

The Light Car & Cyclecar

3rd

The Only
Small Car
Journal
Founded 1912.

Head Office:
5-15, Rouseberg Ave., E.C.1
Telephone: Clerkenwell 6900

Vol. XL No. 1029
Friday, Aug. 26, 1932
Registered at the G.P.O.
as a Newspaper

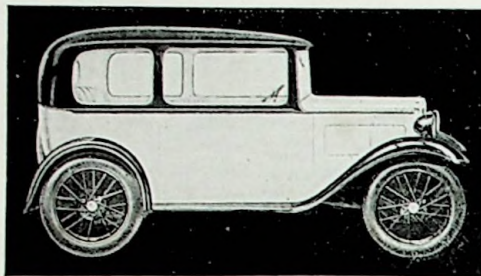


UP RIVER

Magnificent bathing places are to be found along the Thames between Staines and Oxford. They are within easy reach of London and a delightfully "free and easy" atmosphere exists. Medmenham, near Marlow, is shown here, and several other similar quiet spots beside the river are illustrated in this issue.

100 CARS IN STOCK!

TWO OF THE 100



The AUSTIN 7
DE LUXE SALOON £128

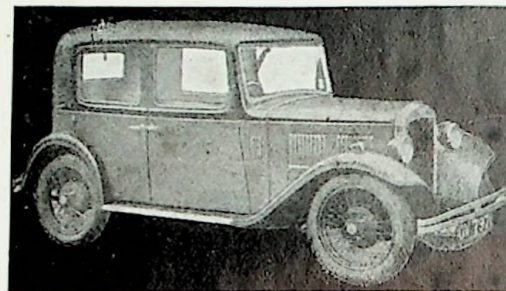
Sunshine Roof, Real Leather Upholstery

A wheelbase 6 inches longer than previous Austin Sevens, a sunshine roof that is easily opened or closed from the driver's seat, deep pneumatic cushions, both front seats made to tip and independently adjustable, very wide doors, chromium plated centres to wheels.

Also the Austin Seven Saloon, £118

The AUSTIN
TEN-FOUR
DE LUXE SALOON £168

with Sunshine Roof, Bumpers, good leather upholstery and full equipment.



Any make of car supplied for cash or on our own financed deferred terms (arranged in 48 hours). Your present car taken in part exchange. Best possible prices given

NORMAND

GARAGE LTD

OPEN EVERY
SATURDAY
TILL 6 P.M.

OPEN EVERY
SUNDAY
(Oxford Street
Branch)
FROM 10 a.m.
TILL 1.30 p.m.

489, OXFORD STREET - - - LONDON, W.1.

LIGHT CAR SHOWROOMS.

BETWEEN SELFLEDGE'S AND MARBLE ARCH. Mayfair 6801/2

11, Hammersmith Road - W.14 Avonmore Place,
Avonmore Road, W.14

TROJAN SHOWROOMS.
Opposite Olympia, Fulham 3477/8

SERVICE DEPT. Fulham 4972

AUSTIN
FORD
MORRIS
ROVER
STANDARD
TRIUMPH
TROJAN
WOLSELEY

HIRE AND DRIVE YOURSELF

Austin 7 and Morris Cowley Saloons
WEEK ENDS - - from £3-3-0 (Taxed and Insured).

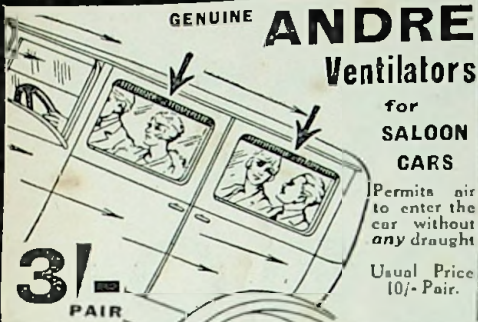
From £4-10-0 WEEKLY (UNLIMITED MILEAGE).

Hire Department: 92, GLOUCESTER ROAD, S.W.7.
FROBISHER 3037.

For immediate delivery

PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS.

GENUINE ANDRE Ventilators
for **SALOON CARS**
Permits air to enter the car without any draught
Usual Price 10/- Pair.
3/- PAIR



SPORTS JAMES GROSE LTD. GAMES
EST. 1876
The Original Motor-cycle and Accessory Firm.
379 Euston Road
Great Portland Street
LONDON N.W.1

J.G.L. Hand-operated DIRECTION INDICATOR
Designed to fit on the drop window of saloon cars. Can be used with window open or closed **3/6**




DESMO STEPPED HEEL MAT **1/3**
Usual price 2/6.



CUT GLASS ASH TRAYS
Highly plated support, detachable. Just the size for light cars. Worth 6/6
2/6



The LUCAS STREAMLINED SIDE LAMP
10/6
The neatest and smartest Side Lamp ever made.



Cut Glass Flower Vases
Various Patterns. Usual Price 8/6
2/9

SPECIAL REPLACEMENT SILENCER FOR AUSTIN 7
Fitted without alteration in a few minutes. Reduces back pressure and gives better note.
10/6

Our Price THE J.G.L. LIGHT CAR GREASE GUN. Fits standard nipples. **5/6**



CAR LUGGAGE CARRIERS
SPECIAL for Austin 7 Single fold **9/6**
Pressed Steel, as illus., 18/6
SPECIAL for Morris Minor. Single fold **10/6**
Pressed Steel, for Morris Minor, as illus., 18/6
SPECIAL for Morris Cowley 20/-



Chemico Flushing Oil
for after engine overhaul.
Per Quart **1/3**

STONE-GUARDS for RADIATORS
Chromium Plated
Austin 7, etc., M.G. Midget, 30/-
Wolsley Hornet, etc. 36/-



EXTRA SPECIAL OFFER!
Folding Luggage RACKS
44 in. long **5/6**
Usual Price 10/6
56 in. long. 6/6. Usual Price 12/6.



DUAL ARM WIPERS
for attaching to existing windscreen wipers
Stadium Courtesy **5/-**
Stadium Chrome Fixing **6/6**
"Second-Sight" Section Fitting **7/6**




JAS. GROSE LTD. WEDGE SHAPE CAR CUSHION **6/6**
Filled with Sponge Rubber 11/-



Pump Action FIRE EXTINGUISHERS
WITH BRACKET
Giving a **CONTINUOUS STREAM of SPIRIT**
Complies with the Regulations. Every car owner can now have a fire extinguisher on his car.
Extra Large 17/6 Cannister Pattern 1/10
WORTH DOUBLE
Pyrene "MOTOREX" 18/6
Genuine Standard PYRENE 35/-



THE MIDLAND LUGGAGE WRAP
Size 84" x 40" **18/6**
84" x 54" **22/-**
Adjustable to various sizes.



DESMO MIRRORS
Special models for Austin Ten-Four, Morris Minor, Hillman Minx.
Chromium Plated.
Fits on the door hinge. Special for Morris Minor **10/6**
Round type 4 1/2" dia. for Austin 10-4 and Hillman Minx. **9/6**




Special Clearance BARGAINS

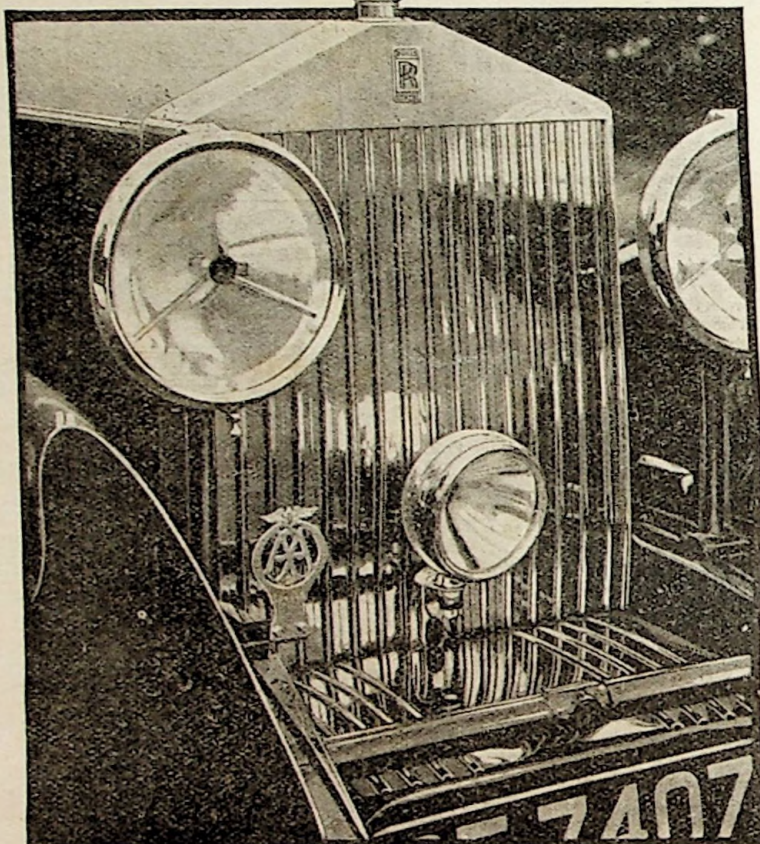
	Usual Clearance Price.	Price.
100 Genuine Calormeter Radiator Thermometers ..	17 6..	9 6
150 Genuine Calormeter Radiator Thermometers, chromium ..	25 0..	11 6
50 Desmo Oil Gauges for Austin 7 ..	12 6..	5 6
100 Cowey Variable Note Mechanical Horns ..	30 0..	3 6
15 Hutchinson Air Controlled Seats for Austin 7 ..	20 0..	17 6
30 Lycett Spring Top Seat for Austin 7 ..	25 0..	15 0
100 Light Car Jacks ..	5 6..	2 11
40 Adjustable Roof Nets, grey, green, blue, brown ..	10 6..	3 9
100 Spring Arm Steering Wheels for Morris Minor, Wolsley Hornet ..	40 0..	10 0
50 Ditto for B.S.A. 3-wheeler ..	40 0..	12 6
200 Lucas Festoon Dash Lamps, with switch and bulb ..	15 0..	2 9
20 Locking Door Handles, chromium, for Austin 7 ..	15 0..	9 6
30 Chromium Plated Stork Mascots ..	15 6..	7 6
200 Stadium Horn Rings for Austin 7 ..	5 0..	1 9
50 Hydraulic Jacks, best make ..	25 0..	13 3
100 Stadium Electrically Controlled Direction Indicators for touring or saloon cars ..	35 0..	9 6
200 Panoramic Car Mirrors, full size, 12 1/2" x 2 1/2" ..	12 6..	3 9
6 Lucas Medallion Type H.F. Electric Horns (1931 pattern) ..	27 6..	21 0
10 Klaxon Electric Horns ..	10 6..	6 9
100 Bosch Sparking Plugs ..	4 6..	2 9
200 Handy Angle Mirrors, suction 3" ..	3 6..	1 0
150 "5" ..	7 6..	1 6
20 Large size metal Flower Vases ..	10 6..	2 6
10 Medium ..	6 6..	2 6
10 Small ..	6 6..	2 6
4 Lucas Electric Cigarette Lighters ..	7 6..	5 6
6 Dellarelle ..	5 0..	4 0
100 Bakelite Ash Trays ..	3 6..	1 11
20 Radiator Thermometers ..	10 6..	4 9
100 Rubber Step Mats ..	3 6..	10 1d.
3 Stadium Spot Lights ..	21 0..	16 0
20 Sports Bulb Horns ..	8 6..	4 9
12 Patchquick Car Repair Outfits ..	5 0..	3 6
12 Gear Lever Extensions for Morris Minor ..	2 0..	1 9
200 ft. Rubber Windscreen Wiper Tubing, yard ..	6d..	3d.
4 Barnacle Licence Holders ..	6 0..	4 3
150 ft. 3/4" Dynamo and Fan Belting ..	2 3..	10 1d.
1 Stevenson Hydraulic Jacking System for Morris Cowley, complete ..	59 6..	35 0
12 Leather Starting Handle Covers ..	2 3..	1 6
50 Electric Rear Lamps, with bulbs ..	7 6..	2 9
100 6-volt Headlamp Bulbs, guaranteed ..	2 3..	0 6
150 12-volt ..	2 3..	0 6
10 prs. Running Boards for Austin 7 ..	10 6..	7 6
60 Powerful Brass Foot Pumps ..	6 6..	3 9
20 Ventilator Cowls ..	7 6..	2 11
50 Roof Lamps, 3" dia. ..	10 6..	2 9
20 Replacement Silencers for Morris ..	12 6..	3 9
100 Sets Tappet Spanners for Morris, Set of 3 ..	1 6..	10d.
100 Sets Tappet Spanners for Austin 7, Pair ..	1 0..	7 1d.
30 Pegamoid Car Cushions ..	6 6..	2 6
25 Diving Girl Mascots for front of radiator ..	2 3..	1 0

Special Postal and C.O.D. Dept. from Euston Road only. 25% deposit must accompany foreign C.O.D. Orders. Orders of 10/- or over Carriage Paid, except bulky goods. Our only City Depot, 4, OLD JEWRY, CHEAPSIDE. North London: 255, HOLLOWAY ROAD.

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

ROLLS-ROYCE

specify  FERODO



For nearly
twenty years
FERODO
BRAKE LININGS
have been
fitted as
standard
equipment to
ROLLS-ROYCE
CARS

Specify



BRAKE LININGS
for your car

FERODO LIMITED

32/17A

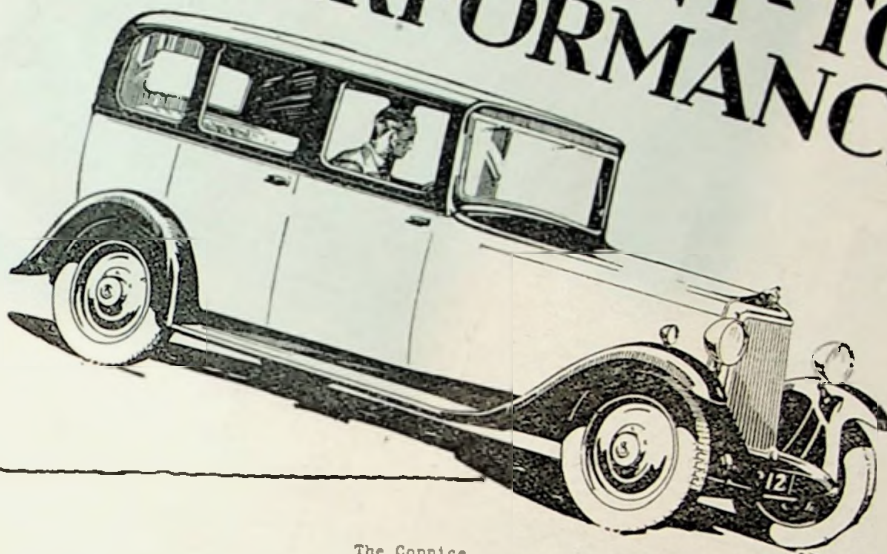


CHAPEL-EN-LE-FRITH

AUGUST 26, 1932.

PROVED POINT-TO-POINT PERFORMANCE

The Light Car 3



The Coppice,
Upper Woodcote Village,
PURLEY
13th July 1932.

You will recollect that we recently purchased from you a 12 H.P. Armstrong Siddeley Saloon Car

The following details of a trip to North Cornwall will interest you and show you the capacity of the car in, I think, a remarkable way.

We left Purley at 6.12 a.m. on Sunday, June 19th, my wife driving unchanged through the journey. We did 35 miles in the first hour and 72 in two hours. We rested twice on the way for a period of 45 minutes in all and entered Exeter at 11.55 a.m. having driven 171 miles in as near as possible 5 hours flat.

This was done without in any way pushing the car. We reached the neighbourhood of 60 m.p.h. twice but only for very short distances, and our two passengers were not put to the slightest discomfort; and our small dog slept practically the whole way.

The plain facts are these-

- 1). The ease of the self-change gear eliminates fatigue.
- 2). The gear-change itself involves no loss of speed.
- 3). The car is fast, silent and comfortable and at the price a cheap and reliable production.

We have now had three Siddeleys and my wife has driven nearly 50,000 miles without a mechanical breakdown. Her average is nearly 1,000 miles a month.

You are at liberty to make what use you like of this letter which is a genuine testimonial to the value of a most excellent car.

I am,
Yours faithfully,
(SIGNED) E. A. R. BURDEN.



**ARMSTRONG
SIDDELEY**
WITH SELF-CHANGING GEAR

ARMSTRONG SIDDELEY MOTORS LTD., COVENTRY
London: 10 Old Bond Street, W.1
Agents in all centres
Manchester: 35 King Street West
Write for Catalogue etc.

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

1933

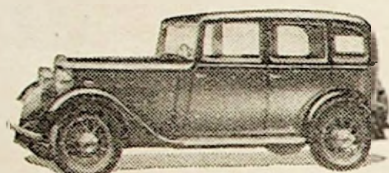
MODELS ARE AT THE
SERVICE COMPANY NOW!

BEST
PRICE
FOR
YOUR
PRESENT
CAR
IN
EXCHANGE

DEALERS AND
DISTRIBUTORS IN:

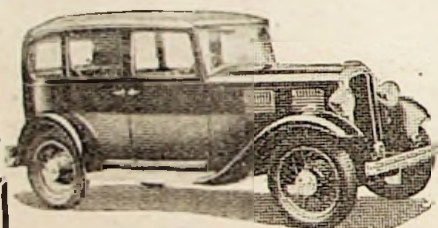
**AUSTIN
HILLMAN
JOWETT
MORRIS
ROVER
SINGER
STANDARD
TRIUMPH
CARS.**

Demonstration Runs without
obligation with pleasure.



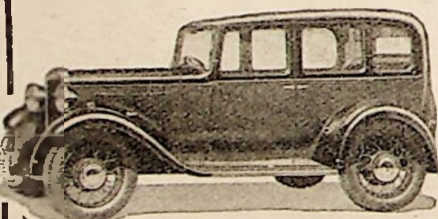
1933 ROVER "10" Special Saloon £228

On self-financed terms: Deposit £45 12 0
and 12 monthly payments of... £15 18 2
or 18 " " " " £10 17 9
or 24 " " " " £8 7 2
or otherwise as arranged between ourselves.



1933 STANDARD "BIG NINE" £205
Saloon (Bumpers extra)

On self-financed terms: Deposit £41 0 0
and 12 monthly payments of... £14 7 0
or 18 " " " " £9 16 0
or 24 " " " " £7 10 4
or otherwise as arranged between ourselves.



1933 HILLMAN "MINX" Family £159
Saloon

On self-financed terms: Deposit £31 18 0
and 12 monthly payments of... £11 2 7
or 18 " " " " £7 11 11
or 24 " " " " £5 16 7
or otherwise as arranged between ourselves.

*The Service
Company Ltd.*

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

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

Established 1899.
Sats. 9 a.m. to 1 p.m.

INSURE

Now!

FULL THIRD PARTY POLICIES
WITH ROAD TRAFFIC CERTIFICATE
AVAILABLE ON DEMAND AT COUNTER
OR RETURN OF POST.

	ANNUALLY	QUARTERLY
ANY DRIVER	£3-10-0	18-6
8 h.p.	£4-5-0	£1-2-3
Cowleys	£4-13-6	£1-4-6
12 h.p.		

NO CLAIM BONUS ALLOWED ON TRANSFER
10% REDUCTION FOR OWNER DRIVER

DEFENCE
LTD.

DEPT. 6.

Insurance Brokers

40, KING WILLIAM ST., THE MONUMENT, E.C.4

TEL.: MANSION HOUSE 9944 (seven lines).

(We are between the Monument and London Bridge. Book to London
Bridge or Cannon St. (S.R.), Bank or Mark Lane (3 mins.), Monument
(1 min.). And at 1, Manchester Road, Bradford. Tel.: 5342.

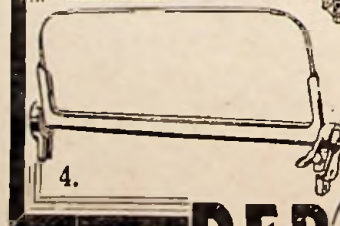
APPLICATIONS FOR AGENCIES INVITED!

... you ought to afford
them:

because they'll noticeably improve and modernize
your car; they're most moderately priced...
and they're from DERRINGTON'S.

- SPECIAL QUICK-FILLER CAPS.**
(Petrol or Oil). Instant action, easily fitted. Prices 2 in. 4/6, 2 1/2 in. 6/3.
- "BROOKLANDS" HUB CAPS.**
For Austin 7, Midget, Minor, Hornet, etc. Chromium plated, 2 1/2 in. set 5; Tallhot, 22/6; for Ruige Sparo Wheels, 7/6. Post 2d.
- BROOKLANDS RADIATOR STONE GUARDS.**
Chromium plated on solid brass. Easily attached. Austin 7, 30/-; Midget, 30/-; Riley 0, 32/6 and 35/-; Hornet, 36/-. All makes available. Post 1/3.
- "AERO" WINDSCREENS.**
Ideal for Sports Cars. Highly polished alum. frames. Triplex glass. Adjustable any angle, 12x6 in., 12/6. Carriage 2/-.
- BROOKLANDS FULLY FLEXIBLE STEERING WHEELS.**
For all cars. 16 in. from 36/-; 15 in. from 40/-. Steering column extensions for Hornet, Midget, Minor, 12/6.
- MORRIS-COT PETROLIFT.**
For cars with rear tanks. Replaces uncertain vacuum feed with latest absolutely positive reliable system. Independent of air pressure, feed is always constant, giving utmost economy and power. Fitted in a few minutes. 12 or 6 volt. 80/.

Write for full fittings list. Ask about "ALTA" Shock-absorbing cylinder heads for AUSTIN, TRIUMPH 7, and MORRIS MINOR (S.V.), etc., etc.



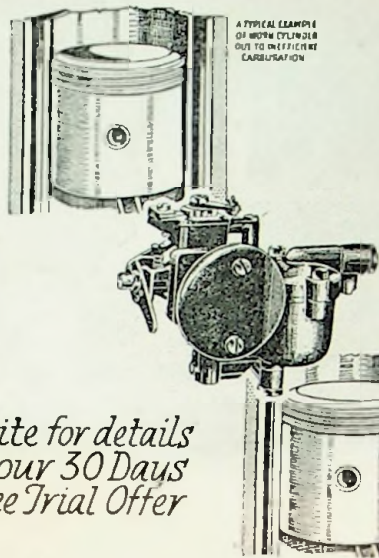
DERRINGTON
KINGSTON
3720

Recognised specialist in Super-Tuning for Road and Track. Ask for details.
150, LONDON ROAD.
Open 8.30 to 7.30. Wednesday 8.30-1

KINGSTON-ON-THAMES.
Near Northern Station.

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

EXPENSE YOU DO NOT REALISE...



A TYPICAL EXAMPLE OF WORN CYLINDER DUE TO INEFFICIENT CARBURATION

There is a simple way to save engine wear and tear, renovation and upkeep costs. The secret is efficient carburation. Worn pistons and cylinder walls are the result of "flooding" and "strangling" with resultant oil dilution and excessive wear. The new Self-starting "Solex" has no strangler and "flooding" is unnecessary under all climatic conditions. Fit "Solex" and let your slogan be—"Start Right and Run Right."

FIT THE NEW **SELF STARTING SOLEX**
"F" TYPE CARBURETTOR

Write for details of our 30 Days Free Trial Offer

SOLEX LIMITED, SOLEX WORKS,
223-231, MARYLEBONE ROAD, LONDON, N.W.1
Telephones Paddington 8621, 8622, 8623, 8624, 8625, 8626.
Telegrams "Solexcarb, Edge, London."

Please send me, post free, your illustrated catalogue and full details of your 30 DAYS' FREE TRIAL OFFER.

Name

Address

Make of Car.....H.P.....Year.....L.C.20

Start right away — and save all day!



BRIPAL

BRUSHING LACQUER

Austin, Morris, M.G., Rover, and Wolseley owners:—

Make good that scratched wing or panel with Brushing Bripal Cellulose Lacquer. It is quick drying and you can secure this material in the exact colour to match the original Bripal finish on your car and of the same high quality and brilliance.

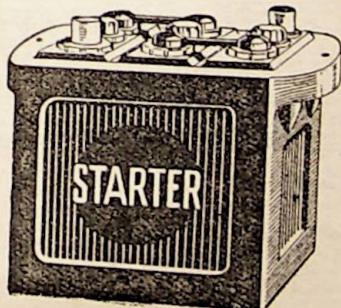
In 2/- and 3/9 tins.

STARTER BATTERIES

Moulded containers with extra robust plates. Fitted with Pillar Terminal Posts. Absolutely reliable. Wonderful value. 6 volt, 40/50 amp. Suitable for Austin 7, Clyno 1928/9, 9 h.p. and Cent. Models, Morgan, Singer, 1927/8, etc. No. A2/161, each

27/6

Obtainable from all Motor Dealers.



Brown Brothers

THOMSON and BROWN BROTHERS LTD
BROWN BROTHERS (LONDON) LTD

(Wholesale only)
Head Office and Warehouse:
GREAT EASTERN STREET,
LONDON, E.C.2
126, George St., EDINBURGH
and Branches.

INVINCIBLE



MOTOR POLICIES QUARTERLY without extra cost.

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

Lowest rates consistent with solid security.

"No Claims Bonus" allowed on transfer.

R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE IMMEDIATE COVER can be obtained from

BRANCH OFFICES:

Birmingham	6, New Street
Blackpool	3, Yorkshire Penny Bank Chambers
Cardiff	22, Queen Street
Croydon	36, High Street
Derby	17, Corn Market & 2, Gower Street
Hull	140, George Street
Leicester	Allen House, Newarke Street
Manchester	27, Brazenose Street
Mansfield	17, Brunt Street
Nottingham	1/11, Carrington Street
Oxford	379, Cowley Road
Plymouth	9, Princess Square
Southampton	Verity House, 155, Above Bar
Swansea	Westminster Buildings, Church Street

or from **INVINCIBLE POLICIES LIMITED**

Palmerston House

51, BISHOPSGATE—LONDON, E.C.2
Telephone - - - - London Wall 0464/5/6

AGENTS WANTED

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

DURON

REGISTERED

BRAKE LININGS

CONTINUED SUCCESSES !

THE ULSTER T.T. RACE

1ST RILEY

2ND RILEY

AND 59 PER CENT. OF THE CARS THAT
STARTED USED DURON

■ ■ ■ ■ ■ ■ ■

THE INTERNATIONAL ALPINE TRIAL

INTERNATIONAL ALPINE CUPS WERE WON BY	
THE TALBOT TEAM	THE RILEY TEAM
GROUP I	GROUP IV
(over 2,000 c.c.)	(501 c.c. to 1,000 c.c.)

ALL THE CARS IN BOTH TEAMS WERE EQUIPPED WITH DURON
(Subject to Official Confirmation.)

Stocked by discriminating factors and garages

MADE BY—

BRAKE LININGS LIMITED

BUXTON .. DERBYSHIRE .. ENGLAND

Makers of better brake linings.

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

Monte Carlo Rally
 9 Rileys started
 (including 3 from Australia)
 9 finished
Positions:
 3, 4, 5, 10, 11, 16,
 17, 18, 19

R.A.C. 1,000 miles Rally
Positions:
 1, 2, 4, 5 in
 Class II
 3 in Class I

British 1,000 miles Race
 1st and 5th
 1st and 2nd in
 1,100 c.c. Class
 (First International Event to
 be won by Ladies)

Scottish Rally
 1st & 2nd
 in
 Small Cars Class
 & the Ladies' Prize

International Alpine Trial
 International Alpine
 Cup
 and 4 Coupes des
 Glaciers
 9 Rileys started,
 9 finished

ULSTER

and now

1ST RILEY 9 AVERAGE SPEED 74.23 M.P.H.

(Driven by C. R. WHITCROFT)

2ND RILEY 9 AVERAGE SPEED 73.90 M.P.H.

(Driven by G. E. T. EYSTON)

(Subject to Official Confirmation)



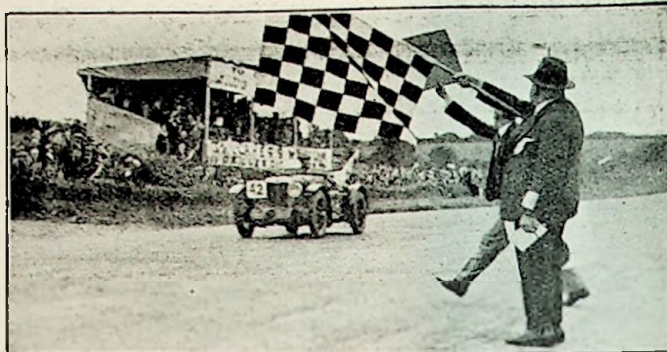
Anywhere everywhere - such fun to drive!
RILEY (COVENTRY) LIMITED, COVENTRY
 and 42 North Audley St. LONDON, W.1

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

Privately Owned and Entered



MIDGET



THE M.G. MIDGET WINNING
LAST YEAR'S ULSTER T.T.

FINISHES **3RD** IN THE
ULSTER T.T. RACE

Driven by Mr. E. R. HALL (Average speed 69.93 m.p.h.)

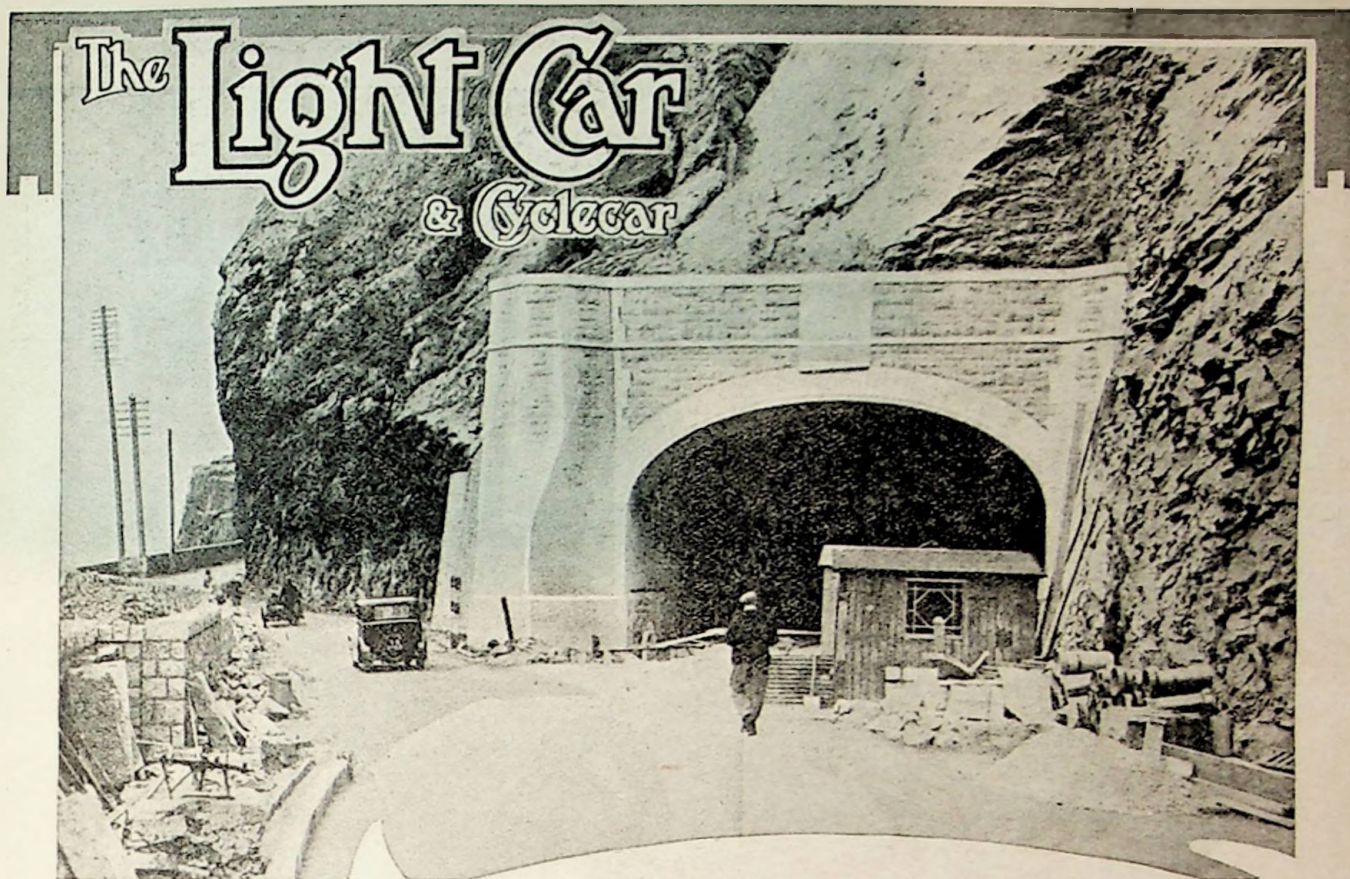
ALSO

1ST in Class H

POWERPLUS SUPERCHARGED

(Subject to Official Confirmation)

Issued by the Publicity Dept. of the M.G. CAR COMPANY, LTD., ABINGDON-ON-THAMES



IMPROVED WELSH
COAST ROAD.

The main road round the coast of North Wales from Chester to Holyhead is undergoing extensive alterations. At this point on the Penmaenbach Headland, near Conway, the new road will pass through a very fine tunnel.

What's On . . .

The Cream of the News

A GREAT T.T.—and a great victory for Rileys. Hearty congratulations to all concerned.

RECORD CROWDS, it is stated, attended the T.T. this year—a happy augury for the continuance of this classic road race in Ireland.

MAJOR GARDNER, we are pleased to learn, is making good progress following his crash at Ulster. Hamilton, too, is well on the mend.

A SPECIAL ATTRACTION in Belfast during T.T. week was the film "The Crowd Roars." The racing crowd in the audience *did!* A real thriller.

LIGHTING-UP TIME in London to-morrow, August 27th, is 8.59 p.m. Turn your money on August 30th—but don't look at the new moon through glass!

TRIUMPH AND WOLSELEY developments are dealt with fully in this issue. Special bodywork for the Wolseley is also featured. Look out for further interesting 1933 programmes next week.

A CARAVAN RALLY will take place at Minehead this week-end.

ZIG-ZAG induction. Louis Mantell deals with an interesting technical aspect this week.

REAR ENGINES. A correspondent re-opens a time-honoured subject of discussion in "Our Readers' Opinions."

A MY-1 is, we believe, the first of the new three-letter registration numbers to be issued. It is on an Austin 12-6.

A HEARSE caught doing 50 m.p.h. at Llanelly cost its driver £1 for exceeding the commercial vehicle speed limit.

SMALL ADS. for *The Light Car and Cyclecar* will close in future at 6 p.m. on Monday for the following Friday's issue. Displayed advertisements, however, can be accepted until the first post on Tuesday. The new arrangement will allow readers living in remote parts to get Sunday-posted small ads. into the next issue.

THE SHOW is only seven weeks off. Our preliminary descriptions indicate that there will be plenty of outstandingly interesting models on view.

LIFTS are almost impossible to get in these Dick Turpin days, according to a "hobo" who was given a ride by a member of our staff last Monday.

AN S.O.S. of the road is pleaded for by a writer in *The Motor*. It would certainly be nice to be able to let a man know that his luggage was falling off without the usual muddle.

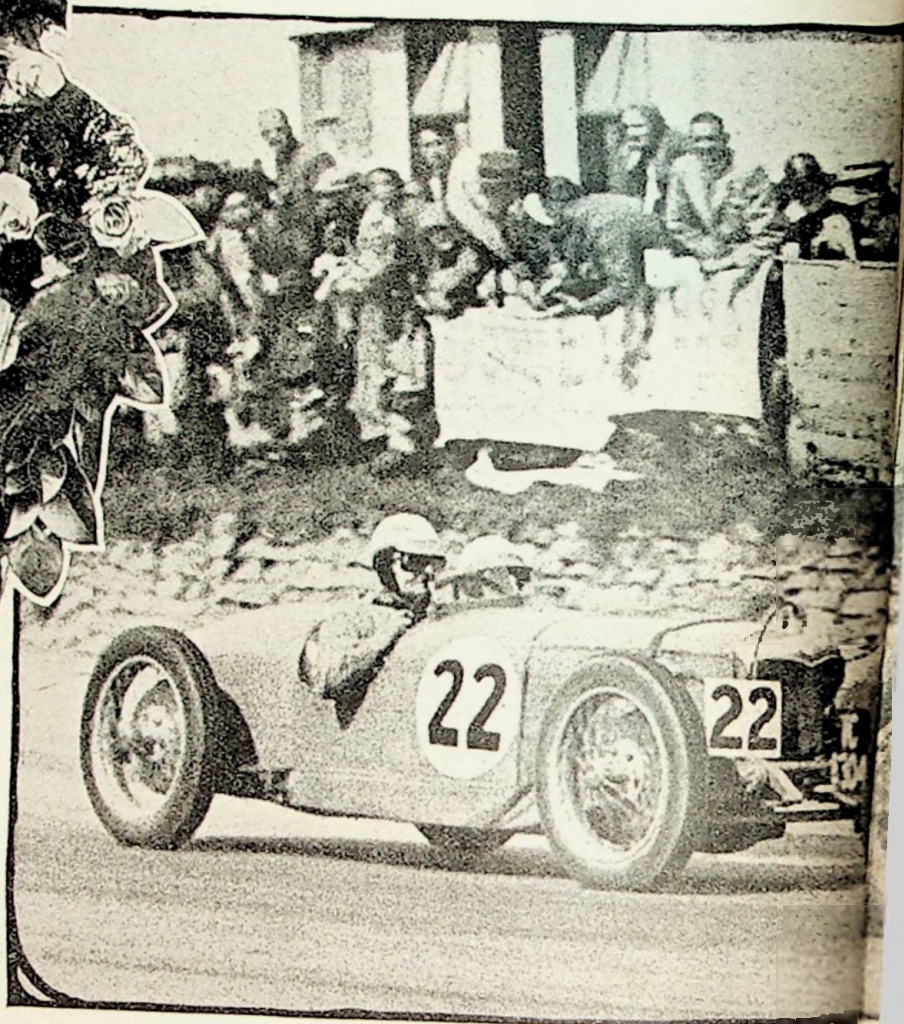
FREE STATE duties on British light cars are now very heavy. For example, the Armstrong Siddeley £260 model costs £399 in Dublin, according to a *Motor News* advertisement.

LIGHT CAR CLUB Relay Teams have been invited to enter for Shelsley on September 3rd, and it is hoped that there will be several in the list. News of the event appears in this issue.

OLYMPIA CHANGES this year include the accommodation of the Coachwork Section in the New Hall, which adjoins Hammersmith Road, and of the Garage and Service Section in the big hall annexe. The car exhibits will be concentrated in the big hall, where they will occupy 47 stands. Taking all sections into account there will be nearly 80 fewer exhibitors than last year.



(Above) The winner of the T.T.—C. R. Whitcroft, who has scored many notable triumphs but has never previously won a classic event. After the race he received a great ovation. (Right) The winning Riley leading Victor Gillow in a similar make of car round Quarry Corner.



The R.A.C. International Tourist Trophy Race

LIGHT CARS COME HOME AGAIN.

WITH only one pit stop for replenishments, C. R. Whitcroft, driving a four-cylinder 1,087 c.c. Riley, entered by D. C. McLachlan, won the Eleventh International Tourist Trophy Race of the Royal Automobile Club—the fifth to be held over the tortuous Ards circuit in Ulster.

By the time the race had been in progress half an hour, and the cars had settled down to their work, Whitcroft had worked his way into third place.

This position he sacrificed temporarily to Victor Gillow (Riley), but by 2 p.m.—three hours after the start—he had secured second place, and a fraction after 3 p.m. he ran into the lead, holding his position securely until the end.

He covered the 410-mile course in 4 hrs. 58 mins. 4 secs. at an average speed of 74.23 m.p.h., and crossed the line 1 min. 23 secs.

B6

Whitcroft (Riley) First, Eyston (Riley) Second and Hall (Riley) Third.
Graphic Report of a Race Packed With Thrills

A complete list of the results together with an analytical survey of the race appears at the end of this report.

ahead of George Eyston, in a Riley of similar type.

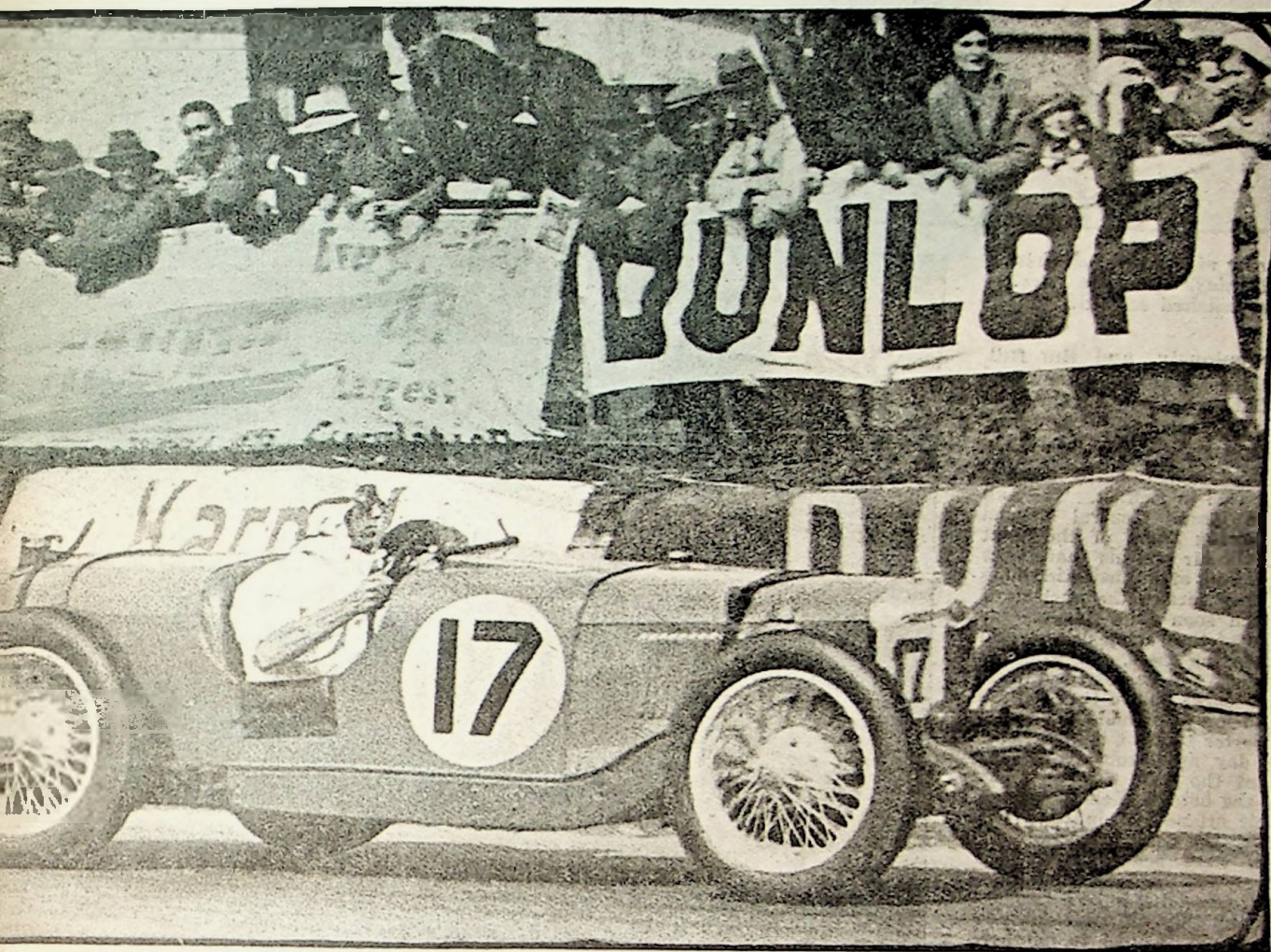
Until just after 3 p.m. it looked as though Rileys would be first, second and third. Then, however, Freddie Dixon, who had hung grimly to the lead and had been steadily improving on his handicap, crashed sensationally, letting E. R. Hall (M.G. Midget) into third place.

Fourth and fifth places fell, after magnificent driving, to Earl Howe and Sir Henry Birkin (2,336 c.c. Alfa-Romeos), Rose-Richards and

the Hon. Brian Lewis (Talbots) were sixth and seventh respectively, and McClure added still further to the Riley laurels by gaining eighth place with the 1½-litre model.

Aldington, in his Alpine Frazer-Nash—put in at the last moment, by the way—was ninth, and J. G. C. Low completed the list of those who finished within the qualifying time by bringing his unsuperecharged M.G. Midget into tenth place after a run of almost unparalleled regularity, for from beginning to end he made no stop; and his was the only car in the race which did not stop.

Once again, therefore, light cars have triumphed in one of the world's classic motor races, and once again the names of Riley and M.G. are pro-



...1...2...3

(G. Midget) Third.
and Incident

First to get away at 11 a.m.
—the Rileys, the Crossleys
and the Alta. Eyston who
held the lead for the first lap
is seen on the extreme right.
He finished second in the race.

minently to the fore; the leading
Rileys, indeed, performed the almost
incredible task of beating the speed
of Caracciola's great Mercedes which
won the race in 1929 at 72.82.

Even allowing for the more
favourable conditions under which
last Saturday's race was run, this
was a phenomenal achievement, the
contemplation of which almost takes
the breath away.

Equally breath-taking was the
manner in which Earl Howe and Sir



Henry Birkin handled their Alta-
Romeos. Again and again Sir Henry
lowered the lap record, and he
crowned his efforts towards the end
of the race by putting in a lap at
83.20 m.p.h.

The spectators showed extra-
ordinary enthusiasm, wave after
wave of cheering greeting the out-
standing incidents of the struggle.

Accidents — and marvellous
escapes from accident—there were
in plenty, and the sympathy of every
sportsman will go out to Major
A. T. G. Gardner, who crashed badly

during the race and is now in hos-
pital with a fractured thigh, and to
H. C. Hamilton, who came to grief
in practice.

Both men are, we learn with re-
lief, making excellent progress; in
fact, Hamilton actually watched the
progress of the race from New-
townards.

Other unfortunates were Gillow,
Dixon and T. G. Moore; they



Eyston (on right) and his mechanic Denley, after the race. Eyston finished second.

escaped miraculously, and the full details of the incidents, together with the story of the race, now follow:

THE RACE

SATURDAY, August 20th, dawned bright but cool in Belfast. The hall porter at the Grand Central stepped through the swing doors of the great hotel to sniff the air and his sharp eyes fell on a small knot of enthusiastic young Irishmen. They formed the nucleus of a crowd which soon grew bigger—for were not most of the racing drivers and their crews staying there, and wouldn't it be fine to get a glimpse of them (and perhaps their cars) before they set off along the road for Dundonald?

The hall porter thought it was going to be a fine day and probably said so to himself; at the same time an army of people in the hotel—officials, drivers, mechanics, pit attendants and folk who had come over the water especially for the occasion, were echoing his sentiments.

Obviously it *was* going to be a fine day for the race, and they all came down to breakfast and said so, one to another. The race, the only real road race in Britain—what a shame if it rained—but it wouldn't, it *couldn't*, it mustn't!

And it didn't. What a day!

Out in the street a racing car drew up. The crowd surged round it and two hefty members of the Irish Contabulary pushed their way through the jostling folk. Did they say menacingly "Get a move on there?"—not a bit of it. They wanted to have a peep themselves!

By 8.30 a.m. trams going towards the course were crowded, and every known type of locomotion appeared to have been pressed into service to take the happy folk to the T.T.

Stately motors rode side by side with jaunting cars. In and out darted sellers of programmes and souvenirs; large numbers of the poorer section of the community were footing it, with haversacks containing the day's provisions on their backs.

