

# The Light Car & Cyclecar

3<sup>d</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Vol. XXVIII No. 982  
Friday, Oct. 2, 1931  
Registered at the G.P.O.  
as a Newspaper



#### IN THE WOODS IN AUTUMN.

During the next few weeks Sunday runs to wooded country should prove delightful outings. In Swinley Forest, near Ascot, Berks, where this photograph was taken, the ferns remain waist high and full of golden colour until after Christmas. Article in this issue.



# NORMAND GARAGE LTD

## SPECIAL WINTER TARIFF

### HIRE DEPARTMENT

DRIVE YOURSELF.  
Inclusive Prices.

#### *Austin Seven Saloons.*

DAILY HIRE. **£1-5-0**

WEEK-END. Mid - day

Saturday until Mid-day

Monday - - **£2-5-0**

LONG WEEK-END.

Friday Mid-day until Mon-

day Mid-day **£3-3-0**

#### *Morris Cowley Saloons.*

DAILY HIRE. **£1-10-0**

WEEK-END

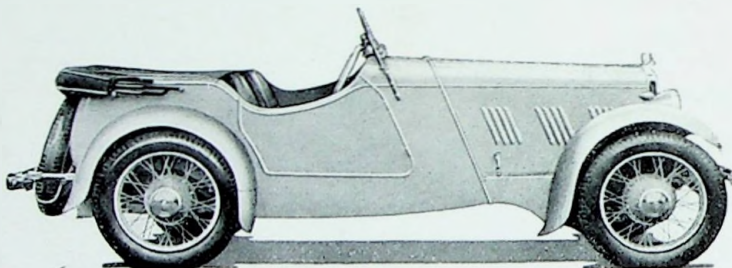
(as above) **£3-10-0**

LONG WEEK-END

(as above) **£4-2-6**

# Arrow

## WOLSELEY 2/4-Seater



ELEGANCE,  
DIGNITY,  
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# £232-10

WRITE FOR "ARROW" CATALOGUE

OLYMPIA — Motor Show. "Arrow" Coachwork.

STAND 97A, AVENUE J & K.

AUTHORIZED AGENTS FOR:—AUSTIN, MORRIS, ROVER, TRIUMPH,  
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MORRIS  
MOTORS  
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OFFICIALLY APPROVE  
**MOTORINE**

MOTORINE



**For all Morris cars—  
all the year round**

**Price's MOTORINE M**

costs no more than other oils

Compare these Prices

**6/- per gall—1/8 per quart (from bulk)**

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PRICE'S BATTERSEA LONDON, S.W.11

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



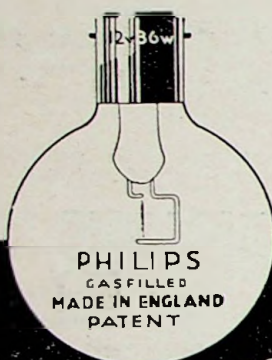
# Start the Winter with PHILIPS automobile lamps

Headlights, side lights and tail lights, are all equally important to the man who drives at night. Philips Lamps are reliable and efficient; they take half the unpleasantness and all the worry from night driving. If you are not using them already, test them now; they will help you make full use of your car during the dark months. Obtainable from every garage.

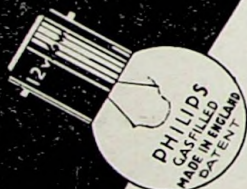
12-volt - 36 watts  
Head - Price 2/6  
12-volt - 6 watts  
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MADE IN ENGLAND  
Over 40 years' experience in the manufacture of electric lamps.

USE PHILIPS MOTOR BULBS — AND SEE.



MADE IN ENGLAND



# PHILIPS

HIGH EFFICIENCY  
GAS FILLED MOTOR BULBS

Philips Lamps Ltd., Philips House,  
145 Charing Cross Road, London, W.C.2.

ARKS.

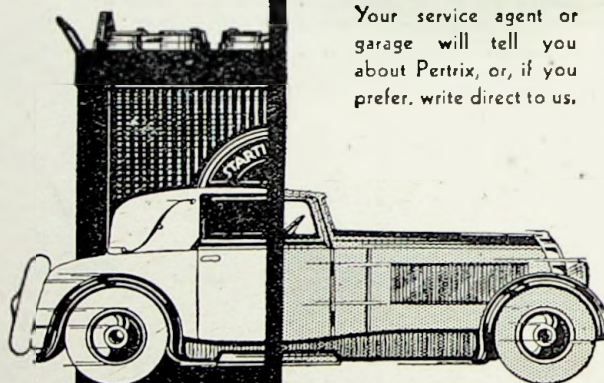
# A quick and easy start

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

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

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

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



*Look for the  
Yellow Sign*

# PERTRIX

## BATTERIES

STARTING — LIGHTING — IGNITION

*"The Batteries you can trust"*

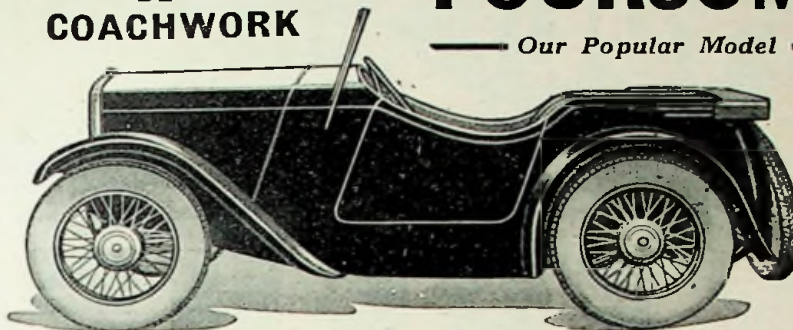
Advt. of Britannia Batteries Limited, Britannia House, 235 Shaftesbury Avenue, London, W.C. 2. Works: Ridditch. Telephone: Temple Bar 7971 (5 lines). Telegrams: "Britannia, Western, London."



**Arrow**  
DE LUXE  
COACHWORK

# AUSTIN ARROW FOURSOME

— Our Popular Model —



COACHBUILT & CELLULOSED

**£155**



DEMONSTRATION  
GIVEN ANYWHERE  
IN GREAT BRITAIN  
THROUGH YOUR  
LOCAL AGENT.

**SIMILAR ARROW  
COACHWORK**  
ALSO FITTED ON —

**WOLSELEY  
HORNET**

**MORRIS  
MINOR**

**STANDARD  
'LITTLE 9'**



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

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

ARROW COACHWORKS,

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

AGENTS:

LONDON:  
Normand Garage Ltd.,  
489, Oxford St., W.1.

BIRMINGHAM:  
Frank Hallam & Co.,  
Bristol Street.

LIVERPOOL:  
Roscoe Motors,  
62, Roscoe Street.

MANCHESTER:  
Kennings Ltd.,  
274, Deansgate.

PLEASE SEND ME YOUR ILLUSTRATED CATALOGUE

Name.....

Address.....

I am interested in ARROW FOURSOME (AUSTIN MORRIS CHASSIS)  
ARROW 2-Seater (HORNET STANDARD)

(Please cross out Models not required.)

## Important Notice.

# UNDER NEW MANAGEMENT

The GENERAL MANAGEMENT of Stuartson (Insurance) Ltd. is now entirely in the hands of Mr. C. G. Way (in succession to Mr. A. Stuart Morris), and the sole directors of the Company are Messrs. F. R. Lefebvre, M. King and H. G. Edwards. The closest and promptest attention will be given to all enquiries for Stuartson Policies, and present policy holders may be also assured that their requirements will be met as speedily as possible.

Write, Call, or Phone:

**STUARTSON (INSURANCE) LTD.,**

34, Leadenhall Street, London, E.C.3.

Telephone: MONUMENT 2151/2, 4270.

**STUARTSON**



**QUARTERLY  
PREMIUMS**

**WITHOUT EXTRA COST**

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

**QUARTERLY INSURANCE for all CARS,  
LORRIES and MOTOR CYCLES  
COMPREHENSIVE or THIRD PARTY POLICIES.**

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



**HERE'S THE CAR for YOU!** Buy a **JOWETT**

Luxury motoring at amazingly low cost—that's the Jowett for 1932. Low in first cost, it is also the cheapest car to run, 45-50 M.P.G. FUEL. 1,500 M.P.G. OIL, and the Tax is the lowest on any car, £7. The car you can afford to enjoy. As leading Jowett agents we offer Best Terms, Exchanges, and Service after Sales. See our Representative on STAND No. 10 - OLYMPIA (Jowett Cars Ltd.)

**JOWETT—THE ROOMIEST CAR OF ITS CLASS!**

**From F.O.C.H. LTD**

5, HEATH ST., HAMPSTEAD, LONDON - N.W.3. Within 100 yards of Hampstead Tube Station. PHONE GRAMS HAMPSTEAD 2215/6 (2 LINES). "APPOCHIO, HAVER, LONDON."

SEATS 4 SIX-FOOTERS IN COMFORT.

MODELS FROM **£135**

**TERMS & EXCHANGES**

**Arrange an Exchange with us**

**A DEPOSIT AS LOW AS £15 & IMMEDIATE DELIVERY—!**

OPEN ALL WEEKDAYS INCLUDING SATURDAYS - 9-8 SUNDAYS - 9-1

**Oakey's helps motorists**

**"WELLINGTON" LIQUID METAL POLISH**

gives a supreme lasting burnish to ALL METALS and GLASS—motor mirrors, lamps, windows, screens, etc.

In tins 3d., 4½d., 7½d. and 1/3. Also in ½, 1 and 1 gallon cans.

(Also makers of non-inflammable LIQUID METAL POLISH.)

**"WELLINGTON" VALVE GRINDING PASTE**

FINE or COARSE. A perfect paste made of the finest materials. Absolutely non-greasy, it possesses great cutting properties. In Tins and Tubes.

**JOHN OAKEY & SONS, LTD., WELLINGTON MILLS :: LONDON, S.E.1.**

**Save Money on Those Repair Bills!**

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

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

**"THE MOTOR REPAIR MANUAL"**

2/6 net.

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

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

Wholesale Agents: E. J. Larby, Ltd., 39 Paternoster Row, E.C.4.

**"Motor Repair Manual"**

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



## Repenting at Leisure

is not a bit of use, and if you don't see the Jowett range before deciding on your new car, you'll repent as sure as eggs are eggs.

For 1932 we've made the best car we've ever made, and that coming from a firm of our reputation and experience (we are the pioneers of the light car) means something.

Better in performance.

Better in looks.

Rear petrol tank.

Silent bloc oilless bushes for springs.

Petrol gauge.

8-day clock.

A host of other fitments for your convenience.

Write us now.

Prices from £135. Tax £7.

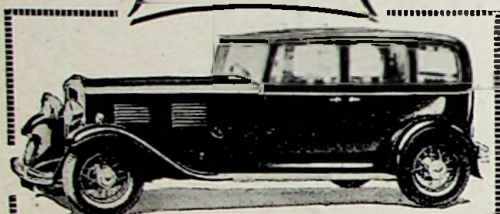
**JOWETT CARS LTD IDLE, BRADFORD**



COME TO THE  
SERVICE Co. for

1932's

NOW!



1932 STANDARD "BIG NINE"  
SALOON £205 (Bumpers extra),  
or on "Service" own financed terms.  
Deposit £41,  
and 12 monthly payments of £14 7 0  
or 18 .. .. £9 16 0  
or 24 .. .. £7 16 4  
or otherwise as arranged between  
ourselves.

The "Little Nine" is in our Showrooms NOW!

