, 9½ guineas baby trailers for baby cars. Skafor. 983-946

MAKE it a caravan holiday this year.

IT'S wholly delightful and not impossible for even a baby car.

WE have special light models for Morris Minor and Austin 7.

SEND for hire details to Welford's Motors, Brighton.

STILL a few vacant dates for the holiday weeks. Write for details. Welford's Motors, Brighton. Phone 2440. zzz-520

£49 10s. Eccles-type caravan, equipped, sleep 2-3, suitable for towing by 10hp car; exchange terms. Ward and Co., 5 Upper Richmond Rd. East Putney 2818. 973-816

CARAVANS FOR HIRE.

CARAVANS to let reasonably, lightweight, three-berth, for Austin 7s or larger. Miss Allen Nortons, Lingfield, Surrey. Phone 36. 973-b870

AGENCIES.

PROFITABLE whole or spare-time employment, exclusive provincial territory. Write BCM/KXWV, London, W.C.1. 995-d261

BATTERIES—ACCUMULATORS.

LUCAS, C.A.V., Rotax.

OFFICIAL service, large stocks, replacements, exchanges, immediate delivery, low prices.

LUCAS, C.A.V., Rotax battery service station.

CAMDEN TOWN: 91 Bayham St. Phone, Gulliver 4461-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham zzz-511

"DININ" batteries. Any make of battery repaired, two-hour service. The Turpin Engineering Co., Ltd., 177 The Vale, Acton, W. Phone, Shepherd's Bush 2040. zzz-372

GENERAL MOTOR AND TYRE CO.

G.M.T. New starter batteries, all well-known makes, fully guaranteed for 12 months. Send for detailed price list. Batteries repaired and recharged at either depot. Always a large quantity of charged batteries in stock for immediate dispatch.

40s. Morris-Cowley 12-volt 45 a-h.

28s. Ford and Chevrolet 6-volt 88 a-h.

18s. 6d. Austin 7 6-volt, a-s.

24s. 6d. Morris Minor 6-volt 72 a-h.

CAN be dispatched fully charged and ready for use, 6-volt 2s. and 12-volt 3s. 6d., carriage forward.

GENERAL MOTOR AND TYRE CO. 81 Queen St., Hammer-smith, W.6. Phone, Riverside 6388 (5 lines). Depot, 370 Gray's Inn Rd., King's Cross. Phone, Terminus 4429 (3 lines). zzz-416

BUTLER'S can supply Ford-type batteries for 22s. 6d., charging 2s. extra; genuine full-capacity Ford, having 39 plates in all, ebomite separators, etc., £2 2s.; the latter has an average working life of 2½ years; all sizes, dry-charged, ready for shipment; also fully charged batteries always in stock. Butler's Accumulator Service, 219, 221 and 310 Forest Rd., Walthamstow. Wal. 3134-5. 973-x745

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.

27s. 6d. Austin 7.

32s. 6d. Citroen 7, Eskine, Ford, etc.

52s. 12-volt for Morris cars.

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.

BEARDMORE SERVICE, LTD.

12-28 QUEEN'S RD., Hyde Park, W.2.

PHONE, Park 8641-2. 973-60

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. 973-51

BODIES.

ARMSTRONG'S coachwork. Bodies built to order. Conversions, renovations, painting, all repairs, hoods, etc. 4 Leysfield Rd., Goldhawk Rd. (opposite "Seven Stars"), Shepherd's Bush. Phone, Shepherd's Bush 1577. 973-713

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QUALITY painting from £5 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. Fulham 3218. zzz-425

PAINTING, cellulosing or just smarten up. Fabric colours changed, exceedingly low prices. Armstrongs, 4 Leysfield Rd., Goldhawk Rd. (opposite "Seven Stars"), Shepherd's Bush. Phone, Shepherd's Bush 1577. 973-713

THE most modern cellulosing and paintshops in London. The best work at lowest cost. Any make of car, estimates free. Henley, Ltd., Hawsley Crescent, Camden Town, N.W.1. Tel. Hampstead 5177. 973-3

CARPETS, MATS, ETC.

CARPETS and mats for all cars in eco-nat fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1890), 145-150 Portobello Rd., London, W.11. Tel., Park 2703. zzz-834