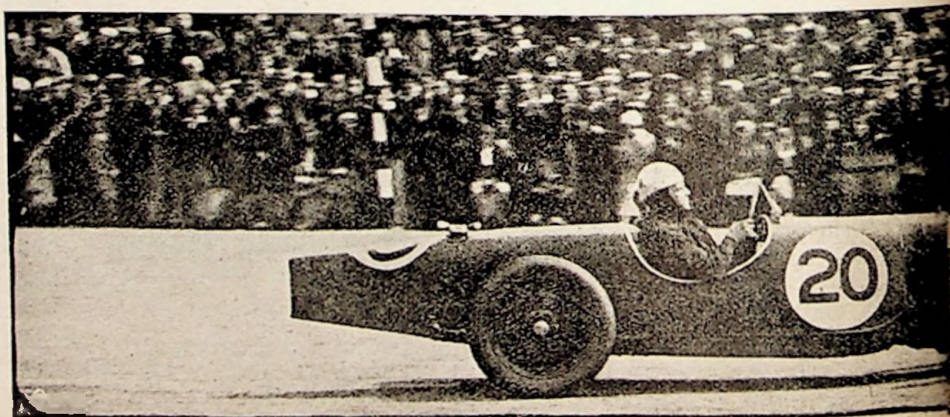
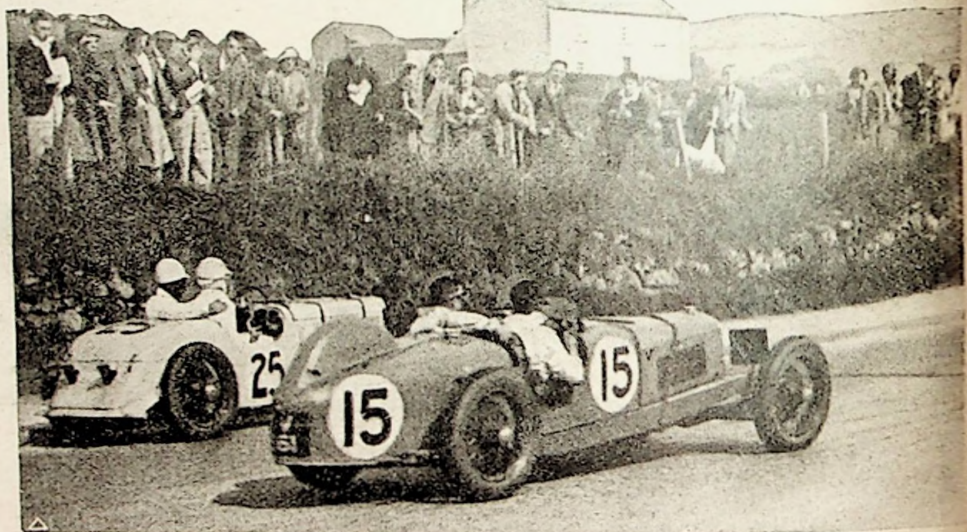
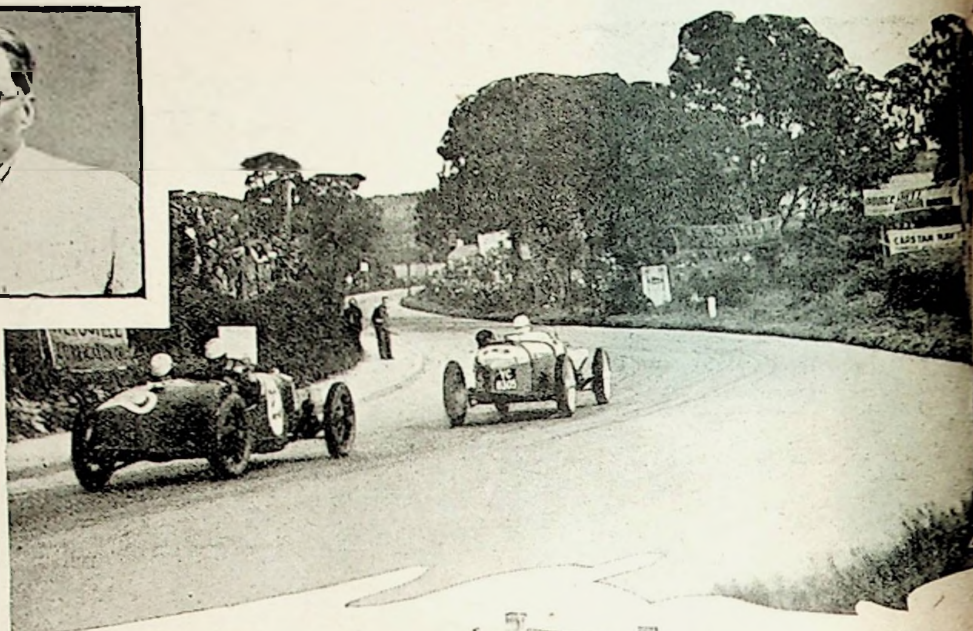
In short the World and his Wife, of Ulster, were out to make a holiday of it and they meant to start early.

Not such fun getting to the course, though. The direct road to Dundonald was reserved for officials and competitors. Spectators were diverted up the narrowish road which climbs to the ceiling of Belfast and then descends like an escalator behind the pits.

But what a view over the famous city and the sea beyond and the dark blue hills on the other side with their heads in the clouds.

Between those self-same clouds the sun suddenly showed his kindly face.

B8



Oh! it *was* going to be a fine day for the race, *begorra* it was!

* * *

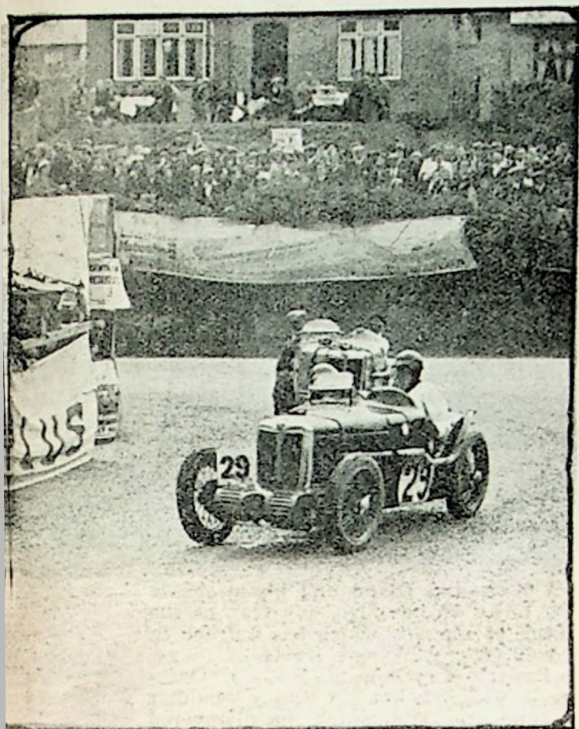
When the area in front of the pits was at length cleared it was as though a curtain had been lifted so that the audience in the grandstand could see the principal actors in the piece. And a stirring setting it made.

Arrayed skew-wise in their allotted positions were the low rakish vehicles of

which every driver and his *équipe* expected so much.

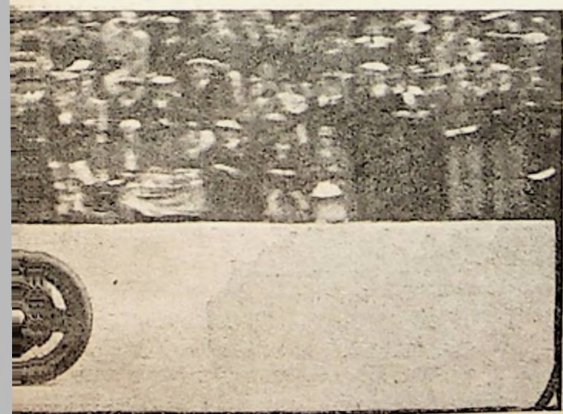
On the left—as viewed from the grandstand—were the Allas, their maroon bodies contrasting strikingly with the vivid green of Fox's Talbots and Esplen's gleaming cream and chromium model of the same marque.

Then came the more subdued colour note of the Frazer-Nashes, Lea-Francis and Aston-Martins—the gay splash of



ROUND THE COURSE.

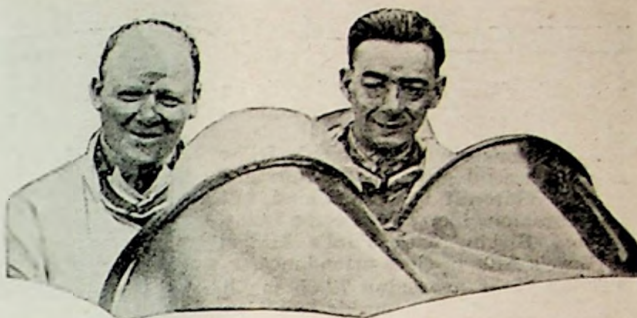
(Top, left) On Quarry Corner. Eyston (Riley) followed by Dixon (Riley) take the bend fairly close in—witness the wheel marks of other cars. (Bottom, left) The six-cylinder Riley (McClure) sweeps past Crowther (Crossley) who had slowed down with engine trouble near Quarry Corner. (Above) J. D. Barnes leading Norman Black (both in M.G. Midgets) round Dundonald Hairpin. (Below) Dixon, the famous motorcycle T.T. rider speeding past the tightly packed spectators.



the nine Midgets. A bright blue Riley formed a sudden relief, then came the cream-coloured Crossleys, the green Alta and the predominating blue of the batch of Rileys which rounded up this varied assortment of super-sports cars.

All "stripped" remember; no ugly wings or lamps, just like the real thing. Mascots there were in plenty. Here a Mickey Mouse strapped to the radiator, there a flower-bedecked horseshoe on

The third man home—E. R. Hall. He successfully kept the Midget flag flying and finished in fine style.



the front dumb-iron—and on one Riley a sprig of white heather.

And behind all this a quiet, peaceful countryside dotted with marquees, grandstands, refreshment booths, gaily coloured advertising signs, thousands of people and masses of cars parked in orderly array.

Fifteen minutes before the race was due to start a squad of police drew up in front of the grandstand and amidst the cheering of the multitude their Graces the Governor and the Duchess of Abercorn, attended by a distinguished company, stepped from their car and were given an official welcome by Commander Armstrong of the R.A.C.

Heads were uncovered and the whole assembly rose to its feet as the strains of the National Anthem floated across the countryside from the battery of loud-speakers adjacent to the scoring board. How fine they are, these splendid Ulstermen.

Then we all turned expectantly towards the road in front of the footbridge, and the drivers and mechanics of the Rileys and the Crossleys and the Alta shook themselves down into the cockpits of their cars, for they would be the first away with three laps and 7 min. 6 secs. handicaps to their credit.

Not that they started from the limit mark, far from it; it just happened that, as was explained fully last week, their start "fitted in" for 11 a.m.

And while we are waiting for the flag to fall, let it be explained that we need not be vastly concerned over this handicap business at the start, for we may follow the progress of the race itself from a handicap point of view and thus obtain a clear and accurate conception of what is going forward. Let us, in fact, view it as though the whole thing were being re-enacted.

The start takes place suddenly; it catches the broadcast announcer unawares, and whilst he is in the middle of a general statement his "voice" is drowned by a bellow of exhausts. The Rileys and the Alta are away but, bad omen, two of the three Crossleys are obstinate and are left on the line for 10 full and precious seconds.

Low's valiant unsupercharged M.G. Midget then slips quietly into the fray—to continue non-stop for 110 miles and gain tenth place in the race.

Batch after batch follows, some get away cleanly, others hesitate, and at last only those two formidable Alfa-Romeos are left, Sir Henry Birkin in one, Earl Howe in the other. First gear is in, clutch is held out, a finger hovers over each starter button . . .

Sir Henry appears to get off the mark quicker than his fellow sportsman, for with "No. 3" valuable yards ahead they scream under the footbridge and go tearing down the straight towards Quarry Corner.

Comes the voice of the announcer: "Eyston's Riley is first at Newtownards" . . . a pause . . . "Whitcroft is first at Comber . . . Whitcroft leads at Dundonald . . ."

What a thrill! We strain our eyes down the road to catch the first glimpse of him and we reflect on the titanic struggle which is going on already on this magnificent road circuit dominated by the famous Scrabo monument.

Here comes a small speck which grows rapidly larger and appears to be sliding along the polished road towards us at incredible speed, behind there is another, and another. A sudden burst of sound and they are sweeping past, Whitcroft first, then Eyston, Gillow, Dixon and Staniland—only yards between them. Follows Sullivan (Lea-Francis) only 300 yards behind them, then Von der Becke and Wisdom in the remaining Rileys, Moore's Frazer-Nash and "Karachi's" Alvis. The stand crowds rise to their feet and cheer but those behind cry "Sit down!"

Next comes the Alta, a little ahead of Oats's Crossley, then Aldington in his unsupercharged Alpine Frazer-Nash and Shuttleworth's Aston-Martin—and two low dark-coloured cars snaking at well over the 100 mark down the road—the two Alfas, with Birkin still ahead.

They have already passed the rest of the field and they know that they have got to go "some."

The First Pit Stop.

McClure's Riley passes Paul's M.G. Midget, which then heads the smaller chaps—all Midgets and going well; finally, in steady line-ahead formation, come the redoubtable Talbots and the first lap has been completed.

No. 23 alas! pulls into its pit and Bails struggles with a shock absorber mounting of his Crossley.

We learn from the loud-speaker that Hailwood's Midget has had to stop at Comber "for adjustments." He arrives at last and waves a hand to signify that all is O.K.

A longish wait—or so it seems—and then come the Rileys again. Eyston has wrested the lead from Whitcroft. Sullivan tries to pass Staniland opposite the grandstand but fails, and with a *whee-ee-ee* all the rest come hurtling past.

Most definitely the race is on!

Pit stops begin to cause anxiety. Hindmarsh's Talbot pulls up and a jet of steam shoots into the air as the filler cap is flung back. Fresh water is hastily added and he is away; but he stops several times later for the same reason and discovers too late that the ball release valve in the radiator has jammed.

Gardner fails to appear, and the news trickles through of his crash. What terrible luck! He has skidded at Glen Hill, struck the grass verge and somersaulted twice. His mechanic has

THE T.T. (Contd.)

escaped fairly lightly, but Gardner is on his way to hospital with a fractured thigh.

The positions change. Dixon's Riley slips into second place, hotly pursuing Eyston. Whitcroft is close behind, but Gillow threatens him. Then come Staniland and Birkin, with Paul's Midget and Howe's Alfa in close attendance.

The leader is averaging 72.85 m.p.h. and has gained 26 secs. on his handicap. Whew!

The first withdrawal—apart from Gardner—is Oats's Crossley, at Comber, with clutch trouble.

Five minutes afterwards—at 11.55 a.m.—Staniland's Riley "goes out" and Wisdom's Riley follows—having hit a shop at Newtownards Corner and wobbled back drunkenly to the pits. F. S. Barnes's M.G. Midget gives up at Quarry Corner, having been in collision with one of the Talbots, which could not avoid the little M.G. as it skidded broadside.

More minor pit stops, more reports of skids and minor collisions at Newtownards and Comber, and more excitement as Freddie Dixon takes the lead at 12 noon, with 2 mins. 21 secs. to play with on handicap, but only 17 seconds ahead of Eyston. Gillow's Riley now lies third.

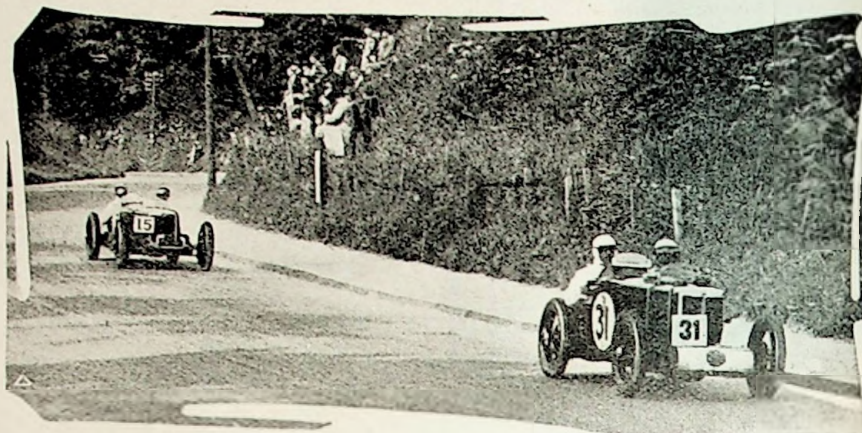
Behind him come Whitcroft, Paul's Midget, Birkin, Howe and Von der Beeke. Birkin is averaging 51.33 m.p.h.

At 12.20 p.m. Gillow changes his plugs—in three minutes—and at 12.25 p.m. the Alfa gives up the contest, having hit the famous butcher's shop in Comber. At 12.30 p.m. only three complete teams are left in the race, but Gillow's stop has lost him third place, and Whitcroft has slipped into it.

Dixon, Eyston, Whitcroft—so the battle goes on until 2 p.m., when Whitcroft takes second place and Eyston third.

In the meantime Birkin has taken four churns of petrol and one gallon of oil on board and has changed both back wheels—in 2 mins. 25 secs.; Dixon has refuelled in 62 secs.; Paul's M.G. Midget has retired, and there have been more pit stops amongst the backmarkers.

At 2.10 p.m. Tom Moore does battle with his car for 500 yards before letting it have its own way in the front garden



Wriggling round the bends. Cyril Paul (Midget) being pursued by McClure (Riley) on one of the most treacherous sections of the circuit.

of a cottage at Ballystockart—the same that Hamilton invaded during practice—and Hailwood's Midget, after a fine run, goes out with a broken valve. Gillow has crashed as well, and his car is too badly damaged to continue.

Then the crowd groans, for Birkin slithers to rest at his pit. His oil pressure has dropped ominously. He flattens himself on the road and peers beneath the Alfa... a quick adjustment and he is vaulting into the cockpit and off down the course like a flash; but the stop has cost him dear—from fifth to eighth place in one fell swoop and 12 full minutes to make up on the leader.

Howe is not a lot better off, for at 2.30 p.m. he is over two minutes behind his handicap average, and Dixon is still going great guns in the lead, or so it appears, until with a gasp the great crowd in the grandstand and in the fields adjoining suddenly see that Whitcroft has passed Dixon!

What cheers, what excitement, what speculation!

Whitcroft leads, Dixon is only a matter of yards behind, Eyston is still hugging third place, and Hall, Howe, Birkin, Rose-Richards (Talbot) and Norman Black (M.G. Midget) are bringing up the rear.

What's this?

Dixon has overturned at Quarry Corner?

The crowd gasps—it can't be true;

but it is, and Dixon and his mechanic are lucky to be alive, in view of the antics of the car, which has finished in a field after vaulting a hedge.

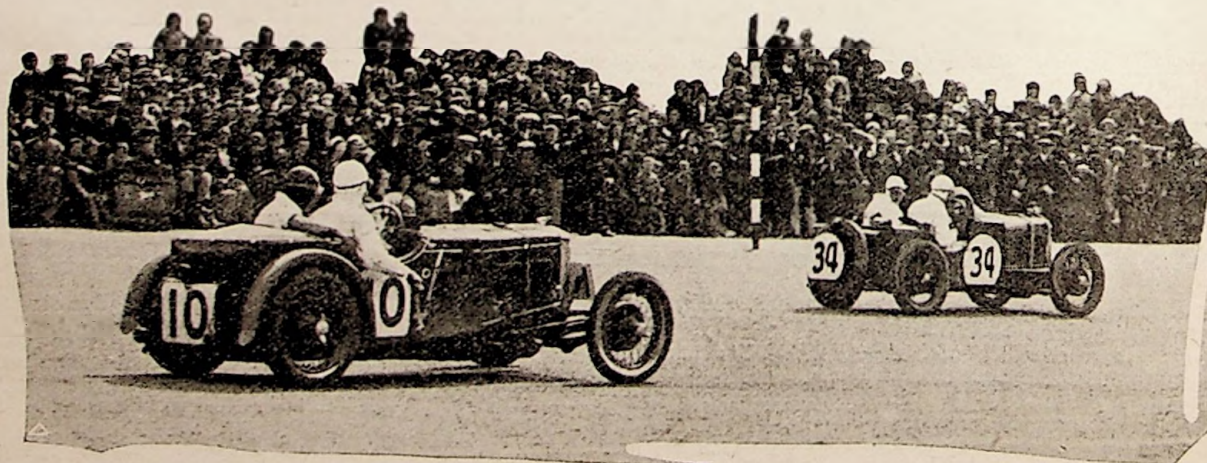
The toll of retirements goes on. Crabtree's Midget is out. It simply wouldn't go, and, like Hindmarsh, he discovered his trouble too late—a punctured float; Esplen's Talbot, also, is in the dead-car park.

At half-past three the excitement is intense. Whitcroft leads Eyston by just over a minute, but there are some three more laps and a bit to go. Is Eyston waiting his chance to swoop...? Hall, too, has come into the picture, but he is eight minutes behind. The Alfas have been driven almost to breaking point, but if anything happened to the Rileys...

Folk begin to wonder what chance the backmarkers really have. Rose-Richards and Lewis (Talbots) are going wonderfully, but they're a long way behind. Aldington is running beautifully—performing prodigies, in fact, with his unsupercharged Nash.

Meditations are at length interrupted and speculation set at rest. Whitcroft is on his last lap, has passed through Newtownards without mishap, has streaked through Comber, and is speeding along towards Dundonald.

No good telling people in the grandstand to sit down now... there's the checkered flag, there's good old Ebby,



CROSSING NEWTOWNARDS SQUARE.

Aldington (Frazer-Nash), his hand on the gear lever ready to make a lightning change up, is seen in the wake of E. R. Hall (Midget). Note the crowd lining the square.

there's Whitcroft's number—17—being held aloft, and there is Whitcroft himself swishing over the line, winner of one of the greatest races ever at the phenomenal speed of 74.23 m.p.h. with only one stop for replenishing.

Whitcroft raises his hand aloft to acknowledge the cheers, the waving handkerchiefs, the clapping; his mechanic goes one better and lifts both arms high above his head.

And the race is over—or all but over.

Next comes Eyston, then Hall; both are cheered to the echo, and there is plenty of enthusiasm left for the other finishers, which, after all, is just as it should be, isn't it? And just what you would expect from big-hearted Irishmen.

THE RACE AT A GLANCE

HOW THE RACE PROGRESSED

The table below gives the leaders every half hour, together with the actual time gained or lost on handicap speeds. The times represent the handicap intervals between the cars.

11.30 a.m.	
1. Eyston (Riley) + 26 s., 72.85 m.p.h.	
2. Dixon (Riley) + 25 3/5 s., 72.85 m.p.h.	
3. Whitcroft (Riley) + 22 s., 72.64 m.p.h.	
4. Gillow (Riley) + 14 s., 72.21 m.p.h.	
5. Staniland (Riley) + 8 s., 71.89 m.p.h.	
6. Birkin (Alfa-Romeo) - 10 s., 79.96 m.p.h.	
7. Paul (M.G. Midget) - 10 s., 69.07 m.p.h.	
8. Howe (Alfa-Romeo) - 14 s., 79.70 m.p.h.	
12 Noon.	
1. Dixon (Riley) + 2 m. 21 s., 74.53 m.p.h.	
2. Eyston (Riley) + 2 m. 4 s., 74.15 m.p.h.	
3. Gillow (Riley) + 2 m. 3 s., 74.13 m.p.h.	
4. Whitcroft (Riley) + 2 m. 2 s., 74.11 m.p.h.	
5. Paul (M.G.) + 55 s., 70.66 m.p.h.	
6. Birkin (Alfa-Romeo) + 27 s., 81.33 m.p.h.	
7. Howe (Alfa-Romeo) + 15 s., 80.75 m.p.h.	
8. Staniland (Riley) - 2 s., 71.44 m.p.h.	
12.30 p.m.	
1. Dixon (Riley) + 4 m. 18 s., 75.01 m.p.h.	
2. Eyston (Riley) + 3 m. 31 s., 74.33 m.p.h.	
3. Whitcroft (Riley) + 3 m. 30 s., 74.32 m.p.h.	
4. Birkin (Alfa-Romeo) + 53 s., 81.50 m.p.h.	
5. Von der Becke (Riley) + 26 s., 71.81 m.p.h.	
6. Howe (Alfa-Romeo) + 19 s., 80.96 m.p.h.	
7. Hall (M.G.) - 16 s., 69.53 m.p.h.	
8. Paul (M.G.) - 28 s., 69.16 m.p.h.	
1 p.m.	
1. Dixon (Riley) + 6 m. 21 s., 75.26 m.p.h.	
2. Eyston (Riley) + 5 m. 3 s., 74.45 m.p.h.	
3. Whitcroft (Riley) + 5 m. 1 s., 74.42 m.p.h.	
4. Birkin (Alfa-Romeo) + 1 m. 16 s., 81.54 m.p.h.	
5. Paul (M.G.) + 42 s., 69.97 m.p.h.	
6. Howe (Alfa-Romeo) + 33 s., 81.01 m.p.h.	
7. Hall (M.G.) + 16 s., 69.71 m.p.h.	
8. Von der Becke (Riley) + 1 s., 71.48 m.p.h.	
1.30 p.m.	
1. Dixon (Riley) + 7 m. 52 s., 75.46 m.p.h.	
2. Eyston (Riley) + 5 m. 58 s., 74.45 m.p.h.	
3. Whitcroft (Riley) + 5 m. 57 s., 74.44 m.p.h.	
4. Birkin (Alfa-Romeo) + 1 m. 37 s., 81.54 m.p.h.	
5. Paul (M.G.) + 1 m. 21 s., 70.23 m.p.h.	
6. Howe (Alfa-Romeo) + 59 s., 81.18 m.p.h.	
7. Hall (M.G.) + 41 s., 69.90 m.p.h.	
8. Rose-Richards (Talbot) - 1 m. 48 s., 77.08 m.p.h.	
2 p.m.	
1. Dixon (Riley) + 9 m. 31 s., 75.39 m.p.h.	
2. Whitcroft (Riley) + 7 m. 12 s., 74.39 m.p.h.	
3. Eyston (Riley) + 6 m. 13 s., 73.99 m.p.h.	
4. Hall (M.G.) + 1 m. 20 s., 70.08 m.p.h.	
5. Birkin (Alfa-Romeo) - 1 m. 44 s., 79.82 m.p.h.	
6. Howe (Alfa-Romeo) - 2 m. 6 s., 79.64 m.p.h.	
7. Crabtree (M.G.) - 4 m. 10 s., 67.96 m.p.h.	
8. J. D. Barnes (M.G.) - 4 m. 50 s., 67.71 m.p.h.	
2.30 p.m.	
1. Dixon (Riley) + 8 m. 41 s., 74.45 m.p.h.	
2. Whitcroft (Riley) + 7 m. 52 s., 74.15 m.p.h.	
3. Eyston (Riley) + 7 m. 31 s., 74.04 m.p.h.	
4. Hall (M.G.) + 1 m. 38 s., 70.13 m.p.h.	
5. Howe (Alfa-Romeo) - 2 m. 5 s., 79.80 m.p.h.	
6. Rose-Richards (Talbot) - 4 m. 17 s., 76.04 m.p.h.	
7. J. D. Barnes (M.G.) - 4 m. 49 s., 67.92 m.p.h.	
3 p.m.	
1. Whitcroft (Riley) + 8 m. 57 s., 74.25 m.p.h.	
2. Dixon (Riley) + 8 m. 59 s., 74.14 m.p.h.	
3. Eyston (Riley) + 8 m. 23 s., 74.06 m.p.h.	
4. Hall (M.G.) + 1 m. 59 s., 70.15 m.p.h.	
5. Howe (Alfa-Romeo) - 1 m. 43 s., 80.03 m.p.h.	
6. Birkin (Alfa-Romeo) - 4 m. 43 s., 79.02 m.p.h.	
7. Rose-Richards (Talbot) - 8 m. 57 s., 75.14 m.p.h.	
8. Black (M.G.) - 10 m. 40 s., 66.54 m.p.h.	
3.30 p.m.	
1. Whitcroft (Riley) + 10 m. 43 s., 74.37 m.p.h.	
2. Eyston (Riley) + 9 m. 32 s., 74.04 m.p.h.	
3. Hall (M.G.) + 1 m. 24 s., 69.93 m.p.h.	
4. Howe (Alfa-Romeo) - 1 m. 9 s., 80.27 m.p.h.	
5. Birkin (Alfa-Romeo) - 4 m. 2 s., 79.41 m.p.h.	
6. Rose-Richards (Talbot) - 8 m. 58 s., 75.48 m.p.h.	
7. Lewis (Talbot) - 12 m. 3 s., 74.62 m.p.h.	
8. Black (M.G.)	

THE RESULTS IN DETAIL

Driver and Car.	Time.	M.P.H.
1. C. R. Whitcroft, 1,087 c.c. Riley	4 58 4	74.23
2. G. E. T. Eyston, 1,087 c.c. Riley	4 59 27	73.90
3. E. R. Hall, 746 c.c. M.G. Midget, S.	5 7 58	69.93
4. Earl Howe, 2,336 c.c. Alfa-Romeo, 8.	5 9 56	80.53
5. Sir H. Birkin, 2,336 c.c. Alfa-Romeo, 8.	5 12 45	79.79
6. T. E. Rose-Richards, 2,970 c.c. Talbot	5 20 40	75.32
7. Hon. B. E. Lewis, 2,970 c.c. Talbot	5 20 44	75.30
8. E. McClure, 1,486 c.c. Riley	5 31 41	69.52
9. H. J. Aldington, 1,496 c.c. Frazer-Nash	5 35 43	68.68
10. J. G. O. Low, 746 c.c. M.G. Midget	5 41 47	60.17

32 started. 10 finished.

Still running at finish:—J. S. Hindmarsh (2,970 c.c. Talbot), 23; "V. Karachi" (1,492 c.c. Alvis, S.), 28; W. Sullivan (1,496 c.c. Lea-Francis, S.), 29; A. B. von der Becke (1,087 c.c. Riley), 28.

Retired:—W. Esplen (2,276 c.c. Talbot), 16 laps; R. O. Shuttleworth (1,486 c.c. Aston-Martin), 10; C. S. Staniland (1,087 c.c. Riley), 7; F. W. Dixon (1,087 c.c. Riley), 24; T. H. Wisdom (1,087 c.c. Riley), 7; V. Gillow (1,087 c.c. Riley), 11; Vernon Balla (1,098 c.c. Crossley), 8; R. F. Oats (1,098 c.c. Crossley), 4; G. N. Crowther (1,098 c.c. Crossley), 12; J. L. Ford (1,074 c.c. Alta), 8; N. Black (746 c.c. M.G. Midget, S.), 25; S. A. Crabtree (746 c.c. M.G. Midget, S.), 20; J. D. Barnes (746 c.c. M.G. Midget, S.), 22; F. S. Barnes (746 c.c. M.G. Midget, S.), 5; Major A. T. G. Gardner (746 c.c. M.G. Midget, S.), 6; O. Paul (746 c.c. M.G. Midget, S.), 18; S. Hailwood (746 c.c. M.G. Midget, S.), 13.

Non-starters:—Soc. Anon. Alfa-Romeo (Alfa-Romeo), V. Riley (Riley), G. F. A. Manby-Colegrave (M.G. Midget).

OVER 2,000 c.c. AND UP TO 3,000 c.c.

	M.P.H.
1. Earl Howe (2,336 c.c. Alfa-Romeo, S.)	80.53
2. Sir H. Birkin (2,336 c.c. Alfa-Romeo, S.)	79.79
3. T. E. Rose-Richards (2,970 c.c. Talbot)	75.32
4. Hon. B. E. Lewis (2,970 c.c. Talbot)	75.30

Record lap:—Sir H. Birkin, 9 mins. 51 secs., 83.20 m.p.h.

OVER 1,100 c.c. AND UP TO 1,500 c.c.

	M.P.H.
1. E. McClure (1,486 c.c. Riley)	69.52
2. H. J. Aldington (1,496 c.c. Frazer-Nash)	68.68

Record lap:—W. Sullivan (Lea-Francis), 11 mins. 4 secs., 74.06 m.p.h.

OVER 750 c.c. AND UP TO 1,100 c.c.

	M.P.H.
1. C. R. Whitcroft (1,087 c.c. Riley)	74.23
2. G. E. T. Eyston (1,087 c.c. Riley)	73.90

Record lap:—F. W. Dixon (Riley), 10 mins. 40 secs., 76.84 m.p.h.

OVER 500 c.c. AND UP TO 750 c.c.

	M.P.H.
1. F. R. Hall (746 c.c. M.G. Midget, S.)	69.93
2. J. G. O. Low (746 c.c. M.G. Midget)	60.17

Record lap:—C. Paul (M.G. Midget), 11 mins. 17 secs., 72.64 m.p.h.

WHAT HAPPENED TO THEM

Details of the Performances of each Driver

M.G. MIDGETS (746 c.c.)

E. R. Hall, third in the race at 69.93 m.p.h. A fine run, stopped only for replenishments.

J. G. O. Low (unsuperecharged) finished tenth at 60.17 m.p.h. The only car to make an absolutely non-stop run.

N. Black covered 25 laps and withdrew. He was the winner of last year's race.

J. D. Barnes covered 22 laps and withdrew.

S. A. Crabtree covered 20 laps and withdrew.

Trouble stated to be with petrol feed.

C. Paul covered 18 laps and withdrew with engine trouble after having put his class record up to 72.64 m.p.h.

S. Hailwood covered 13 laps and withdrew with a broken valve.

Major A. T. G. Gardner crashed on seventh lap on Glen Hill.

F. S. Barnes drove Hamilton's repaired car which had been damaged in practice. He was involved in a collision in the race owing to a skid. The car was too badly damaged to continue. Covered 5 laps.

G. F. A. Manby-Colegrave—non-starter.

RILEY (1,087 c.c.)

C. R. Whitcroft, first in the race at 74.23 m.p.h. Stopped only for replenishments.

G. E. T. Eyston, second in the race at 73.9 m.p.h. Stopped only for replenishments.

A. B. Von der Becke withdrew after 28 laps, during which he had to change the contact breaker.

F. W. Dixon had the race almost to himself from the start until he crashed at Mill Corner on his 25th lap. Established class record at 76.84 m.p.h.

V. Gillow covered 11 laps and withdrew due to damage caused by a skid.

C. S. Staniland withdrew after 7 laps with engine trouble.

T. H. Wisdom withdrew at Newtownards with damaged steering after 7 laps.

RILEY (1,486 c.c.)

V. Riley's entry (1,500 c.c.), non-starter.

E. McClure, eighth in the race at 69.52

m.p.h. Delayed by having to change a buckled wheel and make adjustments.

CROSSLEY (1,098 c.c.)

G. N. Crowther covered 12 laps and withdrew owing to valve trouble.

V. Balla covered 8 laps and withdrew with clutch trouble.

R. F. Oats covered 4 laps and withdrew with clutch trouble.

ALTA (1,074 c.c.)

J. L. Ford covered 8 laps and withdrew after hitting a butcher's shop in Comber and severing a rear spring anchorage.

ASTON-MARTIN (1,476 c.c.)

R. O. Shuttleworth withdrew after 10 laps.

LEA-FRANCIS (1,496 c.c.)

W. Sullivan, an enthusiastic local motorist who put up a splendid show during the 29 laps which he completed. He established the class record at 74.06 m.p.h.

FRAZER-NASH (1,496 c.c.)

H. J. Aldington finished ninth at 68.68 m.p.h. A fine trouble-free run.

T. G. Moore ran well until he crashed at Ballystockart.

ALVIS (1,492 c.c.)

"V. Karachi" covered 28 laps.

TALBOT (2,970 c.c.)

T. E. Rose-Richards placed sixth at 75.32 m.p.h. Stopped only for replenishments.

Hon. B. E. Lewis finished seventh at 75.3 m.p.h. Involved in a collision with a Midget which necessitated a pit stop for adjustments and appeared to affect the brakes.

J. S. Hindmarsh withdrew after 23 laps. Had several pit stops for cooling troubles.

W. Esplen withdrew after 16 laps with water pump, radiator and brake anchorage troubles.

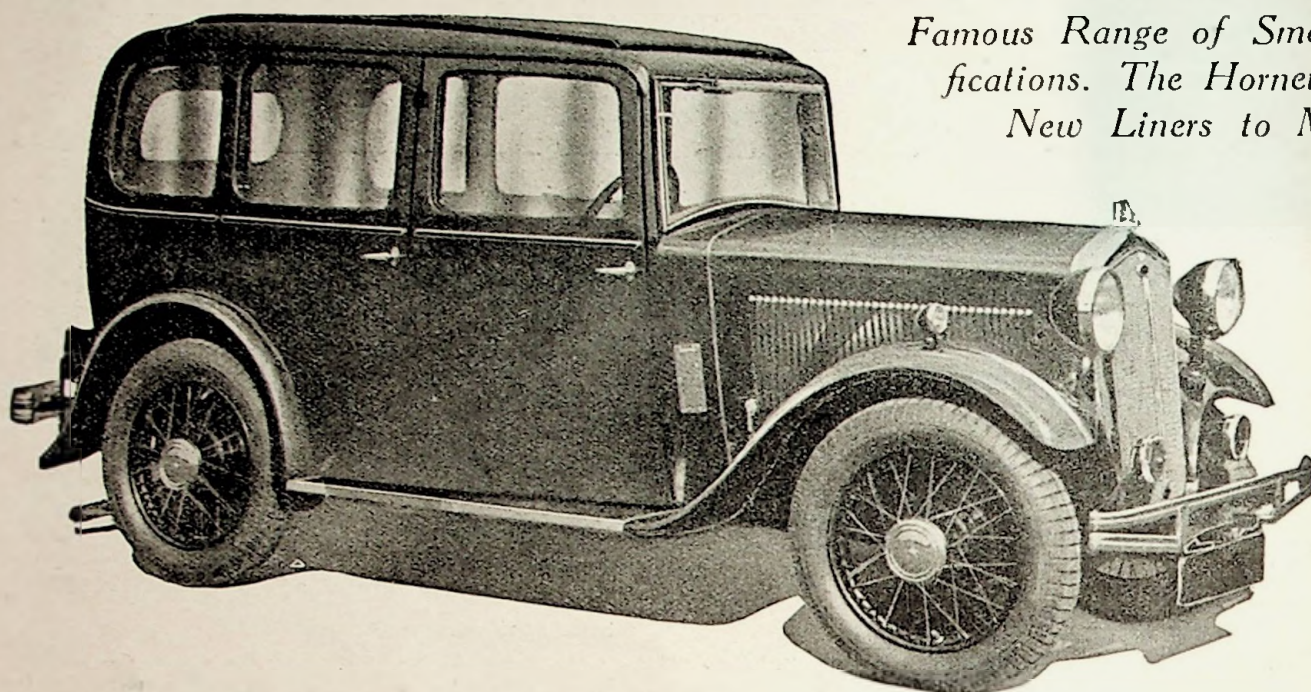
ALFA-ROMEO (2,336 c.c.)

Sir Henry Birkin finished fifth at 79.79 m.p.h. Established lap speed record of 83.2

m.p.h.

Earl Howe finished fourth at 80.53 m.p.h. Drove a magnificent race.

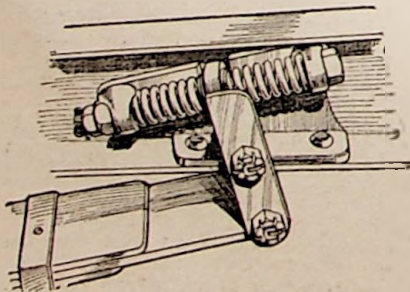
STILL BETTER HORNETS



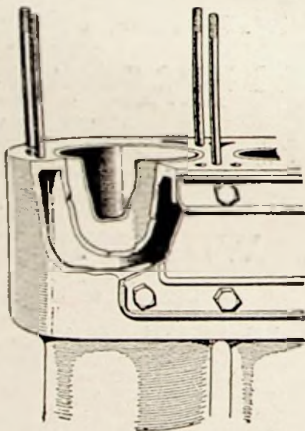
The saloon is almost identical in outward appearance with the 1932 car and has very roomy bodywork.

FOR the coming year the standard forward-engined Wolseley Hornet introduced at the last Olympia Show, and the special sports chassis which made its debut early this year, will be continued, but both models have received considerable attention. Although the prices remain unaltered, it is estimated that more than £20 worth of additional value is now incorporated in the saloon model, for instance.

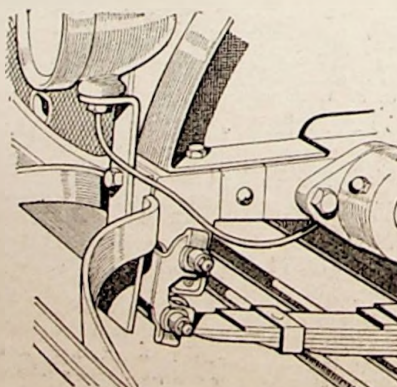
The question of cylinder bore wear is one which has exercised the minds of many motorists in recent times and the Wolseley Co. deserves considerable credit for tackling the problem earnestly. The solution, which has already been proved to be thoroughly satisfactory, is the use of sleeves for the cylinder bores, these sleeves being made of a special centrifugally cast iron, which is considerably harder than the material normally used for so complicated a casting as that of the cylinders and crankcase. The change is not one which is visible externally—indeed a close inspection of a cylinder block scarcely shows much difference to the untrained eye—but there should be no doubt that this will result in a greatly improved life.



A spring-loaded shackle is used at the rear of the front spring to keep shocks away from the steering.
B12



An outstanding feature of the Hornet engine for 1933 is that the cylinder bores have centrifugally cast hard iron liners to minimize wear.



To prevent side sway the front shackles are reinforced.

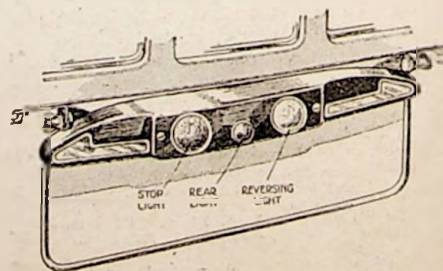
Famous Range of Small Sixes
fications. The Hornet Special
New Liners to Minimize

Fo
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Along with this important change, the piston design has been altered, what are known as centre-seal pistons being employed. These carry two plain pressure rings and one grooved scraper ring above the gudgeon pin, while in the skirt there is a stepped ring which also serves to prevent the passage of too much lubricant. In consequence, the consumption of oil should be reduced to a minimum.

The only remaining change of importance on the engine is the adoption of a distributor which automatically advances or retards the ignition, as may be required. Manual control is retained, however, so that the driver's discretion can still be exercised.

The clutch is entirely different from that used in 1932. Although a single plate is still employed, this has a flexible centre, and arrangement is made to pick up the drive very smoothly. Furthermore, there is only one point of adjustment. The gearbox remains very much as before, except that roller bearings are now fitted to the layshaft, so as to reduce friction and to increase reliability. For 1933, the standard model, like the existing special, will have a Hardy Spicer tubular propeller shaft with mechanical joints at each end.



The rear direction indicator incorporates the rear light, brake stop light and a reversing lamp.

OR 1933

es Numerous Modi-
der Rear Track.
Bore Wear

Although it follows the same general layout as that used hitherto on Hornet chassis, the rear axle has a larger banjo casing and is, in fact, strengthened throughout. A small feature which is of interest, is the provision of a dip stick so that the level of oil in the axle can be observed very easily.

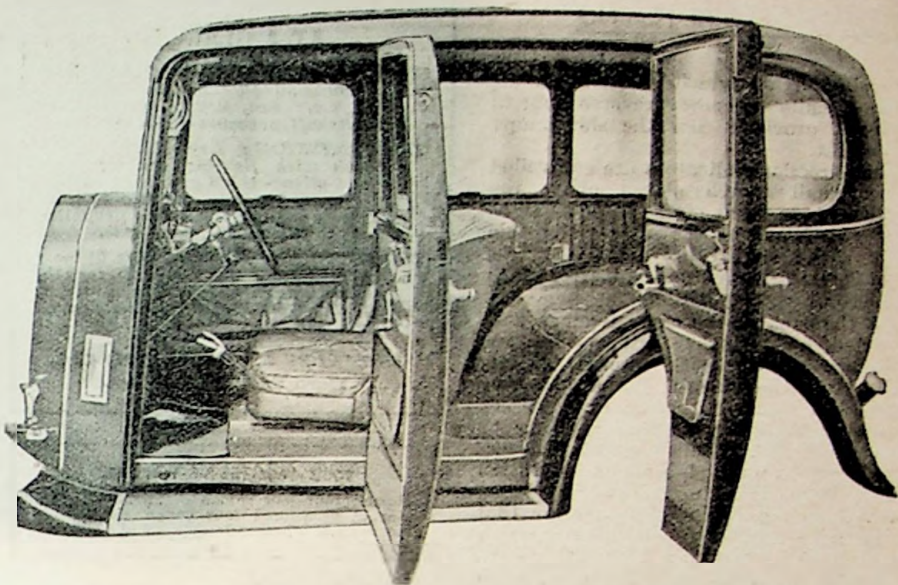
Lockheed hydraulic brakes are retained, of course, but the drums are now ribbed so as to provide greater rigidity and an additional cooling surface. This is understood to have removed all tendency for the brakes to squeak.

Rather wider springs are used and guides are provided for the shackles, so as to minimize side sway. At the front there is a spring-loaded shackle damper, which cuts out all road shocks from the steering wheel and improves the steering generally. Another factor which contributes to this end is the use of a self-adjusting track rod.

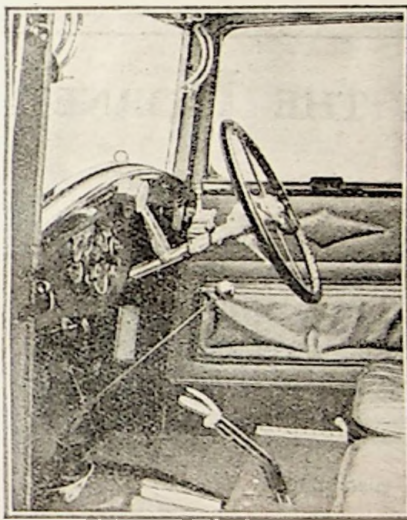
Larger Petrol Tank.

An eight-gallon petrol tank is now provided—still at the rear, of course—and fuel is fed to the S.U. carburettor by a Petrolift instead of by a vacuum tank. Another change in the equipment is the use of a Lucas device known as the Startix. This operates electrically and its effect is that if the engine stops for any reason while still switched on the starter motor is brought automatically into action and the engine is restarted. In thick traffic this should be a boon.

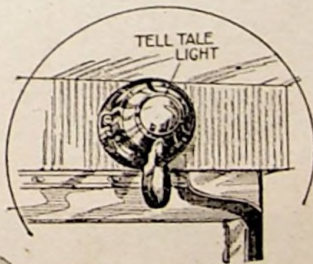
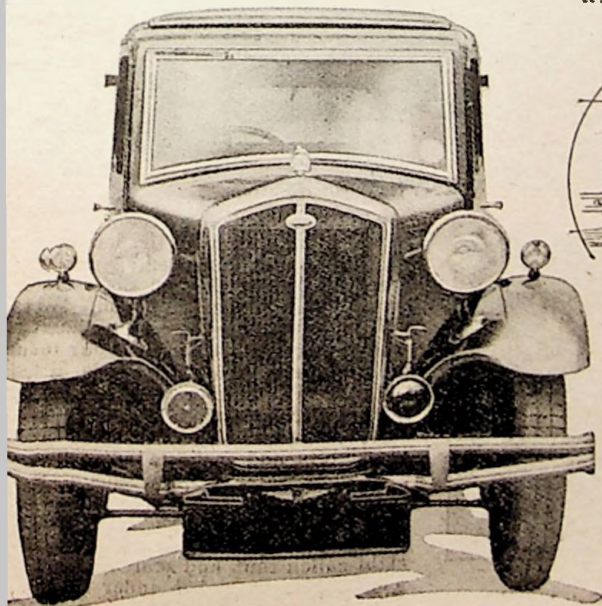
There are three possible positions for the ignition switch. If it be moved from the off position in a counter clockwise direction, the automatic arrangement does not operate, and the effect is just the same as that of switching on a nor-



For a chassis of its size the 1933 Hornet provides remarkable room for four full sized passengers. Real leather pneumatic upholstery is provided.



The driving position is comfortable and the dashboard fully equipped with instruments.



(Left) The front appearance of the car remains much the same but a honeycomb takes the place of a grille in the radiator. (Above) The switch which operates the direction arrow has a tell-tale light to remind the driver that the arrows are still on.

mal ignition system. A small button placed immediately above the ignition key operates the starter switch by a relay.

On the other hand, by turning the switch in a clockwise direction, not only is the ignition circuit completed, but the starter is brought automatically into action as well. Actually, it does not operate continuously but is brought in and out of action intermittently until the engine fires.