The cards are on the table; the  
'big' light car manufacturers'  
plans for 1932 are already  
public property; many new  
models including

**1932  
AUSTINS  
ROVERS  
STANDARDS**

are in The Service Company's  
Showrooms now! And more—  
the most convenient terms for  
purchasing any new model can  
be obtained under The Service  
Company's own financed system.  
No fuss! No trouble!  
Service all the time! Why not  
come along and see how best  
YOU can buy a brand new 1932  
masterpiece? CATALOGUES  
AND FULL DETAILS BY POST  
WITH PLEASURE.

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

FREE TRIAL  
RUNS.

BEST PART  
EXCHANGE  
TRANSACTIONS.

*The Service  
Company Ltd.*

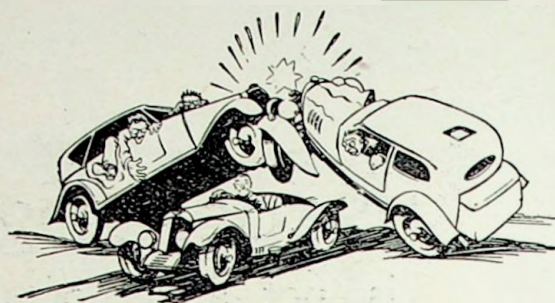
273-274, HIGH HOLBORN, W.C.1

'Phone: Holborn 0664 (3 lines).

Hours: Mon.—Fri. 9 a.m. to 6.30 p.m.

Established 1889

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



ONE PASSES THROUGH THE  
WORST SAFELY—WITH A

**DEFENCE POLICY**

**FULL COMPREHENSIVE POLICIES**

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

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

**FULL THIRD PARTY POLICIES**

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

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

Applications for agencies are invited.

**DEFENCE LTD.,**

Insurance Brokers,

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

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

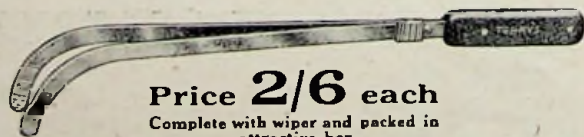
Tel: Mansion House 9022 (six lines).

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

Chase oil,  
dust and dirt  
from those  
awkward places!

with the handy, useful  
"AVECTA"  
**CLEANING  
TONGS**

The tongs will grip swabs, dusters,  
sponges, or chamois leathers, and will  
reach wherever dirt accumulates.  
Especially adapted for cleaning car  
engines, machinery, etc., and to protect  
the hands from burns and scratches.  
Indispensable in the home, hotel, club, hospital,  
etc., for cleaning under and behind radiators,  
heavy furniture, etc.



Price **2/6** each

Complete with wiper and packed in  
attractive box.

From Garages, Ironmongers, etc.  
If unobtainable, order from us.

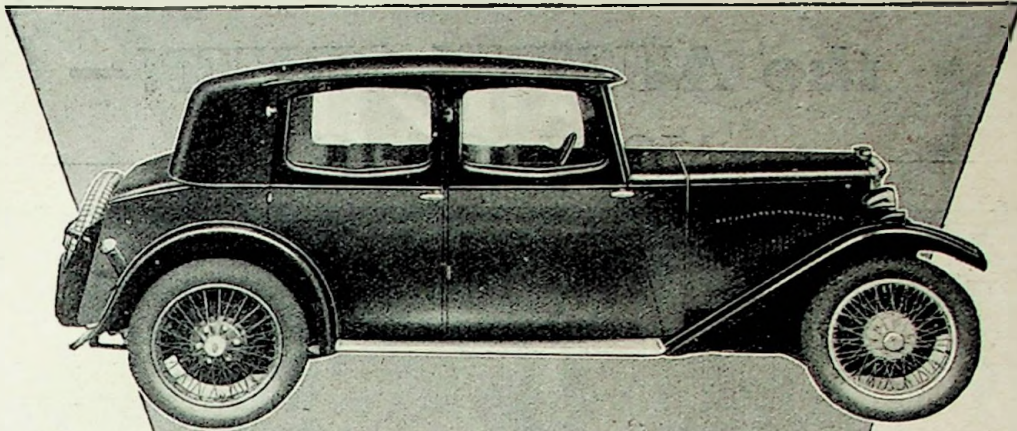
HERBERT TERRY & SONS, LTD., MFTRS.  
REDDITCH, ENGLAND

Est. 1855.

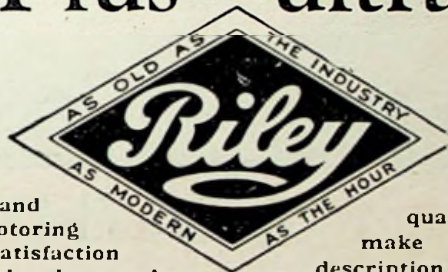


TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to  
advertisements, the progress of the small car movement will be assisted.





## The Plus—ultra



The governing condition which is responsible for the Plus-Ultra Riley is definitely not the demand for same by the Motoring Public (for their satisfaction with the Plus series has been and is practically universal), but an earnest desire to promote the cause of better, safer and more economical motoring, and to give the admirers of the Riley even greater reason for their admiration.

Occupying the unique position which the Riley does among light cars, our pride in doing so definitely entails a unique responsibility.

We cannot jeopardise that position with lowered prices and lowered quality, rather we will make the Riley justify the description "Plus - Ultra" and maintain the price.

In a word, it shall be "Plus-Ultra" in design, in equipment, in safety (the greatest essential on the road to-day), in economy and in performance.

Look for details of "Plus-Ultra" models in later issues. In the meantime, talk to your agent about it.

**RILEY (COVENTRY) LIMITED**  
COVENTRY

& 42 Nth. Audley St. LONDON, W.1

*"Such fun to drive."*

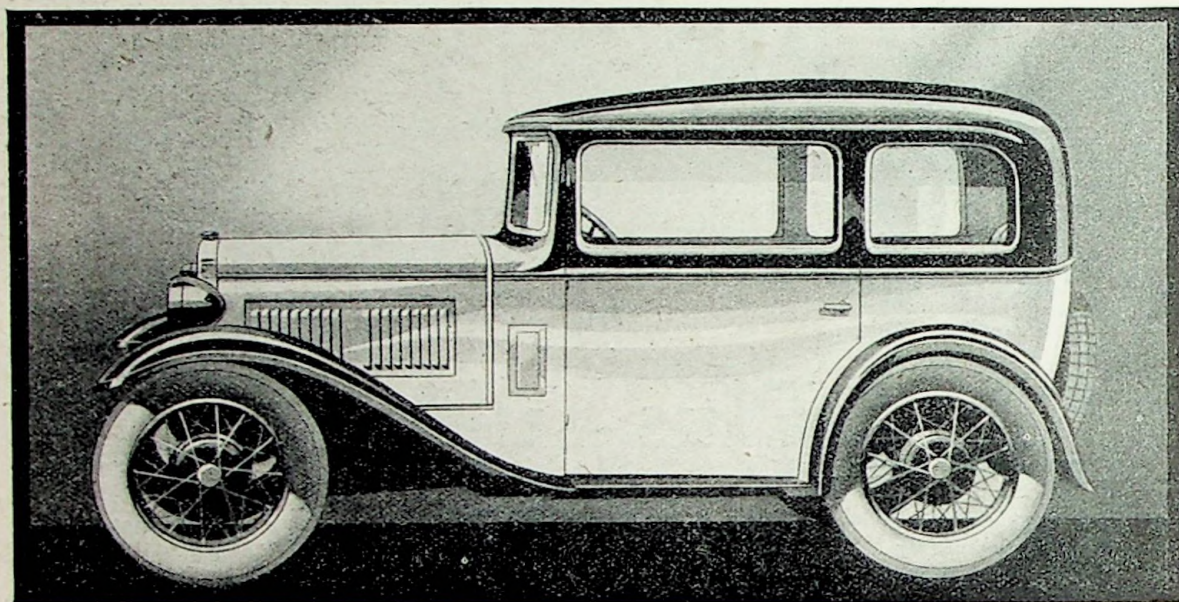
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



AS : DEPENDABLE : AS : AN : AUSTIN

## A £12 reduction in the price of the AUSTIN SEVEN—

— NOW £118! —



OLYMPIA *Stand 113*

The reduction in price of the Austin Seven—ever the outstanding example of value for money—is in itself remarkable.

But Austin has gone further . . . equipment has been added to, appearance improved, performance made finer. More graceful wings of a sturdier design are fitted. Head-lamps now have a dipping beam device controlled from the steering column.

In the new de luxe saloon, genuine

leather upholstery, a finer interior finish and a sunshine roof are all included at £128—a price actually less than that of the former standard saloon!

See these improvements—consider the outstanding dependability of the Austin Seven, its economical petrol consumption and upkeep—and remember that a car can be yours for a small down-payment. See this, the most popular (and deservedly so) of all light cars, on Stand No. 113.

### *The Seven Range includes:*

Standard Saloon	-	£118
De Luxe Saloon	-	£128
Tourer	-	£118
Two-Seater	-	£118

(PRICES AT WORKS)

*Dunlop tyres, Triplex glass throughout and chromium finish standard.*

READ THE AUSTIN  
MAGAZINE: 4d. every month

# AUSTIN 7



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

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





A ONE-HOUR — The massed start of the second one-hour high-speed trial (for cars of unlimited engine capacity) BLIND. at the M.C.C.'s sporting event held last Saturday at Brooklands.

#### Another Newcomer.

In this issue we describe in detail the new 10 h.p. Hillman—which represents the return to the fold of a concern which at one time was actively associated with the production of popular light cars.

#### Modern Davids.

One of the biggest duels between large and small cars will be staged to-morrow at Brooklands, when the B.R.D.C. 500-Mile Race is run off. Despite a heavier handicap, optimists are predicting a 750 c.c. win.

#### 100 Miles in the Hour.

Hearty congratulations to G. E. T. Eyston on his remarkable performance at Montlhéry with an M.G. Midget, when he covered 100 miles in the hour. The story of this fine performance, together with an account of Eyston's remarkable escape, are given on another page.

#### The Show.

The 25th International Motor Exhibition organized by the Society of Motor Manufacturers and Traders, Ltd., will open in just under a fortnight's time—i.e., on Thursday, October 15th—at Olympia. The exhibits will include a service and garage equipment section, and a motor boat section, on similar lines to last year's Show.

No. 982, VOL. XXXVIII.

## NEWS of the WEEK

Interesting small cars at the Paris Salon (page 529).

A car with plenty of novel and practical features—the Hillman (page 545).

If you are going to Brooklands to-morrow, study pages 534 and 535.

Why not send your "ideas" along? It is an easy way of earning five shillings (page 543).

Driving made as easy as it possibly can be. Impressions of the latest Trojan (page 535).

The Armstrong Siddeley range for 1931: new and practical ideas in coachwork (page 531).

#### Another Development.

For 1932 Trojans are to be fitted with a centrifugal clutch.

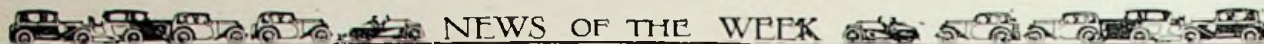
#### End of Summer Time.

Summer time comes to an end officially at 2 a.m. on Sunday next, October 4th. Non-striking clocks should be put back one hour on Saturday night; striking clocks should be stopped for one hour. Don't forget the facia-board clock.

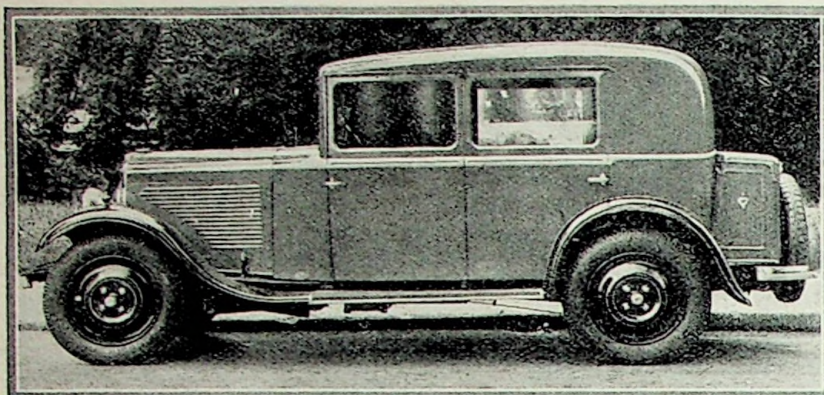
#### Next Week.

Please place a definite order with your newsagent—unless you have a standing order for the weekly delivery of the journal—for our three Show Numbers, and thus avoid disappointment. Next Friday we shall publish the first of these special issues. In addition to a valuable guide to all the light cars on the British market, the issue will contain several interesting articles, including "Nineteen Years' Progress"—a review of the evolution of light-car design, "The Men Behind the Cars"—a pictorial feature in which the reader is introduced, as it were, to folk of whom he often hears, but seldom sees, "Olympias of the Past"—an intriguing contribution which will recall the glamour of bygone days, "Looking Back"—the annual review by our contributor "Focus," "The Paris Show"—a descriptive report, and, finally, a description of the 500-Mile Race.





## NEWS OF THE WEEK



THE PEUGEOT  
"LION."

Included in the 1932 Peugeot range is this model 201-c, which has a novel system of independent front wheel suspension.

### Olympia Parking.

No parking will be permitted in thoroughfares in the vicinity of Olympia during the Motor Show. The official parks will, of course, be in use as usual.

### New 10 h.p. Peugeot.

In addition to the 10 h.p. 201 model, Peugeot (England), Ltd., Filmer Road, Fulham, London, S.W.6, announce a new model for 1932. This is known as the "Lion," or 201-c; its specification is very similar to that of the 201 model, but an ingenious system of independent front-wheel springing has been adopted. The chassis has a 3-in. longer wheelbase and a slightly wider track than the 201 model, thus providing more body space. The bodies at present standardized are a four-five-seater saloon de luxe and a four-five-seater cabriolet with a collapsible head.

### A SUPREME EFFORT.

Flt.-Lieut. Stainforth Averages  
408.8 m.p.h. in Record Attempt.

The wonderful record flight put up by Flight-Lieut. Stainforth last Tuesday over the three-kilometre course along the eastern shore of Southampton Water can be viewed only in true proportion by making a suitable comparison. Thus, the journey from London to Edinburgh by stalwarts in the famous M.C.C. trial and taking in the old days the better part of 24 hours could, theoretically, be covered in the Vickers Supermarine Rolls-Royce SGB seaplane in under an hour!

According to timed estimates, Flight-Lieut. Stainforth put up the amazing speed of 390 miles an hour; subsequently an actual speed of 408.8 m.p.h. was announced. His maximum speed was given as 415.2 m.p.h.

Only the day before Sir Henry Royce attended the luncheon given by Lord Wakefield of Hythe to welcome the return of Kaye Don who, like Flight-Lieut. Stainforth, relied on a Rolls-Royce engine for the magnificent records attained in "Miss England II," Lord Wakefield's famous motor boat.

A10

### Morgans at Brooklands.

Two Morgans figured in the M.C.C. High-speed Trial and two-lap scratch races at Brooklands last Saturday. A. C. Maskell's machine had a run-away win in Event 3, a two-lap scratch race, touring over the line half a lap ahead of the next man and beating six motorcycles which were running in other classes. His speed in this event was 69.08 m.p.h. In the High-speed Trial Maskell gained a Gold Medal.

### Southport Motor Club.

The Southport M.C., which has gained for itself the position of the premier sand racing club in the country, is holding the last meeting of the season to-morrow, Saturday, October 3rd. A very excellent entry has been received, including T. V. G. Selby's Bugatti and the Austin Sevens of W. L. Thompson, A. N. Barlow and C. D. Parish.

## NO MORE RUST MARKS

### New Process for Vulnerable Parts

**L**IGHT car owners will be pleased to learn that the enterprise of the Pyrene Company may soon rid them of a worry which we have often ventilated. We refer to the flaking of paint from wings and the early appearance of rust marks on valances and body panels.

A demonstration was given last week at the Pyrene works, at Brentford, Middlesex, of the Parkerizing and Bonderizing processes, the patents concerning which the Pyrene Co. now hold. Parkerizing and Bonderizing are processes for treating the surface of iron and steel so that it is not only proof against rust under normal conditions but will even resist salt water and similar acutely corroding agencies.

The Parker process has been employed for some time and gives to the surface of iron and steel a ground which is ordinarily impervious to rust and a finish not unlike, in appearance, that

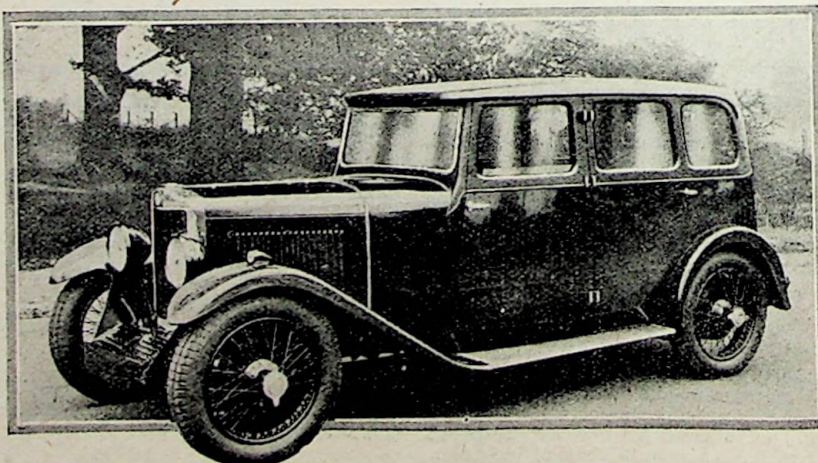
which is commonly associated with a gun barrel.

The Bonderizing process is not a finish in itself but provides a ground which ensures the permanent cohesion of paint, enamel or lacquer.

A representative of *The Light Car and Cyclecar* has made the close acquaintance of both processes and reports that Bonderizing should prove a boon to small car owners.

Mr. W. B. Phillips, Pyrene's chief, told him that the Austin, Hillman and Standard companies have had plants installed for some time, and that practically every motorcar manufacturer in England is either actually using the process or is installing a plant preparatory to doing so.

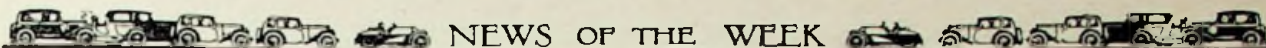
In order to Bonderize a wing, for example, all that is necessary is to immerse it in a bath of special solution, the process taking about ten minutes.



IN 1932  
GUISE.

Lea-Francis cars will be in production for the forthcoming year, and improved models will be listed. This is the 12-40 h.p. semi-pannelled saloon at £375.





## NEWS OF THE WEEK

## A Popular Brooklands Meeting.

Two races over the popular Mountain circuit—including a championship race, a two-lap race for women drivers and two long and two short handicaps, will figure in the programme of the B.A.R.C. meeting which is due to take place on Saturday, October 17th—the first Saturday of the Motor Show. Admission will be at the popular price of 2s. 6d. (to the Public Enclosure). Probably the most interesting of the events will be the championship race, in which the pick of Brooklands's fastest cars and most daring drivers will start from scratch. The meeting will commence at 2 p.m.

## Further Outlook—Brighter.

Speaking at Birmingham recently, when announcing the 1932 Wolseley programme, Sir William Morris, governing director, said, "the position of this country to-day is better than it has been for some years past. I am glad to be able to announce that sales of our cars during the year which has concluded were over 27 per cent. greater than in any other year in our history. I am confident that they will be greater than ever in 1932, with a resulting benefit to British labour and to our national prosperity."

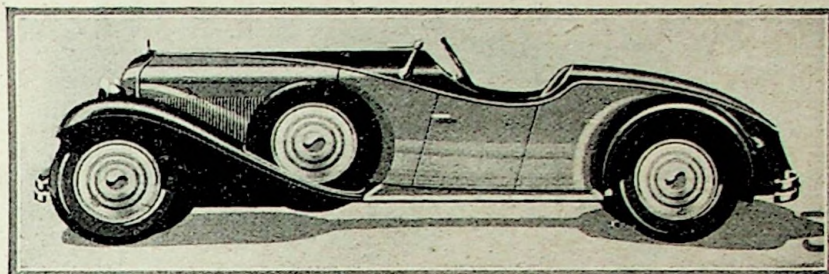


## Police Signals at Night.

A motorist driving at night recently mistook the red light held by a police constable who wished to stop him for the rear light of a cyclist, and swerving to avoid him, drove on. A summons for "failing to stop" followed.

Inquiries made by the R.A.C. elicited the information that when wishing to stop motorists at night the police of some counties wave red lights, others use white lights, whilst others simply wave their arms.

On making representations to the Home Office for a standard ruling, the reply was that it is regarded as undesirable to use lights at all. We comment on the matter in "Topics of the Day."

AT THE PARIS SALON  
Exhibits of Exceptional InterestAN F.W.D.  
DERBY.

An exhibit of outstanding interest at the Paris Show is this f.w.d. 1,100 c.c. Derby Sports model, which boasts the most modern lines.

NOT for several years have so many new cars appeared at a Paris Salon as may be seen in the brilliant show which opened yesterday, October 1st. The trend towards smaller and less expensive vehicles—which was so strong a feature of last year's Salon—is accentuated, and many of the newcomers are in the smaller classes. Old friends in the way of French light cars, moreover, appear in a new guise, with very important alterations and improvements.

The lighting and decoration scheme adopted this year is remarkable. It is carried out in white and a particularly attractive shade of red, on severe but delicate lines with a "futurist" tendency. The light is entirely diffused, whilst by day also the Grand Palais is much brighter, as the entire roof of the great nave has been reglazed since the last Salon.

The six-cylinder French Austin Seven—the Rosengart—attracts an enormous amount of attention, as also does the latest Peugeot "201," which appears this time with independent suspension for the front wheels.

The Anglo-French concern, Automobiles Derby, have sprung a surprise on the show with a new front-wheel-drive light car fitted with a Ruby engine. This is an interesting and exceedingly well-turned-out chassis, which merits more than passing notice. The engine is the standard 1,100 c.c. Ruby with push-rod-operated overhead valves; a power unit which is too well known to need description.

The forward transmission arrangements are carried out in a very business-like manner. The wheels are supported on stout tubular arms, forked at the

inner end and hinged to the chassis. Hardy joints are fitted to the inner ends of the cardan shafts, whilst the outer universals are enclosed in spherical casings and work in an oil-bath. Independent suspension by transverse springs is employed at the rear as well as in front.

The gearbox provides four speeds and reverse, and the Gleason-cut bevel drive incorporates a differential. Cable-operated four-wheel braking is employed, a feature being the instantaneous adjustment of brakes from the instrument board. The weight of the chassis is only 550 kilos., which, with such a lively little engine, should give it a good turn of speed.