At the front of the car a new stone guard is to be noted. In place of the wire screen is a honeycomb arrangement which has an appearance very similar to that of a radiator block. The familiar Wolseley medallion is still mounted on the radiator and is now illuminated after dark by a small lamp connected



The new piston has two pressure rings and a grooved scraper above the gudgeon pin and a further stepped scraper ring in the skirt.

in the same circuit as the side lamps. This distinctive arrangement should assist to identify a car when parked at night amongst many others.

Each headlamp is mounted on a column of its own, which rises from the valance of the front wing. An addition to the electrical system is the fitting of an illuminated direction indicator, front and rear. The latter incorporates a stop light, the usual rear light and a

1933 WOLSELEYS (Contd.)

reversing light, which is switched on automatically whenever reverse gear is engaged, provided that the side lamps are alight.

The direction indicators are controlled by a small switch placed above the windscreen in front of the driver. With this switch is incorporated a tell-tale light which should prevent the driver from leaving the switch inadvertently in the left or right positions.

At the back of the car a luggage grid is fitted, but in other respects the appearance is not greatly altered. Internally, too, the general dimensions are much the same as before and are, of course, remarkably large for a car of this wheelbase. This general arrangement, which caused such a sensation when it was introduced a year ago, has proved so successful and popular that it is to be applied for 1933 to the new 16 h.p. Wolseley, an interesting car, which is, however, outside the light car category.

The finish is even better than before. Real leather upholstery is employed, for instance, and neat black fillets are fitted

AT A GLANCE

ENGINE: Six cylinder, overhead valves and camshaft; 57 mm. by 83 mm.—1271 c.c.; tax, £12; four-bearing crankshaft, pressure-fed lubrication.

TRANSMISSION: Dry single-plate clutch with flexible centre; four speed silent-third gearbox; ratios, 4.78, 6.48, 11.1 and 17.06 to 1; final drive by open Hardy Spicer propeller shaft to spiral bevel back axle.

DIMENSIONS: Wheelbase, 7 ft. 6½ ins.; track, 3 ft. 9 ins.; overall length, (with bumpers) 11 ft. 8½ ins.; width, 4 ft. 7 ins.; height, 5 ft. 4 ins.; turning circle 39 ft.

WOLSELEY MOTORS (1927) Ltd.,
Ward End, Birmingham.

1933 WOLSELEY PRICES.

Hornet four-door saloon ...	£198 10s.
Hornet occasional four coupe ...	£245
Hornet special chassis ...	£175

around the windows. Furthermore, there is a roof light and an eight-day clock, while each door has a pocket with a Zipp fastener, which should make for

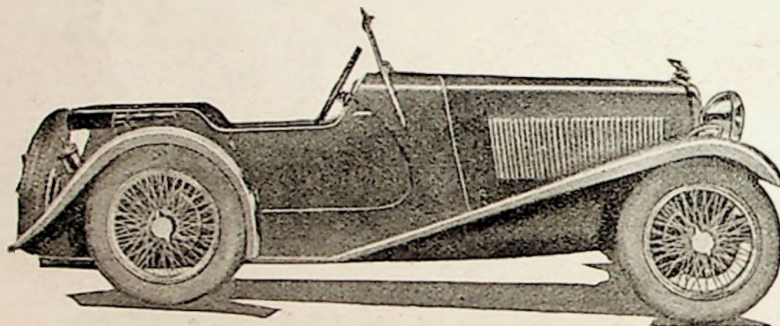
neatness. So far as the controls are concerned, the only important change is that the accelerator pedal—still mounted on the right—is of the type in which a hinged plate is employed.

Almost all the foregoing remarks apply also to the coupé, but on the special chassis there are fewer changes to be noted. These include such items as the Centri-cast cylinder liners, the new clutch, improved front springing, and more robust rear axle. The last-mentioned has a track of 3 ft. 9 ins., which is the same as that of the front axle and, as a result, this chassis is no longer crab-tracked.

A spring steering wheel of the wire spoke type is now standardized. So far as the road wheels are concerned, the hubs can be of the Magna or of the centre-locking type, as the customer chooses, but in either case the tyre size is 27 ins. by 4.75 ins.

During a short run in one of the new Hornet saloons, it became quite clear that the new clutch is unusually sweet in operation. Furthermore, the alterations to the springing have resulted in a considerable improvement, particularly as regards the comfort of the rear seat passengers.

SOME BODIES ON THE HORNET SPECIAL CHASSIS

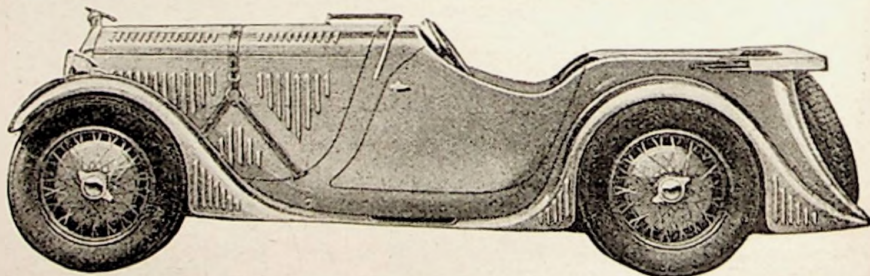


The Jarvis, which costs £265.

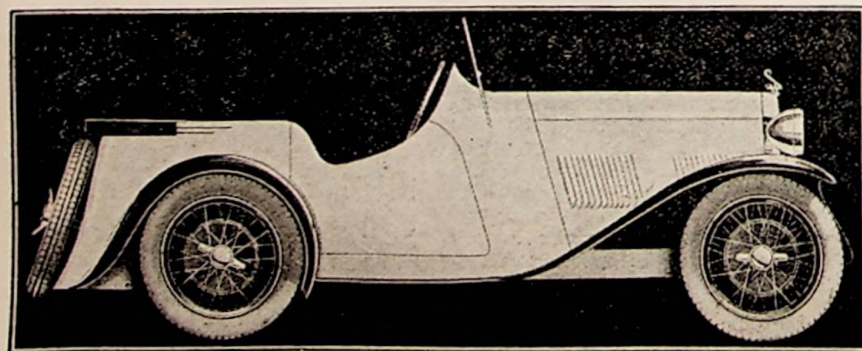
ON the right we illustrate the latest product of the new management of the Arrow Coachworks. This is a Hornet Special full four-seater sports model known as the Belle-Vite; it is designed on very continental lines.

This model is listed at £285 and its equipment includes tandem screen wipers, stone guards to radiator and headlamps, concealed luggage grid, quick-lifting hood and side screens.

The address of the manufacturers is Arrow Coachworks, Ltd., Boston Road, Hauxwell, London, W.7.



The Arrow "Belle-Vite" four-seater.



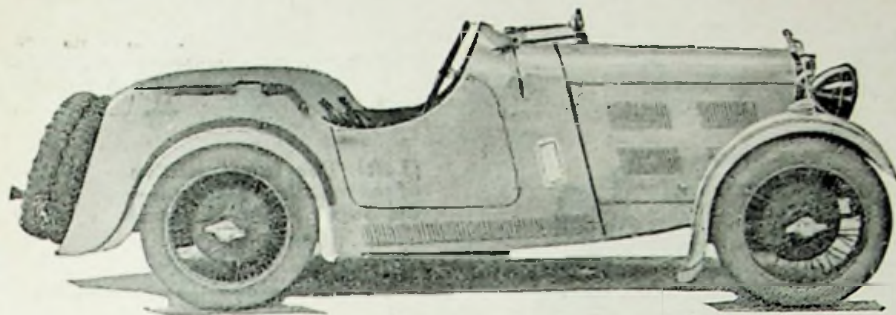
The Hardy open four-seater is a newcomer.

JARVIS of Wimbledon are responsible for the Hornet Special two-seater illustrated on the left. This model is listed at £265, and its specification includes a 15-gallon rear tank, large wings, specially wide doors, and tandem screen wiper. Complete all-weather equipment is, of course, standardized and the makers emphasize the good appearance of the car both with the hood up and down. The Jarvis Hornet is obtainable in any colour scheme to choice and prompt delivery can be made.

The address of the makers is Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon, London, S.W.19.

THE illustration on the left is of the open sports four-seater model produced by R. Hardy and Son, 50, High Street, Marylebone, London, W.1, at £275. Particular attention has been paid to accommodation for four adults; an eight-gallon petrol tank is fitted to the chassis and other features are headlamp stone guards, a two-way folding screen, Rudge racing wheels, scuttle ventilators and metal windscreens.

A four-seater sports saloon is also included in the range at £285, and has four winding windows and a sliding sunshine roof. This model also has an eight-gallon tank and scuttle ventilators. The tools are carried under the bonnet and the equipment includes safety glass.



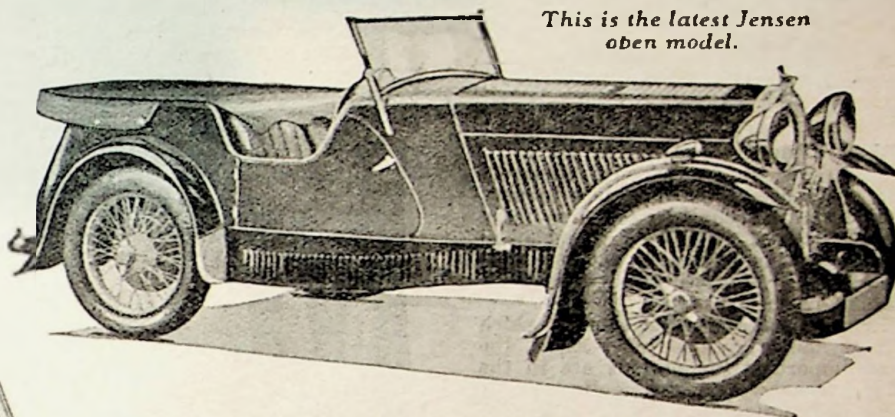
The Patrick Pendine super sports.

THE Patrick Pendine super-sports model shown on the left is listed at £275 by Patrick Motors, Ltd., 479-481, Bristol Road, Bournville, Birmingham, and is claimed to give full accommodation for four adults. Metal cowls are fitted to the scuttle; both front seats are of the bucket type, Leverroll-controlled, and tilt to give easy access to the rear seats. The efficient hood in its furled position is concealed within the frame of the body.

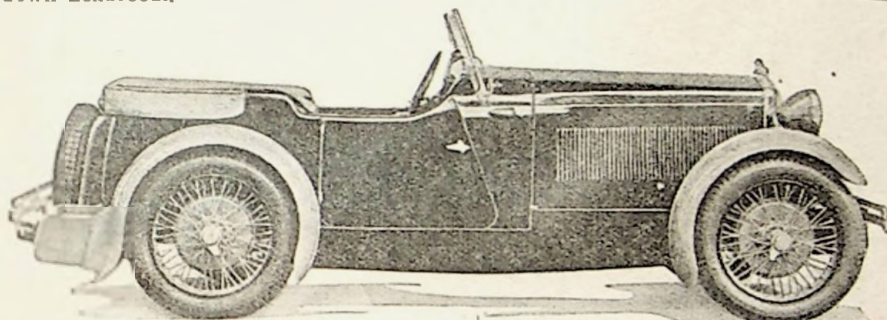
Also in the Patrick range is a coach-built coupé with a sliding roof at £285.

JENSEN MOTORS, High Street, West Bromwich, are the builders of the pleasing four-seater sports shown on the right. On the standard chassis the price is £225 and on the Special chassis £255. Its features are low build without cramping the driving position and giving plenty of headroom when the hood is raised. The steering column has been considerably raked and a racing-type spring-spoked steering wheel is fitted as standard.

A coupé model is also listed in the Jensen range for 1933 at £290, which is of very low build without cutting down headroom.



This is the latest Jensen open model.



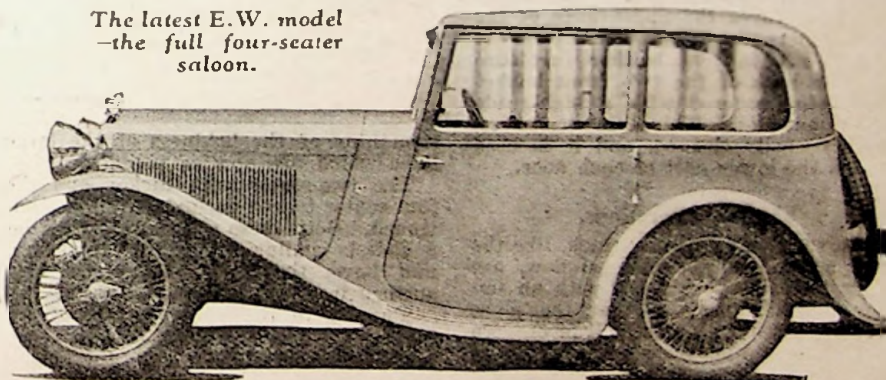
The Swallow open four-seater.

A TWO-SEATER open model and a four-seater speed model (on left), priced at £255 and £260 respectively, comprise the 1933 range of the Swallow Coachbuilding Co., of Foleshill, Coventry. The two-seater continues unaltered for next year, but the rear seating accommodation of the four-seater has been greatly improved. The petrol tank at the rear—with its racing-type filler cap—holds 12 gallons; cycle-type wings and bumpers front and rear are fitted to both models, and a wide range of colour schemes is available to choice.

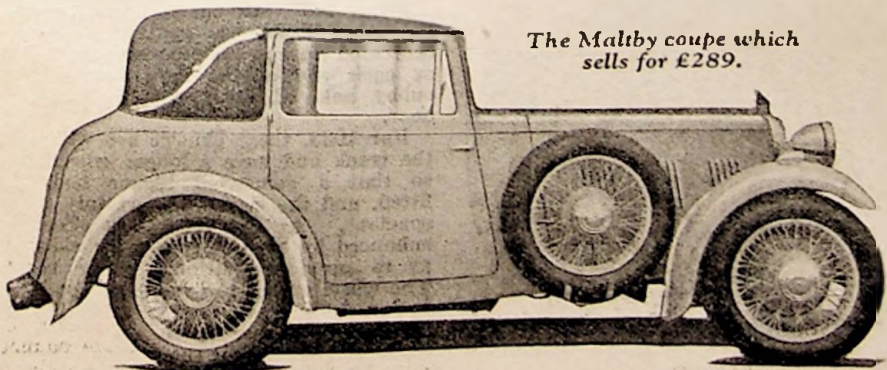
EUSTACE WATKINS, LTD., 12, Berkeley Street, London, W.1, are listing seven models in their range for 1933. These are the well-known Daytona model at £275, the International two-four-seater at £250, the International full four-seater at £255, a drop-head coupé at £275, the Silex (sliding roof) coupé at £280, a Tickford sportsman's coupé at £285, and a new model, a full four-seater sports saloon with sliding roof at £295.

The coupés have been modified by the adoption of more comfortable seating with better accommodation in the rear compartment. Detail improvements have been incorporated in the popular Daytona model in which neater lines are noticeable. The new-comer, the four-seater saloon is shown on the right.

The latest E.W. model—the full four-seater saloon.



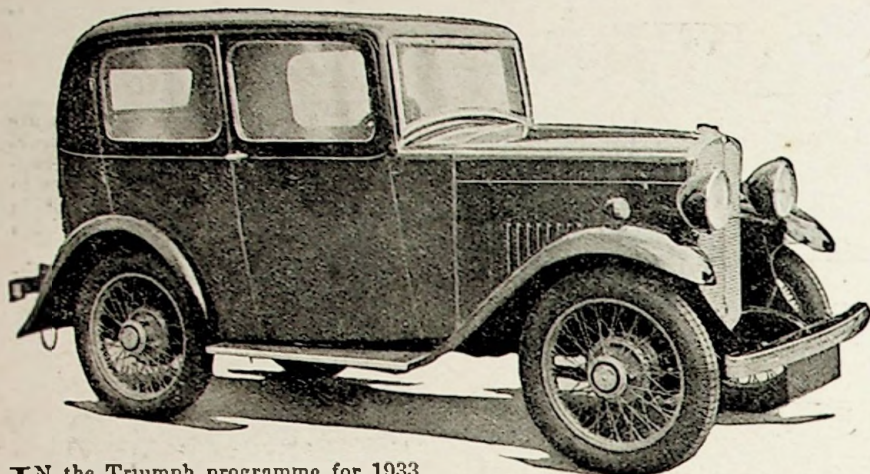
The Maltby coupé which sells for £289.



MALTBYS, LTD., of 141-143, Sandgate Road, Folkestone, build the coupé shown on the left which is listed at £289, together with an open four-seater at £275 and a two-seater drop-head coupé. A new model introduced for 1933 is a four-seater sunshine saloon at £289.

The sportsman's coupé is a comfortable three-seater, in which the rear seat—in one corner—is of special design. Other features of this model are a concealed luggage grid in the tail, four interior electric lights, and a sunshine roof. The spare wheel is carried on the side of the car and great pains have been taken in all models to secure neatness of line.

FOUR



(Left) The latest edition of the smallest Triumph—the Super Eight pillarless saloon.

1933 TRIUMPH PRICES.

Super Eight	...	...	...	£155
Super Nine	...	...	...	£189
Twelve-Six	...	...	...	£198
Each model is available at the above prices as a saloon de luxe, a two-four-seater de luxe or a four-seater tourer de luxe.				
"Southern Cross" sports four-seater	...	...	...	£225

IN the Triumph programme for 1933, which was announced on Wednesday last, there are no entirely new models, and the range consists of three main chassis types. Various mechanical changes are to be noted, however, and considerable improvements have been effected in the bodywork.

Regarding the smallest chassis, which is now known as the Super Eight, the most important innovations are in the saloon coachwork. An entirely new form of sliding roof is used, a simple chain-and-sprocket gear being employed, so that the roof can be wound open by means of a neat handle inside. All the mechanism is, of course, enclosed and is thoroughly protected from the weather. The sliding portion of the roof fits flush with the metal-panelled cant rails, so that the whole arrangement is exceptionally neat. At the forward end the roof terminates in the fashionable peakless front.

The body itself is, of course, of the pillarless type, which the Triumph Co. introduced a year ago. The doors are now extended right down to the running board, an arrangement which greatly improves the appearance of the car. Internally, the upholstery is carried out in real leather furniture hide, the back of the two front bucket seats being covered with a high-grade carpet material. This can, of course, be very easily cleaned, and it is used also on the lower part of each door.

Window Alterations.

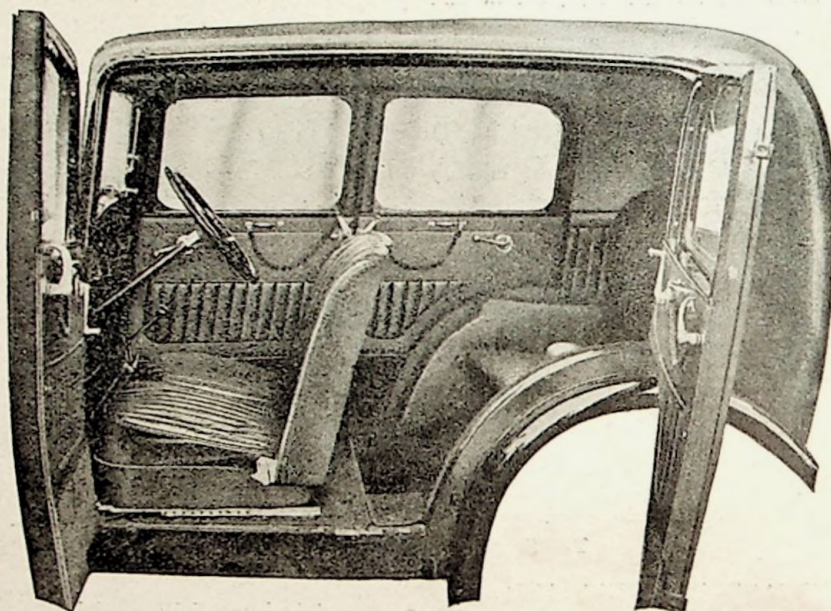
The winding windows, which, like the front screen and the rear window, are of Protectoglass, are fitted with an improved mechanism, so that the glass winds right down to the sill level. To all the doors upholstered rubber tubing is fitted for the exclusion of draughts.

Each door is provided with a silk cord "pull" and a wide pocket. The window cappings are of polished wood, as also is the fascia board, at each end of which there is a cubby hole.

A roof light is fitted, and the blind for the rear window is concealed behind the seat squab, the usual control from the driver's seat being employed, of course. Upholstered pads on the rear-wheel arches transform them into comfortable arm-rests.

Two colour schemes are offered. In one of them the bodywork is blue with a grey line, the upholstery being brown and the wheels grey. In the other the bodywork is black, with a green line and green upholstery and wheels. Regarding the latter, by the way, a very large hub cap is fitted, so as to give

D16

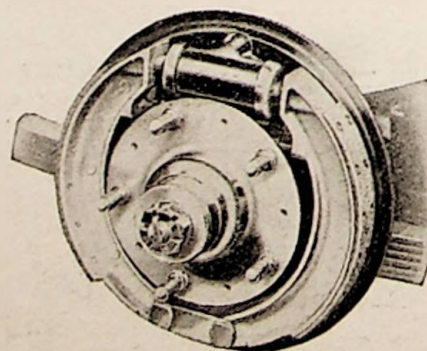


The interior of the pillarless saloon on the Super Eight chassis is roomy and well finished. The front seats can be slid forward to give easier access to the rear seats.

something of the boldness of the large hubs which are now so popular.

The two-seater with dickey and the four-seater tourer de luxe are both continued. Both these models are fitted on a chassis similar to that of the saloon, and have, therefore, half-elliptic rear springs instead of quarter-elliptics.

Turning to the Super Nine and the Twelve-six, the bodywork on these two chassis is identical. Like the Super Eight, these bigger saloons have a



All Triumphs have hydraulic brakes with shoes having a large frictional area.

peakless front and the winding mechanism for the opening roof, as well as a concealed rear blind and hidden door check straps. The same two colour schemes also are offered. All three models have a new pattern of radiator stone-guard.

The Nine and the Twelve have a windscreens with special quick-acting fittings, so that the screen can be fully opened very rapidly. Provision is also made for quite small openings, such as are sometimes desirable for ventilation. A double-bladed windscreen wiper is standardized. All the instruments and the usual dashboard controls are concentrated on the instrument panel, and at each end of the fascia board is a cubby hole which is provided with a door.

For 1933, these chassis are wider in the track and have a longer wheelbase, so that a somewhat bigger body is fitted, and the seats are certainly more spacious. At the rear, this effect is enhanced by recessing the body sides so as to provide additional elbow room. The wheel arches are very fully padded, and a folding arm-rest is fitted in the middle of the rear squab.

Over the rear seat the roof is recessed to provide extra headroom, and the floor

ATTRACTIVE TRIUMPHS

A "Super Eight"—Four-speed Boxes and Permanent Jacks on the Nine and Twelve

is perfectly flat, no foot wells being necessary. Instead, there is a foot-rest on a hinged mounting, so that it can be swung into two positions. It is also very easily detachable, so that the floor carpet can be kept clean.

Externally, the most notable changes are in the mudguarding. The front wings are now made in one piece with their valances, and have a rather more pleasing shape. The rear wings are domed and have less sweep at the back than in 1932. Over the rear tank there is a fairing which follows the contour of the wings. As on the Super Eight, bumpers are fitted front and rear, and the springs are enclosed in gaiters.

The standardization of a permanent jacking system strikes a new note—at any rate, so far as light cars are concerned. Two Stevenson hydraulic jacks are employed and are mounted one on each side, under the side members of the frame, where they are almost completely concealed by the running boards.

Apart from the dimensional changes already indicated, the layout and details of the chassis frame remain very much the same as before. There are, indeed, two extra cross-members near the middle of the frame, but these are very light and serve simply to carry the 6-volt batteries, of which there are two wired up in series, as the electrical

system—ignition, lighting and so on—operates at 12 volts.

Neither power unit is appreciably altered, and the only noticeable change on the 9 h.p. engine is the fitting of a breather pipe from the oil filler down to the sump level, so that fumes are not likely to enter the body. Both models now have an electrically operated Petrolift to feed the carburettor from the rear tank.

There is, however, one very important change, in that a four-speed gearbox with silent third is standardized on the Super Nine and on the Twelve-six. Concurrently, the top gear ratios have been raised substantially, that on the Twelve-six being now 5.75 to 1, while the Nine has a gear of 5.25 to 1. The other ratios are given in the specification panel, "At a Glance."

There remains the Southern Cross, which for 1933 will have a larger engine. So far as general design is con-

AT A GLANCE

SUPER EIGHT

ENGINE: Four cylinder, side-valve, 56.5 mm. by 85 mm. = 832 c.c. Tax, £8. Three-bearing crankshaft, pressure feed lubrication.

TRANSMISSION: Dry single-plate clutch. Three-speed gearbox; ratios, 6.25, 11.1 and 21.8 to 1. Final drive by tubular propeller shaft with mechanical universal joints to underslung worm-driven rear axle.

DIMENSIONS: Wheelbase, 6 ft. 9 ins.; track, 3 ft. 7½ ins.; overall length, 10 ft. 11 ins.; overall width, 4 ft. 5 ins.; height, 5 ft. 4 ins.; turning circle, 34 ft.; tyres, 27 ins. by 4.00 ins.

SUPER NINE

ENGINE: Four-cylinder, o.h. inlet valves, 60 mm. by 90 mm. = 1,018 c.c. Tax, £9. Three-bearing crankshaft, pressure feed lubrication.

TRANSMISSION: Dry single-plate clutch. Four speed silent third gearbox. Ratios, 5.25, 8.05, 12.47 and 20.42 to 1. Final drive by tubular propeller shaft with mechanical universal joints to underslung worm-driven rear axle.

DIMENSIONS: Track, 3 ft. 9 ins.; wheelbase, 7 ft. 8½ ins.; overall length, 12 ft.; overall width, 4 ft. 7½ ins.; height, 5 ft. 5 ins.; turning circle, 37 ft.; tyres, 27 ins. by 4.40 ins.

TWELVE SIX

ENGINE: Six-cylinder, side-valve, 56.5 mm. by 80 mm. = 1,203 c.c. Tax, £12. Four bearing crankshaft, pressure feed lubrication.

TRANSMISSION: As Super Nine except ratios, 5.75, 8.82, 13.64 and 22.40 to 1.

DIMENSIONS: As Super Nine except wheelbase, 8 ft.; overall length, 12 ft. 4 ins.; turning circle, 38 ft.

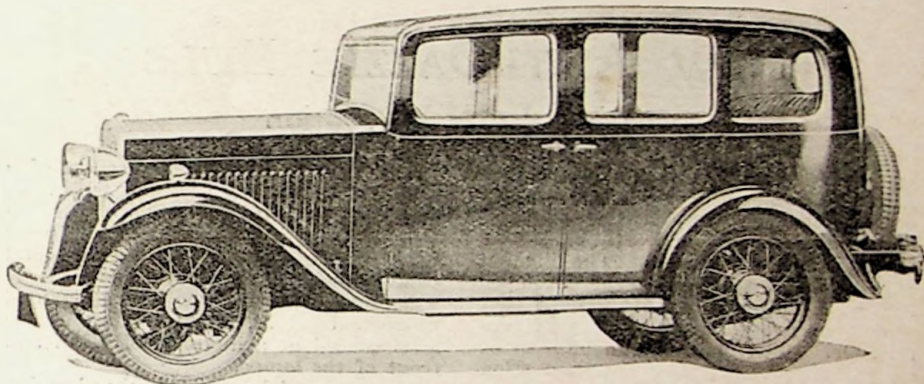
"SOUTHERN CROSS"

ENGINE: As Super Nine except 63 mm. by 90 mm. = 1,122 c.c. Tax, £10.

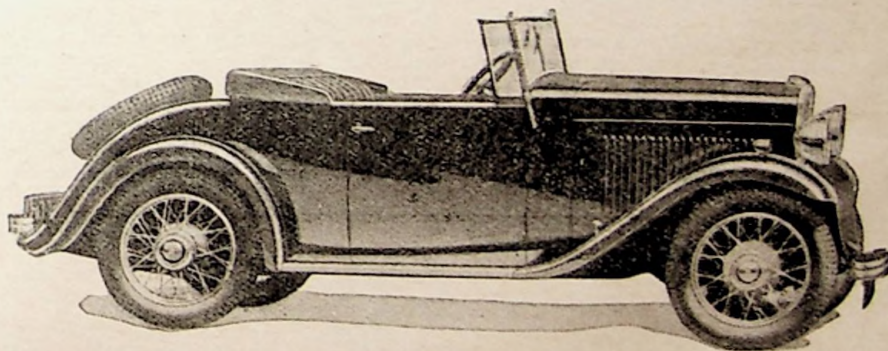
TRANSMISSION: As Super Nine except ratios, 4.8, 7.36, 11.40 and 18.7 to 1.

DIMENSIONS: As Super Nine except wheelbase, 7 ft. 3 ins.; overall length, 12 ft. 5 ins.

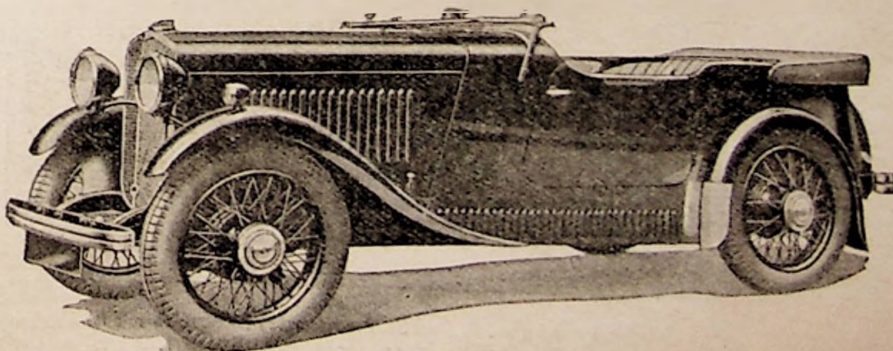
TRIUMPH CO. LTD., COVENTRY.



The Super Nine De Luxe coachbuilt saloon is larger for 1933.

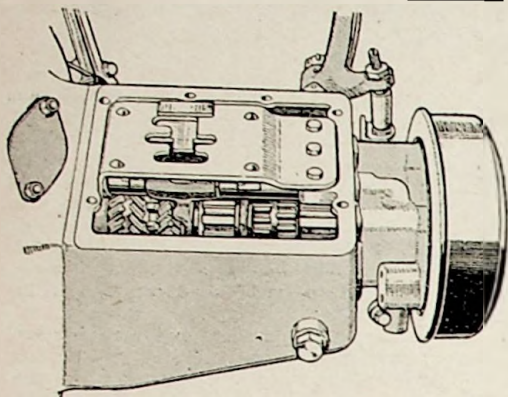


The two-seater on the Super Nine. There is a large dicky seat.

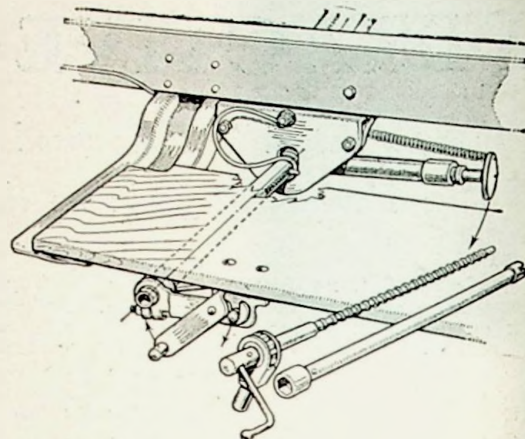


The "Southern Cross" sports four-seater in its latest form.

FOUR ATTRACTIVE TRIUMPHS (Contd.)



(Left) The new four-speed gearbox fitted to the "Nine" and "Twelve-six" has a silent third ratio. The transmission brake is retained. (Right) Stevenson hydraulic jacks also figure on these two models.



cerned, this power unit is very similar to that which has been fitted during 1932, but the bore is 63 mm., which, with a stroke of 90 mm., gives a capacity of 1,122 c.c. instead of 1,018 c.c. Unlike the Super Nine, the Southern Cross has not a longer wheel-

base than for 1932, but the track is increased to 3 ft. 9 ins.

The new "silent third" four-speed box is, of course, employed. With the larger engine and no appreciable increase in weight, somewhat higher gear ratios can be used, top gear being 4.8.

For the most part the bodywork is unchanged, but flared wings of slightly different shape are employed. The performance of the 1933 Southern Cross is expected to be distinctly above the usual run, and a high cruising speed is anticipated.

NEW ANTI-DAZZLE BULB

Mazda Lund Innovation

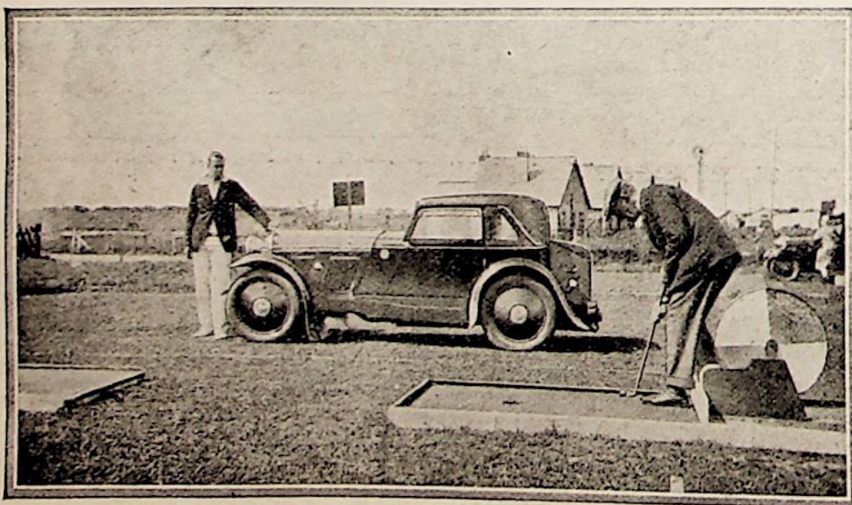
A HEADLAMP bulb with special anti-dazzle properties will shortly be marketed by the British Thomson Houston Co., Ltd., and will be known as the Mazda Lund bulb. The filament is of the close-coiled loop type developed by Mr. Lund, and is so arranged that a very accurate degree of focus is obtainable. The glass of the bulb is of special shape, and its upper portion is provided with an opaque covering having certain reflecting powers which add to the efficiency of the lamp.

The bulbs are to be available for use with 6-volt or 12-volt systems, single or double contact. There are three powers of bulb for each voltage. The prices of 18 and 24-watt bulbs of either voltage will be 4s., whilst the 6-volt 30-watt bulb is to cost 5s. 6d. and the 12-volt 36-watt bulb 4s. 3d.

The R.A.C. has issued a report of a trial of the Mazda Lund bulbs, in which it is stated that two of the 12-volt 36-watt bulbs consumed actually 34.4 watts each, providing a total candle-power at the source of 48.6. It was found that with the lamps mounted at normal height, blinding effect at eye level ceased at a distance of 150 ft. in front of the lamps.

From the driving sent a pedestrian so dressed as to be seen only with difficulty could be picked out when 238 ft. in front of the car, provided that he was no farther from the centre of the beam than 13 ft.

The anti-dazzle properties of the bulb are, of course, achieved by its special construction, and are, as it were, automatic; it does not call for the use of dipping or switching devices.



STILL POPULAR.

Snapped at Chapel St. Leonards, Skegness: The owner of a Wolseley Hornet Jenson Special watches the operation of holing out at the third on the popular midget golf course.

Ulster Rally and Concours.

OUT of the 86 cars which started in the Ulster Motor Rally last week, 76 checked in at the finish at Bangor, Co. Down, on Tuesday, August 16th. Routes from this country—from London, Birmingham and Edinburgh—all converged on Liverpool; the Irish starting points were Dublin and Belfast. In each case the route was approximately 750 miles in length, which had to be covered at an average speed (except for sea and frontier crossings) of 24 m.p.h.

The results are given under "Club Items" in this issue.

A Concours d'Elégance was held on the following day, August 17th, on the sea front at Bangor, and the method of judging was noteworthy for its common sense and fairness. First and second prizes in the 1,100 c.c. open car class were won by W. Waddicor and R. E. Parish with cream Riley Gamecocks, and first prize in the 1,100 c.c. two-seater coupé class was won by Mrs. Alan F. Craig's red Avon Standard Little Nine. Rileys scored another win in the small saloon class, where J. D. Farrell's grey and blue car was awarded first prize and F. Boal's chocolate saloon second place.

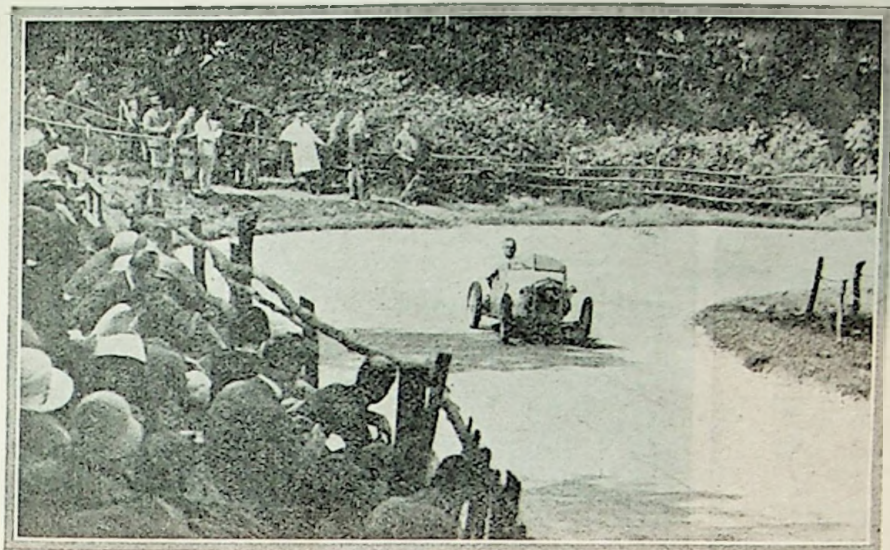
Times taken at a secret check decided the issue between several drivers who had performed equally well.

Capt. Yates-Benyon.

THE latest news of Capt. Yates-Benyon, who is driving a Hillman Minx tourer overland single-handed from England to Calcutta in an attempt to race the s.s. "Manora," is that the adventure has ended in a very gallant failure.

The following cable received from Capt. Yates-Benyon, at Quetta, conceals a story of hardship and endeavour which will probably never be known in its true value:—

"At last. Over 6,800 miles in 33 days. Averaging 207 per day. Slight malaria. Will remain Quetta two days. Feeling tired. This establishes record for any car of any make."



On the famous bend where thrills abound.

SHELSLEY WALSH AGAIN

Next Week—The Amateur Climb

MOST of the nees who perform so well at Shelsley are seen both at the open and at the closed event. There seems no reason, therefore, why, even at the eleventh hour, the record for the existing course should not fall. Given a fine day and a car that is really behaving itself, there is, in fact, every likelihood of Von Stieck's figure of 42½ secs. being equalled, if not beaten. It must be clearly understood, however, that it is the intention of the M.A.C. to lengthen Shelsley course for next year's open climb, so, gentlemen, this is your last chance!

Entries are coming in very well and, as usual, there are dark horses. R. T. Horton has been working very hard on his "Special." With the aid of only one mechanic, this enthusiastic driver does all his own tuning in the private workshop attached to his own house. Other drivers are equally determined, and much good work has been done since the "open" event.

Members of The Light Car Club who took part in the Relay Race have been invited to enter complete teams.

We learn that the arrangements will be the same as usual, so far as the public is concerned. People who were unable to obtain a really close-up view of the open climb should remember that there is seldom such a big crowd for the closed event although the affair is nearly as good. It will pay them, therefore, to make their way to Shelsley and obtain a good seat.

Once again, there will be several club rallies, The Light Car Club, amongst others, having signified its intention of being present in force. The Riley Club will also be there, and doubtless there will be much celebration in view of the recent success of Rileys in Ireland.

Shelsley is within easy reach of the Midlands, and is roughly only 120 miles from London. The car park arrangements are admirable, and there are excellent picnicking sites; in fact, the climb forms a pleasant and memorable outing for those who attend.

Next week we hope to give a full list of the entries, together with other information of direct interest to spectators.

From Paris

NEW "BABY" AMILCAR 750 c.c. Model for Salon

AN interesting small car which will make its debut at the Paris Salon next month is the new 750 c.c. Amilcar, which is to be produced at a remarkably low price.

The four-cylinder engine is the conventional type of side-valve unit employed in all Amilcar models. It develops 19 h.p. at a normal speed of 3,750 r.p.m., and, as the weight-to-power ratio of the car is very low, it is credited with an excellent turn of speed.

The weight of the three-speed gearbox is only 15 lb., in spite of the fact that very robust and wide pinions are employed, whilst the weight of the complete car with two normally heavy passengers and luggage works out roughly at 12 cwt. It is claimed that a steady 42 m.p.h. can be maintained on long-distance runs.

The lubrication system is particularly simple and efficient. The oil pump can be dismantled by undoing two nuts, and the return oil pipe—mounted externally—is also easily removed for cleaning purposes.

Battery ignition is employed; the dynamo is driven by belt and the distributor is mounted on the head of the pump shaft. The camshaft is driven by straight, cast-iron pinions. A single-disc, dry-plate clutch is employed.

Open To You

The following famous gardens will be open to the public on Sunday, August 28th, on payment of a small fee in aid of the Queen's Institute of District Nursing.

CHESHIRE.—Peover Hall, Over Peover.

DORSET.—Chantmarle, Cattenstock.

KENT.—Oxon Hoath, Tonbridge.

LANCS.—Downham Hall, Clitheroe.

SALOP.—Cheswardine, Market Drayton.

SOMERSET.—Croydon Hall, Washford. Ven, Milborne Port.

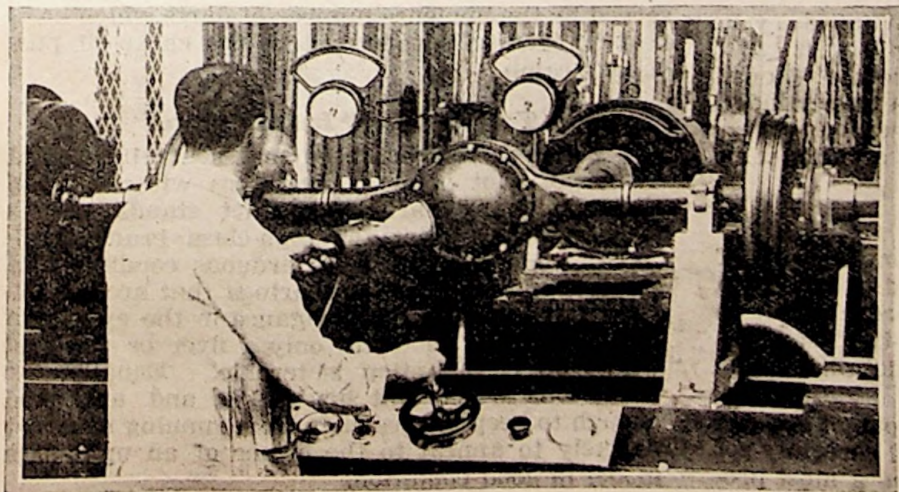
Going Up!

Welcoming 600 guests to the Wolseley Convention last Tuesday, Sir William Morris said that Britain is now definitely on the up grade. He added that thousands of families would employ two or more cars in place of one if taxation were less heavy.

Mr. E. G. Morley, the Wolseley sales manager, gave an excellent address on the features of the 1933 Wolseley cars.

LISTENING-IN

An operator at the Wolseley factory using a radio-stethoscope to detect undue noise in a rear axle. The degree of noise produced by gear-boxes and back axles is scientifically registered on a dial.





Some of England's most delightful seaside resorts are to be found on the north-east coast of Yorkshire. The photographs on these two pages depict—

Another £6-tax Car.

THERE now seems to be little doubt that before very long the £6-tax car will be an accomplished thing. One hears a lot of talk about it in the trade and last week I was allowed to see an experimental model which has been built by a well-known concern. Half a dozen more of them have been laid down and are in various stages of advancement from an almost completed vehicle at one end of the shop to an embryo at the other.

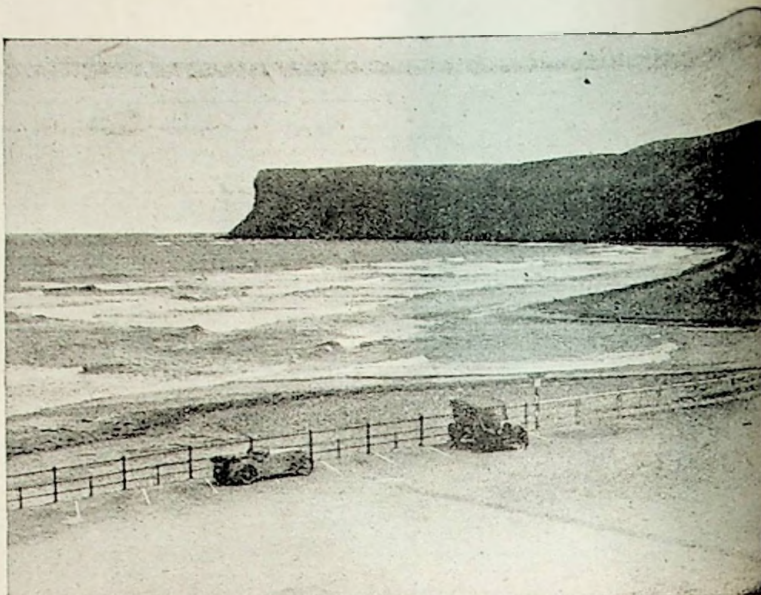
Naturally the makers do not wish me to give away their name in case they do not proceed with their plans and they have also asked me to be discreet in referring to the mechanical details, which contain many brain-storms that they intend to keep to themselves pro tem. What do you think, however, of a car which will seat two grown-ups and two children, which weighs 8½ cwt. with a touring body, and which has a two-cylinder water-cooled engine, a unit construction three-speed gearbox and a bevel-driven rear axle with a differential?

A Fair Start.

THE secret of the exceedingly low weight of this car is that the entire method of body and chassis construction has been approached from a new angle. And so, for that matter, has the springing and many of the other details of the car.

Whether when this chicken pops out of its egg it proves fruitful or otherwise, it will certainly set tongues wagging and may easily have a most probable

B20



RICH M

nounced influence upon the design of the baby car of the future. I shall have more to say about it from time to time as the details of the design become settled and as the experimental models begin to point the way to the ultimate form which the car will take. Up to date some eight months' work on the idea has been completed by a team of very competent folk backed by the resources of a factory possessing everything needed in the way of plant and an ample reserve of £.s.d.

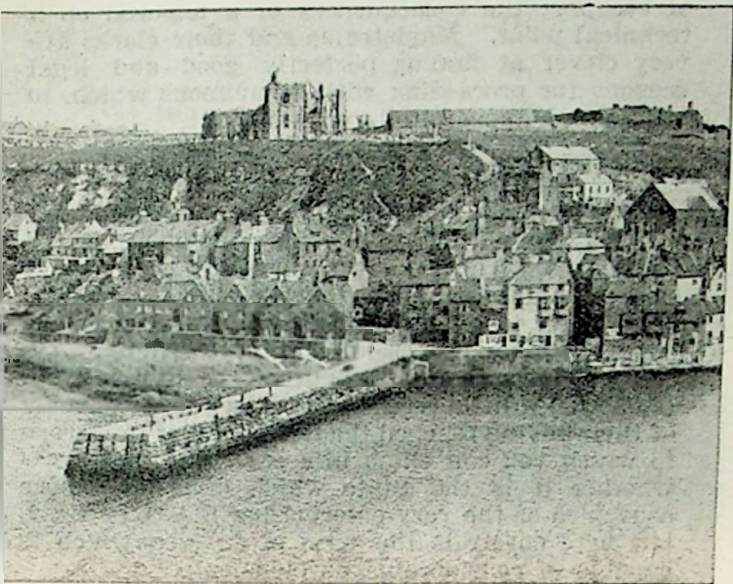
Cheap Oil.

WHAT a lot of to-do there has been about the use of cheap oil. The makers of the well-known brands have implored motorists to shun it, and self-appointed experts all over the place have been helping the campaign along. One newspaper correspondent even went so far last week as to say that if you use cheap oil, carbon will collect in the crankcase and choke the oilways! Certainly the oil companies have suffered from no shortage of recruits for their campaign.