Messrs. Donnet are showing another front-wheel-drive light car. This is a 1,325 c.c. chassis with forward-drive arrangement built under Tracta licence. The engine is a standard Donnet side-valve and the chassis is almost identical with that of the very successful one produced by Automobiles Tracta before the latter firm went up into the big-car categories. Donnet are also showing a little two-stroke affair, which is actually a much-improved version of the Huascar. Donnet having taken over the engine licence from M. Violet, the originator of the Huascar.

Emile Pilain show a new four-cylinder 1,220 c.c. car with a three-bearing side-valve engine. This is actually a revised version of the 5 h.p. (French rating) Pilain, which obtained considerable success at last year's Paris Show. A free wheel is, however, a novel fitting for a French car, as the French public have not yet taken kindly to this idea.

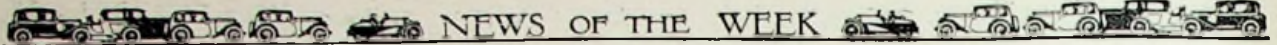
## AUSTIN'S SUCCESSFUL YEAR

AT a meeting of the Board of the Austin Motor Co., Ltd., held at Longbridge Works on September 23rd, the directors decided to recommend the payment of the following dividends:—Twenty per cent. on the deferred ordinary shares for the year to July 31st, 1931, less income tax at 5s. in the £. Gross amount, £150,000. One hundred per cent. on the ordinary

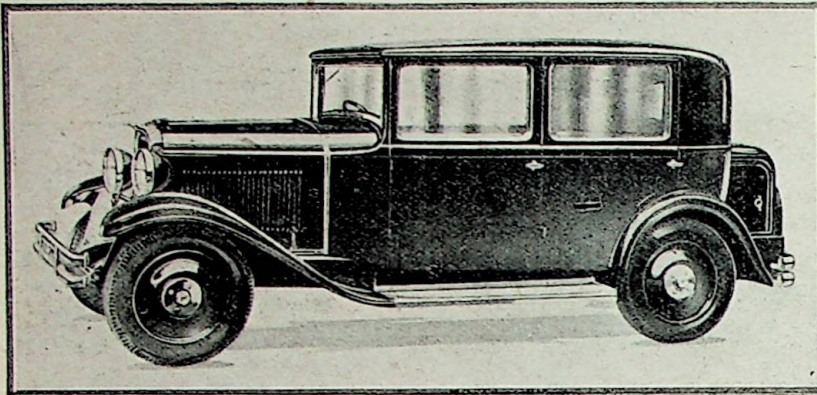
shares for the year to July 31st, 1931, less income tax at 5 per cent. in the £. Gross amount, £150,000.

The payment of these dividends is, of course, subject to the passing of resolutions which will be submitted at the annual general meeting of shareholders to be held on Monday, October 12th, and if approved the dividend warrants will be posted on October 31st.





NEWS OF THE WEEK



THE 1932  
CHENARD-  
WALCKER.

— This is the new 8 h.p. (French rating) model which will be shown at the Paris Salon. The four-cylinder engine has a four-bearing crankshaft and a four-speed gearbox is fitted.

M.G. Midget: 100 Miles in  
the Hour.

AT Montlhéry on Friday, September 25th, G. E. T. Eyston established one of the finest records so far achieved with a 750 c.c. car by covering over 100 miles in 60 minutes. Curiously enough, a run during which the car had behaved faultlessly very nearly ended in disaster for, after the intrepid driver had just crossed the finishing line at the end of his attempt, flames suddenly started to lick round his feet—and this at 100 m.p.h. or so.

Interviewed in the hospital in Paris where he is recovering from severe burns on his hands and feet, and bruises, Eyston explained that instinctively he jammed on the brakes, shut off the petrol and, retaining his hold on the wheel, climbed backwards on to the tail of the car. By this time flames were sweeping towards him from the cockpit, but, still retaining his presence of mind, the driver steered the car on to the grass verge at the side of the track and, taking his chance, jumped clear. The speed of the vehicle at that moment is given by eye witnesses as between 60 and 70 m.p.h., and it is amazing that the driver suffered no worse injuries.

Mechanics and onlookers sprinted along the track, imagining that Eyston was trapped in the blazing car and knowing that rescue would be almost impossible as the vehicle was a mass of flames. He was discovered in a state of partial collapse—some distance from the vehicle, however—and was rushed off to hospital with all speed. The car itself was completely gutted.

The actual figures established were as follow:—

50 kilometres at 98.7 m.p.h.; 50 miles at 99.8 m.p.h.; 100 kilometres at 100.3 m.p.h.; 100 miles at 101.09 m.p.h. The hour record was taken at an average speed of 101.1 m.p.h. (These figures are subject to official confirmation.)

Thus the duel between the M.G. and the Austin Seven continues, and Eyston's epic performance at Montlhéry will add considerable interest to tomorrow's race at Brooklands, in which the two makes will, in supercharged form, start off the same mark.

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Care in Chelmsford!

Road repairs are in progress in Chelmsford, Essex, at the junction of the Brentwood and Billericay roads. The R.A.C. alternative route from London is via Epping, Ongar and Writtle.

New Chenard-Walcker.

A new version of the small Chenard-Walcker figures among the more interesting light car exhibits at the forthcoming Paris Salon. In the latest model the bore has been reduced, bringing the car within the 8 h.p. class (French rating). The engine is a side-valve unit having a four-bearing crankshaft, and a four-speed gearbox with "silent third" ratio is fitted. The 1932 bodies are particularly roomy and attractive in appearance.

Welcome to Kaye Don.

As guests of that "father" of sportsmen, Lord Wakefield of Hythe, a large company gathered at the Connaught Rooms, London, on Tuesday, to welcome Kaye Don on his return to England. The speeches of Lord Wakefield and Kaye Don were broadcast, albeit the expert art of the master chef had to be interrupted so that the B.B.C. programme could be run to schedule. Among the other speakers was the Mayor of Southampton, who recalled the fact that he had to light matches so that, at Southampton, the King's message proclaiming Sir Malcolm Campbell's knighthood could be read!

AN ENLARGED "MOTOR MANUAL"

New and Revised Edition Now Ready

IN issuing the 28th edition of "The Motor Manual" it is appropriate to remark that it coincides with the beginning of a new motoring era in which the Road Traffic Act has come into force and the speed limit has been abolished. Cars have reached a surprising level of cheapness and have never before been so efficient. Popular motoring is now possible on a scale never anticipated. "The Motor Manual" justifies the claim that it is the most popular motoring handbook by reason of well over three-quarter million copies having been sold.

Revised Legal Section.

In the light of new developments in car construction and the terms of the Road Traffic Act, this new edition has been thoroughly revised, enlarged and many new illustrations added. The motorist of to-day has to know very much more of his legal position than formerly and an entirely new legal section has therefore been provided to give him all the information he should have concerning the Road Traffic Act. There is also full information of the new petrol storage regulations and the compulsory safeguards against fire.

Third-party insurance, being now compulsory, is fully treated and, of course, also the complex subject of licensing, the formalities of which are made as clear as possible. The book has been enlarged to 235 pages and in its 18 chapters will be found a well-graded treatment of the subject—elementary principles of internal combustion engines, how to house and maintain a car in efficient condition, how to

choose a new or a second-hand car, equipment and car accessories, and so forth. The section on ignition has been rearranged in view of the predominance of the coil system of ignition on modern chassis.

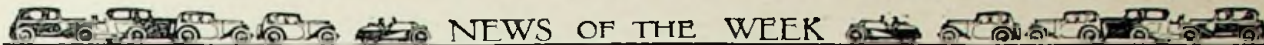
New descriptive text and illustrations will be found treating of such up-to-date developments as hydraulic clutches, the self-changing gearbox, hypoid bevel gear, "silent third" gearboxes, hydraulic brakes, streamlined bodywork, the latest headlamps, special coachwork, tyre pressures, engine speeds and road speeds. The book well maintains its reputation for the number and clarity of its illustrations and the new ones will be found very instructive. The fact that technicalities are kept to a minimum and the popular style in which the text is written make it a handbook which the beginner in motoring can read with advantage; its wide scope, at the same time, makes it a valuable book of reference for the experienced motorist.

Technical Glossary Added.

One of the features of the book is an extensive glossary of technical terms with simplified explanations. These terms now comprise several hundreds, many additions having been made in this edition. Touring at home and abroad is dealt with fully and there are many useful tables, charts and definitions.

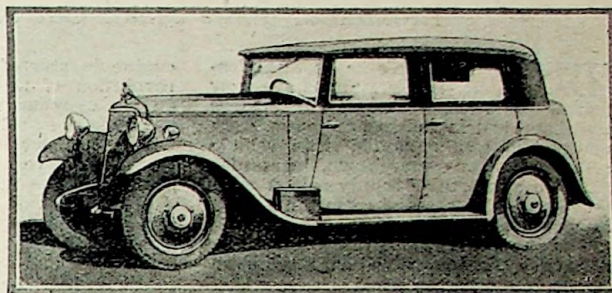
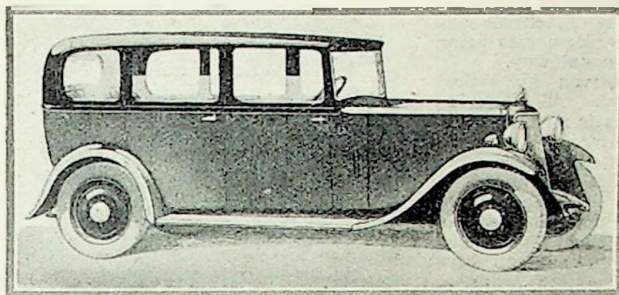
"The Motor Manual," new edition, is now on sale and can be had direct from Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1, 2s. 6d. net, by post 2s. 10d., or from leading book-sellers.





## MODIFICATIONS TO ARMSTRONG SIDDELEY TWELVES

Self-changing Gear on all Chassis. Vee-type Radiators on Several Models. New Bodies with Elegant Modern Lines



(Left) The new 12 h.p. six-light coachbuilt saloon which sells for £295 and (above) the new sports saloon, priced at £300. Both have four-speed self-changing gearboxes and vee-fronted radiators.

FOR 1932 Armstrong Siddeley Motors, Ltd., are continuing to manufacture the well-tried 12 h.p. six-cylinder car which, with a three-speed self-changing gearbox, has been one of the outstanding examples of high-grade light cars during the present year. Many improvements, however, are incorporated in the new types, and several new bodies are being produced.

A smart sportsman's coupé and a new six-light coachbuilt saloon are priced at £335 and £295, respectively, while in addition there is a sports saloon which, complete with a sunshine roof, costs £300.

The existing six-light panelled saloon is being retained and styled the Economy saloon, at £260.

Chassis modifications are not very extensive, the chief item, of course, being that a four-speed self-changing gearbox is now used on all models except the Economy saloon; this latter car retains the three-speed self-changing box, as during 1931.

### Carefully Chosen Gear Ratios.

The gear ratios on the 1932 cars are clearly more conveniently planned (as they can be, of course) than on the 1931 three-speed types, the extra gear provided allowing the top speed to be raised slightly. The new third gear will greatly improve the performance on main-road hills and will give extraordinary acceleration. The four ratios of the new box are 5.55, 8.07, 12.01 and 20.83 to 1.

As will be seen from the illustrations, a vee-fronted radiator similar in type to the larger Armstrong Siddeley models is now fitted to the more expensive Twelves, and this has greatly improved the frontal appearance.

By moving the fuel tank to the rear of the chassis, room has been made for an under-bonnet toolbox of really large dimensions, and has thereby enhanced the convenience of the car.

Although the wheelbase and track dimensions of 8 ft. 9 ins. and 4 ft. 2 ins., respectively, are retained for the 1932 season, the new coachbuilt saloon body, whilst not giving the appearance of being too large for the chassis, seems to provide greater passenger accommodation than the 1931 type.