I wonder whether any useful purpose has been served by the immense number of darts which have been pitched so ruthlessly into the cheap-oil purveyor's camp.

Tar for His "Little Palace."

MY own feeling has been that neutrality would save a lot of words and fuss without doing either side any harm. The fact stands and is incontrovertible that the high-class brands skillfully blended to withstand arduous conditions of service, and to preserve bearings that are beautifully fitted, are an extravagance in the eyes of a man whose car is worth only a liver or two and whose oil consumption is terrific. Equally, the cheap oils which suit his pocket and are good enough to keep his bearings from running are most unlikely to appeal to the owner of an up-to-date model in good condition.



MIXTURE

Light Car Comment and Advice

by
Focus

The "don't use cheap oil" campaign is surely rather analogous to saying "don't tar your house." Nothing will stop the cottager from clapping an occasional dose of tar on his weather walls, and nothing will coax him to apply costly enamels to them. Similarly, the man who has acquired a "little palace" in the suburbs would not be such an ass as to call at the gasworks for supplies when a little renovation is needed.

Bank on John Motorist.

WHEN you begin to dabble in such subjects as the use of cheap oil you are always likely to cause an upheaval. An oil magnate may swoop down on you and prove conclusively that no sort of bearing in any kind of car can possibly hang together when fed with a cheaper oil than his. Or little fellow running quite a small business may confront you with undeniable evidence to prove that his 2s. 6d. a gallon oleophines are a brilliant success in Schneider Trophy engines run perpetually in a white-hot furnace in Hades.

But surely all this is a great waste of time. John Motorist can be just as surely depended upon to avoid tipping rubbish into his sump as he can to run a car that is not the last word in value for money. The public is and always has been a magnificent judge of any commodity and there is nothing harder than trying to swerve it away from confirmed belief.

—(Left to right) Staithes; Saltburn, famous for its annual speed trials on the sands; Whitby and Runswick Bay. Inland there is the Wolds country.

Spotting "The Goods."

IN this connection how sure has been the public touch in its choice of all things pertaining to motoring during the tight times of the past year or two. It took next to no time for everyone to realize that the Standard Little Nine was the goods, and to clamour for it in a voice that shook the works to the core. And it is the same with accessories, equipment, insurance and all other motoring supplies.

The public unerringly spots the products of anyone who offers them the little something others haven't got, and swerves violently out of the way of the salesman whose principals have not been clever enough to provide him with the last word in value for money.

When a Summons Comes Late.

FROM time to time I hear from folk whose jubilation is tempered with doubt because they have not received within 14 days the summons which they expected would result from some offence that had been committed.

It takes a little time to wring from the Road Traffic Act the exact position in which one is placed when a summons arrives late. In the first place one must remember that the 14 days' limit applies only to a summons relating to exceeding a speed limit, or to reckless, dangerous or careless driving, and, secondly, it falls upon the defendant not only to prove that the police failed to serve the summons through no fault of his own, but also that the constable who stopped him did not at the

RICH MIXTURE (Contd.).

time warn him that the question of prosecution would be considered. The wording of the Act is as follows:—

A person . . . shall not be convicted unless either:—

he was warned at the time the offence was committed that the question of prosecuting him . . . would be taken into consideration or

within fourteen days . . . a summons . . . was served on him or

a notice of the intended prosecution . . . was served on him or sent by registered post to him or the person registered as the owner of the vehicle. . . .

Provided that failure to comply with this requirement (on the part of the police) shall not be a bar to the conviction of the accused . . . where the court is satisfied that (1) neither the name and address of the accused nor . . . of the registered owner . . . could with reasonable diligence have been ascertained in time . . . or (2) the accused by his own conduct contributed to the failure.

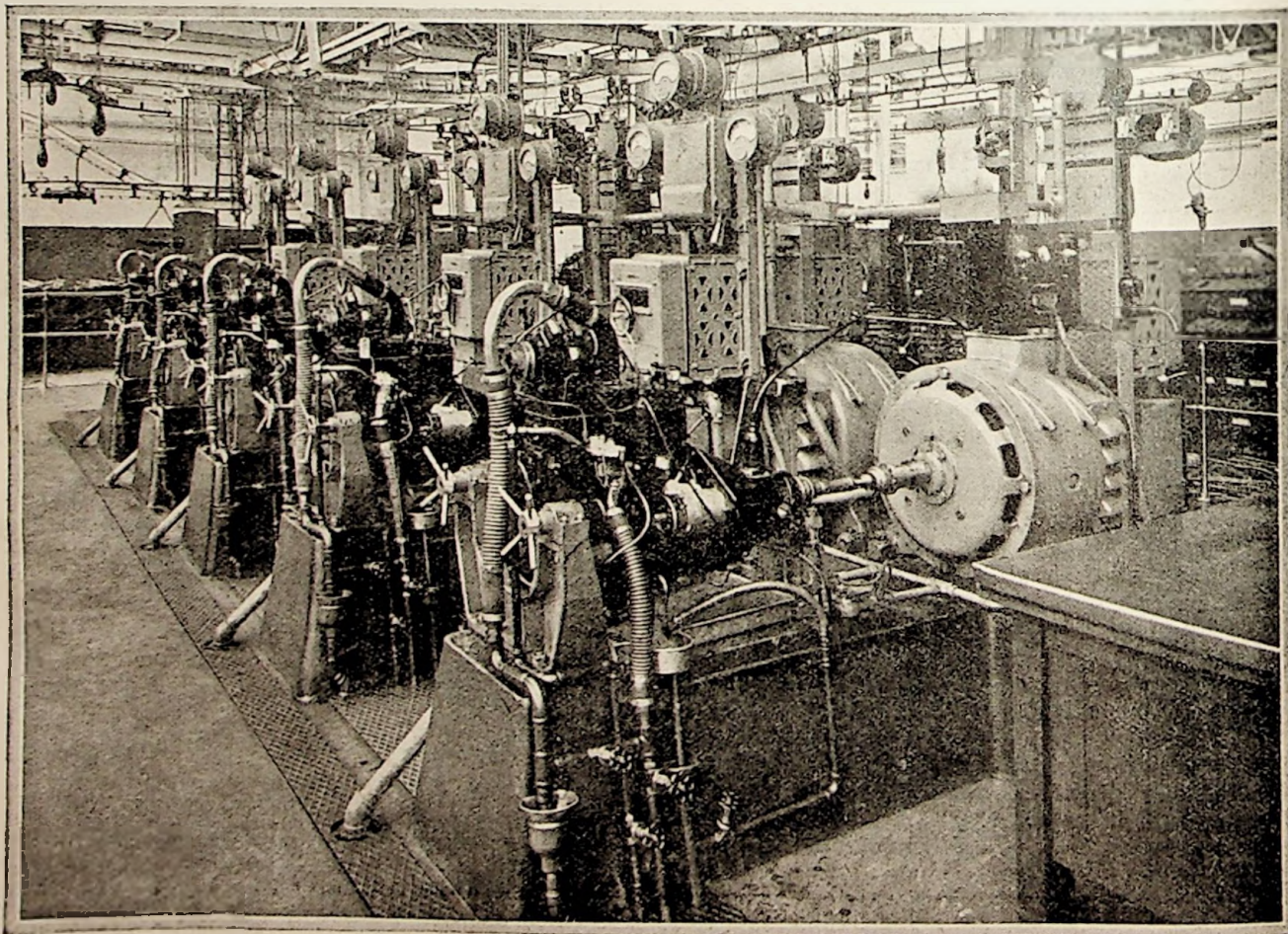
There is only one conclusion to be formed after looking into the matter and that is that the late arrival of a summons is by no means the high road to the case being dismissed. Of that there seems to me to be very little doubt. The whole wording of the appropriate section of the Act is of the kind which may well be described as "aving you all roads." There is very little opportunity

of escaping the consequences of a misdeed on a technical point. Magistrates and their clerks are very clever at finding perfectly good and legal reasons for proceeding with a summons which, to a lay mind, appears to be a "wash-out."

Souvenirs of Stelvio Conquests.

A MAN who is rich enough to be able to take his holiday abroad this year tells me that the Italians, who have shown abundant evidence of enterprise in attracting tourists, have started a very crafty idea, which I am sure will prove very popular. They propose, in future, to give to everyone who gets to the summit of the Stelvio Pass (9,055 ft.) a little certificate, to keep as a souvenir of their having reached the highest point in Europe to which you can climb in a car. I do not know whether it is the State which is issuing these souvenirs or the very enterprising R.A.C. of Italy, but here surely is the germ of an idea which is capable of considerable development.

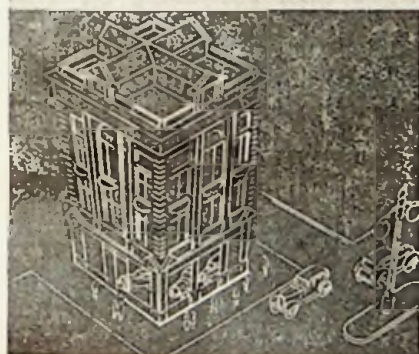
Everybody knows that one of the weaknesses of human nature is to boast of one's accomplishments, adventures and travels—suitcases plastered with labels provide abundant evidence of that. I wonder if it would be a popular idea if the local publicity office or the R.A.C. were to issue souvenirs of the achievement at the top of Beggars' Roost to all who successfully climbed it?



Part of the huge plant laid down at Coventry for the production of the Hillman Minx is this fine new battery of ten G.E.C. electrical testing machines which register the horse power developed at various speeds and which can be made to "motor" the engines so that friction losses can be checked. The flexible pipes maintain a flow of water through the cylinder jackets, the other pipe-work feeding the engines with a stream of fresh cool oil.



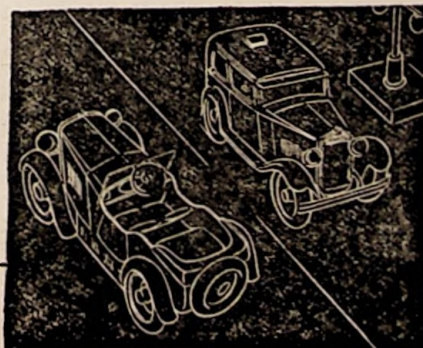
"You'll do BETTER at
MORGAN



HASTINGS
the REAL
TRIUMPH
people "

"..... talking of Light Cars, Angela, there's only one which really stands out TRIUMPH the finest Light Car in the world old established firm proved efficiency engines first class bodywork always up to the latest improvements for luxury and comfort at real economy prices...."

"..... Yes I see that this is a Triumph supplement and that the NEW 1933 TRIUMPHS are out let's go and see them...."



"..... You mean let's go and see them at Morgan Hastings the REAL Triumph people give you a *real* good deal on your old car and the most unnoticeable easy payments what's more they're Triumph's oldest distributors and what they can't tell you about them isn't worth"

"..... Come on Jack, let's go don't know which of the new models I'll choose but there's one for every taste and every pocket, even my depleted one!"

95 NEW BOND ST. LONDON, W.1
Mayfair 5323

212 NEW KINGS RD. FULHAM, S.W.1
Putney 7611

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

FOUR GREAT

MORE ROOM - - - SUPERB
VALUES - - - THE MOST
OF THE DAY - - - EVERYTHING
CONCEIVABLY REQUIRE IS

SUPER EIGHT

Saloon de Luxe - -
2/4-Seater de Luxe -
4-Str. Tourer de Luxe **£155**

SUPER NINE

Saloon de Luxe - -
2/4-Seater de Luxe -
4-Str. Tourer de Luxe **£189**

"TWELVE SIX"

Saloon de Luxe - -
2/4-Seater de Luxe -
4-Str. Tourer de Luxe **£198**

"SOUTHERN CROSS"

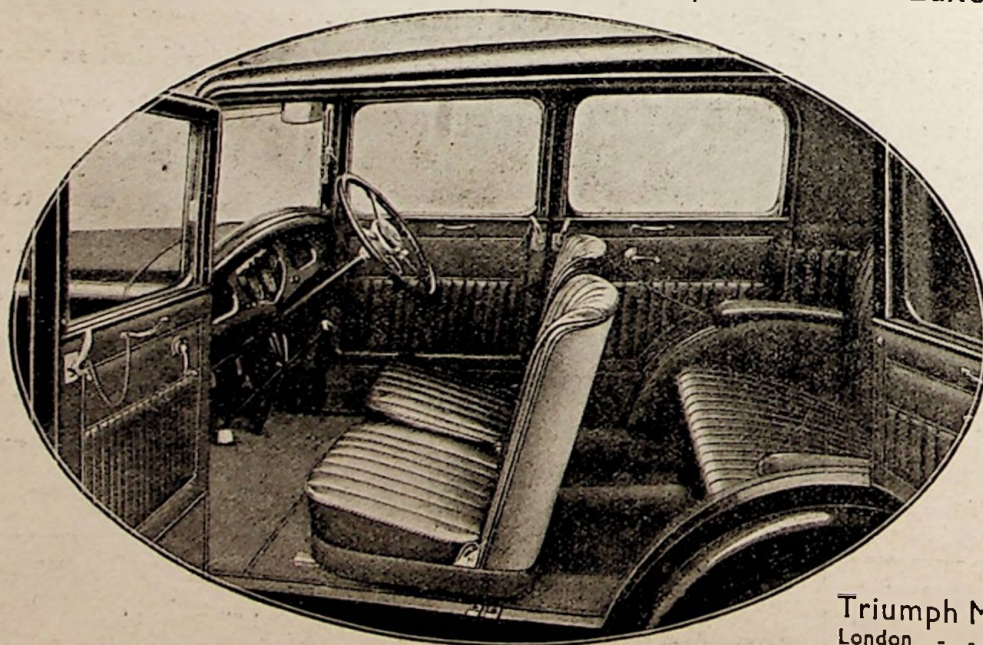
Sports 4-Seater, 10 h.p.
engine - - - - - **£225**

1933 Triumphs provide the comfort of big cars at small car cost. Bodies are hand made, of fine appearance flush-fitting sliding roof, rain and draught proof four wide doors deeply-cushioned seats in real leather long, supple road springs hydraulic shock absorbers hydraulic brakes "Protectoglass" all round petrol tank at rear bumpers double electric windscreen wipers. Every 1933 Triumph is a De Luxe Model there

are no extras everything you can conceivably require is included.

Write at once for the 1933 catalogue.

Observe the wide entrance and comfortable interior of the Super Eight Four-Door Pillarless Saloon de Luxe.

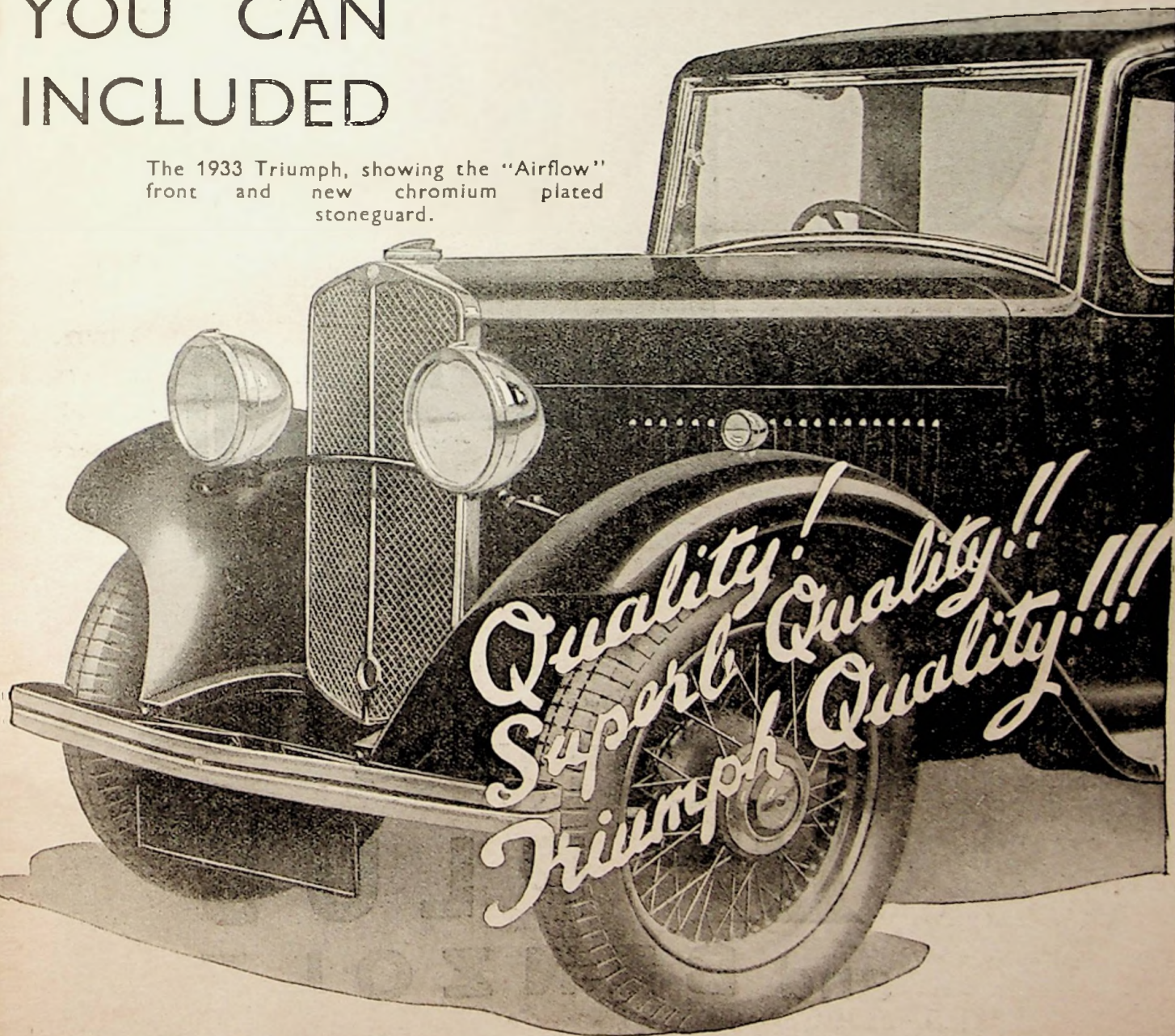


Triumph Motor Co., Ltd., Coventry
London - - - 218, Gt. Portland Street, W.1

TRIUMPHS!

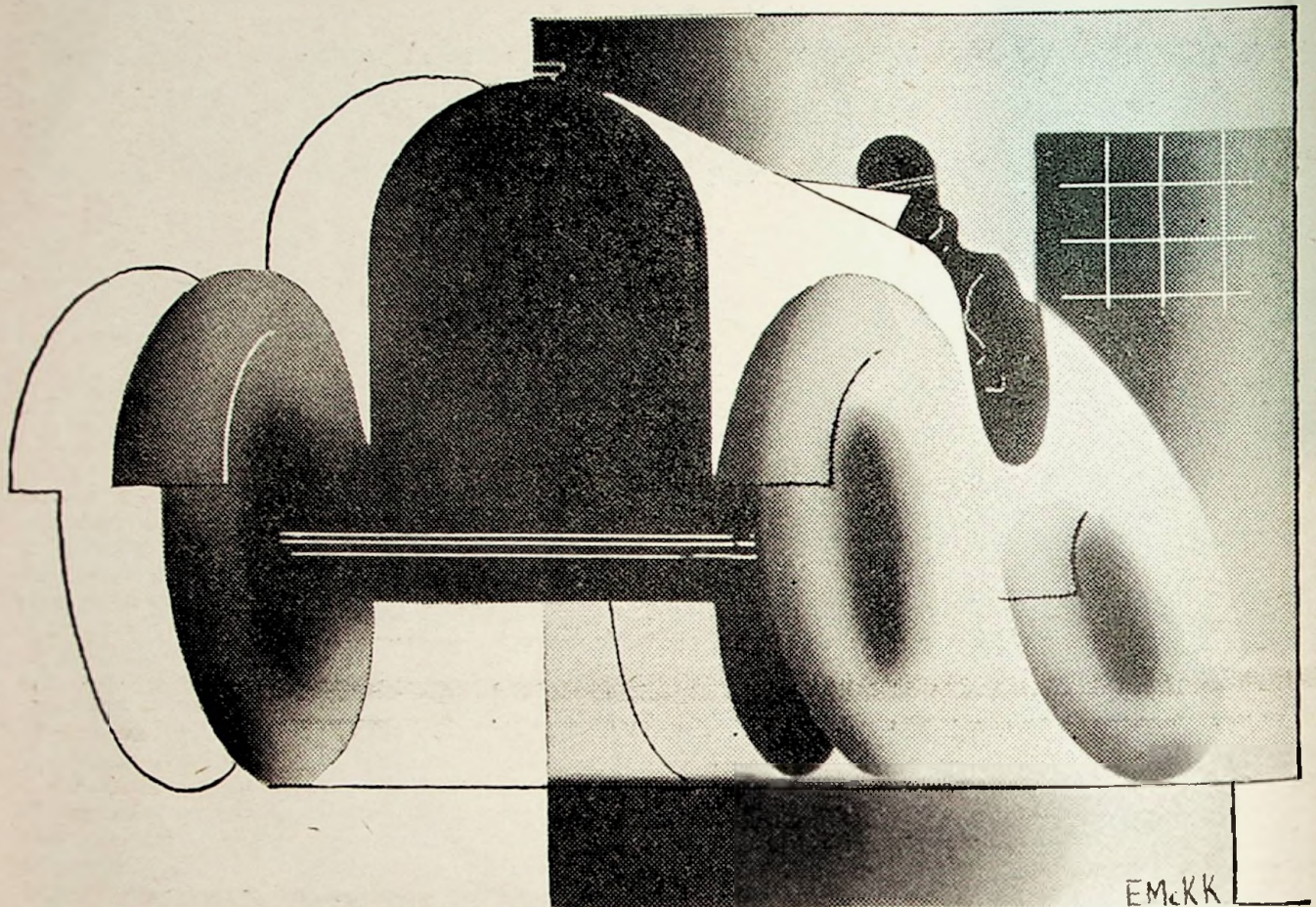
QUALITY - - - AMAZING
LUXURIOUS LIGHT CARS
YOU CAN
INCLUDED

The 1933 Triumph, showing the "Airflow"
front and new chromium plated
stoneguard.



London Distributors:
Morgan Hastings Ltd., 95, New Bond Street, W.1, and 212, New Kings Road, Fulham, S.W.6, Newnham Motor Co., Newnham
House, 237, Hammersmith Road, Hammersmith, W.6; 136-8, Streatham Hill, S.W.2, and 164-6, Fulham Palace Road, W.6.

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



ULSTER TT

1ST RILEY and **2ND** RILEY
Mr. C. R. Whitcroft. Mr. G. E. T. Eyston.
(Subject to official confirmation.)

both using

"BP" PLUS
and **BENZOLE**

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

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

COVENTRY: 6, Warwick Row.
Phone: Coventry 4775.

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The Light Car & Cyclecar

Conducted by
EDMUND DANGERFIELD.

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

Inland Telegrams - "Pressimus,
Hull, London."

Cables - "Pressimus, London."

Telephone - "Clerkenwell 16000
(Private Exchange).

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

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

The T.T.

AT a modest computation some 10,000 people landed at Belfast on Saturday last in order to see the T.T.; they had come from all parts of the kingdom. At one time no fewer than 10 cross-channel steamers were berthed at Donegal Quay. Spread round the course were half a million eager spectators, whilst in every suitable field adjoining the circuit cars were parked in their hundreds. During practice excitement was at fever heat in Belfast, and, so far as one could judge, the city on Saturday was on holiday. That is what motor racing still stands for in the eyes of the citizens of Britain; by itself it would be a strong argument for a road race in England, but there are other and equally important considerations.

The majority of the cars entered were of the "light" variety—the type that is developing rapidly, yet still needs every stimulus if we are to maintain our position at home and in foreign markets. What better advertisement for British goods, and what better way of perfecting modern small cars, of which so much is expected, could be devised than this classic road race? And how much greater would be the interest if a similar race could be staged in England with the full approval and assistance of the Government? Ireland finds road racing good, and every other go-ahead country came to the same conclusion years ago. England alone stands aloof. Is it logical—is it reasonable?

The Advance of the Trailer.

EVERYONE returning from motoring holidays this year is commenting upon the very large number of cars seen in holiday districts with caravans or camping trailers in tow. There is now no doubt that the use of a trailer behind a car has become extremely popular, and may yet extend much further than at present. The idea is one which is very well worth encouraging. There is no doubt that a trailer adds greatly to the usefulness of a car, and particularly does this apply in the case of a small car. For many motorists certainly it is used only for holidays, but the interests of the man who lives in rural country districts and who frequently needs to use his car for transporting bulky articles must not be overlooked.

We think that the time has come when car manu-

Topics of the Day

facturers, in the design of the rear portion of their chassis, should give a thought to this development. They might give consideration to any stiffening which may be deemed wise, and they should certainly include a drawbar in the list of "catalogued extras." There are some light cars which have rear bumper fittings of a kind which lend themselves for the attachment of a drawbar, and there are other light cars which have rear bum-

pers that, with slight modification, could accommodate a towing pin. The "botched-up" drawbar is rarely a success, and we trust that the trade will note that there are already hundreds, and maybe thousands, of small-car enthusiasts who would greatly appreciate a substitute for it supplied by the factory.

Unhindered Vision.

FROM time to time the dictates of fashion have run counter to the dictates of common sense. The very low roofs which threatened almost literally to crush us two or three years ago provide a case in point, and the high bonnets which have been in fashion for so long and which still remain the vogue provide another. In the matter of the height of the roof a rational attitude now prevails, and all the 1933 models so far revealed escape criticism in this respect. A lowering of the bonnet line, however, is a reform which still shows no sign of securing wide adoption.

We all know that the sole object of a tall radiator is to secure a horizontal line between its filler and the base of the windscreen. This horizontal line is sought because it happens to be fashionable; but what a nuisance it is. By preventing the driver from seeing any object which lies in the roadway just in front of his car it causes minor accidents; and by making the near-side wing invisible it greatly adds to the difficulties which confront the inexperienced driver in traffic. These high bonnets of to-day lead to innumerable wings being damaged, and take from motoring a great deal of the pleasure which it should give. We suggest that the lowering and narrowing of bonnets in such a way that both wings can be clearly seen would be a reform that everyone would welcome. And think of the advertising opportunities in the slogans which unhindered vision would suggest!

Technical Aspects

ONE CARBURETTER PER PORT

A Very Successful Induction-exhaust Arrangement—Big-ends Too Tight After 24,000 Miles!

By

L. MANTELL

SOME time ago I wrote regarding the difference between single and multi-cylinder practice from a carburation point of view. After analysing what appeared to me to be the main differences I offered the suggestion that a carburetter direct on the inlet port was probably accountable in a great measure for the enormous power ascendancy of the "one-lunger" engine over the multi-cylinder kind. The obvious sequenter, of course, is a block of the "separate - inlet - port - per - cylinder" order and a carburetter per port.

Very attractive in the abstract, no doubt, but difficult to carry out owing to lack of space for four fairly large carburetters side by side with forward float chambers, and also owing to bad heat distribution. I admitted, in fact, at the time that a practical method of applying the principle in its best form had eluded me.

A correspondent, Mr. Nelson, of Dudley, wrote and suggested a way out, at once so ridiculously obvious and so admirably adaptable to all the requirements that everyone else had overlooked it. That scheme, with Mr. Nelson's permission, I passed on to Mr. A. F. Ashby, who is IT at making Riley Nines quicker than they ever thought they were going to be. Having considerable technical introspection he immediately recognized its merits, and proceeded to put it into operation, as the Riley Nine engine lends itself particularly well to this layout.

During the past three or four months I have made guarded reference to the debut of this arrangement at Brooklands, and, no doubt, those who have been looking forward in due course to hearing the results are wondering what is wrong.

With apologies to my friend "The Blower" for encroaching on his preserves I would like now to say a little more about it, and I can assure those interested that there is nothing functionally wrong. It is simply a question of preventing the engine "blowing up," as they term it at the track, when the foot is put down for long.

It may be remembered that Mr. Ashby won the Duke of York's Trophy at Guy's Gala Meeting in July last. On that occasion he was careful to keep his foot well up. Each time he has tried the approved position something has come unstuck, for there is a limit to the loading that even Riley Nines can stand.

He was down to race at the August Bank Holiday meeting, but did not appear—he had "blown up" on the Saturday when gradually working up a newly assembled engine. I went to view the debris caused by a broken con. rod

and learned that the trouble was caused by oil failure.

I saw the bearings; they were so starved by this unfortunate mishap that the white metal in every shell was pulled completely over the sludge grooves, but, despite the great drag represented by such a condition before the con. rod could stand no more of it, Ashby's speed at the moment of the smash was 112 m.p.h.!!

Just what it will be when the numerous horses expended in pulling the white metal over the sludge grooves are delivered to the back axle I do not know, but I think that the answer to my portentous query a month or two ago—regarding the difference between a motorcycle and a car engine—is not far off.

AND now to another matter. Some two years ago I aired, for the first time in these columns, a pet obsession of mine that the existing methods of big-end lubrication were wrong, that oil-ways and channellings cut anywhere on the thrust faces of the bearings were incorrect, because they released instead of maintaining the film, and that, for reasons which I detailed at the time, absolutely unbroken bearing surfaces should, in my opinion, be maintained. I added that the oil should be introduced through a hole in the middle of the big-end surface 45 degrees in advance of the top centre position, and drilled at right angles to communicate with an oil duct axially disposed in the centre of the crankpin.

I also suggested that the best method of oil feed and distribution to the bearing surfaces should be by means of a longitudinally cut groove extending along the face of the pin on each side of the oil hole, but stopping short of the crank cheeks by perhaps a quarter of an inch on each side, and taking the form of a kind of swallow Woodruff key-way carefully rounded off and feathered at the trailing edge, à la the Michell principle.

Such a distributing groove situated 45 degrees in advance of t.d.c. would be at a part of the journal which carries the minimum mean thrust, and is most often in a state of clearance.

By way of testing this theory I had it put into operation in my own car, a 12 h.p. special tourer four-cylinder Riley, for which I had a nitralloy crankshaft made.

Another obsession was that thickly white-metalled big-end bearing shells were wrong, so I got con. rods with big-end housings of such a diameter that, with the shells removed, there was just

room to "paint on," as it were, about three-quarters of a millimetre of white metal, straight on to the steel.

The Glacier Metal Co., Ltd., Ealing Road, Alperton, Middlesex, undertook to "paint" it so that it would not come off or crack, and Messrs. A. F. Ashby, of Hendon Central, London, fitted the crankshaft and scraped-in the metalled rods for me.

The fit was 100 per cent., and it was left just a little tight in the impression that a week-end run would ease it off, but, as I have already described in an "Aspect" in October, 1930, the engine was still tight after more than 2,000 miles, so Ashby had it down again and eased it until only a very slight bind remained.

SINCE that date I have been lying low as regards further reports and energetically trying to wear off that little stiffness. Up to now I have covered over 24,700 miles without having succeeded in doing so, and at last, curiosity getting the better of me, I removed the cylinder block.

Two of the rods were only just free, but perfectly tight as regards the least sign of rock or end play. Of the other two, one required a pressure of about 3 lb. to push the piston over and the other about 1 lb.

Still feeling incredulous I took off the rods to see what the bearings were like, and found a most curious condition. On those which were free the surfaces were a dull greenish brown in colour all over, and quite devoid of any bright patches whatever when wiped dry. The other two, which were a little tight, had each an upper and a lower patch of a very light greenish shade, but the remainder of the surfaces were like the first two. In short, the first-mentioned had been perfectly oil borne and the other two—had I had the patience to have covered another 20,000 miles or so—would, no doubt, have arrived at the same state.

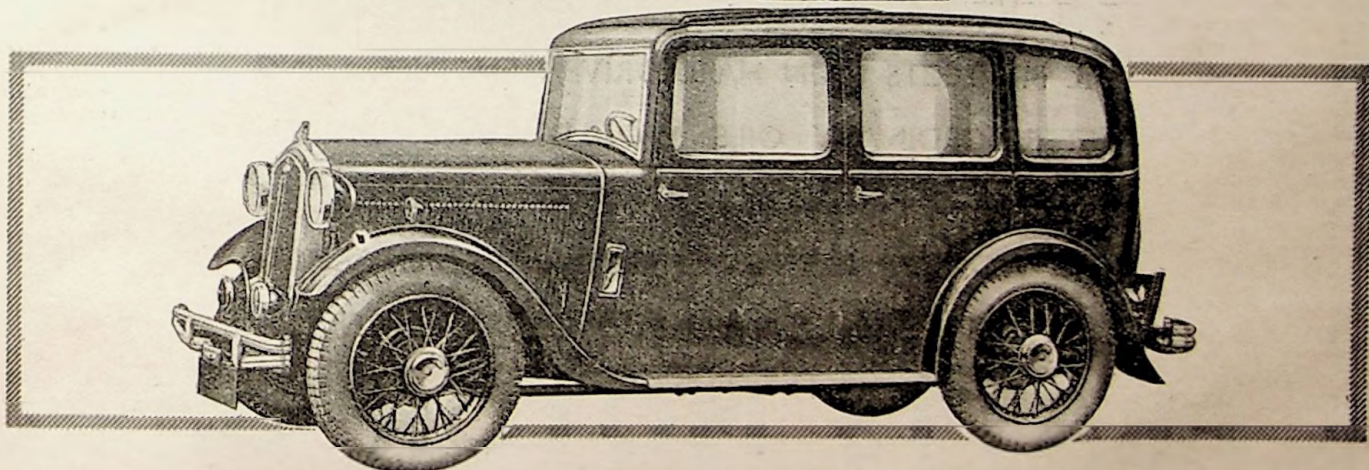
I have never before seen big-end bearings evenly coloured all over in this curious manner, and can attribute it only to a practically perfect oil-film insulation, which, in my opinion, would not have been the case had there been any channelling in the shells.

The super-excellent fit of the bearings had, no doubt, much to do with it and also the nitralloy shaft. I am much too long in the tooth to shout "Eureka!" or to feel like the cow in "Hey Diddle-diddle" as a result of one test, but I cannot help being a little pleased to think that perhaps there is something in my obsession. Meantime, my engine is at Ashbys again, enjoying the utterly unique experience of having some of its big-ends eased after 24,000 miles.

For 1933

● WOLSELEY standardize
EXCLUSIVE and EXTRA features

GREATER VALUE
THAN EVER
The HORNET
"6" WITH "12" EXTRA
FEATURES



4-DOOR SALOON £198 10s.

THE 1932 HORNET was, without question, the most successful car of the year. The 1933 Hornet goes still farther ahead with its list of 12 special features—many of them exclusive and many special refinements usually listed as extras—but all standard on the 1933 model, making the new Hornet more irresistible than ever.

EXCLUSIVE AND EXTRA FEATURES STANDARDIZED FOR 1933

- FORWARD ENGINE MOUNTING (EXCLUSIVE) affords extra body space without increasing the length (and so the weight) of the chassis.
- "STARTIX" AUTOMATIC STARTING, which also prevents engine "stalling" in traffic.
- ELECTRIC DIRECTION INDICATORS FRONT AND REAR and white reversing light (EXCLUSIVE).
- CENTRI-CAST HARDENED CYLINDER LINERS (EXCLUSIVE) giving longer life to the cylinder walls with increased economy and efficiency.
- CENTRE-SEAL PISTONS (EXCLUSIVE) ensure perfect cylinder wall lubrication and minimum oil consumption.
- 4-SPEED GEARBOX (with silent third).
- LOCKHEED HYDRAULIC BRAKES.
- SLIDING SUNSHINE ROOF.
- SPECIAL SPRING STEERING WHEEL (EXCLUSIVE).
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- NINE STANDARD REFINEMENTS: 8 gallon REAR petrol tank; hydraulic shock absorbers; electric screen wiper; interior light; special Alto horn; winding windows on all 4 doors; luggage grid; 8-day clock; illuminated "name badge" on radiator, etc.
- 2 YEARS' GUARANTEE.

PRICES: 4-Door Saloon £198 10s.; Occasional 4 Coupe £245; Hornet Special Chassis £175 (Prices ex works); Tax £12

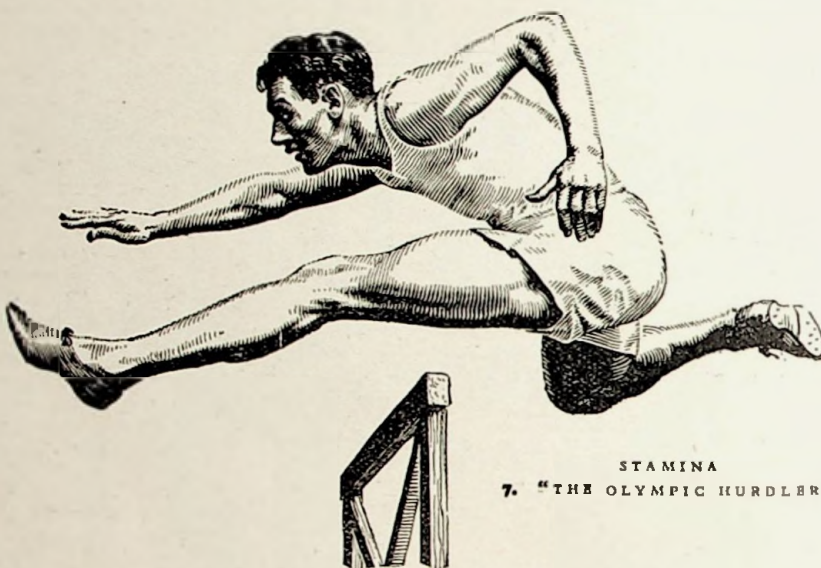
WOLSELEY MOTORS (1927) LTD., WARD END, BIRMINGHAM.

Governing Director: Sir W. R. Morris, Bt.

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

STAMINA

Super-endurance — the quality that
protects your engine longest



STAMINA
7. "THE OLYMPIC HURDLER"

THE EXTRAORDINARY STAMINA OF PRATTS MOTOR OIL PROTECTS EVEN HARD-DRIVEN ENGINES, LONG AFTER ORDINARY OILS WOULD HAVE BROKEN DOWN. PRODUCED BY THE BLENDERS OF THE WORLD'S FASTEST PETROLS — THE COMPANY OWNING THE WORLD'S RICHEST OILFIELDS.

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Officially approved by the manufacturers
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AUSTIN 7 h.p. - M.H.	MORRIS MINOR - M.H.
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M.G. - - - - M.H.	VAUXHALL CADET L
FRAZER NASH - H.	VAUXHALL T.80 - M.
BUICK - - - - M.H.	LANCHESTER - - M.H.
CADILLAC - - M.H.	ASTON MARTIN - M.H.

M.H. means Medium Heavy. L Light; M. Medium; H. Heavy.

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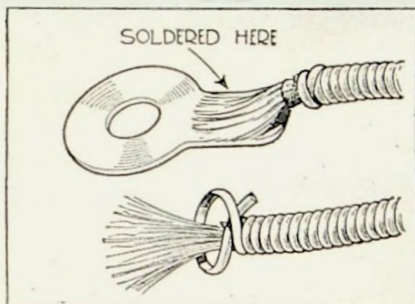
The correct grade for your engine is displayed in Pratts Motor Oil Cabinets at thirty thousand garages

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

OTHER READERS' IDEAS

Ensuring Good Contact.

WHEN carrying out any form of electrical wiring on a car it is important, more especially in the case of earth-return systems, to make sure that effective contact is established. Merely to bare the end of the wire and to twist the strands back on to themselves in the form of a loop through which a bolt may pass is not really sufficient, and should the bolt head turn there is the risk that the strands of wire may be cut.



The proper course to adopt, therefore, is to fit terminals to the wires. Suitable terminals can be cut from thin sheet brass or copper, and they should be shaped rather like an ordinary plain washer with a lug on it. The insulation of the wire is stripped back only for a short distance and the wire strands spread out fanwise. They must be scraped bright and then laid on the lug of the terminal to which they are secured by soldering.

When using armoured wire it is important to strip back the armouring to a safe distance from the terminal because, in the case of single-pole systems, the armouring might cause a direct short to earth if it came into contact with the terminal.

The proper way to secure the armouring is to form a loop of the last coil, after the manner shown in the accompanying sketch. If the end is pulled tight and then cut off close, there will be no risk of uncoiling. Finally, electrician's tape of the pure rubber kind should be used to insulate the last inch or two of the cable.

For Morris Owners.

OIL leakage from the overhead camshaft cover of Morris Minor and M.G. Midget engines, after the car has been in use for some time, may be found to be caused by the cork gasket having bedded down to the level of the aluminium rivets which hold it in place, thus, of course, no additional force applied to the holding nuts will compress the gasket.

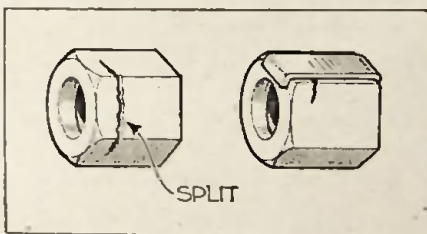
It will be found that the rivet heads can be cut off quite readily from the top side and the rivets punched out, taking care, of course, not to damage the cork in the process. In all probability the gasket will remain quite securely in position without the rivets, but if it shows a tendency to come away, a touch of Seccotine or one of the special jointing compounds will secure it effectively.

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.

THERE is a guinea each month to be won for the best "Idea" published during the month. The winner's name and address, together with the title of the "Idea" and the date on which it was published, will be announced in the first issue of the next month.

An Emergency Repair.

IF the union nut of a petrol pipe nipple is screwed up too tightly, there is the risk that it will split just below the shoulder, thus making it impossible to secure a proper joint. When a new nut is not readily obtainable, an emergency repair can sometimes be made by taking a small strip of metal a little narrower than the width of one of the flats and bending its two ends over at right angles in a manner which will cause them to grip the two opposing faces of the nut and thus close the crack.



The strip must be soldered into place, and solder should be run into the crack, taking care, of course, that it does not find its way inside on to the threads.

A union nut repaired in this manner can be tightened quite effectively, and may remain good for a considerable time. It is advisable, however, to obtain a new nut as soon as possible.

When Decarbonizing.

IT is always most advisable when decarbonizing an engine to protect the cylinder bores and the water passages from carbon dust, and the usual method of doing this is to stuff pieces of rag or paper into the bores and the water holes in the cylinder block.

It is suggested that much more effective protection can be obtained by the use of corks shaped as necessary to fit the various orifices. In the case of a Wolseley Hornet every hole can be stopped by the use of the following selection of corks:—

- 1 vial cork.
- 14 4 oz. corks.
- 2 8 oz. corks.
- 2 1½-in. diameter bungs.
- 1 1½-in. diameter bung.
- 4 2½-in. diameter shives.

The bungs can be cut with a hacksaw and a knife to fit the oblong water pas-

sages, whilst the shives should be filed to fit the cylinder bores and be pushed in flush with the face of the cylinder block; the ascending pistons will push them out when the work is done.

With regard to other makes of car, owners can compile their own list of the number and type of corks required, and these can be obtained either through the local chemist or from a dealer in cork.

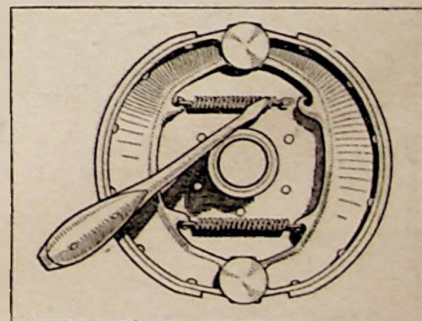
Rear Light Warning.

SOME types of rear lamp have a metal body in which a single celluloid panel is provided for number-plate illumination. This arrangement complies absolutely with the law, but the driver, from his seat, has no means of knowing whether or not the lamp is alight. It is claimed, however, that, if the lamp is fitted towards the off side of the car, two or three ¼-in. holes drilled in the off side of the lamp casing will enable a small amount of light to be thrown on to the road, so that by looking backwards out of the window the driver can be reassured regarding the lamp.

With a more centrally placed lamp it might be a good plan to drill the holes in the top, so that the light is thrown upwards, when it may be reflected in the rear window, in the case of a saloon. With either arrangement it is a good plan to fit a small piece of clear celluloid within the lamp body to prevent the ingress of water.

Removing Brake Shoes.

THE springs which hold brake shoes in position on the pivot pins and cams are usually very strong, and some difficulty may be experienced by amateurs in unhooking them when the shoes have to be removed. As the springs are of the close-coiled type, it is not possible to grip a single coil with a pair of pliers, but it will usually be found quite effective to push the blade of a fairly stout screw-driver between the coils of the

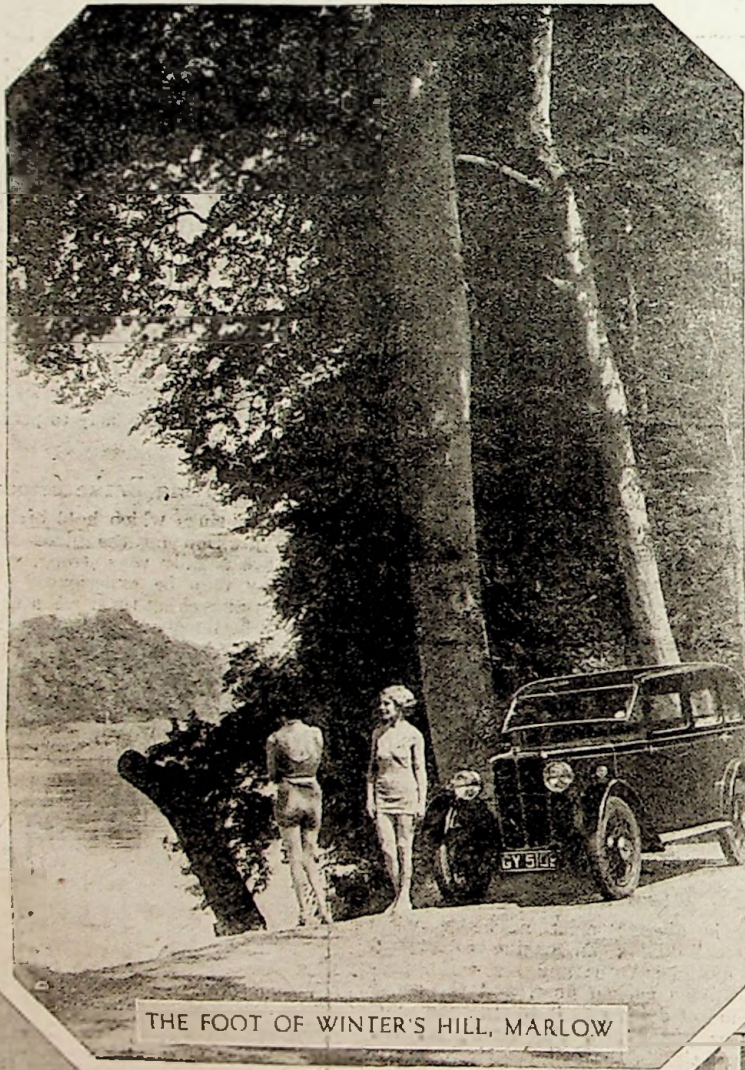


spring close to one end. The screw-driver is then pulled sideways in a manner which will stretch the spring and thus allow its eye to be lifted off the hook formed on the brake shoe. A similar process is, of course, adopted when replacing the springs.

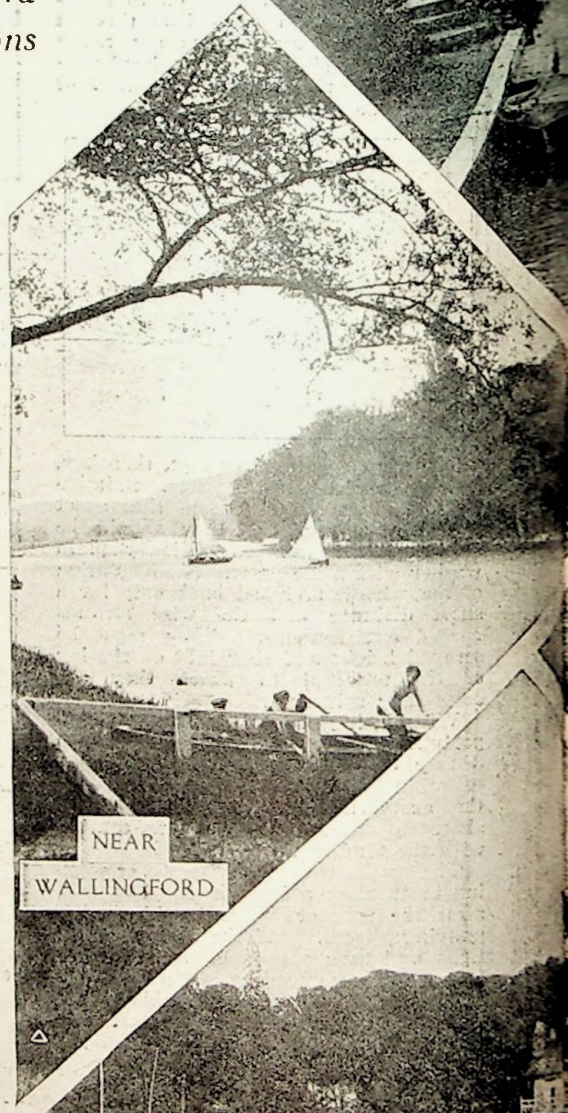
Care must be taken to avoid stretching the spring beyond what may be termed its elastic limit, as this will, of course, have the effect of reducing its strength, so that when in use the brakes may not be returned fully to the "off" position.