All trace of "squareness" has been removed by giving the body sides a slight tumble-in and maintaining a curve for the cant-rail in the head; at the front a slight slope given to the windscreen (which at the top terminates in an abbreviated peak) provides an imposing but sleek outline. The four doors are really wide and each has a drop window.

The interior furnishing is of a very high order, all the upholstery being carried out in real leather, pleated in the latest style, and, together with rope pulls, companions, an interior electric light, armrests, etc., presents an inviting atmosphere.

### The Sportsman's Coupe.

Produced to make a special appeal to the small-car connoisseur is a sportsman's coupé which, with an exceptionally long bonnet and a low roof line, has quite a striking appearance. On this model both front and rear wings are of the "close-up" type, the trailing edges being flared somewhat in order to add to the sporting effect.

There are no running boards or valances, the body-sides being carried below the level of the under side of the frame; this, together with a gracefully curved luggage boot, makes the exterior panelwork smooth and of good streamline formation.

Only two doors are fitted, these being wide enough to give access to the rear seats. As will be seen from the photo on page 540, the head is domed and incorporates quarter lights in order to remove any suspicion of top-heaviness which might otherwise be apparent at a first glance.

The open models follow somewhat upon the types standardized during 1931, but, of course, the inclusion of a vee-fronted radiator has entirely altered the frontal appearance. The high shoulder line of the radiator has been carried right through to the back panel of the body, with the result that the passengers receive a good measure of protection—a feature which will commend itself to open car enthusiasts.

### Deep Doors.

Each of the four doors runs almost to the running board, the joint at the bottom being made between the inner face of the door and the floor of the car. A Triplex windscreen equipped with twin wipers, rigid and rattleproof side curtains, an easily erected hood, a coat and rug locker behind the rear squab and a quickly adjustable front seat are features which are all included in the price of £285.

A two-three-seater model is also available at a similar price, and can be obtained in maroon or blue with soft leather trimming.

The Economy saloon is to be available in black, blue, maroon or green, with leather trimming. This model has the present style of radiator and a three-speed self-changing gearbox. The saloon bodywork is similar to the present type, the two front windows being of the sliding pattern, whilst the rear door windows are arranged to wind up and down.

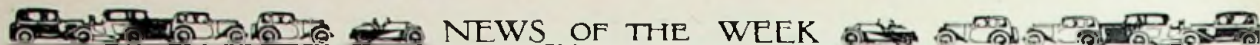
Triplex glass is fitted all round, and recessed armrests and exceptionally large pockets formed in the doors are features that practical motorists will appreciate.

## OVERSEAS TRADE PROSPECTS

IN a speech at Coventry, Mr. W. E. Bullock, managing director of the Singer concern, suggested that there is every possibility of capturing in the future many overseas markets held at the present time by the United States. Mr. Bullock related that a prominent American manufacturer, visiting this country, had expressed the opinion that

as this country buys vast quantities of goods from all over the world, the inevitable exchange of goods must mean that those countries which at present buy cars from America would instead purchase them from Great Britain, America being, of course, practically self-supporting, and buying very little outside her own shores.





## A GERMAN £100 LIGHT CAR

### Brennabor Joins Small Car Ranks

THE Brennabor Werke of Brandenburg-Havel, in Germany, have now joined the ranks of small car makers and have just introduced an exceedingly smart and well-appointed little vehicle selling, in two-seater form, at under £100; a comfortable family saloon with four spacious seats and room for a child is offered at about £120.

The car has a four-cylinder 1,000 c.c. side-valve engine with the cylinders cast in one with the crankcase, to which a pressed-steel sump of very light weight is attached. The bore is 62 mm. and the stroke 83 mm. With a compression ratio of 5.2 to 1 the little engine develops well over 20 h.p. and does about 3,000 r.p.m. at 43 m.p.h.; the maximum r.p.m. is about 4,000.

The crankshaft is supported at its front end in a ball bearing with a double row of balls, and at the rear in a large roller bearing, while the camshaft has three plain bearings. The connecting rods are of H-section and, again, plain bearings are used.

Splash lubrication is employed. An eccentric-type pump draws the oil through a strainer and passes it into a distribution pipe, whence it is squirted into troughs beneath the connecting rods, the ends of which are provided with small scoops. In addition, the crankshaft webs have little pockets which trap the oil spray and by centrifugal force conduct it to the connecting-rod journals. One advantage of a simple system of this kind is that it supplies an ample amount of oil immediately the

engine is started, for during the first revolution of the crank oil is splashed on the cylinder walls: this is particularly useful in cold weather.

The cylinder head is detachable and the tappets are adjustable, access being gained to them in the usual way.

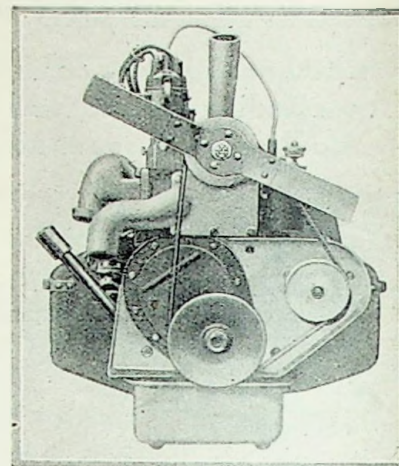
The camshaft is driven by helical gears at the front end. The driving wheel on the crankshaft is made of steel, the driven one of Novotext—a pressed fabric composition ensuring very quiet running. The camshaft has an interesting little feature in the shape of two double-ended damper cams situated between the second and third valve cams and between the sixth and seventh valve cams respectively. The flat heads of two spring-loaded cylinders, gliding in horizontal guides provided in the side of the crankcase, press against these cams. The camshaft thus runs very smoothly and undue wear with resulting noise of the driving gears is avoided.

#### Cast-iron Pistons.

The pistons are made of cast iron. They each have four rings, of which the lowest functions as a scraper.

Battery ignition is employed, the distributor (together with the oil pump) being driven by a single vertical shaft on the off side of the engine, where it takes its drive from the camshaft by skew gears.

The inlet and exhaust manifold form a single casting, so that a suitable hot-spot is provided. The fuel tank, holding



End-on view of the 1,000 c.c. four-cylinder engine. Its maximum speed is 4,000 r.p.m.

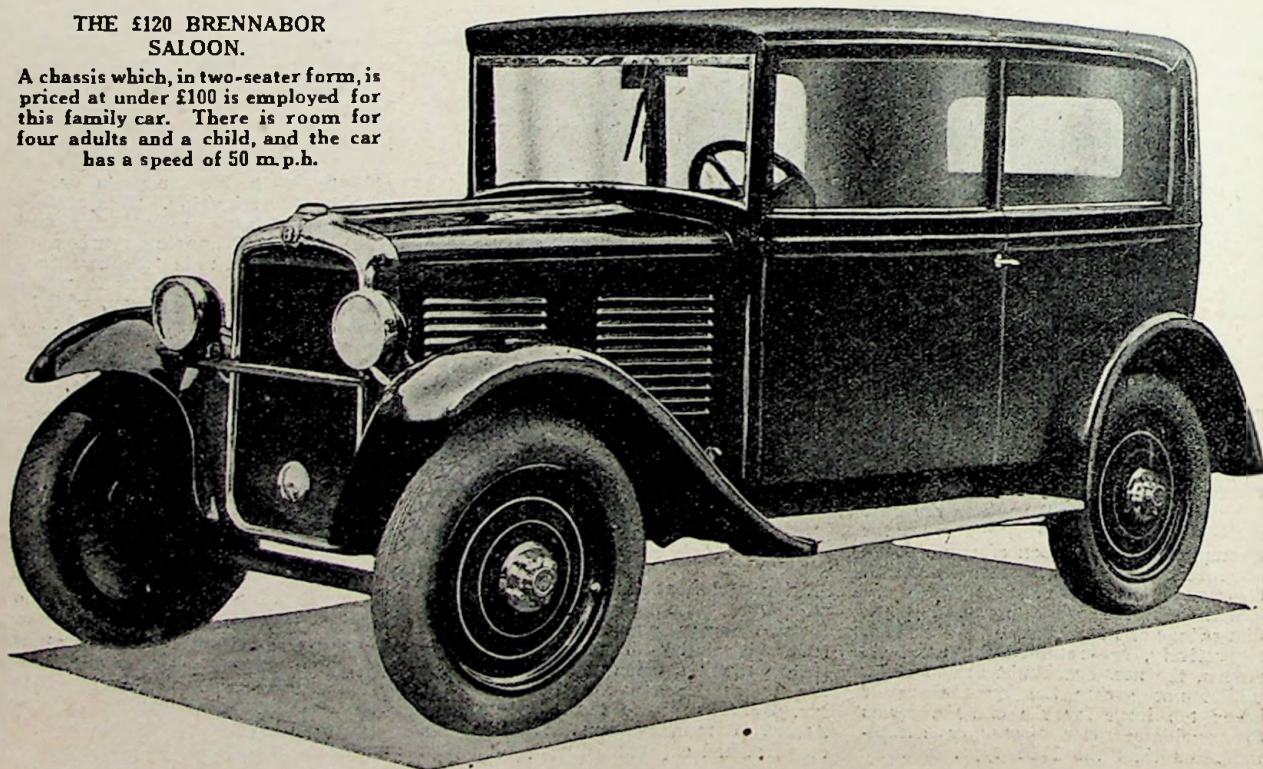
five gallons, is under the bonnet, and there is a tool locker beside it. Only the tyre pump and the handle for the jack are stowed away behind the backs of the seats. The accumulator is also housed under the bonnet.

Thermo siphon cooling has been adopted, together with a two-blade fan on an adjustable bracket attached to the front end of the cylinder-head casting. The fan is driven by a rubber V-belt off a pulley; the belt also passes over the dynamo pulley, the dynamo itself being situated on the near side of the engine, together with the starter.

Power is transmitted through a single

#### THE £120 BRENNABOR SALOON.

A chassis which, in two-seater form, is priced at under £100 is employed for this family car. There is room for four adults and a child, and the car has a speed of 50 m.p.h.







## NEWS OF THE WEEK

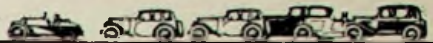


plate clutch to a three-speed gearbox. The final drive is by an open propeller shaft to a Gleason-cut differential assembly.

The rear suspension is by means of semi-elliptic springs, the shackles of which are provided with wick oilers with receptacles containing enough oil to last for more than 3,000 miles. The front axle is a Brennabor invention, for which patent applications have been filed. It is made of especially flexible material; in fact, it is claimed that the ends can be bent to an angle of 20 degrees without any signs of a fracture.

The idea underlying the use of this

type of axle is to obtain a similar action as with divided axles without the complications of the latter. The axle is secured at each end to a transverse spring located above it, and radius rods at each end connect it with the frame.

The car has a wheelbase of 7 ft. 6 ins. and a track of 4 ft. 1 in. In the saloon the back seats will easily hold two adults and one child. The front seats are very light in construction, but comfort has not been sacrificed. They are adjustable for reach and angle.

The whole car, depending on the type of body used, weighs between 1,270 lb. and 1,475 lb., and will reach a maximum

speed of 50 m.p.h. The over-all length and height of the saloon are respectively 10 ft. 10 ins. and 5 ft. 6 ins. with a maximum breadth of slightly more than 4 ft. 10 ins. The fuel consumption is said to average 43 m.p.g.—a very satisfactory figure.