Along the Banks of Father Thames WHERE YOU MAY BATHE

*Beautiful Places Between Staines and Wallingford
Where You Will Find No Irksome Restrictions
and Plenty of Room for All*



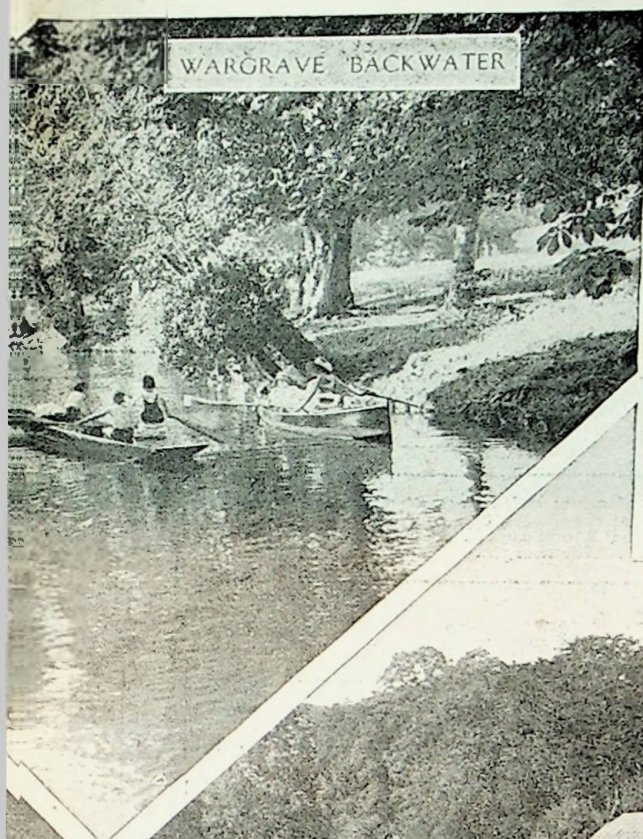
THE FOOT OF WINTER'S HILL, MARLOW



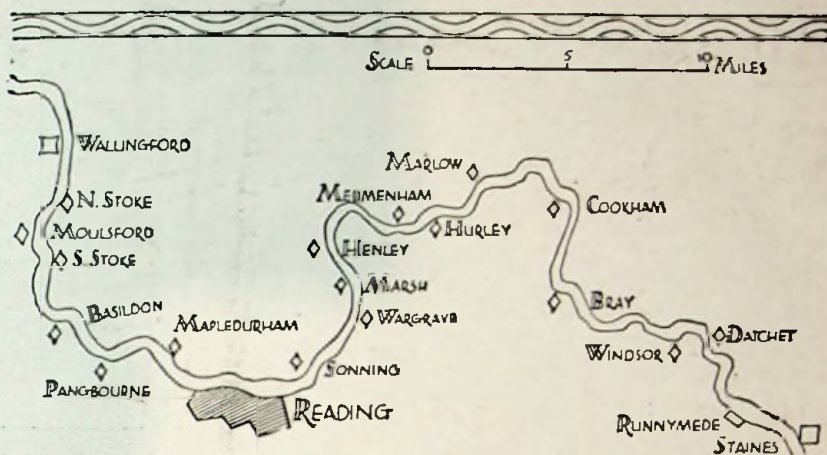
NEAR
WALLINGFORD



WARGRAVE



WARGRAVE BACKWATER



HOW many motorists of the Home Counties realize that within an evening's easy "motoring reach" of the Metropolis there are 50 gleaming miles of silver river, winding placidly past stately mansions and close-clipped lawns, and rippling beneath graceful trees and nodding willows? How many know of the quiet reaches where one may drive a car to the water's edge and bathe in idyllic surroundings?

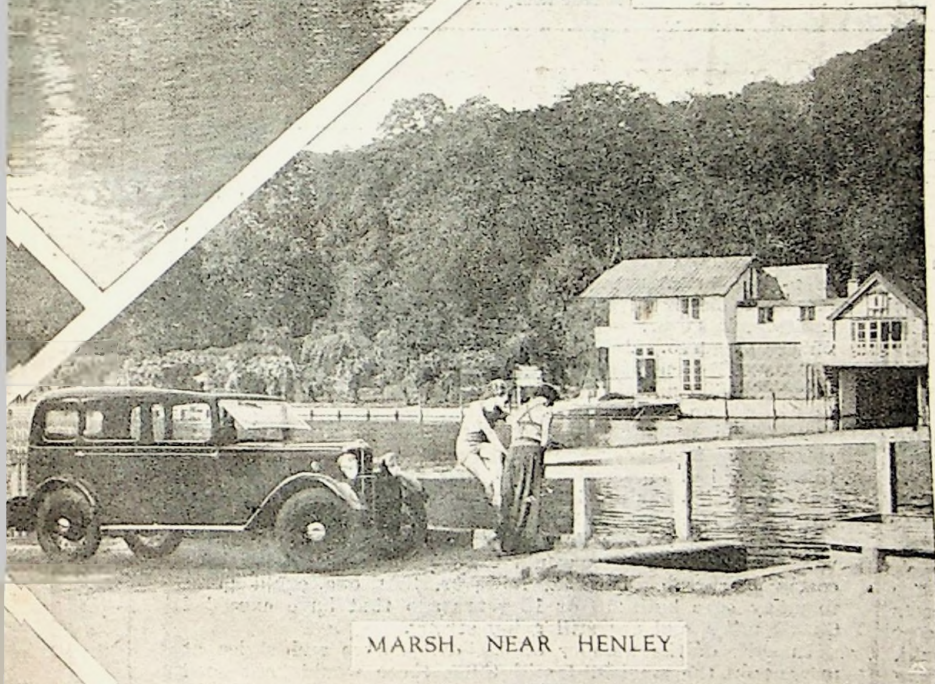
Between Staines and Wallingford alone these delectable spots abound—Runnymede, Wraysbury, Dorney, Bray, Cookham, Medmenham, Hambleden and Henley. Or try Wargrave, Shiplake, Mapledurham, Basildon, South Stoke, Moulshord, or North Stoke.

Parking fees are rarely asked on the banks of the Thames, and each riverside town or village discloses fresh delights with their picturesque inns, graceful spires, tumbling gables and mellow colourings.

Every winding reach opens up a bather's paradise. During the glorious weather of last week Londoners, "who knew," night after night made moonlight visits to favourite reaches where 40 years ago those wise Victorians sought refuge from the turmoil of dusty streets and found romance and repose on the rippling waters of London's river.

Boating in those days put the big kick into the river, for bathing then was considered all but indecent, unless that atrocity the bathing machine was at hand to still the harsh voice of Mrs. Grundy. To-day when you go up the river you will find the old lady is not at home. Boys and girls and their elders undress more or less where they like, jump in, swim, splash about and sunbathe just as their fancy dictates.

And it is not only for those who bathe that this district appeals. Its inns and hotels, its hills and dales, its quiet backwaters and sequestered glades, are cool and calm and pleasant, whilst the bustling stream of modern traffic jostles along the great highways or the Home Counties.



MARSH, NEAR HENLEY



RUNNYMEDE MEADOW



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.

A PLEA FOR SIMPLICITY

The opening sentence in an Editorial article last week under the heading "Still We Are Progressing" states: "As year succeeds year it becomes more and more difficult to foreshadow really practical improvements in the design of light cars."

Are There Too Many Frills? You further say: "Never in the history of light cars have they been more ambitious or more practical."

I should like to join your correspondent "Pre-war" and echo his remark: "What we want is surely simplification and a design which gives easy maintenance." Present-day cars are certainly "ambitious," but a long way from "practical."

My own car is six years old, and I want to buy a new one, but after a careful search I can only find "improvements" which are so "impracticable" that they would make a "pre-war" designer blush for shame. May I give a few examples?

Very few modern cars can have any repair made to their clutches without removing such things as clutch housings, gearboxes, and even the back axles.

My local garage man showed me a car a few days ago with a broken clutch bolt. He had to move all the parts mentioned above to put in a new one. The new bolt cost 1s., but his bill for time should have been 50s. He could, however, not charge his client this amount. In 1912 I drove a 10 h.p. car, the clutch of which could have been removed complete in five minutes.

This was 20 years ago. "Still we are progressing." I cannot agree with you entirely.

My sister has recently bought a new de luxe light car at £250. The first time the car was driven at night the lights fused and burnt out the dipping mechanism. She

has had two new dynamos and, I think, three new batteries inside six months. Having covered 300 miles the car developed clutch trouble, and anyone wanting an afternoon's "entertainment" should try to get at the clutch on this particular car.

The vehicle is used only for shopping and short social calls; I contend that a modern car fitted with coil ignition is totally unsuited to this work. The battery never gets a chance to be recharged in the short distance travelled. Coil ignition, however, would be considered an "improvement" on the magneto. Again, I cannot agree.

"Focus" mentioned last week a commercial traveller who covers 25,000 miles per annum, and wonders whether these figures are an exaggeration. I think not.

A friend of mine often does 600 miles per week in a small car. Last year he did 26,000 miles in 11 months, and this year has exceeded 28,000 and is holding on to the remains of his car until nearer the Show. Here is the rub, however. His cars are scrapped every 12 months!

The manager of a large garage told me recently that very few modern cars would exceed 25,000 miles without costly overhauls. I think, however, that one could point to many cars built 10 or 15 years ago that have exceeded 60,000 miles and are still going strong.

In spite of the number of different makes and styles at present on the market, I still think there would be a good sale for a car made of first-class material, of simple design, easy to maintain, but without all the modern frills and furbelows, which are of little use to the practical motorist. He can do without paper racks, pipe lighters, ashtrays, and pile carpets, but he must have a flexible engine, accessibility, and independently operated brakes, which the modern car sadly lacks.

SETAB.

Are Manufacturers Pessimists?

Very many modern cars carry a transfer at the back. Presumably this is intended to assist other road users in identifying the car from the rear, and is, in fact, a form of advertisement. So far, so good. What mystifies me is that these transfers are nearly always placed on the off side.

This, of course, gives a fine view to the drivers of overtaking cars, and one is forced to the conclusion that the manufacturers expect their cars to be passed more frequently than they pass others.

Perhaps the expectation is justified, but if I were a manufacturer I should place my transfer on the near side, so that other drivers would be in no doubt as to what had passed them!

J. INGLEBY JOHNS.

Open Tourer Prices.

I do not think Mr. V. Goodwin can argue successfully that tourers should be sold at cheaper prices than saloons. He admits that the last-named have a much better sale;

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hence, on the principle that the greater the demand for an article the lower the price at which it can be sold, touring cars must cost more, especially as nowadays they are almost as expensive to manufacture as closed bodywork.

JOHN ARTHUR FLETCHER.

Horseshoes—

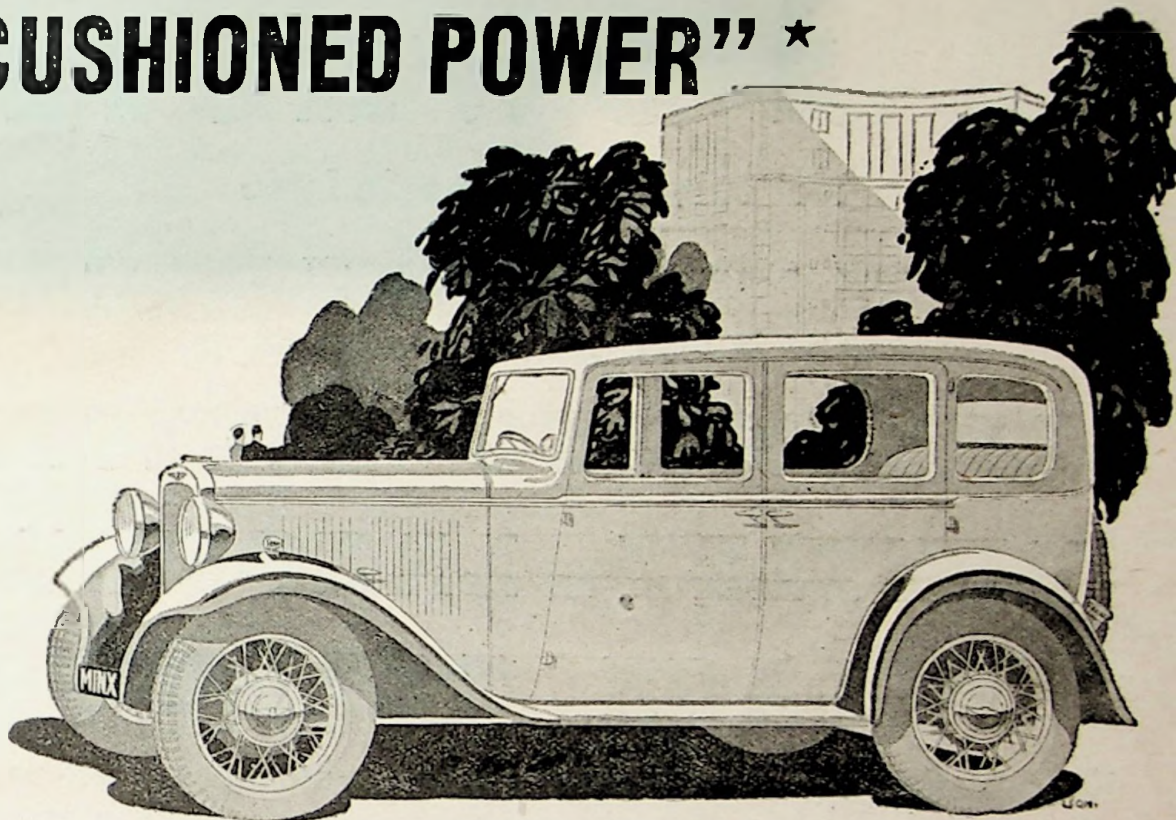
I wonder if "Focus" is right in saying that horseshoe nails are often responsible for punctures? I ask because in the past 11 years I have motored over 80,000 miles, almost wholly in rural areas, and, to

—Not Always the best of my belief, not one of the for Luck! punctures I have had has been caused by such an agent. Doubtless, I shall promptly have a trio from this cause.

Personally, I find that nine out of ten punctures are the result of those pernicious, flat-headed boot studs which sit up like little dogs and beg for lifts. I am told that they are extensively used by the Army in the boots of O-ranks, and I live within nine miles of a garrison town which would account for their prevalence.

MARMADUKE.

Wise motorists won't decide until they've tried the car with "CUSHIONED POWER" ★



Not till they've inspected its sturdy chassis; sat in the four roomy seats; seen how every control is planned for easy driving.

Not till they've driven the Minx; felt it leap from 10 to 30 m.p.h. in under 13 seconds on "top"; wondered at a 10 h.p. engine that gives them 55 to 60 m.p.h. without a suggestion of fuss.

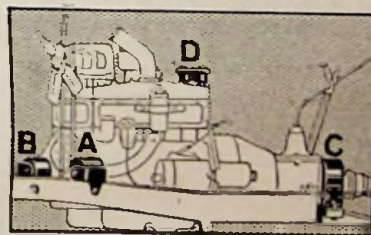
They'll decide when they experience the difference "Cushioned Power" makes; when they realise how like a BIG CAR this "light" car is.

Tax £10. Develops 30 H.P. High efficiency 4 cyl. side valve engine—3 bearing crank shaft—Long semi-elliptic springs (front 33" rear 44")—Hydraulic double-acting shock absorbers—Marles steering—Petrol consumption 35 m.p.g.—Six body styles—Rear seat width (Family Saloon, Saloon de Luxe) 50½"—Triplex glass throughout.

FAMILY SALOON

£159

Triplex glass windscreen



★ The Minx engine and gear-box are supported at points A, B and C. Not rigidly, but "cushioned" in resilient rubber, and steadied by a vibration damper (D). Past practice has been to leave the gear-box and universal joint unsupported—yet it is at this very point that engine and transmission vibrations tend to concentrate. In the Minx, vibration is checked at its source—absorbed in rubber before it can reach chassis or bodywork. Ask your dealer for the "Cushioned Power" booklet.

HILLMAN MINX ¹⁰/₃₀ h.p.

Easily the roomiest car at the price

The Hillman Motor Car Co. Ltd., Coventry. London Service Station: Lodge Place, St. John's Wood Rd., N.W. London Showrooms & Expt. Dept.: Roote Ltd., Devonshire House, Piccadilly, W.1.
Every Hillman owner should read "Modern Motoring." Price 4d. monthly, obtainable through any newsagent. 6/6 per annum post free

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

M G owners!

Not only is Motorine de Luxe
officially approved by M.G. for **your** car
but it is also officially advised for

ALFA-ROMEO INVICTA

BENTLEY LAGONDA

DELAGE TALBOT

Follow the lead of the world's greatest sports cars.
There is a grade for **every** car and motor cycle. Use

PRICE'S **MOTORINE** motor oil

by appointment to H.R.H. the Prince of Wales

The grade for all M.G. cars all the year round is Motorine C de Luxe. From bulk 2/- per quart, 7/5 per gallon. Or costing even less—1/9 per quart in 5-gallon drums. Have you any lubrication difficulties? Price's Technical Advisory Bureau is at your service. Write for a free Motorine Oiling Chart for your M.G. Midget of a new simplified design. Price's (Dept. L.C.22).
Battersea, London, S.W.11.

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.)

What India Thinks

I picture with growing apprehension many little incidents which are bound to occur when I come home on leave next year after a 3½ years' absence and take the wheel of a car.

Conditions will be very much more changed this time than they were on the last occasion on which I came home, as the brains of administration seem to have been directed more on affairs concerned with motorists during the past two years than they were in the whole of the previous 30.

The new laws, parking regulations, automatic traffic control, one-way traffic and so on will all contribute towards my discomfiture, which will be the more acute on account of the lack of uniformity which, according to your contributor "Focus," exists in all motoring matters.

It would be interesting to hear of the experiences during their first month after landing of some of your readers home on leave during the present year.

Burma.

JUNGLEWALLAH.

I would like to draw attention to the seemingly high prices charged for British cars in India. Let us take the case of the world's cheapest light car, the Morris Minor two-seater, costing £100 in England. The price fixed in Lahore by the agents for this car is Rs. 2,625. Taking the rate of exchange at Rs. 13/8 per £ sterling, we see that the cost of the car in question in England at Indian rates is Rs. 1,350.

The Price Question.

I am aware that there are heavy duties on cars imported into India, also freight charges must not be lost sight of, nor the agent's profit; but is it fair to the ultimate purchaser that he should have to pay Rs. 1,275, almost double the price of the car, to cover all this?

For approximately another Rs. 300 one can purchase a six-cylinder 24 h.p. car of American manufacture.

In conclusion, I would like to say that I am a very satisfied owner of a two-seater o.h.v. 1931 Morris Minor. Punjab, India.

K. A. TYLER.

Three-wheeler Design and Cost.

One must admire the untiring efforts of *The Light Car and Cyclecar* in the interests of cheaper motoring, but I am afraid that the ideals are far from full realization. The article on the German Goliath was full of interest to me; the courage of its producers is commendable. British manufacturers seem to have accepted unquestionably two doubtful theories, both of which have been set aside by the designer of this masterpiece.

These are:—(1) That a big-twin four-stroke engine is an essential to a three-wheeler; and (2) that the two wheels should be placed at the front. I do not see, however, why the engine should be mounted behind the seats, when it might add a steady influence to the steering; but I agree with Dr. Stuart that the risk of tipping is minimized.

The car we are waiting for will be propelled by a 500 c.c.

air-cooled engine driving independently sprung rear wheels and steered by a single wheel at the front. It will carry an open or a closed body, be thoroughly up to date in appearance and equipment, and cost about £70.

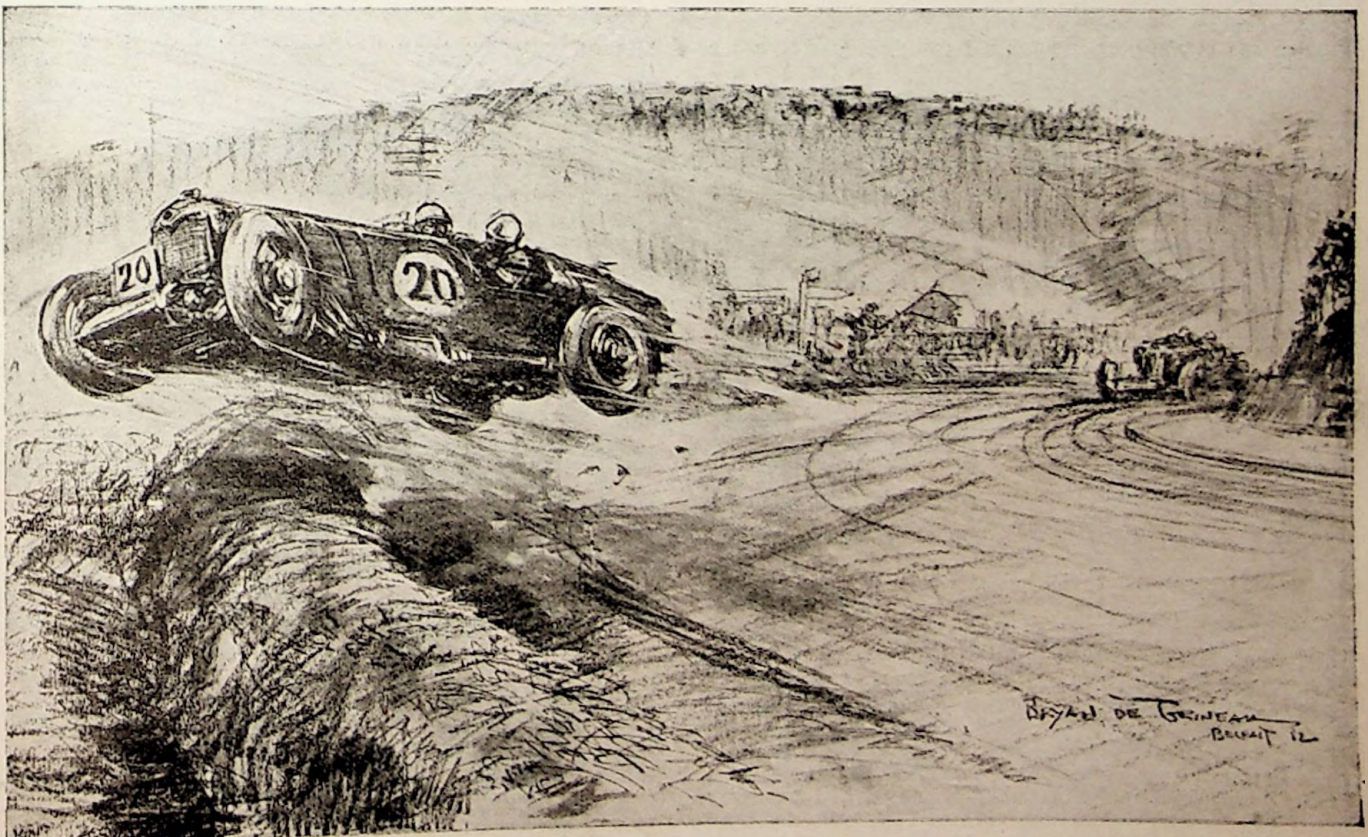
Y. KNOTT.

Why Not Rear Engines?

At about this time of the year we begin to wonder how many of our dreams will be realized in the models for next season. The details of the 1933 cars so far published have not included anything which was not standard in larger cars for 1932. Whilst one is grateful to manufacturers of light cars in particular for the general excellence of modern products, there seems to me to be a wide field in small car designing for something really revolutionary.

A Chance for Designers.

Your associated journal *The Motor* has published recently

THE END OF
A MIGHTY
EFFORT.

A vivid pencil picture by Bryan de Grineau showing how Freddie Dixon and his mechanic volplaned over the hedge at Quarry corner during the T.T. last Saturday. Dixon had led the race for hour after hour, and his accident ended a mighty endeavour.

OUR READERS' OPINIONS (contd.)

a series of amateur ideas of what a modern car should be. Most of the designs were regrettably ugly and all conformed with standard practice in leaving the engine in its accepted position.

Personally, whilst not attempting to design a motorcar, I think the time will come when cars will be divided roughly into two classes. Class I will be touring cars, embodying comfort, reliability, economy, good looks and ease of control. And it is in the last-mentioned direction that my imagination runs amok.

Why not a light car with the engine at the rear, driver with full view of the front wheels, no smell, no noise and more accommodation for passengers and luggage? Why not a small car on the lines of the Burney streamline car? Why not a steering viewpoint like that enjoyed by a long-distance coach driver?

There will remain Class II, composed of sports and semi-sports cars, the drivers of which, not unnaturally, like to see an expanse of bonnet stretching along the line of vision, and who care nought for noise provided that racy appearance and performance predominates to stimulate "that Brooklands feeling."

Is there not a serious problem to solve if makers 'are to retain their sales? Cars for years' past have not changed so very materially. Refinements have appeared by the score, but the drawbacks of noise, lack of space, wind resistance, plus inaccessibility, have not been eliminated.

There would surely be a wide market for an engine in

the logical place—at the rear—with consequent improvement in touring performance.

"Be modern" is the keynote nowadays. Being modern means looking ahead.

JOHN W. E. WILLS.

CONDENSED CORRESPONDENCE.

Writing on the subject of the T.T., Mr. Roger Smith asks "Why can't we have a similar event in England?" We ask the same question under "Topics of the Day," Mr. Smith!

In reply to an inquiry for the address of a car-breaking yard in the midlands, published recently under "Readers' Wants," Mr. D. Dorrington writes to say that Messrs. A. Fletcher have a yard at 63 and 89, Dartmouth Street, Birmingham.

READERS' WANTS.

STANDARD NINE.—An instruction book for the 1928 model.—W. B. Shannon, 53, Parkside Way, North Harrow, Middlesex.

BELSIZE-BRADSHAW.—An instruction book. Date of car not stated.—H. G. Cullen, 5, Lafone Road, Feltham, Middlesex.

SINGER JUNIOR.—An instruction book and any useful hints relating to the 1930 Singer Junior saloon.—J. F. Towuley, "Bransdale," 38, Westdale Gardens, Burnage, Manchester.

Questions Asked and Answered

Queries of general interest will be answered under this heading, but a stamped addressed envelope must be enclosed for a reply by post.

Remote Control.—H.A. (London, S.W.).—The term "remote control" is used in connection with a gear change in which the actual gear lever is not mounted direct on the box but is carried on a bracket extending from the box and works through the medium of rods or levers. The advantage of the system is that the knob of the lever is brought readily to hand, but has a much smaller travel than is the case with a long lever working direct.

Worn Valve Guides.—N.S. (Berwick-upon-Tweed).—As you are satisfied that the ignition system is in perfect order and that the carburetter is clean and is set as recommended by the makers, we imagine that the rather difficult starting and erratic slow running of which you complain is due to worn valve guides. This is quite likely, in view of the fact that your car is four years old and has covered 70,000 miles. The only cure is to have new guides fitted. At the same time we advise you to replace the valves as in all probability their stems are considerably worn.

Lamp Bulb Sizes.—F.F. (Grantham).—As the 6-volt dynamo of your car gives a full charge of 8 amps., the most powerful headlamp bulbs that you can use without discharging the battery are 18 watt gas-filled. These will consume 3 amps. each, leaving 2 amps for the side, tail and instrument lamps, the bulbs of which should be of the 3-watt type. In the summer, however, it should be quite safe to use 24-watt headlamp bulbs (which consume 4 amps. each), providing you cover a fair mileage in the daylight to make up for the discrepancy of 2 amps. when the headlights are in use.

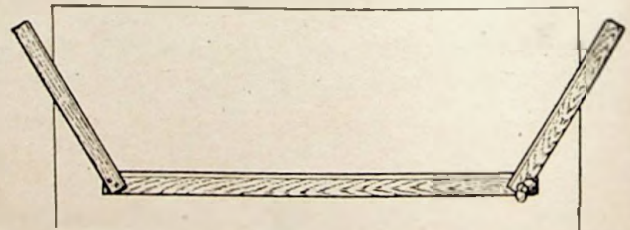
Sticking Ammeter.—F.A. (Burnley).—The fact that the hand of your ammeter sometimes remains pointing at 10 amps. charge, even after the engine has been stopped, suggests a fault in the instrument rather than in the rest of the electrical gear of the car. In all probability there is a little undue friction in the pivot bearings, and you may find, if you tap the dial with your knuckles, that the hand will spring back to zero. We do not advise you to attempt to rectify the trouble yourself, however, as an ammeter is a rather delicate instrument and it is best to leave repairs and adjustments to the makers.

B38

Measuring Cylinder Wear.—V.O. (Darlington).—Inside callipers cannot be relied upon to give a satisfactory indication of cylinder wear as this would have to be very excessive indeed before it could conclusively be shown by this tool. The proper method is, of course, to use an inside micrometer—a rather expensive tool. Your best course would be to have your car decarbonized at some competent service station and to ask them to check the degree of wear when they have removed the head.

Tracking Front Wheels.—S.H.S. (Sheffield).—If you suspect that your front wheels are out of track you should make up the simple gauge shown in the accompanying illustration. You will see that it consists of a lath of wood slightly shorter than the track of the car with two further laths bolted to the ends and sloping outwards slightly, the ends of these coming approximately at hub level when the gauge is placed on the ground. One of the end pieces can be attached rigidly, but the other should be adjustable.

To test the track of the front wheels, the gauge should be placed in front of the axle so that the rigid end piece is just touching one of the rims, when the adjustable arm



should be moved so that its end touches the corresponding point on the rim of the other wheel. Without disturbing the adjustment, the gauge should then be transferred to a similar position behind the axle and any discrepancy in the distance between the rims before and behind the axle noted. Actually, the measurement behind the axle should be either the same or not more than $\frac{1}{2}$ in. greater; that is to say, the wheels may be either dead parallel, or may toe in to an extent not greater than the figure mentioned. On no account should the front wheels toe out.

You might also find it worth while to check the alignment of the front axle, which is best done by measuring the distance between the front and rear hubs on each side of the car by means of a length of string. The measurements should, of course, be equal. Needless to say, these tests should all be carried out with the front wheels pointing dead straight ahead.

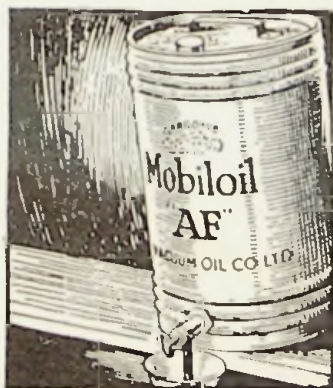
? What must he think
when you ask for
inferior oil.

600

MOTOR

Manufacturers

say—USE MOBILLOIL



MOBILLOIL "AF"—a forward step in modern lubrication. Scientifically blended and refined to meet the lubrication needs of certain types of engines, Mobiloil "AF" will give: (1) quicker starting—saving your battery; (2) Less carbon and wear—saving maintenance costs; (3) Immediate circulation from cold—saving your bearings; (4) Smoother running. Consult the Mobiloil Chart at your Garage.



Only 12% of all motorists in Great Britain use unbranded oil

Ask yourself this question: Why do motor manufacturers warn you so emphatically against using inferior oil? The answer obviously is—Because inferior oil can't stand up to its job. It puts extra strain on every working part. And sooner or later you are faced with heavy bills for big-end failures, worn cylinders and other repairs.

That is why more than 600 motor manufacturers say—Use Mobiloil. Of no other oil can this be said.

Mobiloil is made by the oldest and largest firm of lubrication specialists in the world. It has exceptional stamina. It stands up to high speeds and temperatures—and reduces friction, carbon and wear to the lowest known minimum.

Use Mobiloil in your car or motor-cycle. For the correct grade consult the Mobiloil Chart at any good garage or service station.

Mobiloil

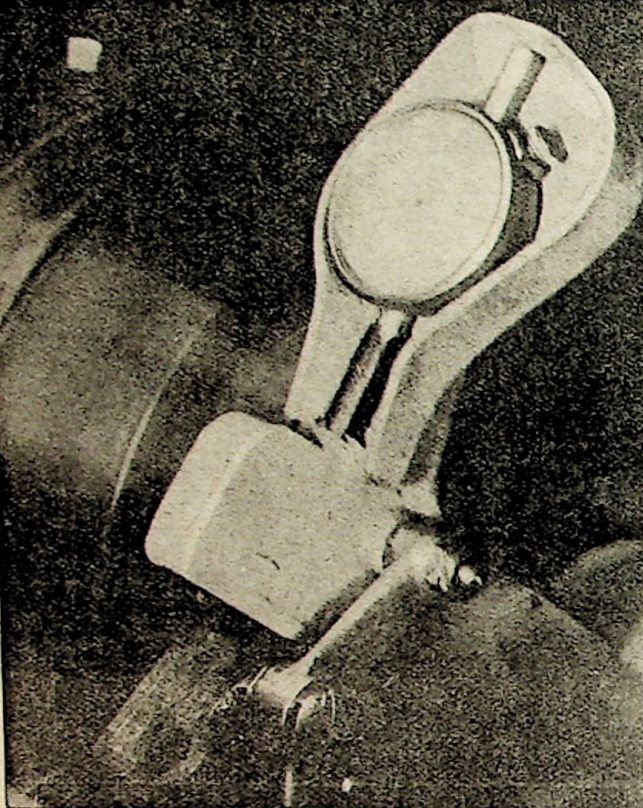
REGD. TRADE MARK

stands up

VACUUM OIL COMPANY, LTD., LONDON, S.W.1

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

FULL SPEED AHEAD!



British wheels turning . . . British hands working . . . British brains thinking . . . British cars, selling in their thousands! All the world wants a 1933 Standard, and so at the Standard Works production is in full swing. Four splendid cars—all streamlined for beauty and easy cleaning, all carefully designed for comfort, all rigorously tested for performance and hard service . . .

FOUR SPLENDID CARS—

The new Standard "Little Twelve" (six cylinder) Saloon £189

The new Standard "Big Twelve" (six cylinder) Saloon £215

The 1933 Standard "Little Nine" Saloon £159

The 1933 Standard "Big Nine" Saloon £205

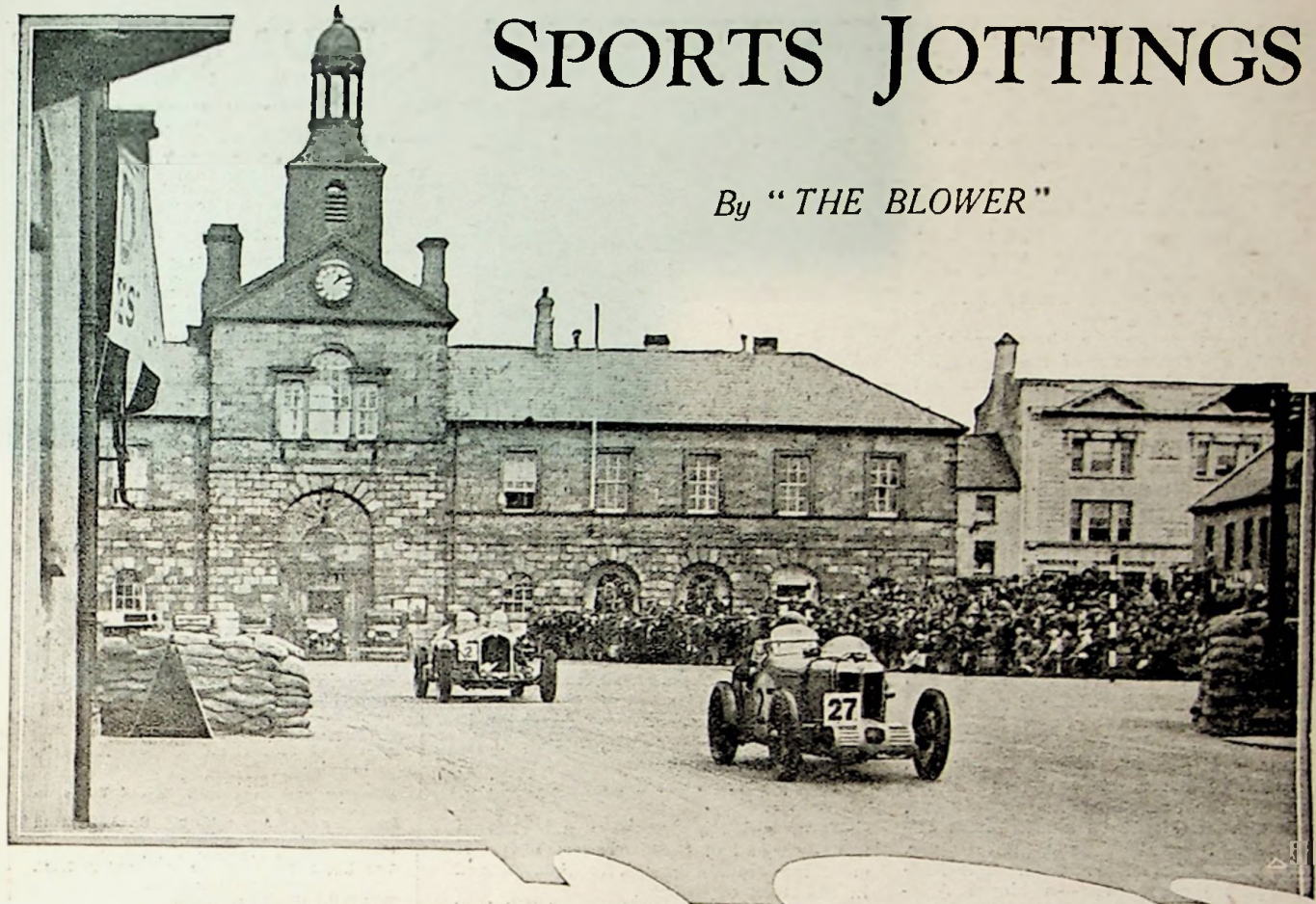
All 1933 models fitted with Dunlop tyres. . . . All prices ex works.

1933 STANDARD CARS

Read "The Standard Car Review," published monthly, price 3/6 a year. Send postcard for 1933 literature to:—
West End Showrooms:—The Car Mart Ltd., 46-50 Park Lane, London, W.1, and 297-9 Euston Rd., N.W.1

SPORTS JOTTINGS

By "THE BLOWER"

IN
NEWTOWNARDS.

A fine T.T. photograph of cars swirling out of the Town Hall square into the Comber Straight, where the narrow street re-echoes the snarling exhausts as the machines gather speed. Norman Black, last year's winner of the race, is seen in front, with Earl Howe (Alfa-Romeo) getting into position to pass.

WHILST London and other small places were gasping in the throes of a heat wave on Saturday, the lucky folk in the T.T. grandstand in Ould Oireland were buttoning up their coats to the neck: the wind blew cold from the Mountains of Mourne (local colour). Enthusiasm, however, was at fever heat and if ever a crowd roared it was when Whitcroft flashed over the line, the winner. The Rileys were incredibly sure and speedy and, of course, they came in for the lion's share of the honours; but in the general rejoicings we must not forget the fine show which the other cars put up and the stupendous bad luck which attended some of their efforts.

Hall and Low kept the flag flying wonderfully, however, the former being third in the race and the latter putting up what is surely one of the finest shows of modern times by taking his unsupercharged car non-stop right through the race to finish tenth at 60 m.p.h.

Local enthusiasm was intense and one felt no doubt at all that there will be a T.T. in 1933. As I prophesied, speeds were very high. This was due primarily, I think, not to the absence of wings and lamps, but to the wonderful condition of the course. There wasn't a bump anywhere, and the surface offered a grip of which drivers were able to take full advantage. When a car skidded—well, nothing would have stopped it.

By the way, the proprietor of the famous butcher's shop at Comber might well adopt the slogan, "This is the shop—you've hit it!" in order to attract and keep his customers. Quite a lot of potential customers hit it on Saturday.



Freddie Dixon thought he was still on a motorcycle—and cornered accordingly.

They do say that Freddie Dixon thought he was still on a motorcycle and took all the corners on two wheels—hence the milk in the coconut.

I noticed that "The Dragoon," columnist or gossip writer to the *Daily Express*, was immensely superior on the subject of the T.T. last Monday. He considered, after mature consideration, that of all games, this game of motor racing was not worth the candle. He thought it a dreadful thing that selfish men should roar about in a

manner that causes harm to the lookers-on if a car runs amok.

The answer is, I think, that said lookers-on love it.

... not worth the candle ...!

The new scoring system was definitely good. Not only could one determine whether or not a car was running ahead of or behind its handicap schedule, but also the actual time in minutes and seconds which separated each of the first eight cars. The score board was amended every half hour and the new figures were put up promptly and in readable form.

Belfast went quite mad about the whole race during the week; in fact, the enthusiasm swelled to almost alarming proportions on Friday.

Why can't we have a road race in this country!

ANOTHER treasure hunt. This time by the Bugatti Owners Club, on Sunday, September 11th. This promises to be a hunt out of the ordinary, and the clues will be hidden in a short story which will be handed to the competitors at the start. Instead of chasing about all over the countryside collecting fresh envelopes the hunters will chase about collecting extremely odd articles. All owners of Bugattis are invited to compete and members may bring as many friends as they like.

The entry fee, including the necessary map, is 5s. 6d.

The start will be from Virginia Water at 11 a.m. Full particulars from the hon. secretary, Mr. E. L. Giles, 2, Queen Street, Mayfair, London, W.1.

DURING the week some excitement has been caused by the B.P. advertisement stating that the fuel used in the T.T. by Whitcroft was "not obtainable from garages." The T.T. regs. say that "only commercial fuel" may be used in the race.

One must remember, however, that not only are the tanks of the cars filled by the club, but their contents are analysed after the event!

THE 1,500 c.c. Maserati, which has not yet been seen in this country, won the 1½-litre class of the recent Commings Grand Prix at an average speed of 75.5 m.p.h., as against Zehender's 87 m.p.h. in the Alfa-Romeo which won the general classification. An Amilcar was second to the Maserati and another Maserati was third.

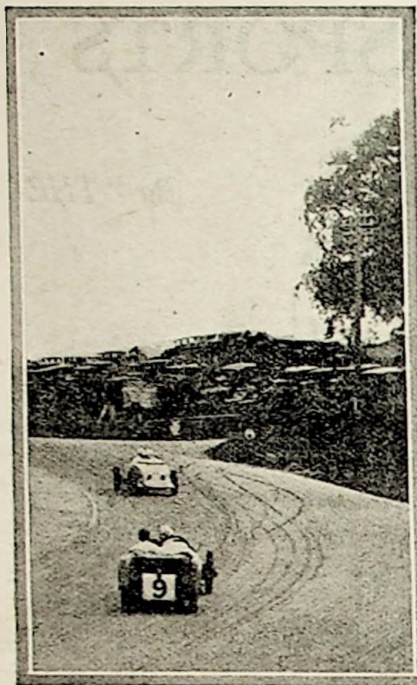
IT may be remembered that I mentioned in these notes a week or two ago an interesting Shelsley-type model known as the Monaco, which put up an excellent performance at the recent Klausen Hill-climb, driven by one G. Aymini, of Turin. I was struck at the time by the excellent speed of the car, which created quite a sensation at the meeting. Aymini's time in the 1,100 c.c. class was 18 mins. 39.4 secs. The fastest 1½-litre sports car—a blown Alfa-Romeo—took over 19½ mins., and the 1½-litre racing class was won in only 17 mins. 53.6 secs. So the Monaco goes.

Glancing through *Moto Italia* the other day I came across a description of the car, and the few details herewith (gleaned with incredible linguistic difficulty) will be interesting.

The car was designed by a well-known Turin engineer, Augusto Monaco, who certainly has the right ideas on power-weight ratios. The Monaco is in no sense a modified G.N. chassis, and is built right from the start as a real fast motorcar.

It is considerably crab-tracked, has front-wheel drive and is powered by a fine specimen of our old friend the 998 c.c. o.h.v. twin-cylinder J.A.P. There is a massive aluminium unit-construction of engine, gearbox and front-drive layout, and the engine is set well back in the chassis.

Signor Monaco decided that his cylinders should receive an excellent blast of air and produced an immense fan, the



The T.T. Moore's Frazer-Nash and Balls's Crossley passing the spot where the Talbot-Midget collision took place. Note the tyre marks.

shaft of which is driven by a belt from the front end of the propeller shaft. A most ingenious kick-starter is arranged in the front of the car.

The car is extremely low and "right" looking and the driving compartment has no sides at all. It is a single-seater, of course, and the rear, which presumably carries the petrol tank, is beautifully streamlined, and has a large fairing behind the driver's head.

Plunging deeper into the deluge of liquid Italian I gather there are five speeds—8.64, 9.52, 10.5, 12.78 and 17.33 to 1—which seem about right for hill-climbs—the be-all and end-all of the car.

Moto Italia reports that at Monza the Monaco achieved 110 m.p.h.—mean speed over the flying kilometre, mark you—so it would appear to be an Italian edition of "The Terror."

M.G. Midgets, a Magna and two Rileys appear in the first entry list for the Phoenix Park meeting (September 17th) of the Irish Motor Racing Club. Seventeen cars have been entered in all, and the meeting will probably be run in 1,100 c.c. and over 1,100 c.c. categories.



The horticulturists: during the race T. G. Moore (Frazer-Nash) shot backwards into the same garden that H. C. Hamilton occupied with his Midget in practice.

CLUB ITEMS

SPORTING OWNER DRIVERS' CLUB.

A symkhana will be held by the club on September 17th. Details can be obtained from the hon. secretary, Mr. J. C. Thorowgood, The Wood, Crowthorne, Berks.

MIDLAND JOWETT C.C.

The annual reliability trial will be held on Sunday, September 18th. All Jowett owners in the Midlands are invited to compete. Full particulars are available from the hon. secretary, Mr. G. H. Symes, 14, Doris Road, Sparkhill, Birmingham.

S. JOWETT L.C.C.

A club rally will be held on Sunday, August 28th, near Midhurst, Sussex. All Jowett owners in the London area will be welcome, and full particulars are available from the hon. secretary, Mr. E. A. Dudley Ward, 17, Nibthwaite Road, Harrow.

FORTHCOMING EVENTS.

August 27th.
London Eagle M.C. Week-end Camp at Ashridge Park.

August 28th.
London M.C. Captain's Mystery Run.
Norwood M.C. Secretary's Run.
Rochester, Chatham and D. M.C. Run to Camber Sands.
Triumph M.C. (Northern Branch). Treasure Hunt.

September 3rd.
Midland A.C. Shelsley Walsh Amateur Hill-climb.
Middlesex County A.C. Oakes Competition.
Wood Green and D. M.C. Week-end Camp at St. Osyth.
M.C.C. High-speed Trial, Brooklands.

September 7th.
Eastbourne Concours d'Elegance.
September 10th.
B.A.R.C. Brooklands Meeting.
Kent and Sussex L.C.C. Speed Trials, Lewes.

September 17th.
Brighton and Hove M.C. Speed Trials on Brighton Front.
Irish Motor Racing Club. Race Meeting in Phoenix Park, Dublin.

September 18th.
The Light Car Club Buxton-Buxton Trial.
September 24th.
G.R.D.C. 500-Miles Race.

ULSTER RALLY RESULTS.

The following are the prize-winners in the Ulster Motor Rally, which concluded on Tuesday, August 16th at Bangor.

First prize (£100): Wm. McMullan (Speed Twenty Alvis). (Starting from Belfast.) Time error at secret check, 1 2-5 secs.

Second prize (£50): H. Lantin, of Belfast (16 h.p. standard Swallow). Time error at secret check, 3 2-5 secs.