The bodies have two wide doors with windows that can be let down. The screen, which is provided with an automatic wiper, can also be opened. The instrument board carries the usual switches, and ammeter and the switch for the two direction indicators. A petrol gauge is fitted in the filler cap and a spare wheel is provided.

## THE JENSEN "HORNET SPECIALS"

## Attractive Models Available

THE old-established bodybuilding concern of W. J. Smith and Son, Ltd., High Street, West Bromwich, has recently organized a subsidiary concern, known as Jensen Motors, which will specialize in sports cars. The brothers Jensen who are in charge of this work have an extensive experience in the design and construction of special sports bodies for light cars, and it is therefore natural that the new Jensen Specials have attractive lines.

Based on the popular Wolseley Hornet chassis, these cars are listed in four types, two on a chassis of standard height and two with special flat springs and other modifications designed to keep the centre of gravity low. In each pair one is a two-seater while the other has a "Le Mans type" four-seater body.

Amongst the modifications to the low chassis is a radiator mounted lower in the frame and of less height in itself than normal; but to compensate for the reduced frontal area the thickness of the block is practically double that of the standard radiator.

Another feature which will appeal to many is the outside hand-brake lever, as fitted to a low-chassis two-seater, in which our representative had a short run. This lever has a racing type ratchet operated by a press-button on top of the handle itself.

On the road this little car behaves very well. Even on a short run it became evident that its road-holding qualities are excellent, and it can be "cornered" quite fast with complete

safety. As on other Hornets, the steering is very light—a feature, indeed, of all the controls.

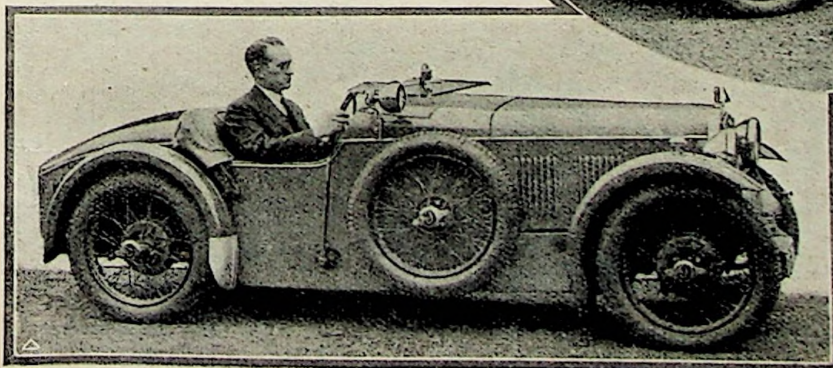
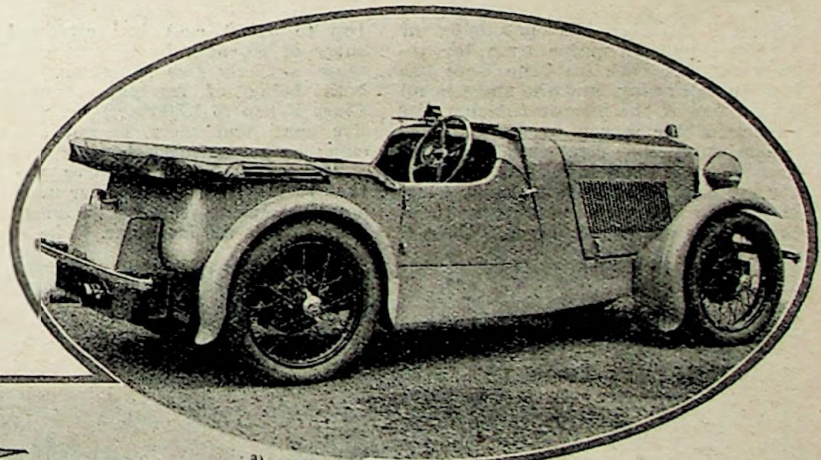
A short test was also made of one of the standard four-seaters. This car has an aluminium-panelled body with two doors extending forward under the scuttle so as to provide plenty of leg-room when entering or leaving the car. The bonnet extends right back over the scuttle, in which there is a large tool locker.

Real hide is used for the upholstery, and the polished mahogany fascia board has a cubby hole on the left, fitted with a hinged cover. Underneath the scuttle is a pocket in which the side curtains can be carried when they are not in use. The hood, it may be mentioned, gives more head-room than is usually found in a small sports car, and yet folds away quite neatly.

At the rear of the car tested was a nine-gallon petrol tank, and inside the body itself a space is provided behind the rear squab for the spare wheel. If it is preferred, this model can be supplied with the standard five-gallon rear tank and a normal external wheel mounting, in which case the rear passenger accommodation is more spacious.

For some reason difficult to define this car was even more pleasant to drive than was the low-chassis two-seater. Its steering was perhaps a trifle more exact and the driver's body is better supported. Every control is most conveniently placed and gear changing is a delight.

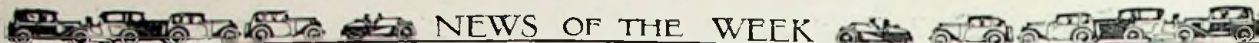
Although the ordinary Hornet is quite lively enough for many folk, there are some who want something more. To cater for these, Jensen Motors are working in conjunction with Mr. M. A. McEvoy, of Leaper Street Works, Derby, and 146, High Street, Notting Hill, London, and specially tuned cars of any of the four types are offered at an extra cost of £25.



## TWO JENSEN MODELS.

(Above) The Jensen Wolseley Hornet Special four-seater with 9-gallon rear tank and concealed spare wheel. (Left) The low chassis two-seater which can be specially tuned at extra cost.





NEWS OF THE WEEK



**STRONGLY  
FANCIED.**

Norman Black at the wheel of the Midget in which he was victorious at Ulster. He is to drive one of the Earl of March's Midgets to-morrow.

**PROGRAMME IN BRIEF.**

**T**HE race takes place to-morrow, Saturday, at Brooklands, starting at 10.30 a.m. wet or fine. There are 47 entries, divided into the usual classes, each class being handicapped.

If travelling by road, make for Bysfleet, Cobham or Weybridge; if by train, catch either the 8.35 a.m. or the 9.21 a.m. from Waterloo.

Admission to the public enclosure will cost 3s. 6d., car alongside course 10s., car to car park only, 2s. 6d.

**S**INCE Monday last practising at Brooklands in preparation for to-morrow's B.R.D.C. 500-Mile Race has been in full swing, and the stage is all set for one of the biggest International classics of the season.

The entry list comprises no fewer than 47 cars, and it is interesting to observe that 17 of these make up Class II (up to 750 c.c.); moreover, 16 of the 17 cars are supercharged. Class G

(up to 1,100 c.c.) has attracted an entry of 10, and, by way of contrast, there are only two supercharged cars, both being of foreign manufacture. Class F (up to 1,500 c.c.) accounts for five cars, and there is not a single supercharger amongst them.

The entry list emphasizes the fact that racing is receiving a far more substantial backing from the "babies" this year than it did last year. The entries

## Final Arrangements for— TO-MORROW

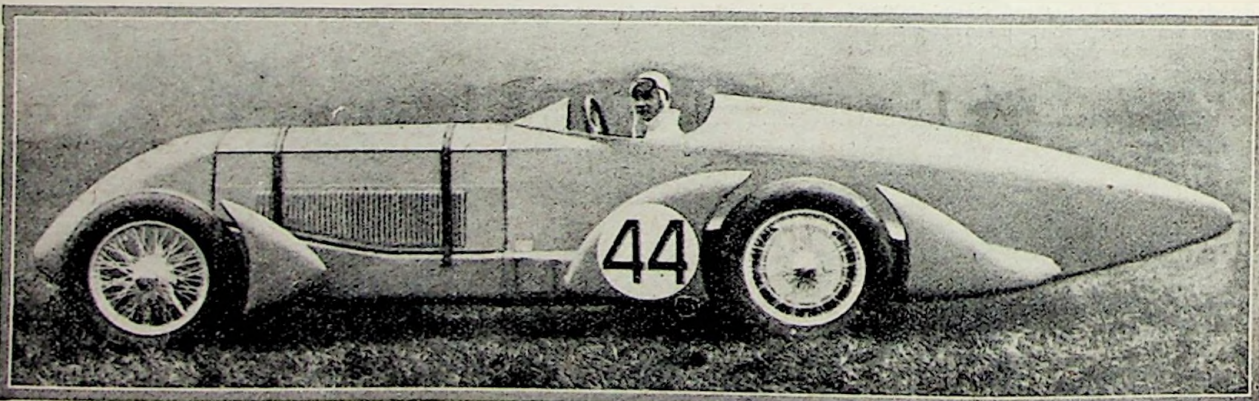
The 750 c.c. Element  
Strong Opposition

in the 1930 "500," for example, included only six cars in the 750s; there were eight in the 1,100s and seven in the 1,500s.

The official starting time of to-morrow's great race at Brooklands is 10.30 a.m. It will, however, witness the rather strange spectacle of one car, J. H. P. Glover's unsupercharged M.G. Midget, being sent off the mark to circle the track all alone for 20 minutes or so. In effect, this means that folk who will find it difficult to get down to Brooklands by 10.30 a.m. may, if they are lucky, see the massed start of the remaining 16 supercharged cars in Class II. These consist, by the way, of 10 M.G. Midgets, five Austins and a B.C. Special. After that the fun will be fast and furious, for within the hour the whole field will be in full cry.

As mentioned last week, the four cars entered by Sir Herbert Austin will be single-seaters planned on the same lines as the record-breaking car driven by Leon Cushman and Mrs. Stewart, whilst, in addition, Dudley Froy's Invicta, Bryan Lewis's Talbot, the Hon. Dorothy Paget's Bentley, Sir Henry Birkin's Alfa-Romeo and Vernon Ball's supercharged Austin will have single-seater bodies.

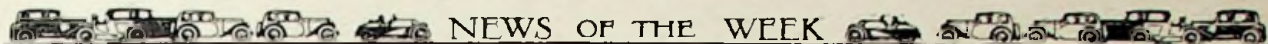
In considering the prospects of a gruelling race of this kind, even the acknowledged expert is at a loss. Form counts for very little, because a car which looks like being the potential winner may burst within sight of the finishing line. Again, the pace may become so hot amongst the leaders that one by one they are eliminated, leaving the slower cars to fight out the battle; in fact, anything may happen, and even the most carefully worked out theories may prove to be far from practical when put to the real test.



**A DOUGHTY  
OPPONENT.**  
A16

The new single-seater Invicta which has been built especially for the "500" and for subsequently attacking records. At the wheel is Dudley Froy, who will handle the car in to-morrow's race.





# S 500 - MILE RACE

Strongly Fancied But Faced With Very  
— Arrangements for the Public

Of one thing, however, we can be fairly certain: to repeat the victory of last year the Austin Sevens will have to lap in the neighbourhood of 94 m.p.h.; that is, over 10 m.p.h. faster than in 1930. Both the Austin and M.G. Midget are, of course, more than capable of these speeds—witness the recent record-breaking achievements at Montlhéry when, in the case of the Austin, five miles were actually covered at the phenomenal speed of over 109 m.p.h. There is, however, a vast difference between five miles and five hundred miles.

The difficult task which the super-charged "babies" have been set can be gauged from the fact that their handicap this year is only 57 mins. 19 secs., against 1 hr. 39 mins. in 1930. Truly, it is going to be one of the most Homeric struggles ever witnessed at Brooklands.