Third prize (£20): J. Stanley Orr, of Belfast (Austin Seven). Time error at secret check, 7 secs.

Fourth prize (£10): D. M. Healey, from London (12 h.p. supercharged Invicta tourer). Time error at secret check, 9 secs.

Fifth prize (£5): J. W. Walker, of Belfast (10 h.p. Rover). Time error at secret check 14 secs.

The Ladies' Cup was won by Mrs. J. W. Shaw, of Belfast, with a 9 h.p. Triumph, while Mrs. S. B. Cliff, starting from London, was second in her blue M.G. Magna, having lost only 5 marks out of 500.

The Team prize, valued at nine guineas, was won by a team consisting of T. Baxter and P. W. Larney (Austin Seven) and Wm. McMullan (Speed Twenty Alvis).

TRIUMPH M.C.

The Northern branch of the Triumph Motor Club, which has recently been formed, will hold a treasure hunt on Sunday, August 28th. The course will be about 35 miles in length. During the winter months it is proposed to hold a series of dances, and it is hoped to form a dance band from amongst club members.

"SUNBAC."

Forthcoming events announced in the August issue of "Sunbaco News" are an Evening Car Trial on Wednesday, September 21st, and the Shell Car Trial on November 12th. The Veteran Vehicles' Run has been postponed, and will be held in November on a date not yet decided.

Club members have been invited to compete in The Light Car Club's Buxton Trial, the Welsh One-day Trial of the Liverpool M.C. and the London-Gloucester Trial of the N.W. London M.C.

The following are the car results of the Yorkshire Trial, held on July 2nd and 3rd.

First-class Awards: J. G. Orford (Austin), R. J. Richardson (Austin), J. Bastock, H. M. Avery, A. Langley, J. R. H. Baker (M.G. Midgets), H. K. Crawford (Wolseley Hornet), W. H. Atkins (Morgan) and E. R. Oliver (Clyno).
Second-class Awards: J. B. Fruin (Singer) and H. Laird (Morgan).

В43

AROUND THE TRADE

"The largest light car buyers" is the claim made by Rowland Smith Motors, Ltd., 78-81, High Street, Hampstead, London, N.W.3.

All communications intended for the London warehouse of The British Aluminium Co., Ltd., should be addressed in future to 23-25, Pancras Road, N.W.1.

Mr. George White, who is well known in Manchester, has joined the board of Henlys, Ltd., and will be in charge of the Manchester branch as from August 10th.

Pirelli, Ltd., report a greatly increased demand for their tyres in Ireland. Their Dublin branch office has been moved to more spacious premises at 48, Fleet Street.

Starter rings for shrinking on the flywheel can be obtained from The East London Rubber Co., 29-33, Great Eastern Street, E.C.2, who are wholesale stockists of them.

Weatherstrips sliding roofs can be had in London from Messrs. Harwood Coachworks, Farm Lane, Walham Green, S.W.6, who are fitting agents and stockists for the London district.

The Hanworthy works at Poole, until recently occupied by the Royal Body Corporation, have been taken over by Messrs. Dorset Industries, who will make motor bodies amongst other woodwork products.

"Building Goodwill at a Profit" is the title of a Tecalemit publication, explaining the progress which the company is making with regard to the provision of new equipment for furthering the efficiency of garages.

The Jowett saloon which figures in our front cover picture and also in the article in our centre pages was very kindly placed at our disposal by F.O.C.H., Ltd., 3 to 5, Heath Street, Hampstead N.W.3.

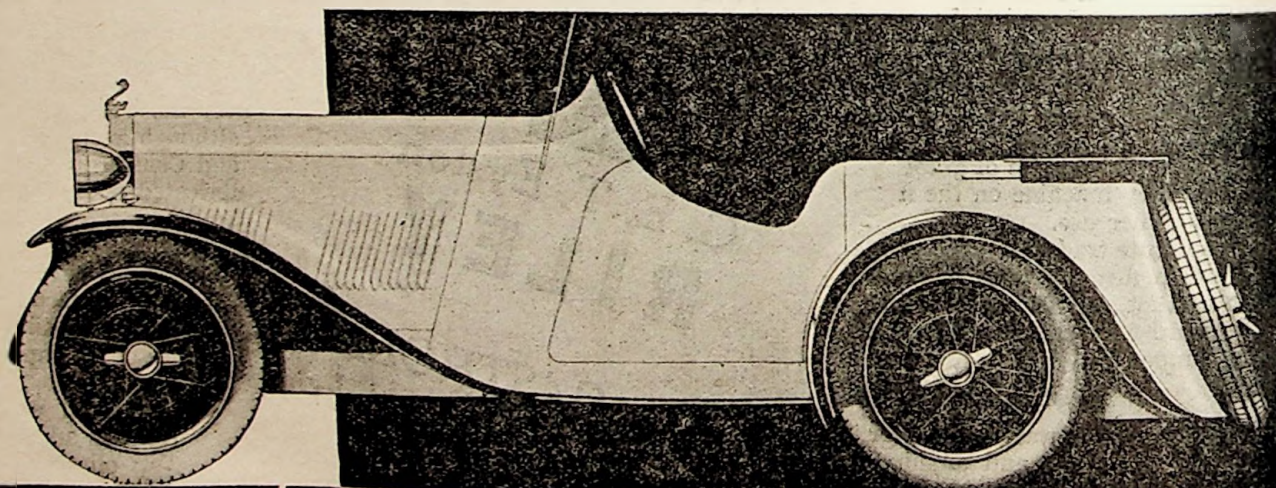
Benmotors, well known to our readers as specialists for many years in second-hand cars costing under £100, are always well supplied with cheap light cars at "The Clearing House for Small Cars," 128-130, East Hill, Wandsworth, S.W.18.

C. R. Whitcroft's Riley, which won the R.A.C. T.T., used a B.P. mixture and Castrol oil. The following accessories were fitted:—Hartford shock absorbers, S.U. carburettors, B.T.H. magneto, Champion plugs, Dunlop tyres, and Duron brake linings.

James Grose, Ltd., who have a branch in the City at 4, Old Jewry, Cheapside, as well as their Euston Road premises, are offering starting handles with revolving grips at prices as low as 3s. 6d. Their 3d. rubber bonnet buffers to take the place of the usual webbing are an attractive and useful novelty.

Mr. A. P. Compton, until recently prominent in the Arrow coachwork business, advises us that he is now in business on his own account. His new business is styled A. P. Compton and Co., the address being, Arrow Works, Portsmouth Road, Thames Ditton, Surrey. Mr. Compton wishes to point out that he is making sports and racing bodies to special designs, but cannot now accept orders for "Arrow" bodies.

Always enterprising, Rootes, Ltd., believe that they put through the first commercial call on the new wireless telephone service between London and Johannesburg, when one of their directors spoke to Mr. Len Oates, head of the Atkinson-Oates Corporation, of Johannesburg. Mr. Oates mentioned that the Hillman Minx was selling very well in South Africa and that sales of British cars were going ahead splendidly.



now!
A FULL
4 SEATER
BODY
ON THE
HORNET
SPECIAL

There's no uncomfortable squeezing when four people take a run in a Hardy Hornet. It's the roomiest sports body ever designed for this wonderful little chassis; yet it's as smart and rakish as—well, look at it! Ask your local Wolseley dealer about Hardy Coachwork. Or drop us a line, and we will tell you how you can see a "Hardy-Hornet."

OPEN SPORTS 4-SEATER: 8-gallon Petrol Tank; all rigid side curtains; stone-guards to headlamps; two-way folding screen; 18" flexible steering wheel; streamline grille; fish tail exhaust; Tandem electric screen wipers; Rudge racing wheels; ventilators in seats; Tonneau and hood covers; adjustable seats; pneumatic upholstery. Choice of colours.

4-SEATER SPORTS SALOON: Four windows, all winding; sliding sunshade roof; ventilation in seats; 8-gallon Petrol Tank; interior Roof Light; rear blind; Tandem electric screen wipers; tools accessible under bonnet; full interior equipment; upholstered in leather with pneumatic cushions; locks to doors; adjustable front seats; safety glass all round, etc. Choice of colours.

CHASSIS: Twin Carburettors. Lockheed hydraulic brakes on 12 drums; Remote control 4-speed gearbox (silent 3rd); Oil cooling. Crab track for road holding. 10" headlamps. Large dial rev. counter and speedometer, etc., etc. (Tax 212).

"To comply with the terms of the Wolseley Company's Two Years Guarantee, no structural alterations are being made by us to Wolseley Chassis without the consent of the Design Technical Department of the Company being first obtained."

PRICES COMPLETE
 Open Sports—£275
 4-seater—£285
 4-seater Sports Saloon—£285

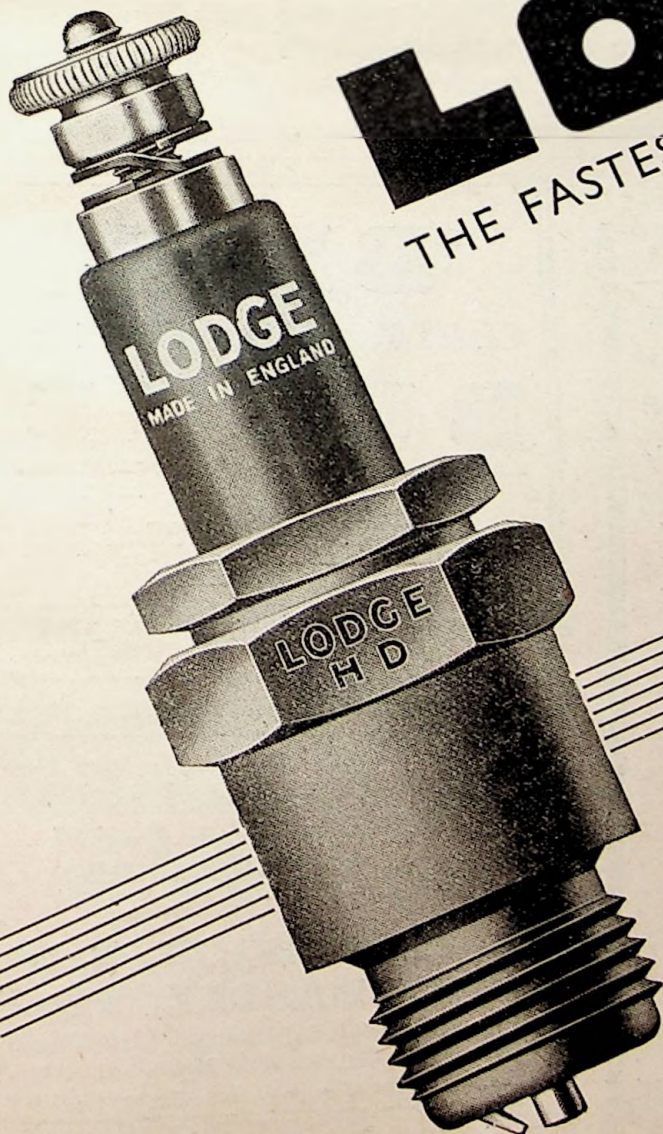
HARDY

HORNET COACHWORK

R. HARDY & SON, Showroom: 50, High Street, Marylebone, W.1. Welbeck 1101-2

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(bronze box)
For Wolseley Hornet
(normal touring)
and
other Wolseleys
LODGE C3
5/-
(red box)
At all garages.



Meet Mr. Bywell

—the man with
thousands of
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"I have been chosen to tell you from week to week about the advantages of dealing with Naylor & Root, Ltd., and about the wonderful bargains we have in high-grade Used Light Cars.

The strongest point of all is that every Car carries a **THREE MONTHS' WRITTEN GUARANTEE** and is thoroughly examined and road-tested before delivery. Then the wide choice—100 cars—exceptional value—easiest of easy terms—all combine to ensure your absolute satisfaction.

Call if at all possible or let us supply you by post. Any car will be sent up to 50 miles for free trial, and we give high allowances for cars or motorcycles in part payment."

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25, EAST HILL, CLAPHAM JUNCTION, S.W.11

1928 JOWETT, long chassis Saloon, 7 h.p., leather upholstery, very smart, good tyres...	£49
1930 AUSTIN, de luxe, 2-seater, blue, all-weather equipment, really fast, taxed...	£58
1930 HUMBER 9, de luxe Saloon, 4-door, a really handsome quality light car...	£125
1929 M.G. Midget, 2-seater Sports, red, lively engine, good tyres, brakes and smart appearance. Taxed...	£72
1930 MORRIS Minor, Coachbuilt Saloon, duo lawn, very smart car. Choice of two...	£69
1930 RILEY 9, Mark IV Monaco Saloon, sun roof, Choice of 3 in excellent condition...	£139
1929 ROVER, Semi-Sports, 2-seater, blue and cream, leather upholstery, very pretty car. Taxed...	£58
1928 STANDARD 9, de luxe Saloon, 4-door, good appearance and performance...	£49
1931 SINGER Junior, Saloon, coachbuilt with sliding roof, brown. Taxed Dec. Choice of 3...	£78
1930 TRIUMPH, de luxe Tourer, duo lawn, good tyres, fast. Taxed December...	£62
1930 SWIFT 10, Paladin coachbuilt Saloon, sun roof, duo grey, new condition...	£98
1928 AUSTIN 7, Tourer, blue, one owner, carefully driven, complete equipment. Taxed Dec...	£42
1932 MORRIS Minor, 2-Str., 8 V., very small mileage. As new in appearance and performance...	£85
1930 AUSTIN 7, Stadium Sports, 2-seater, silver and blue. Very clean, funnied engine. Taxed...	£65
1932 M.G. Midget, Sports, 2-seater, red, mileage 5,000. A really perfect motor...	£125
1929 RILEY 9, Biarritz Saloon, very smart black and red, good tyres. Taxed...	£105
1927 AUSTIN 7, Cup, 2-seater, thoroughly reconditioned, excellent chassis. Good tyres...	£36
1930 TRIUMPH Super 7, de luxe Saloon, duo grey, smart. Taxed. Choice of 3...	£65
1930 ROVER 10, sliding roof Saloon, wire wheels, 4-door, economical and roomy car...	£85
1930 MORRIS Minor, Coachbuilt Saloon, very clean, first class performance. Taxed...	£65

P.S. From Mr. Bywell: "We are open daily from 9-8 and on SUNDAY Morning from 10-1. Always a full sales-staff to give you advice and service. Our 'phone number is Battersea 6187-8-9."

3 MONTHS' FREE INSURANCE

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Third Party Only.
AUSTIN SEVEN
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from
£2/15/0 Yearly
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All types of vehicles
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Send particulars of your offer as above and quote terms for—

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ADDRESS.....

L.C.

"BIRSO"

Chill Cast Phosphor Bronze

BUSHES

Quality Scores Again
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RILEY SUCCESSES

Irish T.T. Car Race, 1932

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EITHER IN THE ROUGH
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**T. M. BIRKETT & SONS,
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

**If
you
want
CASH
for
your
CAR
go to**



THE LARGEST LIGHT CAR BUYERS

HEAD OFFICE AND SHOWROOMS:
78, 79, 80, 81, HIGH STREET,
HAMPSTEAD, LONDON, N.W.3
(One minute from Hampstead Tube Station.)

Telephone - - - - - Hampstead 6041 (6 lines).
 Telegrams - - - - - "Rospicarex, Havr, London."

HOURS OF BUSINESS:—
Open all Weekdays 9-9 (Including Saturdays).
SUNDAYS 9 a.m. to 1 p.m.

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

Safety First *Try at Kirk's*

KIRK & CO

CARS & MOTOR CYCLES



Roadside meeting!

FIRST DRIVER TO HIS PASSENGER.
PASSENGER.

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FIRST DRIVER.
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SECOND DRIVER.
MR. KIRK.

MR. N. QUIRER.

MR. KIRK.

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MR. KIRK.

"See ahead, another poor devil in trouble."
"DISOUSTING the amount of trips on the roads (excuse my vulgarity)."
"We'll stop, perhaps we can help him."
"I would greatly appreciate it and a newcomer to opinion it is beyond what I would term
motoring, and I've some weeks ago, nothing but trouble." "I might have been sold a pup. Wish I had never seen it."
"Of course, you have from a firm that do not guarantee their cars."
"Afraid not, bought it from a firm that do not guarantee their cars."
"Oh, that's a pity, although it must be obvious to you that a motor agent must make him very careful in the cars he gives a Guarantee, had enough these circumstances."
"He should never have had under these conditions."
"Be handsome. If you had ought to have gone to a firm of repute like KIRK & CO., from whom my friend purchased a car, never known a moment's trouble. Have you had any experience with KIRK'S?"
"What strange coincidence as I happen to be Mr. Kirk of that Company!"
"How remarkable! I beg your pardon."
"Quite alright, but what makes you express that kindly sentiment?"
"Well, my friend to whom I referred has a car from one of your branches. It may have been Faddington or Highbury. Depends however, he had a three months' Guarantee and had done 10,000 miles of trouble-free motoring."
"Let me suggest that you exchange this car for one of our guaranteed models on which we would make a good allowance in exchange."
"If you could do that I should be very glad. Whatever was to offer?"
"An extremely good selection of 100, including AUSTINS, SINGERS, ROYCE'S, STANDARDS, TRIUMPHS, WOLSELEYS, and Sports. How about giving this low rope? Call and see us at Highbury or Faddington, where we would be most happy to demonstrate the car that interests you and offer you our technical knowledge which may help you to your selection and certainly protect you against a recurrence of your late unfortunate experience."
"Thank—now we are off. Safety First, buy at Kirk's. Is a motto worth consideration."

MR. N. QUIRER.

MOTOR MOTORCYCLE OR CAR FOR A GUARANTEED MODEL FROM KIRK'S.

Coupe, sliding roof, superbly equipped, black finish, red leather upholstery, excellent tyres, superb equip-

[illegible]

22-49, PRAED ST., PADDINGTON, W.2
Phone: Paddington 6049 and 6892.
28-30-32, Highbury Corner, N.5
Phone: North 4784.
OPEN SUNDAYS—10 a.m. till 1 p.m. Weekdays—8 p.m.

Read This----

Dear Sir,

Without hesitation we tell you that never before have car values been greater than now at BENMOTORS. Buying at the moment is an INVESTMENT—and THE opportunity to exchange your present car for a guaranteed model. The choice is wide and varied, the terms of purchase as easy as you may desire and the exchange allowances amazingly liberal.

For example, our present stock of over 200 models under £100 includes:—

TWO-SEATERS.

- 89 Pounds. **AUSTIN 7**, 1933, de Luxe 2-str., negligible mileage, absolutely as new. Choice 5 others.
- 95 Pounds. **ALVIS 12/60**, 1929, de Luxe 2/3-str., sunk dicky, beautifully appointed, all extras. Choice 3 others.
- 99 Pounds. **AMILCAR**, 1929, special sports 2-seater, sunk dicky, 4-speed, tuned engine, particularly attractive.
- 65 Pounds. **FIAT 9**, 1930, 3-seater, sunk dicky, leather interior and bodywork unmarked, all extras. Choice 3 others.
- 49 Pounds. **HUMBER 9/20**, 1928 de Luxe, one owner, tip-top throughout.
- 85 Pounds. **LEA-FRANCIS**, 1930, 10 h.p., 2-str., all small mileage, excellent tyres, good tyres.
- 69 Pounds. **LEA-FRANCIS**, 1930-31, special Gordon extra and equipment, well kept, good tyres.
- 88 Pounds. **MORRIS Minor**, 1930-31, special Gordon extra and equipment, well kept, good tyres.
- 65 Pounds. **MORRIS 8**, 8 h.p., S.V. de Luxe 2-str., 1932, very small mileage, one owner, fully equipped, excellent tyres—spare unused, very well kept.
- 69 Pounds. **RILEY 9**, 1929, sports 2-str., sunk dicky, excellent tyres—2 as new, silent third, fast and attractive.
- 69 Pounds. **ROVER 10/25**, 1930, 2/3-str., sunk dicky, bodywork and equipment unmarked, all extras. Choice 3 others.
- 98 Pounds. **SINGER 8**, 1932, 2-str., mileage only 4,000, absolutely unmarked, spare unused.
- 95 Pounds. **TRIUMPH Super 7**, 1931, 2-str., late high radiator, one owner, £10 worth of extras. Choice 5 others.
- 89 Pounds. **WOLSELEY Hornet**, 1930, sports 2-str., underlung chassis, rad. grille, many extras. Choice 2 others.

TOURERS AND SALOONS.

- 79 Pounds. **AUSTIN 7**, 1931, Saloon, high radiator model, very small mileage, particularly well kept. Choice 7 others.
- 99 Pounds. **ALVIS**, 1928, 12/60 sports Saloon, kept, excellent tyres, luggage grid, etc. Choice 6 others.
- 98 Pounds. **AMILCAR**, 1930, 9 h.p., sports Saloon, high waist line, chromium fittings, wire wheels, particularly attractive.
- 99 Pounds. **FIAT 10/30**, 1931, 4-door sunshade, ribbon radiator model, chromium fittings, almost unmarked.
- 98 Pounds. **HUMBER 9/28**, 1930, de Luxe 4-door Tourer, excellent tyres, one owner, many extras.
- 89 Pounds. **JOWETT 7**, 1931, Saloon, all extras and equipment, good tyres, interior and bodywork excellent.
- 69 Pounds. **JOWETT 7**, 1929-30, long fabric Saloon (illustrated), almost unmarked throughout, beautifully kept. Choice 5 others.
- 89 Pounds. **LEA-FRANCIS**, 1929, 12-60 special sports Tourer, particularly attractive bodywork, specially tuned, 4-speed.
- 95 Pounds. **MORRIS 8**, 8 h.p., 1932, sunshine Saloon, one owner, almost unmarked, fullest equipment.
- 99 Pounds. **RILEY 9**, 1929-30, special coachbuilt sports Tourer, Mark IV, wire wheels, silent third, countless extras.
- 99 Pounds. **ROVER 10/25**, 1931, fabric Saloon, latest radiator model, excellent tyres, well equipped, small mileage. Choice 6 others.
- 78 Pounds. **RENAULT 9/15**, 1930, coachbuilt sunshine Saloon, superb condition throughout, all extras. Taxed.
- 99 Pounds. **SINGER 8**, 1931, coachbuilt safety Saloon, "sunshine roof", 4-sp., one owner. Choice 3 others.
- 69 Pounds. **STANDARD 8**, 1929, 4-door Tourer, particularly well kept, excellent tyres, roomy and economical. Choice 5 others. Etc., etc., etc.

ALL CARS OPEN TO A.A. or R.A.C. EXAMINATION WILLINGLY.

Simply send us full particulars and we will quote you a DEFINITE allowance for your present car or motorcycle if desired and deliver the CAR you choose for 50/—, subject to our 7 DAYS' TRIAL GUARANTEE. This is car buying made easy. Get in touch with us now.

Assuring you of a thoroughly square deal,

Yours faithfully,

Benmotors

THE CLEARING HOUSE FOR SMALL CARS
128-130, East Hill, WANDSWORTH, S.W.18
Phone: BATTERSEA 2425-2426.
Hours: 9.0-8.0; Saturdays 9.0-7.0.



JOWETT "7," 1929/30, de Luxe Saloon, £69 almost as new

To MESSRS. BENMOTORS.—Please quote me—with no obligation whatsoever on my part—a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business.

Make of Car or Motorcycle—	Date of Manufacture—	Type of Model—	No. of Cyls.— If Starter—
Type of Body (or S/c.)—	Condition of Engine—	Rated H.P.— If O.H.V. or Side-valve—	Type of Lighting— No. of Speeds—
Body Work—	Paint—	Upholstery—	Tyres—
			Taxed till—

NAME..... What Extras (if any)

ADDRESS.....

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS.

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

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1/2 per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, 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.—Acknowledgements of deposits or instruction to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should **ACKNOWLEDGE IMMEDIATELY** any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an 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 by 6 p.m. Monday and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

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

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

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

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

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (Private Exchange).

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

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

ALVISES, under £100. See page 24.

29-974

ALVIS Brooklands sports 4-seater, 70 m.p.h., 12-50, o.h.v., numerous extras, overhauled and specially tuned, absolutely 100% condition, £32 10s.; choice of two. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728.

29-1

ALVIS 12-50, super sports aluminium body, outside exhaust, exceptionally well kept, guaranteed 70 m.p.h., licensed, £48; exchange motorcycle. Tippett, Arlington Rd., Surbiton. Elmbridge 1274.

29-j375

ALVIS, 1927 12-50 super-sports 2-seater, pointed tail, taxed, £85; low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 29-269

AMILCARS, under £100. See page 24.

29-975

AMILCAR. Park Garage (Leyton) offer a special bargain. 1929 Grand Sports 2-seater, 4-speed, low chassis, cycle type wings, practically new tyres, spring steering wheel, canvas-covered blue and red, all bright parts chromium plated, taxed and insured comprehensively, originally priced at £287, offered during this sale week only at £70, cheapest ever offered and impossible to repeat. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437.

29-192

AMILCAR, Surbaise, genuine low chassis grand sport, tax paid, cycle-type wings, large diameter f.w.b., 27 by 4 well-base Rudge wheels and tyres, entirely overhauled, repainted, £50; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728.

29-998

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—

AMILCAR, genuine Surbaise sports 2-seater, balloon tyres, 2 spare wheels and other refinements, very fast car and extremely smart, cellulosed red, any trial, £47 10s. Camden Motors, behind Camden Town Underground.

29-306

£49. Amilcar 9hp super-sports saloon, chromium plating, etc., 35 m.p.g., over 60 m.p.h., beautiful condition. Below.

£43. Amilcar 9hp Surbaise-type sports 2-seater, taxed, white and red, chromium plating, 3 new tyres, f.w.b., Triplex, new hood, cycle wings, 70 m.p.h. Below.

£39. Amilcar 9hp long-tailed 2-seater, recellulosed red, entirely overhauled, f.w.b., Aero screen, etc. Below.

£36. Amilcar sports 3-seater, taxed, f.w.b., Vee screen, etc., choice of two. Below.

£18. Amilcar 9hp sports 3-seater, choice of two, one taxed, written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2.

29-252

ARIEL 9, 1925, 4-seater, mechanically perfect, repainted, all-weather equipment, £18. 10 Ewald Rd., Hurlingham, Fulham.

29-1796

ARMSTRONG SIDDELEY, 1930 12.6, mileage 1,400, £90 or exchange for later model with cash. Fry, 16 Green St., W.C.2. Phone, Whitehall 6636.

29-j331

ARMSTRONG SIDDELEY. F. G. Smith (Motors), Ltd. 12-6 1929 saloon, colour green, exceptionally nice condition throughout, £75, High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines).

29-10

ARMSTRONG SIDDELEY, 1929 12 6-cylinder saloon, splendid order, leather upholstery, £75. Denman, 132-3 Long Acre, W.C. Open weekends. Temple Bar 8135-6-7.

29-168

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

222-718

AUSTIN, 1931 model coachbuilt saloon, excellent condition, any trial, tax paid to end of year, £75; 1930 saloons, coachbuilt, from £55. Cars supplied on repurchase basis on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 Sundays.

222-47

AUSTIN 7 Swallow saloon, 1930, very nice condition, thoroughly recommended, hire-purchase, exchanges; £72 10s. Taylors. Below.

AUSTIN 7 fabric saloon, one owner, thoroughly overhauled, choice of 2, from £59. Taylors, 135 London Rd., Kingston. 1263.

222-183

AUSTINS, under £100. See page 24.

29-976

AUSTIN 7, 4-seater, 1928, in excellent condition, £28; another, £22. 34a Hereford Rd., Westbourne Grove, W.2.

29-1799

AUSTIN 7, late 1929 Boyd Carpenter special sports 2-seater, in exceptionally smart and sound condition, fully equipped, £65, or exchange Morgan or motorcycle. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113.

29-224

AUSTIN 7a. "There's no place like Holmes." It will pay you to inspect our present stock of exceptionally nice clean second-hand cars. 1929 Swallow saloon, black and cream, fine condition, a bargain, £59, or £18 deposit, including insurance; 1928 tourer, £36, or £12 deposit, or £15 deposit, including insurance; 1926 tourer, £27, or £10 deposit, including insurance; also a 1928 van, a bargain, £40; exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414.

29-223

IMPORTANT TO ADVERTISERS—

Alteration of Press Day

The latest time for receipt of paragraph advertisements will in future be

6 p.m. Monday

for the following Friday's issue.

Advertisements for our next issue must therefore reach our Head Offices by 6 p.m. Monday, August 29th

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

AUSTIN, F.O.C.H., Ltd. 1929 Gordon England saloon, black and maroon, l.w.b., pneumatic upholstery, safety glass all round, 2 new Dunlops, very good condition, taxed, 39 guineas. Below.

F.O.C.H. 1928 Gordon England Cup 2-seater, twin exhaust system, remarkably good engine, good tyres, excellent condition throughout, taxed, 39 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-215

AUSTIN 7, 1930, Wydor fabric S.R. saloon, black and red, exceptional appearance and order, £60. Harry Nash, 348 King St., Hammersmith. 29-214

AUSTIN 7hp Cup model, 1928, just refabricated by makers and fitted with latest body strengtheners, new hood, taxed and insured, several extras, overhauled, £35. Exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 29-997

AUSTIN 7 Gordon-England Stadium model, sports 2-seater, twin carburettors, specially tuned, oversize tyres, in new condition throughout, numerous extras, tax paid, £45; exchanges or deferred payments. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 29-996

AUSTIN 7 tourer, 1926, good runner, £19. Byfleet Automobile. West Byfleet. 29-453

AUSTIN 7. Rennos. 1928 Mulliner saloon, l.w.b., starter, spare wheel, dynamo, speedo, mirror, wiper, tyres good, repainted, 39 guineas, £7 10s. down, 42s. 2d. monthly. 232-3-4 Upper St., Islington. Near Tubes. Phone, North 4467-8. 29-7

AUSTIN 7, 1928 saloon, good condition throughout, safety glass, leather upholstery, £52. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 29-966

AUSTIN 7a. Maxey Motors, Ltd., is the firm for these wonderful little cars.

Call and see them, or we will gladly send them to you.

AUSTIN 7, 1931, coachbuilt saloon, in fine order inside and out, £77 10s.

AUSTIN 7, 1927, Cup model, very fast, £35.

AUSTIN 7, 1928, van, painted, ready for hard work, very sound, £34.

AUSTIN 7 Cup models always in stock at the lowest prices.

1931 (August) coachbuilt 2-seater, £25 worth of extras, 8,000 miles only, £77 10s.

1931 coachbuilt sunline saloon, as new, £82 10s.

1927 coachbuilt saloon, repainted, excellent order, taxed, £42 10s.

Generous allowances made for any make of car or motorcycle. Deferred terms.

Maxey Motors, Ltd., 70 High St., Tally Ho! Corner, North Finchley. Open on Sunday mornings. Hillside 3366. 29-266

AUSTIN 7 1930 coupe sunshine roof, new tyres, new condition throughout, £45. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 29-153

AUSTIN 7. Brooklands Motor Co. offers:—1930 supercharged sports 2-seater, very small mileage; this car is in perfect condition throughout, painted maroon and black, with outside exhaust, a remarkably cheap car, £125, written guarantee; exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 3145-4. 29-231

AUSTIN 7, Mulliner sports coupe, sun roof, 1930-31, 65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 29-169

AUSTIN 7, 1931 saloon, small mileage, sun roof, black and red, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 29-170

AUSTIN 7, £30. 1928 chummy. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-171

AUSTIN 7, 1931 coachbuilt saloon, sun roof, £75. Denmans, 132 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-172

AUSTIN 7, 1926 chummy, taxed, good hood, 19 guineas. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 29-123

AUSTIN 7, £3 deposit, 35 guineas cash. 1929 model, Gordon England Cup, very good condition, taxed; exchanges. Rowland Smith. Below.

AUSTIN 7, £7 deposit, 69 guineas cash. Late 1931, chummy, very carefully used, practically new, year's tax; exchanges. Rowland Smith. Below.

AUSTIN 7, £4 deposit, 39 guineas cash. 1929 Wydor fabric saloon, very good condition; exchanges. Rowland Smith. Below.

AUSTIN 7, £3 deposit, 22 guineas cash. 1926, chummy, very good condition, taxed. List free. Exchanges. All week-days, including Saturdays, 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Phone, Hampstead 6041-6. 29-119

AUSTIN 7a. Earls for bargains.

AUSTIN 7, 1930 Stadium 2-seater sports, chromium plating, £55.

AUSTIN 7, 1929 Stadium 2-seater sports, blue and silver, £45.

AUSTIN 7, 1929 Wydor saloon, black fabric, taxed December, £46.

AUSTIN 7, 1927 G.E. Cup model, new hood, good tyres, taxed, £26.

AUSTIN 7a. Earls, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 29-112

AUSTIN 7, 1931 Swallow saloon, small mileage, excellent condition, £99.

1931 Austin 7 chummy, taxed, nice condition, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 29-315

AUSTIN 7, 1929 4-seater tourer, good condition, £38.

AUSTIN 7, 1928 4-seater tourer, good condition, £32.

AUSTIN 7, 1928 4-seater tourer, good condition, £30. Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 29-309

AUSTIN 7, 1929 chummy, excellent condition throughout, tyres good, taxed, £37 10s.; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 29-300

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

AUSTIN 7. McCarthys Motors (1925), Ltd., bargains:—

1931 7hp coachbuilt saloon, perfect condition, £75.

1931 7hp sunshine coachbuilt saloon, new condition, £80.

1930 Austin 7 tourer, one owner, very clean, £60.

Part exchange and deferred terms arranged.

McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 29-299

AUSTIN 7, 26 guineas!! 1927 Austin sports 2-seater, good lighting and starting, nice appearance and condition; exchanges, terms. Comerfords, Portsmouth Rd., Thames Ditton. 29-259

AUSTIN. J. K. Greenwood and Co., Ltd., offer:—

£39 10s. Austin 7 Brooklands model 2-seater, taxed, black and red, long-tailed body, wire wheels, outside exhaust, l.w.b. Aero screen, remote gear control, cycle-type wings, etc., very fast and sporty bus, in beautiful condition throughout, written guarantee; exchanges, deferred 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 29-248

AUSTIN 7, 1931 4-seater tourer, sound mechanically, appearance slightly shabby, 57 guineas; exchanges, deferred, Millars, 95b Mitcham Lane, Streatham. Phone 5159. 29-291

AUSTIN 7 tourers and saloons. £30 to £75. Ready to drive away; taxed, insured and guaranteed 3 months; 100 popular makes in stock; from £10 to £65.

Exchanges and simplest hire-purchase; neither references nor securities required; drive away same day.

Example:—Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3532. 29-274

AUSTIN 7, 1928 Cup model, excellent condition, brand-new hood, battery, rear tyres and tubes, taxed December, £40. Stratford City 1208. 29-728

AUSTIN 7, £77 10s. 1932 series coachbuilt saloon, 100% condition throughout. Below.

AUSTIN 7, £27 10s. 1927 chummy, fully equipped, excellent condition throughout. Below.

AUSTIN 7, £42 10s. 1928 Cup 2-seater, several extras, bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 29-106

AUSTIN 7, 1929 (July) saloon, one owner, Triplex, magnificent appearance, mechanically perfect, £42 10s.

AUSTIN 7, 1928 coachbuilt saloon, exceptional condition, taxed, insured, £35. 39 Lewisham Hill, S.E.13. Lee Green 1295. 29-732

AUSTIN 7, 1929, chummy, full equipment, splendid condition, taxed till January, insured, £42; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 29-757

AUSTIN 7, £35 or offer. 1927½ Gordon England sports 2-seater, fully equipped and absolutely splendid condition; taxed, insured, £35. 39 Lewisham Hill, S.E.13. Lee Green 1295. 29-732

AUSTIN 7, the smartest cup 1928, Alta head, stonegnard, Brooklands, hub caps, air cowls, dipping headlamps, deep note exhaust, oil gauge, clock, speedometer, chromium plated, black and green, £45; exchange and cash. 51 Bello Bridge Rd., Acton, W.3. 29-751

AUSTIN 7a. Great sale!! Steele Griffiths are offering during this week 250 used cars, all with written guarantee, at greatly reduced prices, including several Austin 7a. All showrooms open until 8 p.m. 89 St. Portland St., W. Langham 1601. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court House, Camberwell New Rd., S.E.5. Rodney 2201. 29-126

AUSTIN 7, 1927 tourer, all-weather equipped, very nice condition, £22; also 1928 tourer, licensed, £30. Below.

AUSTIN 7, 1929 Stadium sports, 2-seater, exceptional condition throughout, small mileage, licensed December, £52. Below.

AUSTIN 7, 1929 Wydor fabric saloon, well equipped, finished black and red, £44. Below.

AUSTIN 7, 1929 Swallow sports 2-seater, exceptionally attractive and carefully used, licensed £62. Exchanges, terms. Norringtons, 243 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2505. 29-131

AUSTIN 12-6 F. G. Smith (Motors), Ltd. 1931 12-6 coachbuilt saloon, beautiful condition, choice of two, £145. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-12

AUSTIN 7, 1931 series, black fabric saloon, £55. Easyfit carrier, stop-lamp, other extras in exemplary condition, any trial, after 7 evenings. 9 St. Mary's Rd., Canonbury, N.1. 29-696

AUSTIN 7 tourer, 1927, exceptional condition, taxed, insured end of year, £30. Crook, 27 Avenue Rd., Staines. 29-702

AUSTIN 7 tourer, 1928, excellent condition, £30, taxed September, insured May. Bird, 142 Grange Rd., S.E.1. 29-667

AUSTIN 7 chummy, 1927, taxed, overhauled, good tyres, bargain, £23 10s. Davies, Penlee, Uxbridge Common. Uxbridge 770. After 7 p.m. 29-668

AUSTIN, 1929 Stadium model, rebuilt, costing £40, mechanically as new, superb performance, any inspection, £55. 85 Livingstone Rd., King's Heath, Birmingham. 29-670

AUSTIN, 1927 chummy, recellulosed and overhauled, all-weather equipment, £28, exchange motorcycle. Tippetts, Arlington Rd., Surbiton. 29-674

AUSTIN 7, 1930 opal blue 4-seater chummy, splendid condition, everything sound, 4,800 miles, owner-driver, £55. Davis, 47 Bagshot St., Walworth, S.E.17. (Private). 29-733

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

AUSTIN 7. £48. 1929 (July) Wydor saloon, very clean, taxed year. Below.

£58. 1930 (May) Austin 7 coachbuilt saloon, perfect condition throughout. Below.

£125. 1931 supercharged Austin 7, Ulster model, mileage 3,000, orange and black, one owner, as new; exchanges, deferred terms. Open Sundays. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 425. 29-676

AUSTINS. F. G. Smith (Motors), Ltd., for Smith-conditioned cars. Austin 7s: 1931 saloons from £85; 1930 saloons from £70; 1929 saloons from £55; 1927 tourers from £30; 1929 tourers from £50. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-11

AUSTIN 7. 1927 tourer, chromium radiator, good tyres, cellulosed, new hood, carrier, £27 10s. Harvey, 115a Fonthill Rd., Finsbury Park, N.4. 29-756

AUSTIN 7 Swallow. 1929, 2-seater, good tyres, taxed, engine excellent, any trial, £55. 16 Hayne Rd., Beckenham. 29-737

AUSTIN 7. 1928 Cup sports 2-seater, electric clock, large headlamps, chromium-plated, taxed, insured, £32 10s. 221 Maida Vale, W.9. 29-77

AUSTIN 7. 1928 Gordon Cup 2-seater, cycle wings, rebored, exceptional car, taxed, insured, £34; also several other Austins, including 1929 saloon, £35; 1928 4-seaters. Bottini, rear of 241 Maida Vale W.9. 29-76

AUSTINS. Lane Motors for Austin 7s.

1931 Hoyle saloon, as new, cost £117 only, 75 guineas.

1930 Stadium sports, black and green, 55 guineas.

1928 2-seater Cup model sports, 42 guineas.

1927 Gordon England saloon, perfect, 23 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 29-78

AUSTIN. 1930 7hp Mulliner sliding roof saloon, exceptionally good order, £55. Newnham, 237 Hammersmith Rd., W.6. Riv. 4646. 29-84

AUSTIN 7. 1931 sunshine saloon, practically new, £75. Below.

AUSTIN 7. 1932 van, specially fitted, cost £130, practically brand new, £95. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 29-57

AUSTIN 7. 1930 Wydor saloon, taxed, one owner, very carefully maintained, £60. Paul and Co., 51 The Mall, W.5. Ealing 4633. 29-64

AUSTIN 7. £30. 1928 Cup model, exceptionally good; choice of another; exchanges, terms. Maynards, 241a High Rd., Wood Green. 29-46

AUSTIN. 1930 special Ulster T.T. replica, 75 m.p.h., sports 2-seater, 79 guineas. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 29-47

AUSTIN 7. 1931 Swallow coachbuilt saloon, two-colour finish, chromium plating, bumpers, positively as brand new, £105; exchanges deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 29-27

AUSTIN 7 G.E. Cup model. Triplex screen, twin wipers, pneumatic upholstery, hosts of extras, £38.

AUSTIN 7. 1930 2-seater sports, coachbuilt, £58.

AUSTIN 7. 1929 Wydor saloon, Triplex all round, £55. Rhinds, Ltd., 258 Deansgate, Manchester. 29-28

AUSTIN 7. Naylor and Root offer:—

1931 Austin 7 Ulster sports 2-seater, tuned engine, £115.

1929 Austin 7 tourer, choice of three, excellent condition, £45.

1929 Austin 7 Stadium 2-seater, many extras, taxed, £45.

1931 Austin 7 coachbuilt saloon, small mileage, £75.

1930 Austin 7 coachbuilt saloon, choice of two, £62.

1928 Austin 7 Swallow 2-seater, reconditioned, taxed, £45.

1928 Austin 7 tourer, very clean and taxed, £36.

1928 Austin 7 Cup, 1930 improvements, fast, £42.

1927 Austin 7 chummy, carefully used, taxed, £32.

Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (including Wednesday). Sunday mornings 10 a.m. to 1 p.m. 29-163

AUSTIN 7. Cass's Motor Mart, Ltd. (established 1911). 1932 de luxe coachbuilt saloon, sunshine roof, blue, mileage 3,000, £100.

AUSTIN 7. 1931 de luxe sunshine saloon, blue and black, small mileage, £80; written guarantees, demonstrations free within 50 miles; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 29-124

AUSTIN. 1930 Wydor saloon, year's tax, small mileage, as new throughout, £60. Below.

AUSTIN. 1929 Swallow saloon, red and black, bumpers, lavishly equipped, immaculate condition, £65; exchanges, deferred. Broadway Motors, 65 High St., Hounslow. Phone 0175. 29-308

AUSTIN 7. with sunshine roof, £38 10s.!!! Late 1929 Wydor saloon, taxed, insured, and in exceptionally attractive condition, a genuine bargain; terms, exchanges. 368 Hornsey Rd., N.19. Archway 3294. 29-359

AUSTIN 7. Broadway Motors offer 1931 Swallow saloon, bumpers, hardly used, 100 guineas; choice of 6 from £65.

1929 Austin 7 Swallow saloon, excellent condition, £62; choice of 2.

1930 Austin 7 K.O. special sports 2-seater, Alta head, Solex carburettor, very fast, £82 10s. Many others from £25.

1931 Austin 7 coachbuilt saloon, indistinguishable from new, taxed year, £77 10s.; choice of 8 from £35; motorcycle in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 389. 29-351

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

AUSTIN 7s. Sale, August 21-31. End-of-season reductions; 120 cars to clear, including 30 Austins. List free. Smith and Hunter. Below.

1932 Sun saloon de luxe, grey-black, leather upholstery, used few demonstrations, full guarantee, £105. Below.

1932 Saloon de luxe, blue, long chassis, mileage very small, indistinguishable from new, taxed year, fully insured December, £98. Below.

1931 4-seater, opal blue, very sound mechanically, attractive throughout, taxed, £66. Below.

1931 Coachbuilt sunshine saloon, blue, leather upholstery, carefully used, one owner, £73. Below.

1930 Saloon de luxe, reg. GC411, Triplex, leather upholstery, beautifully kept, guaranteed, £57. Below.

1929 Wide-door saloon, blue, red leatherette upholstery, good tyres, taxed year, £47; another, taxed September, £45. Below.

1929 4-seater, dark blue, good tyres, step mats, dash lamp, A lot, taxed year, £45. Below.

1928 4-seater, brown, new Christmas, 1927, serviceable tyres, good mechanically, insured, £42. Below.

1927 (June) coachbuilt saloon, blue, leather upholstery, very attractive order, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 6, Sunday 10-1. 29-235

AUSTIN 7. 1928 saloon, brown, £35. Sydney Hall, Catherine St., St. Albans. Telephone 636. 29-347

AUSTIN 7 saloon. 1930, coachbuilt, tax paid, £60. Choice of six others from £38. Exchanges, terms. Whitby's, 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 29-335

AUSTIN. Palmers of Twickenham. 1926 saloon, bumpers, etc., £22; 1926 chummy, insured, £22; 1928 saloon, coachbuilt, £32; 1930 Austin Avon sports, £55. Many others in stock; exchanges or deferred. Palmers, 53 York St., Twickenham. Phone 1454. 29-328

AUSTIN 7. 1927 tourer, perfect order, taxed, £28. Below.

AUSTIN 7 tourer, good order, taxed, £17. Below.

AUSTIN 7. 1926 G.E. Cup, excellent order, taxed, £23; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 29-270

AUSTIN. 1930, 7hp sunshine saloon, fullest equipment, well kept in every respect, good tyres, tax paid, leather upholstery, astounding value (Paddington), £59 10s. Kirk. Below.

1930 Arrow sports 2-seater, full equipment, pneumatic leather upholstery, attractive cream and black body, all chromium, numerous extras, magnificent sports car (Highbury), £62. Kirk. Below.

AUSTIN. 1929, 7hp Mulliner saloon, nicely fitted interior, good condition and appearance, genuine bargain, £45 10s. (Paddington). Kirk. Below.

1930 7hp Taylor Ace sports 2-seater, completely equipped, attractive sports body, cycle-type wings, V screens, etc., very smart appearance, don't miss this last and attractive little bus, tax paid (Paddington), £65. Three-Months-Written-Guarantee. Exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2 (Paddington 6049), and 28, 30, 32 Highbury Corner, N.5 (North 4784). 29-345

AUSTIN 7. Cup model, late 1927, in very good condition throughout, excellent tyres, many extras, maroon fabric, a very attractive little car, £37 10s. Camden Motors, Buck St., behind Camden Town Under-ground. 29-360

AUSTIN 7. 1928, coachbuilt saloon, finished maroon cellulose, excellent condition, £38; best possible deferred terms. The Service Co., 275 High Holborn. Holborn 0666. 29-338

AUSTIN 7. brand-new shop-soiled unregistered Swallow coachbuilt saloon, black and cream, sunshine roof, list price £170, our price £135. Rose and Young, 97 Streatham Hill, S.W.2. Telephone, Streatham 9520. 29-246

AUSTIN 7 1928 fabric saloon, nice condition, mechanically excellent, £35; Austin 7 1928 chummies, several good cars, from £35. Frenkels, 319 Edgware Rd. Phone, Padd 5129. 29-111

BERLIET. F.O.C.H., Ltd. 1927 (late) 9.5hp 4-door coachbuilt saloon, 4-speed, f.w.b., wire wheels, starter, good tyres, remarkable performance, very economical family saloon, taxed, 25 guineas. 3-6 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-216

B.S.A. Hackford Motors, the B.S.A. 3-wheeler specialists. Eighteen months to pay, good prices in part exchange; trade supplied. Write for catalogue. Below.

Hackford chromium luggage carrier, sports 32s. 6d.; de luxe and family, 29s. 6d. Below.

Hackford's for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.

Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062. xxx-85

B.S.A. Harry Nash, B.S.A. specialist!!!

1931 (September) B.S.A. Standard 3-wheeler, mileage 6,000, taxed, one owner, exceptional condition, £67 10s.

1932 (August) Family model, taxed year, insured, mileage 300, indistinguishable new, hardly used, £92 10s.

Full range 1932 3-wheelers; instant delivery.