## Arrangements for the Public.

The race will be run wet or fine, and as the public enclosure does not provide a great deal of shelter for spectators the extra fee of 10s. charged for taking a car into this enclosure is well worth while; in fact, those who get there early enough can park their cars in a position which commands a view of the track including the scoreboard and the finishing line. Full details of the admission charges are as follow:—Paddock, Fork Grandstand and Enclosure, and Members' Hill, 10s.; Public Enclosure, 3s. 6d. (children, 1s. 6d.); cars in Public Enclosure, 10s.; cars in Entrance Gate garages, 2s. 6d.

People who do not wish to take their cars into the enclosure will be well advised to enter by Gate A, that is the one beside the Vickers aeroplane works. Just inside there is a commodious car park whence direct access to the Public Enclosure can be gained by the new footbridge. It should be noted that this entrance will be opened only for pedestrians desiring to leave their cars in the car park.

The entrance for cars proceeding to the Public Enclosure will be by Gate B, or Boxall's Lodge, as it is more usually known. Care should be exercised along the road leading to the Paddock because it includes one or two sharp bends and the negotiation of the tunnel under the track. Crossing the Paddock and the Finishing Straight, drivers will enter the Public Enclosure itself, where they will be free to take up any position which appeals to them.

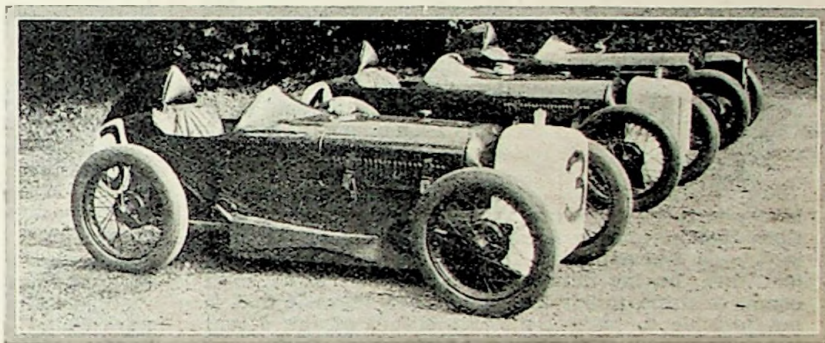
The race itself takes place on the outer circuit of the track, therefore the "busy" part of the circuit will be between the Fork and the beginning of the Home Banking. People who are strangers to Brooklands should move

across the Enclosure in the direction of the huge painted sign on the side of Vickers works which reads "Vickers, Ltd., Brooklands."

The pits opposite Vickers—which were entirely rebuilt for The Light Car Club's Relay Grand Prix—will be used; they have been extended and roofed in. The Grandstand will overlook the pits

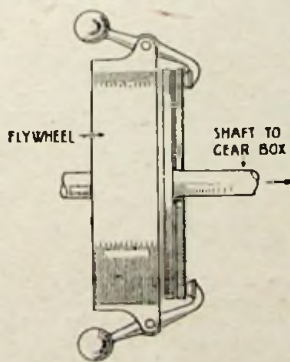
occupied by the larger cars in the race, and from this vantage point it will be possible also to obtain a fine view of the start. The finishing line, however, has been moved to the other side of the public entrance gates, and can be identified by the timekeepers' office, opposite which is the new lap scoring board.

Refreshments at popular prices will be obtainable in the Public Enclosure, and in the Members' Paddock, whilst the grounds themselves, of course, offer very pleasant surroundings for a picnic. Visitors going by road should make for Pyfleet, Weybridge or Cobham, as the case may be, the route being excellently signposted thereafter. Trains run frequently from Waterloo to Weybridge station, and from the precincts of the station itself there is a footpath leading direct to the Public Enclosure by means of a tunnel under the track.



THE AUSTIN FLEET. — Apart from "stumpier" tails, the cars resemble the famous single-seater record breaker.

## TROJANS FIT CENTRIFUGAL CLUTCH



A purely diagrammatic sketch showing the principle of a centrifugal clutch.

AS we have already announced, the 1932 Trojan will be practically identical in most respects with the 1931 models. There will, however, be one very important innovation in the transmission. Briefly, the innovation takes the form of a centrifugal clutch which gives many of the benefits of a fluid flywheel, although it is a purely mechanical device, and is very simple.

We found it possible to drive the car through traffic by making use of the accelerator alone and without touching either the gear lever or "clutch" pedal. On a slight up grade, for example, we took our foot off the accelerator pedal and applied the brake, leaving the gear lever in the top gear notch and bringing the car to rest; we then merely depressed the accelerator pedal without touching either the gear lever or the clutch. The car immediately got under way with absolute smoothness, and proceeded to take the hill in a perfectly normal manner.

We repeated the process on other gears under various conditions, and in every case the engine showed not the least signs of stalling when brought to rest with the gear engaged, and displayed no signs of roughness when taking up its load.

With the exception of this feature and two detail modifications in the form of a new type of silencer set across the chassis and the inclusion of small ventilators in the engine compartment, the 1932 Trojans will be identical with the 1931 models; two models will be marketed, these being the Purley saloon, which corresponds to the de luxe saloon in last year's range, and sells for £220, and the Blackdown tourer at £198.

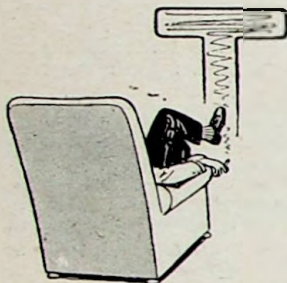


After 15 Years

# AN OLD HAND SOLILOQUIZES—

—On the Types of Car Which Are  
Best Suited to our Various Needs

By Marmaduke



**T**HIS is the time when we begin to see visions and dream dreams of the new car, for even those of us whose finances will not stretch to a change still have the pleasure of weighing up the pros and cons of the various makes and deciding which it would be if Fortune and Bank Managers were of more genial disposition.

For the person who has the money to spend there are few more enthralling occupations than devouring eagerly the details of the new models as they appear in *The Light Car and Cyclecar*, and then, having narrowed the selection down to a couple or three, to pay a visit to Olympia, or if that is not possible to make the acquaintance of the actual cars and have a trial run from some local agent.

Happily nowadays one runs no risk of buying a dud make. The standard of general excellence is so high that one could pick a car blindfold and be sure that it would give good service and be fair value for money. In the same way it is possible to ignore many items in the specification, for one knows that whatever the type, the back axle, springs, steering and such-like essentials will be sound.

There are, however, several points in which individual makes of car differ considerably, and in the matter of which the buyer can usefully put on his thinking cap to decide which will best suit his particular purpose.

## Second-hand Values.

A point which is very frequently overlooked by the inexperienced is the question of second-hand values. Some cars have a far better sale when a year or two old than others, and this to a certain extent varies in different parts of the country.

I was once very badly had in this way myself. At the Show five or six years ago I bought a car which took my fancy. It was a good car, but when I wanted a change after

twelve months I had the shock of my life. I live in the West of England and this car was made in Scotland, and was quite unknown in my district. Therefore from the local motor agents' point of view, it was a rotten proposition, and the only offers I could get represented a depreciation of over 60 per cent.

In self defence I had to keep the car another year, and even then was obliged to accept what was really a ridiculous price judged by the actual value of the car as a "going concern." Yet the dealers were quite justified in their attitude, for only a few months ago I saw that same car still in the possession of the firm which took it in part exchange, so that I was not the only one to lose on the business.

## Study Service Facilities.

A perusal of the small ads. will give a good indication of used car values in London and in the country. For the provincial it is always wise to buy a make which is represented by a firm of some standing in the local town. Such a concern will have an adequate staff of mechanics who understand the car, a complete stock of spares, and, if anything serious does go wrong, will be in a strong position for taking up the matter effectively with the makers.

As a general rule one can say that the bigger the output of a car the better its second-hand value because it is known everywhere.

One of the questions which the new buyer will certainly have to answer is, Shall it be a four-cylinder or a six? To go fully into the merits of each type would need more space than is available. I will write, however, briefly of sixes as I have found them.

The six scores in smoothness of pulling, particularly at low speeds, and will do far more of its work on top gear than a four of equal size. Its disadvantages are chiefly that owing to the ridiculous method of assessing the Treasury rating the tax averages £2 to £3 a year more than that of a four of like dimensions. Therefore the insurance will also cost appreciably more, another ridiculous anomaly. Petrol consumption is also definitely heavier.

The next important item to perplex and intrigue the

## OUR SHOW NUMBERS

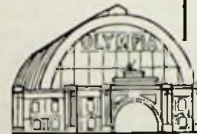


### October 9th.

This, the first of the three Special Issues, will contain complete details and prices of 1932 light cars on the British market together with many other attractive features.

### October 16th.

What to see at Olympia will be the main theme of this issue, which will, however, be schemed to appeal to those who cannot reach the Show, as well as to visitors.



### October 23rd.

The last of the Show Numbers, this issue will be chiefly devoted to summing up 1932 models from every aspect. Potential buyers cannot afford to miss it.





new buyer is the question of three speeds versus four. The enthusiast—the driver who delights in getting the best out of his car—has no doubt in his mind; he wants four speeds every time, because five or six are not available! But for the man in the street who uses his car as a means of livelihood or as a form of transport, who is not concerned with putting up high averages on long runs, and is quite content to crawl up hills at twenty or so on second it is another matter.

There is, one knows, a very considerable section of the motoring community which still looks upon its gearbox in rather the same light as sundry Powers in the Great War regarded their Allies—they were allies, but they were not exactly loved. So with the gearbox; it is recognized as an indispensable auxiliary, but the longer its existence can be ignored the better all concerned are pleased.

It may, perhaps, sound ridiculous to say that four speeds are most useful to many people in urban districts and undulating country and not amongst the real hills. Yet this is so.

For traffic driving a high third, especially if of the silent variety now so popular, is very valuable, and the change down from top is absurdly easy. This high third is also extremely useful for main-road hills just too steep for top, such as one finds in many fairly flat districts.

### For Hilly Districts.

But among the real hills which are common in the North and West of England and in Wales and Scotland one is continually coming down from third to second, and to get into this gear with a four-speed box means the dreaded through-the-gate change, the bugbear of the inexperienced driver. Therefore, if one lives in a district where gradients of some severity, 8 or 10 to 1, are plentiful, and one dislikes gear shifting, then a three-speed box is obviously preferable for it will mean less and easier changing.

In such localities the lack of a third will not materially affect a car's performance paradoxical though this may seem. The reason is that where the

majority of the hills are of the 1 in 8 or 10 order, and impossible to rush owing to narrow roads and numerous corners, a high third of about 7½ to 1 is not of great utility. Now the average second of a four-speed box is around 12 to 1, which is often unnecessarily low. Therefore the hill has to be taken at 20 m.p.h. when it could be climbed seven or eight miles an hour faster and with less noise on the second gear of about 9 to 1 in a three-speed box.

So far the latter scores, but it must be recognized that so soon as it is forced out of second the advantage at once reverts to the four-speeder because even in the most hilly districts, unless one is out looking for hill-climbs, it is rare for a light car in decent tune to be brought lower than second and so is running on 12 to 1 gear, whereas the 3-ratio car has low engaged and must be content with 10 or 12 miles an hour.

### Where "Sixes" Score.

In this connection it is well to point out that a six-cylinder engine has less need of four speeds than a car with two fewer cylinders, because, speaking generally, the six will do practically as much on top as the four will do on top and third, if the engine capacity and weight of the two vehicles are approximately the same.

Another matter of major importance—probably, indeed, the most important of all in many cases—is the question of body type. This, however, is so much a question of individual taste as to be outside the scope of a general article.

The recent correspondence on the subject will be remembered by readers, and I will therefore merely say that in a motoring experience of some 15 years I have owned a number of open cars and one saloon. But, as the writer of one letter so aptly put it, "Once a motorist buys a saloon he never goes back to a tourer," and these are my sentiments exactly.