Also 1933 range 3 and 4-wheelers, including the 3-wheel 4-cylinder at £125; the new 4-wheel f.w.d. 9hp 4-cylinder open sports, £160; and Peerless coupe at £210; instant delivery. Your inquiries welcomed!!! Low deposits; easiest terms; most liberal allowances. 348 King St., Hammersmith. 29-213

B.S.A. special sports 3-wheeler, 2 carburettors, cut-away sides to body, special exhaust, year's tax, superb condition, technically fast, £10; another, 1931 sports, taxed, £66; exchanges, deferred. Broadway Motors, 65 High St., Hounslow. Phone 0170. 29-307

B.S.A. 1931, de luxe, safety glass, taxed, perfect condition throughout, £62. Hobson, 11 Gloucester Rd., E.11. 29-725

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

B.S.A. Rennas. 1931 10-21 2-seater sports 3-wheeler, starter, dynamo, V screen, speedo, wiper, spare wheel, electric horn, pneumatic upholstery, as new, 69 guineas, £12 down, £3 8s. 7d. monthly. 234-3-4 Upper St., Islington. Near Tubes. Phone, North 4467-8.

B.S.A. 3-wheeler special 2-seater sports, bargain, £68. Rhinds, Ltd., 258 Deansgate, Manchester. 29-29

B.S.A. 1932, 3-wheeler special sports, almost as new, attractively finished dual colour, licensed £89; exchanges, terms. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-132

B.S.A. 1931, de luxe, excellent condition, taxed, 64 guineas, Lacey, 21 Gregory Avenue, Nottingham. 29-749

B.S.A. £6 deposit. 65 guineas cash. 1932 model sports 3-wheeler, one owner, very good condition. List free. Exchanges. All week-days, including Saturdays 9-9. Sundays 9-1. Kowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Phone, Hampstead 6041-6. 29-118

B.S.A. £60. 1930 sports, specially fitted 31 type body, black and cream, dampers, special hood, 9,000 miles. "Runswick," St. James Rd., Sutton. 29-704

B.S.A. 1931 sports, small mileage, new tyres, taxed year, as brand new, £75. A.Z. Motors, 180 West End Lane, Hampstead 0523. 29-19

B.S.A. Naylor and Root, Ltd.

1931 Family, small mileage, beautiful condition, £72.

1931 De Luxe, black and red, good tyres, chromium, £65.

1931 Special sports, chromium lamps, Blue Star engine, £79.

1932 Family, black and red, absolutely as brand new, £85.

1932 Sports, chromium lamps, mileage 2,000, taxed December, £85. Three months' written guarantee. Highest exchange allowances; deferred terms over 12 or 18 months.

Detailed specification on request or our outside representative will bring a model for your examination and trial without obligation.

Naylor and Root, Ltd., 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wednesday 1 p.m.). Sundays 10 a.m. to 1 p.m. 29-164

B.S.A. 1931 (April) 3-wheeler sports, black-red, Triplex screen, superbly kept, taxed, bargain, £70. Smith, 407 Edgware Rd. 29-234

BUGATTI. J. K. Greenwood and Co., Ltd., offer:—

£32 10s. Bugatti, 11.9hp modified Brescia super-sport 2-seater, finished black and cream, streamlined tail body, folding-down screen, wire wheels, detachable hood, 4 speeds, late-type radiator, good tyres, spring steering wheel, 85 m.p.h. speedometer, really fast job, capable nearly 75 m.p.h., excellent appearance and 100% engine: written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 29-251

CITROEN. £20. 1927, 12-24hp, 4-door coachbuilt saloon, new tyres, f.w.b., 8 lamps, taxed, splendid condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 29-755

CITROEN. 59 guineas. 1931 12.8hp drop-head coupe, finished red and black, perfect. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176, 8177. 29-193

CITROEN 7, cloverleaf, taxed, insured year, perfect, £20. 80 High St., Hampton, Middlesex 29-722

CLYNO tourer, June, 1926, two owners only, new hood and side screens, in perfect mechanical condition, £12. North 1484. 29-797

CLYNO. F.O.C.H. Ltd. 1927 10hp 4-door coachbuilt saloon, brown, f.w.b., luggage grid, exceptionally good condition, 16 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-217

CLYNUS, tourers and saloons, £10 to £30, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £50.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example:—Clyno, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-270

CLYNO. 1929, 9hp 4-seater, four new tyres, one owner, any trial, £16 10s. 221 Maida Vale, W.9. 29-70

CLYNO. 1928, 11hp royal saloon, perfect condition throughout, clearance price £30. Paul and Co., 51 The Mall, W.5. Ealing 4053. 29-68

COOPER Special, redesigned and specially built in 1931, 1,100 c.c. supercharged 4-cylinder engine, 4-speed close-ratio gearbox, inter-connected f.w.b., wonderful acceleration, genuine 90 m.p.h. car, complete equipment, £85. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 29-48

DE DION BOUTON. F.O.C.H. Ltd. 1925 (October) 9.5hp drop-head coupe, double dicky, f.w.b., Magna-type wire wheels, remarkably fine car in excellent condition throughout, 14 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-218

FIAT 1927, 8hp 2-seater, excellent order, taxed to December, £34; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 29-271

FIAT 10.8, 1928 tourer, all-weather equipped, exceptionally good mechanically and well kept, £34; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-133

FIAT Nine, 1930 model Swallow saloon, exceptionally nice order throughout, £88. W. T. Dunn, Ltd., 307 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 29-123

FIAT, 10-15hp tourer, 1925-6, f.w.b., excellent tyres, wonderful condition throughout, taxed, bargain, £18. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 29-148

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

FIATS, under £100. See page 24.

29-977

FIAT 12, 1928 touring car, fine order, £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-173

FIAT 12, 1931 2-seater Roadster, fine order, £110. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-174

FIAT 8hp, 2-seater, 1928, one owner, just overhauled and repainted, £29. 181 The Grove, Goldhawk Rd. Shepherds' Bush 2230. 29-323

FIAT 8hp, 1929, 4-seater tourer, maroon, rebored, new pistons, leather upholstery, exceptional condition, £37 10s. Harry Nash, 548 King St., Hammersmith. 29-212

FRAZER-NASH. 75 m.p.h. super-sports, special 3-seater skiff body, mahogany decked, ribbed f.w.b., wide track, rear petrol tank, numerous extras, overhauled, £85. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 29-999

FRAZER-NASH cars offer for sale these reconditioned cars:—1931 Falcon o.b.v. 4-seater; 1930 Boulogne o.b.v. 3-4-seater, 4 speeds; 1927 super sports, lowered chassis, 4 speeds, 3-seater. Full particulars on application, Falcon Works, London Rd., Isleworth. Hounslow 3171-2. 29-224

GWYNNE 8 chummy, taxed and insured, drive away, £6. 8now, 42a Wilton Rd., Dalston, E.8. 29-254

GWYNNE B. £8 10s. 1925 2-seater, genuine 60 m.p.h. car, mechanically perfect. 94 Chase Side, Southgate, N.14. 29-715

HUMBERS, under £100. See page 24.

29-978

HUMBER. Several of these choice cars in stock. Value unbeatable, performance unsurpassed. Send for list or see displayed advertisement in this issue. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-158

HUMBER. £20!!! 1925 coachbuilt saloon, blue, 11hp. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-175

HUMBER 9. Cookes Motors offer: 1927 coachbuilt saloon, a perfect motorcar in every way, nearly new tyres all round, taxed, real bargain at £59; terms and exchanges. £66 High St., Sutton. Open Sundays. Phone 4660. 29-331

JOWETT. Manchester. 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxo-Jeffries, Ltd., Deansgate. Bla. 1122-3. 29-927

JOWETT tourers and saloons £20 to £25. Ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Jowett, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-276

JOWETT. 1925, 7hp 2-seater, taxed, £16; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 29-272

JOWETT saloon, 1926, nice condition, £28; also long chassis 4-seater, £18. Baddley, 56 Clifton St., E.C.2. Bishopsgate 4954. 29-804

JOWETT. 1931 coachbuilt saloon, long chassis, taxed December, beautiful condition, £100; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 29-198

JOWETTS, used models on offer, cheap, at Sibson's Garage, Jowett agents, Leicester. 29-204

JOWETTS, under £100. See page 24.

29-979

JOWETT. 1926 long 4-seater, maroon, starter, all-weather equipment, rear screen, sound, taxed, £12; appointment. 42 Court Farm Avenue, Ewell. 29-716

JOWETT. 1928 (August) long 4-seater, insured, taxed, unused for 2 years, free wheel, excellent condition, bargain, £32 10s.; after 5.30 p.m. Lovett, 34 Parkside Drive, Watford By-pass, Edgware. 29-729

JOWETT. 1927 long 2-seater, excellent all-round condition, many extras, taxed, £31. 14 Firmin Rd., Dartford, Kent. 29-734

JOWETT. £18!! 1926-7 2-seater and dicky, taxed year, new tyres, thoroughly overhauled, any trial. 11 Litchfield Ave., Morden. 29-714

JOWETT. F. G. Smith (Motors), Ltd., 1931 Jowett long-chassis coachbuilt saloon, in really as new condition, £105; extended payments; 1928 tourer, taxed, £30. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-13

JOWETT. late 1929 7hp long-chassis 4-seater, f.w.b., Ewart disc wheels, taxed, perfect, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 29-146

JOWETT. 1931 saloon, £95; 1928 coachbuilt saloon, £48; details on request; see displayed advert. in this issue. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-159

JOWETT. 1930, Black Prince saloon, finished black and cream, exceptionally fine condition throughout, one owner since new, £78; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 29-336

JOWETT. 1924 long 4-seater, blue, starter, good tyres and all-weather equipment, sound, taxed, £15. Smith, 407 Edgware Rd. 29-235

JOWETT. 1929, long chassis de luxe 4-door saloon, in exceptionally smart and sound condition throughout, open to any examination, £52 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 29-226

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

JOWETT, F.O.C.H., LTD., Established 20 years. Jowett distributors and second-hand specialists. Send for free list. Below.

F.O.C.H. 1931 7hp long-chassis 4-door fabric saloon de luxe, black and green, wire wheels, moquette, one owner, small mileage, practically brand-new condition, 95 guineas. Below.

F.O.C.H. 1929 (August) 7hp long-chassis coachbuilt 4-door saloon de luxe, blue, f.w.b., enclosed luggage container, opening windscreen, Bosch horn, fully equipped, magnificent condition, taxed, 62 guineas. Below.

F.O.C.H. 1925 7hp long-chassis 4-seater, grey and black, leather upholstery, new hood, very carefully used, absolutely 1932 condition, year's tax, 24 guineas; exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-219

LEA-FRANCIS, £55. 1929 12-40, 2-seater and dickey, maroon finish, unscratched condition; exchanges, terms. Maynards, 241a High Rd., Wood Green. 29-44

LEA-FRANCIS, 1929 12-40hp, fitted with 12-50 4-seater sports, taxed, exceptionally fast, £85. Below.

12-22hp 1927 4-seater, reconditioned, genuinely good condition throughout, £32 10s. Paul and Co., 51 The Mall, W.5. Ealing 4633. 29-62

LEA-FRANCIS, under £100. See page 24. 29-980

LEA-FRANCIS touring, £25, in good running order, taxed. 133 Dashwood Avenue, High Wycombe, Bucks. 29-744

LEA-FRANCIS, £62 10s. 1928 12-40 supercharged touring, most attractive and fast; exchanges, terms. Below.

LEA-FRANCIS, £67 10s. 1928 12-40 sports saloon, wire wheels, very fast, excellent condition throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 29-104

LEA-FRANCIS, 1927 drop-head coupe, 12hp, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-176

LEA-FRANCIS, £60. 1928 touring car, 12hp, low-built body, good order. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-177

MAREDAZ, 1932 2-litre International sports, like new, 2-4-seater, owner ordered abroad, cost £425, accept £275. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 29-178

M.G. Midget, 1931, beautiful condition, polished disc wheels, black body, luggage rail, tyres nearly new, £110. Write, or call after 8 p.m., Conner, "Oakwyn," North Circular Rd., Palmers Green, N.13. 31-707

M.G., 1932 (June) Montlhery Midget, registered mileage 1,900, positively as new, attractively finished blue, licensed December, £198; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-134

M.G. Midget, 1930 sunshine coupe, big sump, black and green, spotless condition, £100; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 29-197

M.G.s., under £100. See page 24. 29-981

M.G., 1930 saloon, £115. G.L.M. Motors, 18 Worple Rd., Wimbledon. Telephone 6026. 29-294

M.G., 1930 2-seater, perfect condition, tax, insured year, £85, inst. Apply, 16 Balmeas Rd., Southgate Rd., N.1. 29-648

M.G. Midget, Stuarts, 1932 special sports folding-head coupe, brand new, makers' guarantee, list £265, £195. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 29-992

M.G. Midget, 1930 model, in splendid order, 4 new tyres, £75; exchange considered. Pim, Park 0210. 29-71

M.G. Midget, 1931 Jarvis 2-4-seater, black-green, new condition, £135. Peaston, 68 Courtland Drive, Ewell. 29-743

M.G. Midgets with a giant performance. Choice of six. Send for list or see displayed advertisement in this issue. Naylor and Root Ltd., 25 East Hill, Clapham Junction, S.W.11. 29-157

M.G. Midget, 1931, like new, black and red, small mileage, £105. Denmans, 132-3 Long Acre, W.C. Open week-ends. 29-179

M.G., 1932 Magna, mileage 3,000, as brand new, £185.

M.G., 1931 750 c.c. special competition Montlhery 2-seater, cheapest ever offered, £185.

M.G., 1931 specially tuned 4-speed Midget, year's tax, four brand-new tyres, £115. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Ponbridge Villas, Notting Hill Gate. 29-49

M.G., new and unregistered Midget 2-seater, coachbuilt, spare wheel at rear, mudshields, full guarantee, list price £190, special clearance offer, £167 10s. Paul and Co., 51 The Mall, W.5. Ealing 4633. 29-66

M.G. Midget, 1931 black fabric, spotlight, Triplex, hood, screens, one owner, 89 guineas; terms, exchanges. Crossland, London Rd., Bromley, Kent. 29-69

M.G. Midget 2-seater, 1932, very small mileage, many extras, practically brand new, bargain, £125. Lionel H. Pugh, 66 South Molton St., W.1. Mayfair 4433. 29-58

M.G. Cass's Motor Mart, Ltd. (Established 1911). 1932 Midget coachbuilt 2-seater, mileage 4,000, black and red, £149; written guarantee, demonstrations free within 50 miles; exchanges, extended payments. Cass's, 114 Tottenham Court Rd., W.1. Museum 4110. 29-125

M.G. Midget, £9 deposit, 92 guineas cash. Late 1931 super sports 2-seater, red, one owner, exceptional condition, taxed; exchanges. Rowland Smith. Below.

M.G. Midget, £7 deposit, 72 guineas cash. 1930 super sports 2-seater, red, practically unworn tyres very good condition. List free. Exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minuto Hampstead Tube. Phone, Hampstead 6041-6. 29-117

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

M.G. Jarvis of Wimbledon for second-hand M.G. bargains.

1932 supercharged Midget, low chassis, Jarvis 2-seater, British racing green, 4-speed gearbox, mileage 5,000 taxed year, £199.

1932 Midget, low chassis, occasional 4-seater standard tourer, demonstration model, small mileage, black and green, taxed year, £165.

1932 M.G. Midget, panelled 2-seater, brand new, slightly shop-soiled, list price £185, accept £155 with maker's full guarantee. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 29-38

M.G. Sprosen, Ltd. (Norman Black). Eighty sports cars, fully guaranteed; deferred payments, repurchase.

M.G., 1932 type Montlhery Midget, almost unused, one owner, many extras, £190. 109 Gt. Portland St., London. Langham 1212. 29-36

M.G. Sprosen, Ltd. (Norman Black). 1932 Midget, low chassis, D-type occasional 4-seater sports, one owner, very small mileage, £165.

M.G., 1932 Midget 2-seater, black and red, one owner, £135.

M.G., 1931 Midget 2-seater, choice of 5, all in excellent condition, from £110.

M.G., 1931 Midget coachbuilt coupe, sunshine roof, £145; others, £115, £110.

M.G., 1930 Midget 2-seater, choice of 6, carefully used, small mileage, from £85. 109 Gt. Portland St., London. Langham 1212. 29-37

M.G. Midget, 1931 2-seater sports, exceptional condition, £105. Rhinds, Ltd., 258 Deansgate, Manchester. 29-30

M.G. Midget, 1930, finished red, chromium plating, really fast, exceptionally fine condition throughout, £80; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 29-24

M.G., 1932 Midget sports 2-seater, coachbuilt, 4,000 miles, shop-soiled condition, taxed year, insurance included, £140. Below.

1930 (August) Midget 2-seater, large sump, red, A1 lot, selling for private owner, taxed year, £80. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 29-236

M.G. Midget, F.O.C.H., Ltd., 1931 8hp super sports 2-seater, black and red, cycle type wings, exceptionally fine condition, 95 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-220

M.G. Midget. Snip!!! 1932 fabric 2-seater sports, black and red, brand new, unregistered, list price £165, to clear, £147 10s. Harrie Nash, 348 King St., Hammersmith. 29-210

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 245 and 247 Lower Clapton Rd., E.5. Phone, Cissold 9616-9617. 29-955

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. 29-12

MORGAN, 1927 9.86 w.c. J.A.P., 2-seater, 20 guineas, favourable hire purchase terms. Lamba, Ltd., 245 High Rd., Ilford. 29-99

MORGAN Anzani, o.h.v. Grand Prix, w.c., electric lighting, dynamo, splendid powerful engine, excellent hood, bumper, many extras, sound bargain, £14. Letters, Rolands, Hippodrome, Goldena Green. 29-701

MORGAN. F. G. Smith (Motors), Ltd., 1926 Aero, water-cooled Anzani engine, 2-seater Grand Prix, £25. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-18

MORGAN, 1929 Aero, 10-40 o.h.v. racing J.A.P., geared, f.w.b., extras, 50 guineas. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 29-20

MORGAN, 1930 Aero, o.h.v., geared steering, outside gear lever, finished cream and red, lovely job, £57 10s. Rhinds, Ltd., 258 Deansgate, Manchester. 29-31

MORGAN, 1932 super-sports, only done 2,000 miles, still within makers' guarantee, £100; favourable hire purchase and exchanges. Lamba, Ltd., 245 High Rd., Ilford. 29-994

MORGAN, standard model, taxed, insured, serviceable machine, 13 guineas. Tibbott, Gardden House, Rusdon, Wrexham. 29-754

MORGAN, 1928 Aero o.h.v. Anzani, f.w.b., geared steering, dynamo, £40. Below.

1924 Morgan Grand Prix, w.c. J.A.P., dynamo, £17. Below.

1924 Morgan Grand Prix special, taxed year, £8. Below.

1927 Morgan De Luxe, Aero chassis, starter, f.w.b., w.c. J.A.P., £24. Below.

1924 Morgan De Luxe, o.h.v., w.c., magneto, excellent condition, taxed, insured, £17. Below.

1923 Morgan De Luxe, w.c. J.A.P., £9; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 29-273

MORGANS, F. H. Douglass. St. Mary's Square, Ealing, W.5. always has a good selection in stock, spares and repairs. Telephone, 6470 Ealing. 29-296

MORGAN, 1930 9.86 w.c. J.A.P. family, starter, very nice condition, £39 10s; favourable hire-purchase terms. Lamba, Ltd., 245 High Rd., Ilford. 29-995

MORGAN, 1929 2-seater touring, taxed, insured, splendid condition, £25. 54 Britannia Rd., Fulham. Phone, Fulham 2024. 29-335

MORGAN, 1929 (July), Aero, s.v. J.A.P., f.w.b., geared steering, safety glass screens, foot throttle, etc., excellent tyres, car unused since complete repaint (red), open any examination, £48 10s., consider near cash offer. Wilson, 34 Bridge St., Walton-on-Thames. Phone 1132 before 10 or after 6.30. 29-747

MORGAN, Family model, £20, good condition, J.A.P. engine, w.c., e.l., mechanically perfect, snip. Morgan, 25 North Rd., Wimbledon. 29-742

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).**MORGAN.** Naylor and Root, Ltd., offer:—

- 115 guineas. 1932 super-sports, three-speed.
- 86 guineas. 1931 super-sports, duo green.
- 69 guineas. 1930 Aero, s.v., M chassis, starter, etc.
- 50 guineas. 1929 Aero, o.h.v. J.A.P., many extras, taxed.
- 47 guineas. 1929 Aero, o.h.v. Anzani, f.w.b., speedometer, hood, etc.
- 38 guineas. 1928 Aero, s.v. J.A.P., f.w.b., geared steering.
- 30 guineas. 1927 Aero, o.h.v. Anzani, f.w.b., dynamo, hood, etc.
- 25 guineas. 1926 Aero, s.v. J.A.P., f.w.b., speedometer, hood, taxed.
- 12 guineas. 1924 Grand Prix, s.v. J.A.P., dynamo, hood, smart.
- 22 guineas. 1927 de duxe, s.v. J.A.P., f.w.b., speedometer, etc.
- 48 guineas. 1930 Family, s.v. J.A.P., starter, 6,000 miles.
- 45 guineas. 1929 Family, w.c. J.A.P., starter, extras, smart.
- 25 guineas. 1927 Family, M.A.G. dynamo, side screen, bargain.
- 16 guineas. 1926 Family, s.v. J.A.P., dynamo, speedometer, etc.

Detailed specification gladly sent on request. Generous exchange allowances; deferred terms over 12 or 18 months.

If desired, and without any obligation, we will send our outside representative with any of the above to give you a trial. If satisfactory, deal can be completed on the spot.

Naylor and Root, Ltd., Morgan specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 a.m. to 8 (Wednesday 1 p.m.); Sundays, 10 a.m. to 1 p.m. 29-165

MORGANS. Homacs have for disposal the following guaranteed Morgans:—

- 1931 Super-sports 10-45 o.h.v. J.A.P., M chassis, f.w.b., Vee screens, hood, speedometer, etc., taxed, £85.
- 1928 Super-sports 10-45 o.h.v. J.A.P., fully equipped, excellent order, £59 10s.
- 1927 Family 8hp w.c. J.A.P., dynamo, f.w.b., side screens, good tyres, excellent order, £37 10s.
- 1927 Family 8hp J.A.P., dynamo, side screens, excellent order throughout, £32 10s.
- 1926 Standard model 8hp J.A.P., dynamo lighting, good serviceable machine, £12 10s.
- Exchanges or deferred.
- Homacs, official Morgan service depot, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 29-72

MORGAN. 1932½ sports family, shop-soiled, guaranteed, £100. Alex Thom, Motors, Cardiff. 31-615

MORGAN. £8 or offer, 1925 Family, slight repairs necessary, taxed, insured. Sloman, "Hillside," Balcombe, Sussex. 29-740

MORGAN. Aero, 10-40hp o.h.v. J.A.P., 1928, f.w.b., overhauled, new tyres, taxed and insured, bargain, 35 guineas. Mills, 21 Ludwick Way, Welwyn Garden City. 29-739

MORGAN. £6 deposit, 59 guineas cash. 1929 (reg. 1931), super sports, racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, hood, reduced steering, exceptional condition, taxed; exchanges. Rowland Smith. Below.

MORGAN. £5 deposit, 55 guineas cash. Late 1930, Aero, racing o.h.v. J.A.P., M chassis, straight-through exhausts, foot accelerator, reduced steering, hood, exceptional condition; exchanges. Rowland Smith. Below.

MORGAN. £3 deposit, 35 guineas cash. Late 1928, Family, 8hp w.c. J.A.P., f.w.b., reduced steering, carefully used, exceptional condition, taxed; exchanges. Rowland Smith. Below.

MORGAN. £3 deposit, 32 guineas cash. 1927, Aero, 8hp J.A.P., electric starter, f.w.b., straight-through exhausts, hood, very good condition, taxed, insured to April, 1933; exchanges. Rowland Smith. Below.

MORGAN. £3 deposit, 32 guineas cash. 1926, Aero, racing o.h.v. Blackburne, f.w.b., straight-through exhausts, reduced steering, exceptional condition. List free. Exchanges. All week-days, including Saturdays, 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Mingle Hampstead Tube. Phone, Hampstead 6041-6. 29-120

MORGAN. Aero, 1929, o.h.v. 10-40 J.A.P., f.w.b., new tyres, starter, bumpers, cream, green wings, many extras, very fast, any trial, duo condition, £57. 10 Dorset Avenue, Romford. After 7. 29-735

MORGANS. Carlton Garage. 1927, Aero, J.A.P., geared steering, cycle wings, 35 guineas. Below.

1926, Aero, o.h.v. Blackburne, black and red, cycle wings, 29 guineas. Below.

1925, Aero type tail, J.A.P., 22 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 29-83

MORGAN. Aero, 1926, o.h.v., 10-45 Blackburne, f.w.b., geared steering, taxed to December, 1932, £28. A. W. Dunn, Oaklands, Pound Hill, Sussex. 29-1805

MORGAN. 1928 Aero J.A.P., o.h.v., £35, splendid condition. Buntings, Walsdstone, Harrow. 29-011

MORRIS Minor, 1930 fabric saloon, blue, first-class condition, highly recommended, A.A. inspection invited, £55. Taylors. Below.

MORRIS Minor, 1929 saloon, blue, very clean, £42 10s.; hire purchase; exchanges. Taylors, 135 London Rd. Kingston 1263. zzz-184

MORRIS Minor, F. G. Smith (Motors), Ltd. Smith-conditioned Morris Minors. 1929 saloons from £55; 1930 saloons from £70; 1931 sports from £90, with sliding roof; extended payments and trial. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-14

MORRIS Minor, 1930 Special 2-seater Arrow body, exceptionally nice-looking car, new condition throughout, licensed, £65; exchange motorcycle. Tippett, Arlington Rd., Surbiton. Elinbridge 1274. 29-1673

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

MORRIS. H. A. Saunders for carefully used Minors.

1931 o.h.v. Swallow saloon, cream and green, undoubtedly very attractive and in excellent condition throughout, £97. 350 Euston Rd., N.W.1. Museum 4511. 29-261

MORRIS Family 8, 1932 saloon, practically brand new, £139. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 29-59

MORRIS Minor, 1931 (late) 2-seater sports, one owner, small mileage, superb condition, taxed, 57 guineas; terms, exchanges. Crossland, London Rd., Bromley. 29-70

MORRIS Minor, 1932 (June) Calshot 2-4-seater, taxed year, mileage negligible, entirely as new, £137 10s. Paul and Co., 51 The Mall, W.5. Ealing 4633. 29-63

MORRIS Minor, 1930 8hp coachbuilt saloon, brown, sunshine roof, bumpers, safety glass, nice condition, £60. Beechings, Ltd., Farnborough, Hants. Telephone 279. 29-55

MORRIS Minor. Cookies Motors offer: 1931 sports 2-seater, in spotless condition, very fast and economical; this season's bargain, £60. Another 1932 coachbuilt 2-seater, s.v., guaranteed, positively as new, £78; terms and exchanges. Grove Rd., Sutton (opposite P.O.). Open Sundays. Phone 3800-1 and 4661. 29-534

MORRIS Minor saloon, blue and black, practically as new, 3,000 miles only, £75. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.3. Ealing 4161-2. 29-318

MORRIS Minor, 1930 saloon, exceptionally smart and sound condition, one owner, small mileage, fully equipped, £50, or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 29-225

MORRIS Minor. Snip!!! 1931 (February), s.v. 2-seater, taxed, exceptional condition, £57 10s.

1931 Morris Minor, s.v., coachbuilt folding roof saloon, taxed, small mileage, indistinguishable new, £72 10s. Harry Nash, 348 King St., Hammersmith. 29-209

MORRIS Minor, 1930 o.h.v. coachbuilt sunshine saloon, finished beige and brown safety glass all round, numerous extras, including sun visor and luggage carrier, licensed to December, very low mileage, unscratched, £75; exchanges, deferred payments. W. R. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 29-26

MORRIS. 2-seater coupe, excellent condition, £30. 8a Ainger Rd., N.W.3. Primrose 0040. 29-286

MORRIS Minor tourers and saloons, £50 to £75. Ready to drive away, taxed, insured and guaranteed three months; 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Morris Minor, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3532. 29-277

MORRIS Minor, 1930 saloon, o.h.v. 4-seater, perfect condition, one owner, private only, £75 or near offer. L.M., 185 The Avenue, N.17. 29-614

MORRIS Minor, 1931 saloon, folding head, one private owner, most exceptional condition, £77 10s. Tamplin Motors, Cheam. 29-443

MORRIS Minor, 1931 (July) o.h.v. coachbuilt sun saloon, small mileage, all tyres as new, taxed, in new condition throughout, genuine bargain, £79. Also

MORRIS Minor s.v. coachbuilt sun saloon, taxed, magnificent condition, £69; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 29-143

MORRIS Minor, 1929 saloon, brown fabric, excellent condition, £45; exchanges, terms. Yarwoods, Slouley South, High Rd., Tottenham. Phone 3122. 29-145

MORRIS Minor tonner, 1929 (August), exceptionally good condition, £58. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 29-151

MORRIS Minor 1930 saloon, excellent condition, £48. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 29-152

MORRIS Minor saloons and tourers. Choice selection of over 10. Three months' written guarantee. See displayed advertisement in this issue or send for list. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-160

MORRIS Minors. Great sale!! Steele Griffiths are offering during this week 250 used cars, all with written guarantee, at greatly reduced prices, including several Morris Minors. All showrooms open till 8 p.m. 89 Gt. Portland St., W. Langham 1601. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467. Court House, Camberwell New Rd., S.E.5. Rodney 2201. 29-127

MORRIS Minor, 1931 series sunshine coachbuilt saloon, almost new condition, £79; exchanges terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-135

MORRIS Minor, 1932 (May) 2-seater, £79. Burrows, Normanhurst, First Avenue, Bradford (Moor). 29-738

MORRIS Minor, 1930 8hp tourer, blue, chromium, new hood, good tyres, taxed, insured, £45. 17 Firie Rd., Eastbourne. 29-724

MORRIS Minor, £55 10s. 1931 s.v. 2-seater, small mileage, one owner. Below.

MORRIS Minor, £67 10s. 1930 sun-roof, well kept and generally in splendid order, Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 29-107

MORRIS Minor, Brooklands Motor Co. offers:—1930 tourer, very good condition, £57 10s., written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 29-230

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

- MORRIS** Minor, 1932 8hp coachbuilt sliding-roof saloon, moderate mileage only, £95. Below.
- 1931 8hp coachbuilt opening-roof saloon, exceptionally nice order, £75. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 29-85
- MORRIS** Minor, 1930 model, saloon, finished blue, excellent condition throughout and overhauled, £58; best possible deferred terms. The Service Co., 273 High Holborn. Holborn, 0666. 29-337
- MORRIS** Minor. Sale, August 21st-31st. End-of-season reductions. 120 cars to clear, including 30 Morris. List free. Smith and Hunter. Below.
- 1932 (March) sunshine saloon, mileage 1,200, quite indistinguishable from new, grid, bumpers and £10 extras, cost £140, taxed, £100. Below.
- 1932 2-seater, green, new April, mileage 3,500, taxed September; spotless order, £80; another, rather more mileage, £78. Below.
- 1931 (April) coachbuilt sunshine saloon, grey, very sound, one private owner only, guaranteed, £73. Below.
- 1931 Coachbuilt 2-seater, side valve, tyres very good, in most attractive order, £62. Below.
- 1930 (April) fabric saloon, blue, serviceable tyres, exceptionally sound and well kept, £55. Below.
- 1930 Stadium sports 2-seater, maroon, very attractive throughout, complete equipment, £65. Below.
- 1929 (August) saloon, blue, Triplex throughout, exceptionally sound, taxed year, £46. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 29-237
- OMEGA**, 1927 sports 3-wheeler, taxed, insured March, 1933, water-cooled o.h.v. J.A.P., balloons, f.w.b., dynamo, 5 lamps, screen wiper, excellent condition, £32 10s., offer. Tiley, Europa, St. Mary's Rd., Wrotham. 29-753
- PEUGEOT** 7, 1926 small 4-seater, taxed, room wanted, £8. Snow, 42a Wilton Rd., Dalston, E.8. 29-255
- PEUGEOT**, 1928 7hp, taxed year, good condition, £25 or near offer. Apply D., 4 The Park, Highgate, N.6. 29-461
- RENAULTS**. The following cars, together with several others, carry our usual guarantee. Deferred terms. Part exchanges. Wolham, Renault Sales and Service Distributors, Surbiton Hill Rd. Surbiton Elmbridge 187A. 29-232
- 1932 Shop-soiled cars to clear. Special prices.
- 10hp 10-4 6-seater saloon, bumpers, maroon, £170.
- 12hp 6-cylinder saloon, blue, bumpers, list £250, £170.
- 13hp Speed Four saloon, blue or maroon, £220 to £170.
- 1928-9 12-5 Monopix saloon, de luxe, Weymann or coachbuilt, completely overhauled, new batteries, etc., £45 each.
- 1928 9-15 tourer, all-weather side screens, buff, £35; another, £30.
- 1927 9-15, as above, taxed, new tyres, £25; another, £20.
- 1926-7 9-15 spares at low prices. 29-54
- RENAULT** 9, 1928 fabric saloon, taxed, excellent balloon tyres, exceptionally clean throughout, £27 10s. Barnikels, Kirchen Rd., West Daling, W.13. Telephone 6378. 29-232
- RENAULTS**, under £100. See page 24. 29-982
- RENAULT**, £20, 1927, f.w.b., 8hp touring car, fine runner. Denmans, 132-3 Long Acro, W.C. Open week-ends. Temple Bar 8135-6-7. 29-180
- RHODE** Hawk, £11 10s.; exceptional opportunity, 10hp 4-seater, taxed and insured, lighting and starter, good tyres, fullest equipment, excellent paintwork, etc., genuine 40 m.p.g., ideal holiday car. Barnes, 36 Leigham Avenue, Streatham. 29-55
- RHODE** Standard saloon, £36 to £48; ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.
- Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.
- Example:—Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.
- Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 3332. 29-278
- RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors. Lewes Motors, Lewes. 29-474
- RILEY** 9, 1928 sports 4-seater, Mark III model, central change, just rebored, new Dunlops, 38 m.p.h., oil negligible, taxed, £60; exchange motorcycle and cash. "Bungalow," Verbena Gardens, St. Peter's Square, Hammersmith. 29-352
- RILEY** 9, 1930 Monaco saloon, black and red, very good tyres, exceptionally clean, £130. Leeds and Oxley, 1a Maida Hill West, W.2. Paddington 3843. 29-264
- RILEY** 9, £97 10s., 1929 Mark IV Monaco saloon, taxed, excellent condition throughout. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 29-263
- RILEY** 9, 1930 (late) Monaco saloon, new Fort Dunlops, one owner, unused last 6 months, definitely perfect, £135. Paul and Co., 51 The Mall, W.5. Ealing 4633. 29-65
- RILEY**, 1929 Monaco fabric saloon, recently overhauled, £95. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 29-292
- RILEY** 9 1929 Monaco saloon, red and black, bargain, £97 10s. Rhinds, Ltd., 258 Deansgate, Manchester. 29-33

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

- RILEY** 9, 1929 Monaco saloon, finished black and red wire wheels, carefully used by one owner, safety glass fitted, licensed December, £89; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-136
- RILEYS**, under £100. See page 24. 29-983
- RILEY**, 1929 Mark IV sportsman's saloon, as new, 95 guineas. Elite Motors, Garratt Lane, Tooting Broadway. Wimbledon 2925. 29-100
- RILEY** 9!!! 1930 Monaco saloon, in very fine mechanical order throughout, of nice appearance and taxed December, colour dark blue, full equipment and extras, £129. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 29-109
- RILEY** 9. £118 10s. 1930 Monaco saloon, perfectly sound throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 29-103
- RILEYS**. Newnham's have an excellent selection of Rileys available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.
- 1932 9hp Monaco Plus Ultra sliding-roof saloon, really beautiful car, £238.
- 1930 9hp Monaco saloon, dual colours, most attractive throughout, £125.
- 1929 9hp Monaco twin-carburettor saloon, one owner, engine, etc., very good but has been involved in accident and requires various repairs, special price to clear, £45.
- 1928 9hp Monaco saloon, particularly smart and sound, £69.
- Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 29-86
- RILEY** 9, 1930 Monaco saloon, sun roof, £140. Denmans, 132-3 Long Acro, W.C. Open week-ends. 29-181
- RILEY**. Naylor and Root, Ltd.
- 1930 Biarritz, taxed December, as new, £145.
- 1930 Monaco, sun roof, new condition, £139.
- 1929 Biarritz, completely overhauled, £105.
- 1929 Mark IV Monaco, very clean car, £98.
- 1928 Monaco saloons, choice of five, from £69.
- Generous exchange allowances; deferred terms.
- Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6127-9. 29-162
- RILEY** 9. Cooke Motors offer: 1928 saloon, in really nice order, f.w.b., starting and lighting, everything works, only wants seeing, a bargain at £64; terms and exchanges. 366 High St., Sutton. Open Sunday. 'Phone 4660. 29-330
- ROVERS**. Newnham's always have an excellent selection of Rovers available; few examples below but full list on request. Self-financed hire purchase terms and generous part exchange allowances arranged.
- 1932 10-25 coachbuilt sliding roof Foursome coupe, absolutely faultless throughout, £135.
- 1931 10-25 coachbuilt sliding roof saloon, most attractive car, £108.
- 1930 10-25 opening roof saloon, maroon, first-class order throughout, £85.
- 1929 10-25 saloon, beautiful appearance and mechanical condition, £65.
- Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 29-87
- ROVER**. Lane Motors. 1928-9 4-door saloon, 10hp, really good, 49 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 29-79
- ROVER** 9, 1925 2-seater, 4 new balloons, fast, economical; exchange with cash for Morgan, or sell. Riverhill Cafe, Hildenborough, Kent. 29-720
- ROVER** 10, £104 10s. 1931 coachbuilt de luxe saloon, Magna wheels, one owner, absolutely as new; exchanges, terms. Ward and Company, 5 Upper Richmond Rd. E. Putney 2818. 29-101
- ROVER** 10. Save £50 on latest £225 special coachbuilt saloon with radiator shutters, real hido upholstery, 4 speeds. Denmans, 132-3 Long Acro, W.C. Open week-ends. Temple Bar 8135-6-7. 29-182
- ROVER** 9 sports streamlined 2-seater, cherry and cream, £35. Denmans, 132-3 Long Acro, W.C. Open week-ends. Temple Bar 8135-6. 29-183
- ROVER** 10, 1931 (late) sportsman's coupé, black and red, like new, £115. Denmans, 132-3 Long Acro, W.C. Open week-ends. 29-184
- ROVER**. Several in stock. Very keen prices. Send for list or see displayed advertisement in this issue. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-161
- ROVER**. Broadway Motors offer 1931 Regal sunshine saloon, Magna wheels, bumpers, leather upholstery, one owner, very small mileage, indistinguishable from new, £110.
- 1929 Rover 10hp sportsman's sunshine coupe, mechanically perfect, £77 10s.; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 29-350
- ROVER**, 1931, 10-25hp sports 4-seater coupe, sliding roof, superbly equipped, wire wheels, safety glass, chromium plated, black finish, red leather upholstery, tax paid, absolutely like new, it will pay you to call and inspect this model, £110 (Paddington). Kirk. Below.
- ROVER**, 1928, 10-25hp sports 4-seater, f.w.b., wire wheels, pneumatic leather upholstery, spring steering, V single-piece screens, exceptionally fast, a really attractive car (Highbury), £44. Three Months' Written Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) And 28-30-32 Highbury Corner, N.5. (North 4784.) 29-344

"HOW TO DRIVE A CAR." 12th Edition. A complete guide to the finer points of car control. 2s. 6d. net. 2s. 9d. by post.

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

ROVER 10 Cooke Motors offer: saloon, fitted sun roof, leather upholstery, f.w.b., starting and lighting, safety glass all round, a bargain not to be missed, 3 months' guarantee with service, £75; terms and exchanges. Brighton Rd., Sutton. Open Sundays. Phone 3800-1 and 4661. 29-332

ROVER 10, 1932, de luxe, list £194, sacrifice £160; generous allowance for Jewell, Austin, etc. Bunting's Exchange, Harrow. 29-332

ROVER 10-25, 1932 coachbuilt sunshine saloon, 4 speeds, brand new and unregistered, slightly soiled only, £170. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. zzz-196

ROVER. J. A. Baxter offers:—

1932 10 25hp 4-door coachbuilt sunshine saloon, 4-speed model, new and unregistered, rear petrol tank, full makers' guarantee, list price £200, genuine bargain, £157 10s.

1932 10-25hp Rover 4-seater all-weather tourer, brand new and unregistered, full makers' guarantee, list price £195, genuine bargain, £150. 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 29-23

ROVER. F. G. Smith (Motors), Ltd. Rover 10 25 1931 sportsman's coupe, black and red, £117 10s; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-9

ROVER 10, 1932 model saloon, coachbuilt, bumpers, taxed and insured, one owner, £123. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 29-245

ROVER 10, 1931 sunshine saloon, exceptional condition, £125. Rhinds, Ltd., 259 Deansgate, Manchester. 29-33

ROVER 9 sports, £25. 1927, aluminium and blue, absolutely like new; exchange, terms. Maynards, 241a High Rd., Wood Green. 29-45

ROVER, £25; exchanges!!! Super-sports 2-seater, recently thoroughly overhauled, a genuine car throughout. Chidley, 579b High Rd., Tottenham. Phone 2920. 29-290

ROVER 9 sports 4-seater, £48, ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

Example:—Rover 9, taxed, insured and "self-financed" hire-purchase guaranteed, £54, or £18 deposit and 12 monthly payments of £5.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-283

ROVER 10, 1928 sunshine 4-door saloon, in exceptionally good condition, £44. Below.

ROVER 10, 1931 4-door coachbuilt saloon, wire wheels, one owner, year's licence, £98; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 29-137

ROVER 10-25, 1932 coachbuilt sunshine saloon, 4 speeds, brand new and unregistered, slightly soiled only, £170. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 31-222

ROVERS, under £100. See page 24. 29-984

ROVER. Newnham's, 136-8 Streatham Hill, S.W.2, offer 1931 10hp coachbuilt sliding-roof saloon, one owner, beautiful order, any trial, £115. Streatham 8830. 29-302

ROVER 10, very smart 4-seater, 1927, in excellent condition, one owner, a real bargain, £22. 34a Hereford Rd., Westbourne Grove, W.2. 29-j798

ROVER 9. Snip!!! 1927 tourer, one owner, absolutely 1930 condition, £25. Harry Nash, 348 King St., Hammersmith. 29-211

SALMSONS. Intending purchasers of second-hand Salmsons are requested to apply to the makers. Up-to-date facilities for repairs offered, large stock of spares. Salmson cars also urgently required for cash. S.M.S., Ltd., Church Wharf, Chiswick, W.4. Phone, Chiswick 3531. zzz-171

SALMSONS. Vadum Co. specialize in 9.5hp Salmsons, twin carburetors, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g.; A.A. or R.A.C. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.

62 guineas. 1929½ Grand Prix, underslung, 2-seater, one owner.

43 guineas. 1928 4-door saloon.

49 guineas. 1928½ Grand Prix saloon, 4 doors, large f.w.b., 12-volt lighting and starting, cowl radiator, runs beautifully.

39 guineas. 1927½ Grand Prix drop-head coupe de luxe, dickey seat, excellent balloons, quiet and comfortable fast car.

39 guineas. Grand Prix, special engine, ball-bearing crankshaft, 4 speeds, balloons, Vee screens, streamline coachbuilt body.

Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 29-130

SALMSONS, under £100. See page 24. 29-984

SALMSON. £27 10s. 1926 grand sports, very smart, excellent condition; exchange. 89 East Hill, Wandsworth. 29-4

SALMSON. late 1925 coachbuilt 2-seater sports, Grand Prix, o.h.c. engine, recently overhauled, very good tyres, fast, taxed, £18, offer; exchange. Ford, 59 Burlington Rd., Osterley, Middlesex. Hounslow 2569. 29-j748

SALMSON, 1926 Grand Prix, twin o.h.c., f.w.b., starter, cycle wings, many extras, superb throughout, taxed, insured, £25!!! Gillett, 18 Grange Crescent, Sheffield. 29-j727

SALMSON. 1925 sports 2-seater, taxed, insured, very fast, £9. 221 Meida Vale, W.9. 29-75

SCHNEIDER sports 4-seater coachbuilt body, 10-50, cutaway driver's side, guaranteed sound and reliable, £65. Dennmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-67. 29-185

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

SENECHAL super-sports 2-seater, streamlined sports fabric body, £20. Dennmans, 132-3 Long Acre, W.C. Open week-ends. 29-186

SINGER 9, 1932, saloon, sun roof, slightly soiled, makers' guarantee, £155. Taylors. Below.

SINGER Junior, 1931, saloon, sunshine roof, taxed end of year, one owner, excellent condition, A.A. inspection; hire-purchase, exchange. Taylors, 135 London Rd., Kingston, 1264. zzz-185

SINGER Junior, 1928, new bearings throughout, new battery, gearbox and crown wheels, excellent tyres, original coachwork, complete kit, splendid condition, £40. After Saturday, 39 Mayfield Rd., Thornton Heath, Surrey. 29-j665

SINGER. F. G. Smith (Motors), Ltd. 1931 coachbuilt saloon, sliding roof, choice of three faultless cars, from £105. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-15

SINGER. J. K. Greenwood and Co., Ltd., offer:—

£36. Singer 8hp super-sports streamlined 2-seater, fitted long-tailed body, three new tyres, folding-down screen, ventilators, etc. 35 to 40 m.p.g., quite fast and snappy bus, with very pleasing appearance; written guarantee, exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 29-250

SINGER Junior, 1930 4-door coachbuilt saloon, dual green union, wire wheels, taxed December, very low mileage, chromium plating, new condition throughout. £72 10s.; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 29-25

SINGER 10, 1925, 2-seater, repainted, new hood, good battery, nearly new tyres, excellent mechanically, £12 10s. Read and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Padd. 9330. 29-45

SINGER 8hp, 1932, special Kaye Don saloon, unregistered, cost £185, bargain £145; deferred or exchange. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 29-60

SINGER 9, 1932 super-sports 2-seater, mileage 700, black and green, cost £160 a few weeks ago, £115. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 29-242

SINGER Junior, 1928 8hp 4-seater, maroon, one owner, small mileage, taxed, £25. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Telephone, Streatham 9520. 29-245

SINGER. Exceptional offer. Fast, specially tuned Kaye Don 8hp saloon, taxed, low mileage, demonstrator, listed £185, carrying our full guarantee, £135.

Murphy, Singer specialists for 8 years. 17 Sheen Lane, S.W.14. Prospect 3303. 29-227

SINGER, 1932 9 de luxe saloon, almost new condition, fully guaranteed, taxed, cost over £170, bargain £125. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 29-968

SINGER Junior, 1932 4-door coachbuilt saloon, sunshine roof, fullest equipment, all chromium fittings, 2-colour blue finish; see this car to appreciate the value offered (Paddington), £105. Kirk. Below.

1931 model, Junior coachbuilt 4-door sunshine saloon, 4 speeds, rear petrol tank, fullest equipment, smart appearance and condition, year's tax paid (Paddington), £79 10s. Kirk. Below.

1930 8hp 4-door coachbuilt saloon, fully equipped dash, luggage carrier, exceptionally small mileage, astounding value (Highbury), £64. Kirk. Below.

1929-30 (reg. November) 8hp 4-door coachbuilt saloon, fullest equipment, very smart appearance and undoubtedly a bargain that you cannot better, tax paid (Paddington), £52. Kirk. Below.

1929 Porlock sports 2-seater, fully equipped, wire wheels, original green and grey, exceptionally fast and attractive, carefully used, one owner (Highbury), £42.

1927 8hp 4-seater tourer, rigid all-weather equipment, full dash, electric screen wiper, good tyres, very smart appearance, tax paid (Paddington), £25. Three-Months Written Guarantee; 50 other cars. Kirk and Co., 22, 49, Princes St., W.2. (Padd. 6049.) 28-30-32 Highbury Corner, N.5. (North 4784.) 29-346

SINGER Porlock sports, 1929, 8hp 2-seater, bodywork good and good mechanical condition, recently had brakes relined, new hood, rear tyres, de-carbonized, taxed September, £38. Christie, 15 Millworth Rd., Tulsa Hill, S.W.2. Temple Bar 9265. 29-j795

SINGER. F.O.C.I.L. LTD. 1929 8hp 2-seater, 2-tone maroon, f.w.b., wire wheels, shock absorbers, luggage grid, superb condition throughout, taxed, 42 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-221

SINGER Junior, brand new, unregistered, slightly shop-soiled, 4-door coachbuilt sun saloon, four speeds, rear petrol tank, makers' guarantee, £129 to clear. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 29-244

SINGER. Sale, August 21st-31st. End-of-season reductions, 120 cars to clear. List free. Smith and Hunter. Below.

1932 Junior sunshine saloon, black-cream or blue, choice two, new and unregistered, to clear, £115. Below.

1931 Junior sunshine saloon, black-cream, very attractive order, taxed September, guaranteed, £80. Below.

1929 (April) Junior 4-door saloon, brown, leather, taxed year, fully insured April, superb order, £54. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 29-238

SINGER 8, 1928, 2-seater and dickey, f.w.b. and full equipment, blue, very good condition, £23. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 29-j756

SINGER 8, 1927 Junior tourer, taxed, insured, £28; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. 29-268

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

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

SINGER 8, Junior, 1928, 4-door coachbuilt saloon, spotless condition, taxed, £39; also Singer Senior 10hp 2-seater and dickey, very well kept, licensed, £12; exchanges, terms, Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-138

SINGER, £15 to £60; exchanges!!! Several Junior saloons, tourers, also a van, at attractive prices. Please call Chidley, 579b High Rd., Tottenham. Phone 2920. 29-289

SINGER Junior 1931 8hp coachbuilt saloon, finished in maroon and cream, in excellent condition throughout, £82. Newnham's, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 29-285

SINGER, 1932 Junior coachbuilt sunshine saloon, negligible mileage, almost as new, £109. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 29-969

SINGER Junior tourers and saloons, £35 to £65; ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Singer Junior, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-280

SINGER Porlock sports, £54 to £68, ready to drive away, taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-279

SINGERS, under £100. See page 24. 29-986

SINGER Junior 4-door coachbuilt saloon, nice order, one owner £67. Byfleet Automobile, West Byfleet. 29-626

SINGER, 1931 (late) Junior coachbuilt sunshine saloon, excellent condition throughout, one owner, £84. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 29-970

SINGER 8 tourer, 1927/4, taxed, excellent order, 5 good tyres, £26 10s. 403 Higham Hill Rd., Walthamstow. 29-626

SINGER, 1929, Porlock sports, completely overhauled by us, including new pistons, etc., chromium plated and oversized tyres, smart car and runs well, any trial, 35 guineas. Camden Motors, behind Camden Town Underground. 29-305

SINGER Junior. Phillips and Powis (Motors, Ltd., offer:— Brand-new and unregistered 1932 8hp coachbuilt sun saloons, 4 speeds, rear tank, at £128, list £150; liberal allowance on present car; deferred terms. 470-478 Oxford Rd., Reading. Phone 2600. 29-108

SINGERS. Newnham's always have an excellent selection of Singers available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 8hp 2-seater, dual maroon, almost as new, £105.

1931 8hp coachbuilt sliding-roof saloon, very smart and generally attractive, £78.

1929 8hp coachbuilt saloon, dual blue, beautiful little car, £49. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 29-88

SINGERS. Lane Motors for Singers.

1932 Kaye Don 8hp saloon, 129 guineas.

1929 8hp Porlock sports, 35 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 29-80

SINGER Junior, brand-new 1932 4-door coachbuilt sunshine saloon, 4 speeds, unregistered, choice of colour, list price £150, exceptional offer, £120; exchanges, deferred. Alfery and Bernard, 344 King's Rd., Chelsea. Flaxman 4663. 29-200

SINGER, £25!!! 1927 coachbuilt 6-cylinder saloon, ready for use. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-187

SINGER. Six in stock. Best value. Send for list or see displayed advert. on page 22. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-154

SINGER Junior, 8hp, 1930 (August) special sports 2-seater, black and red, various extras, cycle-type wings, pneumatic upholstery, excellent condition, one owner, £50. 24 St. Peter's Grove, Hammersmith, Riverside 4652. 29-150

SINGER Junior saloon, 1932, 4 doors 4 speeds, sliding roof, list price £150, accept £118, unrepeatable offer, mileage under 200. Whitby's, 7 The Vale, Acton, W.3. 29-326

SINGER Junior, 1929 8hp 4-door saloon, finished blue, almost new Fort Dunlops, clock, speedometer, etc., taxed till December, beautiful condition, 49 guineas; exchanges. Whitby's, 1-7 The Vale, Acton, London, W.3. 29-327

SINGER Junior. Cookes Motors offer 1931 saloon, 4-speed gearbox, in absolutely spotless condition, 3 months' guarantee, a real bargain, £74; terms and exchanges. Brighton Rd., Sutton. Open Sundays. Phone 3800-1 and 4661. 29-333

SINGER Junior saloon, black and red, sliding roof, fully equipped, excellent throughout, one owner, taxed year, £75. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 29-317

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

SINGER 8 1930 saloon, like new, £68. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 29-188

SINGERS. Cookes Motors offer:—A real economical buying. 1932 shop-soiled Singers, carrying the makers' full guarantee, the following models: 8hp Special saloon, maroon and black, £139.

8hp Junior saloon, light blue and black, £125.

10hp de luxe saloon, maroon and black, £158; terms and exchanges. 366 High St., Sutton. Open Sundays. Phone 4660. 29-335

SINGER, 1928, Junior saloon, taxed year, great bargain, £30. 781b London Rd., Thornton Heath. Phone 3456. 29-324

SINGER 8. 39 guineas! 1928 saloon, excellent condition throughout; exchange. Parwood, East Hill, Wandsworth. 29-3

STANDARD. 400 Car List post free; 1927 to 1932 new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bambers, near Birkdale Station, Southport. Phone 66161. (117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 31-973

STANDARD 9, 1929 long chassis sun-roof saloon, perfect, £65; terms, exchanges. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 29-21

STANDARD. F. G. Smith (Motors), Ltd. Smith-conditioned Standards, 1931 Big 9 4-door saloon, choice of two, £130, sliding roof, £125 fixed head; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 29-16

STANDARD 9, 1931 Swallow saloon, 4-speed, taxed year, mileage 7,000, as new, £165. Below.

STANDARD 9, 1931 coachbuilt saloon, blue, taxed year, as new, £145. Paul, Sawyer and Co., 72 Gt. Portland St. Museum 1925. 29-267

STANDARD, 1932 Big 9 saloon, very low mileage, perfect condition, £155, year's guarantee; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Baywater 4274. 29-253

STANDARD. Sale, August 21st-31st. End-of-season reductions, 120 cars to clear. List free. Smith and Hunter. Below.

1932 Little 9 saloon de luxe, black-cream, Triplex, bumpers, as new throughout, guaranteed, tax paid, £135. Below.

1932 (February) Little 9 sunshine saloon, black-maroon, perfect mechanically, A1 lot, taxed, £127. Below.

1931 coachbuilt sunshine de luxe saloon, £255 model, 8,000 miles, Triplex throughout, 4-speed, taxed year, £145. Below.

1931 coachbuilt saloon, sunshine, blue-cream wheels, very clean, taxed, £130. Below.

1930 Teignmouth sunshine saloon, black-red, very complete equipment, one owner, quite perfect, £85. Below.

1929 Teignmouth saloon, black-white line, leather upholstery, good tyres one owner throughout, £65. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 29-235

STANDARD, 1932, Big Nine coachbuilt saloon, small mileage, otherwise brand new, £169. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 29-61

STANDARD guaranteed saloon, dynamo lighting, starter, new tyres, balloons, runs beautifully; cheap; offers; motorcycle part. Easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 29-41

STANDARD 9, 1932, coachbuilt sunshine saloon, spotless, £127 10s. Rhinds, Ltd., 258 Deansgate, Manchester. 29-34

STANDARDS. Great sale!!! Steele Griffiths are offering during this week 250 used cars, all with written guarantee, at greatly reduced prices. More than 8 Standards are included in this sale. All show-rooms open until 8 p.m.: 89 Gt. Portland St., W. (Langham 1601); Abbey House, Victoria St., facing Westminster Abbey (Victoria 04671); Court House, Camberwell New Rd., S.E.5 (Rodney 2201). 29-128

STANDARD Nine, 1930, 4-seater, all-weather equipped, attractively finished dual colour, dipping headlamps, excellent condition, licensed December, £78. Below.

STANDARD Big Nine, 1931 sunshine 4-door saloon, very small mileage, new condition, £115; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 29-139

STANDARDS, under £100. See page 24. 29-987

STANDARD. Newnham's, 136-8 Streatham Hill, S.W.2, offer 1931 big 9 coachbuilt sliding-roof saloon excellent condition throughout, £135. Streatham 8850. 29-301

STANDARD, 1931 Big 9 saloon, exceptionally nice condition, fully guaranteed, £109 or near offer. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 29-967

IMPORTANT TO ADVERTISERS—

Alteration of Press Day

The latest time for receipt of paragraph advertisements will in future be

6 p.m. Monday

for the following Friday's issue.

Advertisements for our next issue must therefore reach our Head Offices by 6 p.m. Monday, August 29th

"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).

STANDARD. £10 deposit, 99 guineas cash. Big 9 1931 fabric sunshine saloon, practically unworn tyres, one owner, exceptional condition, tax-ed; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Phone, Hampstead 6041-6. 29-116

STANDARD Big Nine, 1930, Teignmouth sunshine saloon, practically new tyres, blue, beautiful condition, £85; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Maxman 4635. 29-201

STANDARD 9. Several choice bargains. See Displayed advert. on page 22, or send for list. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-155

STANDARD Big 9 1930 saloon, sun roof, £85. Donmans, 133-3 Long Acre, W.C. Open week-ends. 29-189

STANDARD Little Nine, black and green, sunshine saloon, brand new, unregistered, shop-soiled only, fully guaranteed, our price £140. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 29-319

STANDARD. F.O.C.H. LTD. 1931 Big Nine 4-door sunshine saloon, one owner, very carefully used, superb condition throughout, year's tax, 125 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 29-222

STANDARD. £82 10s. 1930 series 9 saloon, sun roof, wire wheels, super bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 29-102

STANDARD 9. Lane Motors. 1930 sunshine saloon, 79 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 29-81

STANDARD tourer, 1928, 8hp, excellent condition throughout, £35. Frentzella, 319 Edgware Rd. Phone, Padd. 5129. 29-110

STANDARDS. Newnham's always have an excellent selection of Standards available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 Little 9 coachbuilt sliding-roof saloon, most attractive car, £125. 1931 Big 9 coachbuilt s.r. saloon, moderate mileage and most attractive, £125.

1931 Big 9 Avon sports 2-seater, very exceptional appearance, etc., £135.

1930 Big 9 de luxe coachbuilt sliding-roof saloon, only wants seeing, £95.

1928 9hp opening-roof saloon, carefully used by one owner, £52. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 29-89

STANDARD 9, 1929, registered March, 1930, 4-door saloon, sunshine roof, bumpers, in really excellent condition, £65; exchanges, terms; also 1928 saloon at £45. Yarwood, Stoneley South, High Rd., Tottenham. Phone 3122. 29-144

STANDARD Big Nine, 1931, 6-light sunshine 4-door saloon, fullest equipment, adjustable bucket seats, chromium finish, beautifully kept, excellent tyres, superb car in every respect, year's tax, £110. Three-Months-Written-Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) 29-343

STANDARD. 1931 (late) Big Nine saloon, finished black and cream, small mileage, beautiful condition, one owner, £122 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 29-339

SWIFT. 1927 10hp 4-seater, blue, f.w.b., rear screen, particularly sound and well kept, taxed, £30. Smith and Hunter, 407 Edgware Rd. 29-240

SWIFT. 10hp, 1930 sports coupe, sliding roof, taxed, £88. Paul and Co., 61 The Mall, W.2. Ealing 4633. 29-67

SWIFT, £18; exchange!!! 9hp de luxe 2-seater, new hood, battery and tyres, taxed till 1933, real beauty, any test welcome. Chidley, 57th High Rd., Tottenham. Phone 2920. 29-288

SWIFT saloons and tourers, £30 to £55, ready to drive away, taxed, insured and guaranteed 3 months, 100 popular makes in stock from £10 to £65. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-284

SWIFTS, under £100. See page 24. 29-988

SWIFT. Newnham's 136-8 Streatham Hill, S.W.2, offer 1931 10hp Swallow sports saloon, most attractive car, beautiful condition, £148. Streatham 8830. 29-505

SWIFTS. Newnham's always have an excellent selection of Swifts available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1931 10hp Fleetwing sports sliding-roof saloon, beautiful appearance, etc., £129.

1931 10hp drop-head coupe, really first-class throughout, £105.

1930 10hp sliding-roof Foursome coupe, very exceptional opportunity, £85.

1928 10hp Nomad saloon, smart and very good mechanically, £48.

1927 10hp tourer, fitted f.w.b., excellent little car, £19. Newnham House, 237 Hammersmith Rd., W.6. Riv. 4646. 29-90

TALBOT. 8hp o.h.v. coupe, coil ignition, thoroughly equipped, excellent tyres, fast and economical, insured March, 1933, and taxed; consider motorcycle part exchange, cash £25. Handley, Lichfield College, Staffs. 29-774

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. 22-719

TRIUMPH. Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midlands Triumph Specialists), solicit your custom. You can't beat Bablake Garage, Ltd., for new or used models. Used Triumphs urgently wanted in exchange for any car. 22-75

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

TRIUMPH 1930 Super 7 de luxe 4-seater model, cellulose grey and maroon, exceptionally nice condition, £55. Fraser Nash Cars, London Rd., Islington, Hounslow 5171. 22-193

TRIUMPH. 1930 saloon, Triplex glass, new condition throughout, £60; exchange motorcycle. Tippet, Arlington Rd., Surbiton. Elmbridge 1274. 29-672

TRIUMPH. 1930 saloons, choice of two, one de luxe sun roof, leather upholstery, from £65. 516-522 Streatham High Rd., S.W.16. Paine, Pollards 4444. 29-971

TRIUMPH 7, 1929 sportsman's saloon, black and red, excellent condition, £35; exchanges. Open Sundays. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 425. 29-677

TRIUMPH. 1929 8hp saloon, taxed, perfect condition, £50. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 29-22

TRIUMPH 7, 1930 de luxe drop-head coupe, leather upholstery, small mileage, taxed year, perfect throughout, £55. "Wootton," Arterial Rd., St. Paul's Cray, Kent. 29-703

TRIUMPH. J. K. Greenwood and Co., Ltd., offer:—

£35. Triumph 10hp super-sports 2-seater, taxed, insured, finished polished aluminium, fitted f.w.b., wire wheels, three new tyres, vee screens, 4-speed gearbox, etc., fast and sporty bus, in excellent condition; written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 29-249

TRIUMPH. H. A. Saunders for carefully used Triumphs. 1932 9hp 4-door saloon, leather upholstery, bumpers, sliding roof, negligible mileage, as new, £149. 330 Euston Rd., N.W.1. Museum 4511. 29-260

TRIUMPH. 1932 saloon, shop-soiled only, £140; exchanges or deferred. Sydney G. Cummings (only address), 101 Fulham Rd., London, S.W.3. Sloane 8251-2. 29-55

TRIUMPH. 1929-30, 7hp coupe, excellent condition throughout, £39. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 29-50

TRIUMPH. 8hp, 1930 sports saloon, leather upholstery, excellent mechanically, £65; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 29-140

TRIUMPH tourers and saloons, £50 to £65, ready to drive away; taxed, insured and guaranteed three months, 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.

Example: Triumph, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 29-281

TRIUMPHS, under £100. See page 24. 29-989

TRIUMPH. Newnham's 136-8 Streatham Hill, S.W.2, offer 1930 7 de luxe saloon, leather upholstery, safety glass, excellent condition, £69. Streatham 8830. 29-504

TRIUMPH. 1929 super 7 saloon, excellent condition throughout, £49. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 29-972

TRIUMPH 7. Rennox. 1928 Weymann saloon, f.w.b., spare wheel, starter, dynamo, speedo., clock, electric horn, mirror, wiper, re-covered, repainted, 39 guineas, £7 10s. down, 42s. 2d. monthly. 232-34 Upper St., Islington. Near Tubes. Phone, North 4467-8. 29-6

TRIUMPH. 1932 super 7 coachbuilt saloon de luxe, blue, taxed, scarcely used, absolutely new condition, £135; exchanges, deferred. Martins Garages, Highgate Village. Phone, Mountview 1228. 22-200

TRIUMPHS. Newnham's always have an excellent selection of Triumphs available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 super 9 coachbuilt sliding-roof saloon, most attractive throughout, £138.

1932 super 7 de luxe 2-seater, moderate mileage and perfect, £119.

1930 super 7 saloon, first-class appearance and general condition, £62.

1929 super 7 saloon particularly smart and sound, special offer, £39. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 29-91

TRIUMPH. 1929 super 7, black and cream, 2-seater, taxed, insured July 1933, overhauled, £48. 6 Chalcoo Crescent, Primrose Hill, N.W.1. 29-731

TRIUMPH, £8 deposit, 82 guineas cash. Super 7, 1931 model, Gnat super sports 2-seater, black and green, one owner, very exceptional condition.

Exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Phone, Hampstead 6041-6. 29-115

TRIUMPH. Morgan Hastings offer the following fully guaranteed and brand-new 1932 Triumph cars:—

One only, latest 7hp 4-door pillared saloon, black and green, list £157 10s., £130.

One only, 9hp de luxe 2-seater, black and blue, list £185, £150.

One only, 12hp 6-cylinder 2-seater, duo-grey, list £185, £150.

One only, 12hp 6-cylinder Scorpion saloon, list £192 10s., £155.

One only, 12-6 saloon, list £198, £160.

One only, 12hp 6-cylinder Abbey sports 4-seater, 4-speed gearbox, list £230, £198.

95 New Bond St., W.1 (Mayfair 5323), and 212 New King's Rd., S.W.6 (Putney 7611). 22-225

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s 9d. post free.

AUGUST 26, 1932.

(Supplement xi.)

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

TRIUMPH, choice of six. Genuine bargains. See displayed advertisement on page 22, or send for list. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 29-100

TRIUMPH. £65. Late 1930 coachbuilt de luxe saloon, very beautiful condition throughout, a genuine bargain; terms exchanges. 368 Hornsey Rd., N.19. Archway 3294. 29-358

TRIUMPH 1929 (March) 4-seater, maroon, good tyres, complete equipment, repainted, £38. Smith and Hunter, 407 Edgware Rd. 29-241

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. 22-475

TROJAN. £8. 1927 3-door tourer, Saturday, Sunday or evenings. Hudson, 35 Inwood Crescent, Brighton. 29-j705

VERNON-DERBY. £8 deposit, 79 guineas cash. 1930 (reg. 1931), 9hp super-sports 2-seater, green, one owner, carefully used, exceptional condition; list free; exchanges. All weekdays, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Phone, Hampstead 6041-6. 29-114

VERNON-DERBY. Broadway Motors offer 1928 sports 2-seater, excellent condition, £62 10s. 18 and 19 Woodstock St., Oxford St. 29-353

WOLSELEY Hornet, 1931, Abbey, 2-4-seater, black and green, small mileage, engine overhauled, petrol 34 and oil 1,800 m.p.g., in excellent condition throughout, £135. 562 Finchley Rd., N.W.11. Phone, Speedwell 1075. Before 10 a.m. 29-j669

WOLSELEY Hornet, 1931 coachbuilt sun de luxe saloon, Magna wheels, blue, exceptional condition, £105. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 29-262

WOLSELEY Hornet, 1931, 12hp fabric saloon, wide body, sunshine roof, nice condition, £35. Beechings, Ltd., Farnborough, Hants. Telephone 273. 29-50

WOLSELEYS, under £100. See page 24. 29-990

WOLSELEY 7, £6, taxed, mechanically sound, tyres and paint very good, starter, screen wiper, new battery. Write, Ross, 33 Tophill St., S.W.1. 29-j726

WOLSELEY Hornet. Lane Motors. 1930 saloon, a real beauty, 75 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 29-82

WOLSELEY Hornet, £112 10s. 1931 special 2-seater sports, excellent condition, very fast; exchanges, terms. Below. 29-105

WOLSELEY Hornet, £78 10s. 1930 saloon, coachbuilt, in splendid order. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818

WOLSELEY, 1931 Hornet E.W. coupe, finished black and green, in exceptionally nice order, £135. W. T. Dunn, Ltd., 307 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 29-122

WOLSELEY Hornet, £15 deposit, 155 guineas cash. 1932 model 4-door coachbuilt sunshine saloon, 4-speed, numerous extras, one owner, small mileage, practically brand new, year's tax, cost over £200; exchanges. Rowland Smith. Below. 29-113

WOLSELEY Hornet, £7 deposit, 75 guineas cash. Late 1930 coachbuilt saloon, exceptional condition, taxed; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Phone, Hampstead 6041-6. 29-113

WOLSELEY Hornet 1930, coachbuilt saloon, blue, spotless condition, £69; exchanges, deferred. Ailery and Wernard, 344 King's Rd., Chelsea. Flaxman 4603. 29-199

WOLSELEY Hornet 1930 saloon, coachbuilt, overhauled, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 29-190

WOLSELEY Hornet 1931 saloon, coachbuilt, sun roof, triplex glass, 115 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. 29-191

WOLSELEY Hornet saloon, 1930 (late), exceptionally good condition. £65. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 29-149

WOLSELEY Hornet. Broadway Motors offer 1931 coachbuilt sunshine saloon, large body, year's tax, exceptionally clean, 100 guineas; choice of two. 29-352

1931 Wolseley Hornet Swallow 2-seater, immaculate condition, colour cream and green, 4-speed gearbox, remote control, £150; another, £140. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 29-352

WOLSELEY Hornet, 1931 model, 6-cylinder coachbuilt sunshine saloon, large body, full equipment, Triplex glass, new tyres, original cellulose finish, in magnificent condition; if you require a first-class car see this unrepeatable bargain, £89 10s. Three-Months-Written-Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 28-30-32 Highbury Corner, N.5. Phone, North 4784. 29-342

IF you want to buy or sell a used motorcar, see "The Motor" Sale Section. Hundreds of car bargains are advertised each week. 22

SPARE PARTS FOR LIGHT CARS.

HOMAC'S. Morgan official service depot.

MORGAN. All spares in stock; c.o.d. service; trade supplied.

OFFICIAL repairers appointed by the Morgan Co. for London.

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DEPOT: Homac's, 246-7 Lower Clapton Rd., N.E. Clissold 9616-7. 22-954

AUSTIN 7hp and Morris Minor spares off dismantled cars, quotations by return, approval. Clare's Motor Works, 258 Brixton Hill, S.W.2. Streatham 8312. 22-891

SPARE PARTS FOR LIGHT CARS. (continued).

RHODE. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Shirley 194. 22-1111

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BELSIZE. All models. Genuine parts only obtainable from Elephant Motors, new and second-hand.

ELEPHANT service. New and second-hand parts for Fiat, Renault, Citroen, Donnet, Wolseley, Ansaldo, Austin, A.H.C., Deemster, Calthorpe, Zebra, Grey, Horstman, Marsal, Rhode, Riley, Rover, Calcott, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampton, Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

CLYNO. For prompt service try Elephant first. Complete stock of new and second-hand parts. Reduced price list 1924-9 models, 1s. post free.

ELEPHANT. Special parts made or repaired, gears, worm wheels, shafts, etc., quick service.

ELEPHANT MOTORS, LTD., 97-103 Newington Causeway, London, S.E.1. Phone, Hop 7076-7-8. 22-106

SCOTIA MOTOR WORKS have enormous stocks of parts for practically all makes and types of cars, including:—

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SCOTIA MOTOR WORKS, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. Telegrams, "Scotia", Streatham 6187. London. 22-221

TRIUMPH spares. Complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. 22-605

MASKELL for Morgans. Official repairers, carry a complete stock of Morgan spares; write for spare list gratis. 6 Station Rd., Camberwell, S.E.6. Brixton 5725. 22-203

ROVER 8 spare part and repair specialists. Write for our complete price list of second-hand spares, in excellent condition, approval. Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. 22-636

SENEGAL cars, sales, new and second-hand spares and service at The Winter Garden Garage, 10 Macklin St., W.C.2. Holborn 4236. 22-711

CLYNO owners. Your motoring will be cheaper than ever. Send for our new reduced prices of all running parts, quality and finish maintained. R. H. Collier and Co., Ltd., South Yardley, Birmingham. Telephone, Acocks Green 1331. 22-197

SWIFT spare parts. The only source from which genuine spares can be obtained for all models of Swift car is through R. H. Collier and Co., Ltd., successors to Swift of Coventry, Ltd., or their agents, R. H. Collier and Co., Ltd., Coventry Rd., South Yardley, Birmingham. Telephone, Acocks Green 1331. 22-801

JOWETT. Comprehensive spares stockists. F.O.C.H., Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 22-598

HEADINGLEY for spares. Frazer-Nash, G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks. Expert advice. Phone 52080, or wire "Trubie, Leeds." The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. 22-868

SPARES, lowest prices, equal to new, for Austin, Morris, Rover, Swift, Clyno, Singer, Hunter, Talbot, Rhode, Renault, Salmson, Standard, Gwynne, Peugeot, Jowett, Fiat, Calthorpe, and many others. All electrical accessories; approval. Balham Motor Mart, Ltd., Eton Garage, 260 Balham High Rd., S.W.17. Phone, Battersea 2969. 22-94

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STANDARD. Bruton Garages, Ltd., special Standard agents: 1933 models on view; exchanges and terms. 32 Bruton Place, Berkeley Square, W.1; also 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 29-314

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PARWOODS want 8-18 and 9-20 Humbers urgently. 89 East Hill, Wandsworth. Battersea 0443. 29-2

CASH to-day!!! Morgans, B.S.A. 3-wheelers, Austins, Rileys, Standards, also saloons. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 29-42

2-SEATER, up to 10hp, private buyer, cash. 11 Litchfield Avenue, Morden. 29-1713

NEUWHAMS want unlimited number of recent cars for cash, or in exchange for any new or used models; best possible prices offered. 237 Hammersmith Rd., W.6. Riverside 4646. 29-97

CAR up to £10, not saloon, private. 83 Greenfield Gardens, Cricklewood, N.W.2. 29-1746

AUSTIN 7 chummy wanted, 1927, 1928; good mechanical condition and appearance; cheap; letters only. Vicarage, Wendy, Cambs. 29-1752

NORRINGTONS. The big cash buyers of small cars. All makes and models entertained. Purchase on sight. Call or communicate. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 29-142

MORGAN or B.S.A. three-wheeler. Will purchase outright for cash. Call, 245 Goldhawk Rd., Shepherd's Bush, W.12. 29-141

WANTED at once small saloon or open car for cash. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 29-147

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

THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

MANCHESTER. Wanted for cash, B.S.A. 3-wheelers, M.G. Midgets, Morris Minor s.v. 2-seaters, Austin 7 Cup models, Arrow and Abbey foursomes, Stadium 2-seaters and super Aero Morgans. Best cash prices given; distance no object; hire-purchase accounts settled. Call, write or 'phone, Blackfriars 9352. Joseph Rhind and Co., 258 Deansgate, Manchester. zzz-18

THE LIGHT CAR CO. do pay highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. Museum 2122. zzz-919

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

A GOOD light car or 3-wheeler wanted immediately; cash waiting. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 29-287

CASH waiting for unlimited number of light cars, particularly saloons; highest prices paid; distance no object. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 'Phone, Prospect 3332. 29-282

WANTED—Cars (continued).

JOWETT. Is yours for sale? We are Jowett specialists and are wanting several. Bunting's Exchange, Wealdstone. 29-313

W.C. Anzani-engined Morgans, any year, any condition. F. H. Douglas, St. Mary's Square, Ealing. Telephone 6470. 29-296

LIGHT VANS AND PARCELCARS.

W.J.C. MOTORS!!! 1930 Austin 7 van, in excellent condition, taxed, £59. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788; exchanges, deferred. Send for list. 29-121

CARAVANS, TRAILERS, ETC.

WAYSIDE collapsible caravan, three-berth, fully equipped, £60. Makers, Stubbs, Hawksworth, Notts. 31-w55

TRAILERS from £8 17s. 6d., complete; also steel chassis and axles supplied from the actual manufacturers. F. Boddy and Son, Engineers, Boroughbridge, Yorkshire. 30-114

ECCLES collapsible camping trailer, fitted for two, solid panelled and side curtains, glass windows, £75. Eccles, Caravans, Stretchley, Birmingham. 29-994

LIGHTWEIGHT trailer, cover, 6 ft. 6 ins. long, 3 ft. 9 ins. track, condition excellent, fit any car. £2, offers. 7 Martindale, East Sheen. 29-1723

ANGELA CARAVANS. New and second-hand models in stock; caravans taken in part exchange. Angela Caravan Co., Flamstead, near St. Albans. zzz-199

RED-RICS caravan, suitable 10hp car, two spring berths, lean-to, fully equipped, lantern roof, automatic brakes, in excellent condition, £35. Seen at J. and P. Motor Works, North Rd., Southall, Middlesex. 29-1671

ARAB trailers for all purposes. Sale or hire. New and second-hand. Auriol Engineering Works, Ltd., 133 Hammersmith Rd., W.14. 'Phone, Fulham 0719. 30-241

RICE folding caravans for roominess, airiness, general comfort and first-class equipment.

RICE folding caravan for safety, easy touring and care-free driving, with small cars, 2-berth 69 guineas, 3-berth 88 guineas.

SIR ALAN COBHAM purchased a Rico caravan for his personal use after members of his staff have been continuously touring for months with caravans of that make. See Sir Alan's wonderful Air Display and inspect these caravans when they visit you. See the Austin 'XII' van that sailed over Ship Fell with a full load and Rico caravan behind.

RICE CARAVANS, LTD., Gargrave, via Leeds (near Skipton). Several used models available September at reduction. zzz-189

CARAVANS, TRAILERS, ETC. FOR HIRE.

"D.B." SUPER TRAILER manufacturers have fleet of demonstration trailers available for hire from 25s. per week. B. Dixon-Bate, Bridge Works, Chester. Telephone, 1254 Chester. 29-194

AGENCIES.

PROFITABLE whole or spare time occupation. Exclusive motor accessory. Experience unnecessary. Write BCM/TIOR, London, W.C.1. 33-1245

AGENTS—Wanted.

AGENTS wanted to sell private Christmas cards. Sample book free. Good commission. Apply, Denton, Ltd., Dept. D.121, Accrington. 29-5

BATTERIES—ACCUMULATORS.

10,000 All-British brand-new and guaranteed Stelled starter batteries in stock. See below.

LET us quote for you specialized high-class electric work executed by skilled craftsmen, cheapest experts in London for Lucas, C.A.V., Rotax, Hart, Exide, Poto and Radford service.

WE have the most up-to-date machinery in London for charging and repairing batteries and testing, locating and repairing faults in dynamos and starters.

ANY type of service battery, dynamo or starter can be hired while we repair or recharge yours. Deposit required.

BEARDMORE ELECTRIC SERVICE,
18-28 QUEEN'S RD., Hyde Park, W.2. 29-30

'PHONE, Park 8641-2.

LUCAS, C.A.V., Rotax Service Station. (Props., Cox and Co.)

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

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KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: Park St. Fairfield 4069. zzz-202

13s. 9d. Special offer guaranteed 6-volt batteries for Austin 7 and Morgan, all types at similar keen prices. Murphy, 17 Sheen Lane, S.W.14. Prospect 3303. 29-228

BATTERIES (continued).

GENERAL MOTOR AND TYRE CO.

NEW car starter and lighting batteries, assorted makes by all well-known makers, all other types in stock.

GUARANTEED 12 months. All types can be supplied. Please state year and make of car. Carriage forward.

BABY AUSTIN, 6-volt, 60 a.h., 19s.

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MORRIS Minor, Jowett, etc., 6-volt, 72 a.h., 26s. 6d.

FORD and Chevrolet, 6-volt, 88 a.h., 29s. 6d.

MORRIS-OXFORD, 1927 onwards, 12-volt, 72 a.h., 47s.; 1925-6 long type, 12-volt, running board, 60 a.h., 60s.

CHRYSLER (Buick, etc.), 6-volt, 100 a.h., 35s.

MOTORCYCLE, 6½-in. by 4¾-in. by 3½-in., 6-volt, 12 a.h., 12s. 6d.

FULLY guaranteed.

AUSTIN 7, 6-volt, 40 a.h., 14s.

MORRIS-COWLEY, 12-volt, 40 a.h., 35s.

MORRIS-OXFORD, 12-volt, 60 a.h., 42s.

MORRIS Minor, 6-volt, 60 a.h., 21s.

CHEVROLET, 6-volt, 60 a.h., 25s. 6d.

FORD, 6-volt, 75 a.h., 25s.

BUICK, 6-volt, 90 a.h., 28s.

BATTERIES despatched fully charged and ready for use at 2s. each for 6-volt and 3s. 6d. for 12-volt. No waiting. Carriage forward, on 7 days' approval.

COVERS supplied for Austin 7s., 3s.; Morris Minor, 3s.; Morris-Cowley, 3s. 6d.; Morris-Oxford, 4s. 6d.; and long-type Morris, 7s. Holding-down bolts, 1s. 8d. pair, automatically fitted to all standard cars in a few minutes.

BATTERY service station. Any type or make of battery charged and repairs of every description undertaken, starter batteries loaned to customers whilst own is under repair.

GENERAL MOTOR AND TYRE CO., 65-83 Queen St., Hammersmith, W.6. Phone, Riverside 6388 (7 lines). Grams, "Tyrepreso, Hammer, London." And

370-372 GRAY'S INN RD., King's Cross, London, W.C.1. Phone, Terminus 4429 (3 lines). Grams, "Tyrepreso, Hincross, London." zzz-9

CAR PAINTING.

PAINTING or cellulosing, just a smarten up or a high-class job. Austins, £2 10s.; repairs, overhauling. Armstrong, 4 Laysfield Rd. (near "Seven Stars"), Shepherd's Bush. Phone 1577. 29-205

CELLULOSE spraying to cars and wings; best workmanship; moderate charges. 21 Nelgarde Rd., Catford, S.E.6. 29-1745

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CAR polish at wholesale price. Autoglos preserves, cleans and gives brilliant polish easily and speedily, remarkable testimonials; ¼ gallon, 5s. 6d.; 1 gallon, 9s. 6d.; carriage paid (or C.O.D.). Autoglos, Dept. B., 32 Squirrels Heath Lane, Hornchurch, Essex. 29-1730

CARPETS, MATS, ETC.

CARPETS and mats for all cars in coco-nut fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1880), 146-150 Portobello Rd., London, W.11. Tel., Park 2703. zzz-804

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ALLEN AND DORSETT for British transparent polished celluloid, 20/1000 thickness, 55 by 24, 5s. 6d.; 50 by 20, 5s.; 58 by 18, 5s.; 60 by 16, 4s. 6d.; carriage paid. 63-65 Aslett St., Wandsworth. zzz-844

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LEATHER coats, teddy lined, ladies' or gent's, from 40s.; list free; easy payments; 7s. 6d. secures delivery. Pride and Clarke, Ltd., 158 Stockwell Rd., S.W.9. 29-349

COACHWORK SPECIALISTS.

A. P. COMPTON AND CO., coachbuilders. Special bodies built to order, designs and estimates free. Repairs renovations, cellulosing, trimming, panel beating, etc. Arrow Works, Portsmouth Rd., Long Ditton. Telephone, Emberbrook 2276. 34-1536

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CYLINDER grinding, liners, valve seats, welding, piston, stockists. Apply for list. Dartford Automobile Eng. Works, Ltd. Phone 600. 31-942

CYLINDERS and crankshafts reground, new pistons fitted, bearings re-metalled, scored bores filled in. Guaranteed welding. Sadgrove and Co., 20 Cannell St., Ancoats, Manchester. City 5761. 37-36

WHITE, WATSON AND CO. Cylinders reground with alloy pistons, fitted with Wellworthy rings: Austin 7, 55s.; 12, 66s.; Cowley, obs.; Oxford, 68s.; others from 60s.; with Watalite heat-treated pistons from 24s.; reground in chassis, valves reseated, bearings adjusted, run in, 29s.; workmanship and materials guaranteed; inquiries invited. 80 Belvedere Rd., S.E.1. Hop 4352. zzz-57

READING CYLINDER AND PISTON CO., 774 Oxford Rd., Reading. Cylinders reground with Cylito pistons from 50s.; crankshafts reground, bearings re-metalled, cylinders lined with Centricast liners; guaranteed six months. Reading 3224. zzz-71

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MARBLE ARCH MOTOR SUPPLIES, LTD., for dust covers, hemmed and eyeletted.

12 ft. by 9 ft. dustproof, 7s. 6d.; Willesden green, 16s. 6d.; waterproof duck, 28s.

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MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2. 29-266

DYNAMOS AND MAGNETOS.

ROTAX, C.A.V., Lucas, Ducceller, Delco-Remy, Bosch, Drott, etc., Service station. See below.

DYNAMOS, starters, magnetos. 1,000 different reconditioned replacements ready to exchange while you wait, from 15s., allowing for part payment on old machine. See below.

LET us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest experts in London. See below.

GOODS despatched on 7 days' approval against cash. Day, night and week-end service. See below.

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LUCAS, C.A.V., Rotax Service Station. (Props., Cox and Co.)

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

CAMDEN TOWN: 91 Bayham St. Phone, Gulliver 4461-4.

PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: Park St. Fairfield 4069. zzz-203

ELECTRO, CHROMIUM AND NICKEL PLATING.

CHROMIUM plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating, enamelling and Parkerizing. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-1

CHROMIUM plating, high-grade work on heavy nickel deposit, with latest plant, keenly competitive prices. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-6. zzz-87

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CITROEN, Rover, A.B.C., Anzani, Bean, Morris, Essex, Buick, Sing and Clyno engines, also most other makes. Inquiry invited. Scott Motor Works, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. zzz-45

F. H. DOUGLASS, the Morgan specialist, has large stocks of parts for the following engines: Anzani, Blackburne, M.A.G., J.A.P. F. H. Douglass, St. Mary's Square, Ealing. 6470 Ealing. 29-297

CONWAY for good second-hand engines for almost every make of car. Call, write, wire or phone Acorn 174d. Gloucester Rd., and 19 High St., Acton, W.3. 29-321

EXCHANGES.

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ARCHIE SIMONS AND CO., Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

F.O.C.H., Exchange specialists. New or second-hand. Cash (either way). Deferred. Free list. 35 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle, on receipt of full particulars, in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales, free service, immediate delivery of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber and Rover. Call, write or phone, 489 Oxford St., W.1 (Mayfair 6801-2), or 11 Hammersmith Rd., W.14 (opposite Olympia) (Fulham 3477-9). zzz-167

NEWHAMS allow best possible prices for used cars in exchange for stock; deferred arranged if desired. 237 Hammersmith Rd., London, W.6. Riverside 4646. 29-98

AUSTIN 104, new, unused, for second-hand and cash, Austin 12 preferred. Prior, 258 Wimbledon Park Rd., S.W.19. 30-1718

"HOW TO DRIVE A CAR." 12th Edition. A complete guide to the finer points of car control. 2s. 6d. net. 2s. 9d. by post.

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THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 275 High Holborn, London. zzz-502

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FOR G.W.K. cars and all purposes. A. G. Grice, Richmond Rd., Caversham, Reading. 33 820

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

HEAT-RESISTING PAINT.

KEMICK heat-resisting paint will keep your exhaust manifold clean and rust free. It will not burn off even at red heat! 1s 6d. per ¼-pint tin, from any garage. 47 195

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HARRISON'S. Hoods re-covered in few hours. Loose covers all cars.

HARRISON'S. Replace celluloid while you wait or by return post or rail.

HARRISON'S. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

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ALLEN AND DORSETT for hood re-covering. 2-seaters from 30s., 4-seaters from 40s., satisfaction guaranteed. Below.

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CENTRAL MOTOR INSTITUTE, LTD., for hoods, side screens, mats, fabric body repairs, loose covers, etc. New College Parade, Finchley Rd., London, N.W.3. Phone, Primrose 1161. Always open. zzz-815

ASMUS hood re-covering, highest quality, from 30s.; screens recelluloided cheaply. 63a High St., Clapham, S.W.4 (next to Jay's). Macaulay 5042. zzz-921

COX. Hood re-covers, best materials; skilled workmanship; side screens repaired or replaced, strictly reasonable prices.

COX. Hood cloths khaki or black. 5s. 6d. yd., 72 ins. wide; extra quality, 6s. 4d., 72 ins. wide; black leather cloth, 2-ply, 7s. 4d. yd., 60 ins. wide; coloured sports cloths, from 6s. yd., 72 ins. wide; webbing and banding, 6d. yd.; British celluloid, 58 ins. by 18 mins. by 20-1,000 in., 5s. sheet; samples on application.

COX. Dickey-seat screens, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

COX AND CO., Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-128

HOODS, re-covers from 30s., loose covers, any kind of upholstery, fabric bodies, re-covered and repaired. G. Cheny, 91 Little Albany St., N.W.1. Telephone, Museum 0671. 30-618

BONTOP hood re-covering sets. Re-cover your hood in your own garage. Each set ready to fit frame, immediate delivery, carriage paid. Write for patterns, mentioning make and year.

BONTOP. A few slightly shop-soiled hood re-covering sets available. State make, etc.

BONTOP. Hoods re-covered. Sidescreens fitted, old screens repaired, envelopes, tonneau covers.

BONTOP sidescreens, two types, from 15s. 6d. per screen. Bontop Backlight replacements, no sewing, 7s.

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BONTOP accessories fit easily. Trade supplied. Lists free. Grafton Engineering Co., Sycamore Grove, New Malden. zzz-186

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RE-COVERS from 30s., celluloid replacements, repairs. Henry Jones, 778 High Rd., Tottenham. 29-j717

HOODS AND SCREENS—Wanted.

WINDSCREEN wanted for 1926 Singer 10hp car. Captain Beater, Brookside, Weston-on-the-Green, Bicester, Oxon. 29-j627

INSURANCE.

ARMY, NAVY AND GENERAL ASSURANCE ASSOCIATION, LTD. (established 1904).

ALL cars favourably rated. Specimen rate. Combined benefits, £7 10s.; touring cars up to 10hp, third party only, £4; statutory, £3 8s.

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COMPETITIVE policies by instalments without additional cost. All bonuses allowed. Ernest J. Bass, 40 Chancery Lane, W.C. Holborn 0328. zzz-820

QUARTERLY premiums at annual rates; immediate certificates; all benefits; expeditious claims service. Special rates Ford, Austin and Morris. Carfax, Ltd., 15 Albemarle St., London, W.1. zzz-146

QUARTERLY premiums at no extra cost under Invincible Policies. Certificates by return. Policies sent at once. No-claims bonus to 25%. No safe. Invincible Policies are secure. Invincible Policies, Ltd., 51 Bishopsgate, London, E.C.2. Phone, London Wall 0464-5-6. See page 5. 29-166

QUARTERLY premiums without additional cost. Austin 7s. £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, service, satisfaction under a Stuartson policy. Stuartson (Insurance), Ltd., 34 Loadenhall St., E.C.3. Monument 4270. See displayed advertisement page 22. 29-167

DEFENCE, LTD., 40 King William St., E.C.4 (Mansion House 9944), for lowest rates payable by instalments. See page 4. 29-336

COMPARE these rates with what you are now paying; 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £2 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

CONSULT unbiased experts and secure the best and cheapest policy from Lloyd's and all leading offices for your particular requirements. Quarterly terms with company of unquestioned stability. Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. National 5261. 32-744

REDUCED rates—write for quotation. Exceptionally low premiums for country risks. Policies issued for any period. Special instalment premium scheme. Mascot Policies, Ltd., 106 High St., Ipswich, Middlesex. Telephone, Ruislip 644. Agents wanted. zzz-180

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QUARTERLY PREMIUMS. No extras! Road Traffic Act cover, Austin 7, one driver, 16s. 2d. quarterly; Cowleys, 20s. 3d.; Fords, 20s. 3d.; Oxfords, 25s. 4d. Others and commercials equally low. Write for new advantageous scheme. Jacksons, 54 Old Broad St., E.C.2 (London Wall 0529); and Grand Buildings, Trafalgar Square (Whitehall 1891). zzz-221

QUARTERLY premiums. 7 and 8hp, 16s. 3d.; 10hp and Cowleys, 20s. 3d.; 15hp, 26s. 7d.; others and commercials equally low. pol., 268a Latimer Rd., W.10. 29-j698

LUGGAGE GRIDS.

PRESSED-STEEL luggage carriers, latest type, fitted without drilling, for Austin 7, Morris Minor, Wolseley Hornet, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. "Young's," 32 Tooting Bec Rd., S.W.17. zzz-115

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ROTAX, C.A.V., Lucas, Ducellier, Delco-Remy, Bosch, Brelt, etc., dynamo, starters, magnetos, 1,000 different reconditioned types, any one ready to exchange while you wait for the price of repairing yours, from 10s. 6d. See below.

WE have the most up-to-date testing machines, and give 12 months' guarantee with every job. See below.

DAY, night and week-end service.

BEARDMORE ELECTRIC SERVICE, 18-28 Queen's Rd., Hyde Park, W.2.

TELEPHONE: (Day) Park 8641-2. (Night) Park 7766. zzz-825

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ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

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PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM. Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

CROYDON: Park St. Fairfield 4069. zzz-204

MISCELLANEOUS.

LIBERTY engine dynamos, 6-volt 15-amp., reduction gearbox attachment, price 5s. each; C.A.V. and Thompson-Bennett hand magnetos, Coley thermometers, motor accessories and tools for all trades. Coley and Barnett, Ltd., Ordnance Works, Kingston-on-Thames. zzz-194

COACHWORK materials. Screws, headings, mouldings, leather, bandings, fabrics, twill, wood machined to pattern, etc. Hoods re-covered. Armstrong.

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EWART wheel discs, set of five, suitable for 1932 Morris-Cowley, as new, cost £7, accept £3 or near offer. 736 Lea Bridge Rd., Leyton, E.10. 29-j651

VIX fabric dressing preparation, waterproof, will not crack or flake off, black or colours; pints 3s. 6d., quarts 5s. 6d.; post free. Vickermans, 133 Lillie Rd., London, S.W.6. 29-j712

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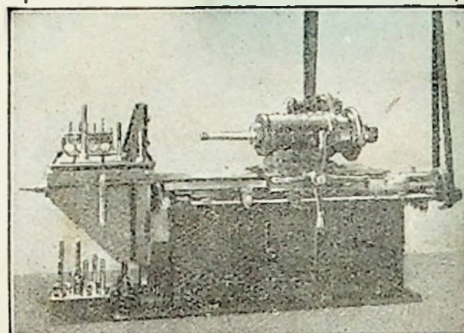
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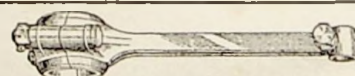
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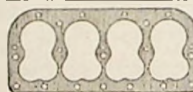
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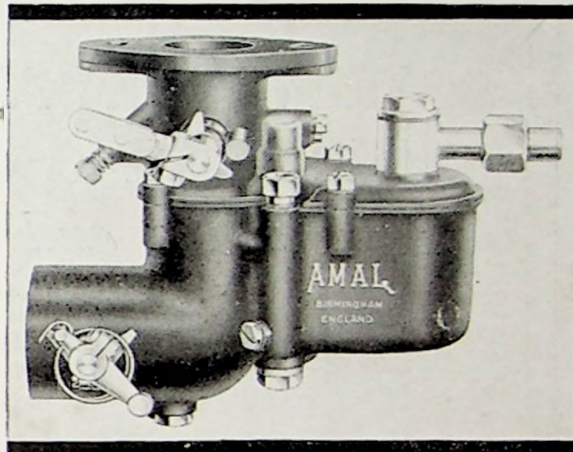
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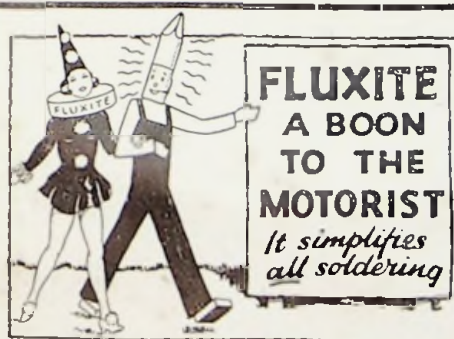


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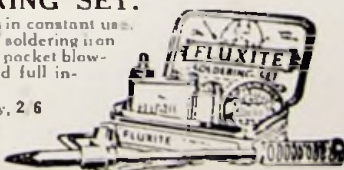
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