Certainly, if I could afford several cars one would be a sports two-seater, but the hood and side curtains of an open tourer are too much trouble to erect and take down; they are noisy and let in draughts, and for an all-the-year-round-car give me a saloon every time.

## WHERE TRAMS ARE NEVER AT FAULT

WE all grumble from time to time at the conditions we have to put up with—police persecution, tram eccentricities, pettifogging regulations, and so on. We are apt to imagine, moreover, that we are much worse off in these respects than other countries and to rail about England's very backward mentality in all matters connected with motoring. Perhaps we are right up to a point, but we can take much comfort from a comparison with the conditions in some European countries—Switzerland, for instance.

Trams, in Switzerland, are never in the wrong. Belonging to the town, they have a moral, if not a legal, right of way, and it is not an uncommon sight to see such a mastodon of the road cleave its way through a line of cars, which politely opens up as the giant approaches. All the tram-driver, or wattman, as he is called, has to do is to bang the bell with his foot, and this he does with gusto. Should there be a collision the tram is guiltless, and the motorist involved must take the blame, whether he is responsible or not.

After a collision between two cars the vehicles may not be removed until the inspector of accidents or his assistant has examined the damaged cars to determine with whom the responsibility lies. After this, the police photographer comes upon the scene and the car that is in the wrong is at once confiscated. When



there has been a particularly violent smash and no witnesses are available, all the cars concerned are seized by the police until further notice!

It can be seen, therefore, that a minor collision, through no fault of your own, might result in your being deprived of your car for several days—if not weeks. It is not surprising then, that in cases where there is death, those who are thought to be responsible are arrested and only occasionally released on bail. Very rarely is a motorist acquitted of a charge of manslaughter, and should he be

lucky enough to escape a term of imprisonment he will find himself faced with the costs of the trial.

The Swiss motorist also has to face petty charges for obstruction, inadequate lighting, and so on, and as the word of the Swiss policeman is law, and requires no corroboration, it can easily be understood why the so-called law-breaker prefers to plead guilty and thus save time and money.

It is not unusual to go for a pleasant drive, only to return home to find a summons for speeding nestling in the letter-box. If the village policeman thinks a car is exceeding the limit, he has only to take down the number and issue a summons. Thus it is a common occurrence to be fined for exceeding the speed limit through a village without actually knowing which village it was!

F.L.  
A19



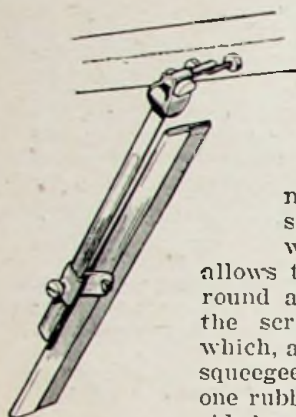
# RICH MIXTURE

## Light Car Comment and Advice

by *Focus*

### A Really Good Wiper Blade.

THE Jowett I took abroad and about the adventures of which I have been writing lately possessed an extremely good windscreen wiper. It is a new line for 1932, and inset is a sketch of



its business end. The arm which carries the squeegee is a robust piece of steel strip to which a rustless black finish is given. At its upper end it is fixed to the spindle of the wiper mechanism by means of a spring-loaded fulcrum of workmanlike size that allows the squeegee to be hinged round away from the glass when the screen wants cleaning and which, at the same time, keeps the squeegee up to its job. In place of one rubber squeegee there are two side-by-side mounted in a frame,

which is so fixed to the arm that it can move through about 20 degrees. With this arrangement one rubber edge wipes in one direction and the other on the return stroke.

I compliment the designers on evolving the best wiper blade I have so far tried.

### Wanted—A Tap.

MY note a week or two ago concerning filling lighters from the petrol supply on the car has brought me several letters. Some readers fill their lighters by slipping the lid off the float chamber (in cases where it is detachable) and immersing the bottom of the lighter in the petrol, which fills it by capillary attraction. Others flood the carburettor and catch in the lighter as much of the drippings as they can.

What is really needed is a tap in the petrol pipe or the base of the tank, which would allow one to draw off a little petrol for such jobs as filling a lighter, cleaning a plug or soaking the corner of a rag for getting oil off one's clothes.

### No Smoking at the Wheel.

ACCOUNTS of my recent wanderings abroad have prompted a Barrow-in-Furness reader to give me details of a three weeks' tour in Sweden which he has recently completed. In Sweden, he says, the roads are decidedly bad, the surface being in nearly all cases macadam, which is very rough, loose and dusty, calling for considerable care, as many of the roads are banked up some height above the adjoining fields.

My correspondent reports that he experienced many long delays through road-repairing operations, in which blasting was often in evidence. "Apparently," he says, "Sweden is the home of high explosives, for they use it for everything

A20

possible. On one occasion I was held up for about ten minutes whilst a charge was fired preparatory to installing a petrol pump."

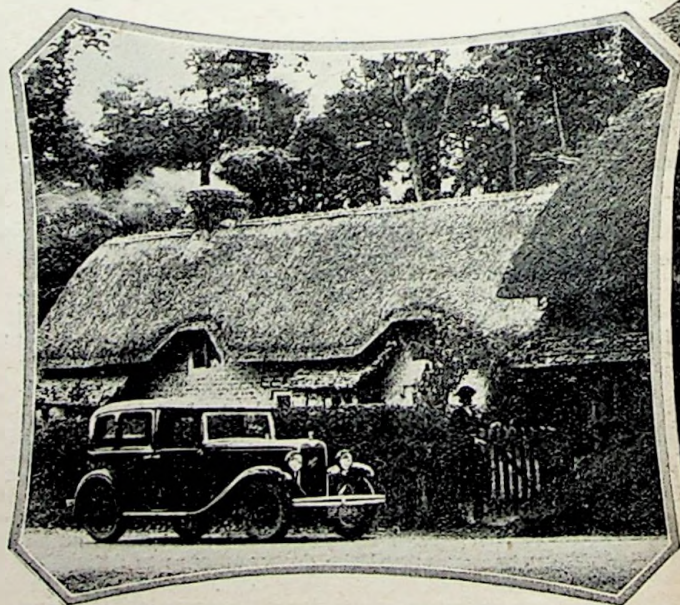
In Sweden I gather that up-to-date methods of traffic control are much in evidence in the cities, roundabouts being plentiful and stop-caution-go signs being already in use. An odd Swedish rule is that motor drivers must not smoke whilst driving in inhabited areas—a queer notion, particularly in view of the manufacture of tobacco being a government monopoly.

### The Self-changing Gear.

"DOES it work?" There are still people who ask me that question concerning the self-changing gear on my Armstrong Siddeley. How distrustful the motoring public is. Here is a device that was weaned, so to speak, on the propulsion of tanks in the war, that has been on the road for years and that is featured by Armstrong Siddeley, Daimler, Lanchester and Isotta-Fraschini. Yet John Citizen is still inclined to view it with suspicion.

The development of motorcars must have suffered very seriously indeed from this reluctance of the public to take to anything new and from the joy which motorists have always taken in crabbing brainwaves that have shown any signs of real originality.

I vividly remember the fight which the early light car makers had to convince the public that one could motor in a car weighing less than a ton, and more recently we have seen coil ignition kept



Wiltshire, although not a "show county," possesses much that is typical of the best of rural England—charming thatched cottages.



back for years after America opened its heart to it because England was full of croakers who mumbled about the deficiencies from which it suffered 25 years ago.

#### Why "Clash" Gears Continue.

**H**APPILY the output of Armstrong Siddeleys with the new gear has not been arrested in any way by doubting Thomases, because the company does not mass produce and there have been ample shrewd folk to absorb the output—I believe, in fact, that there is always a waiting list. But undoubtedly it has been public prejudice against anything new that has deterred other light car makers from embarking on novel types of transmission conveying the inestimable boon of complete freedom from all gear-changing worries.

Makers have been afraid that the incorporation of a transmission novelty, however sound it may be, would put a check on sales until a formidable barrier of prejudice had been broken down. And an idle period for a car manufacturer is a very serious matter.

#### After Nearly 10,000 Miles.

**T**HAT the Armstrong Siddeley gear works, and works extremely well, is now becoming accepted, however. My own is approaching the 10,000-miles mark and has behaved faultlessly, needing no adjustments of any kind and fulfilling every possible requirement of a perfect gearbox. It is delightfully quiet on all gears, the change is always dead easy and no sign of slip has been apparent even under the stiffest tests.

One has with this gearbox, of course, the equivalent of a separate clutch for each gear; they are all delightfully sweet in the pick-up and the pedal pressure needed is certainly no more than with a normal type of clutch. The four clutches,

together with all the moving parts of the gear, are enclosed in a casing and run in a bath of thin oil which is of constant viscosity whether cold or warm. In consequence, gear changing and the clutch action is entirely unaffected by weather conditions, dust, floods, or any of the other factors which enter into and complicate gear changing with a car having a normal transmission.

#### In a Deep Ford.

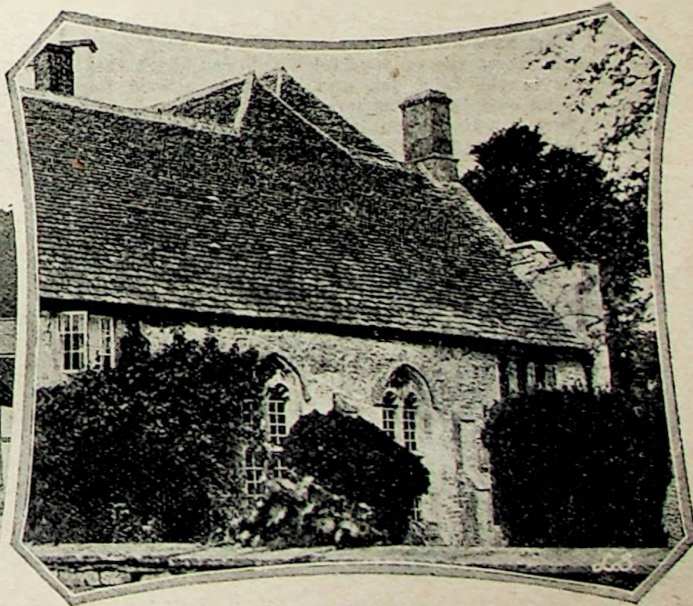
**A**NOTHER very charming feature of this gear is that one can slip any of the clutches almost indefinitely if one wishes to do so for any special reason. On one occasion I found this a blessing when negotiating a wide ford with over two feet of water in it. The proper tactics with any car in such circumstances are to creep through at an almost infinitely low speed and thus prevent a "bow wave" being formed and flooding the engine. By using bottom gear with the clutch only just biting I was able to travel at so low a speed that the car appeared hardly to be moving and, in consequence, I got through successfully where fully a dozen other cars failed with slipping clutches or swamped engines.

The ease and certainty with which the degree of "bite" of the bands in an Armstrong Siddeley gearbox can be controlled by the clutch pedal is also a great help when restarting on a very steep hill.

#### A No-trouble Record.

**R**EGARDING the car as a whole, this 1931 Armstrong Siddeley of mine has been undoubtedly a great success. Although the mileage is now over 9,000 it has had no mechanical attention apart from brake adjusting (twice), tappet adjusting (once), plug, contact breaker and distributor cleaning (twice), and, of course, regular draining of the sump and cleaning of filters at intervals of 1,500 miles. The first decarbonizing has yet to be done and there is still no sign that it is needed.

I have never before owned a car that has given



More Corners of Wilts.—(Left) The 15th-century Porch House at Potterne, restored in 1872; and (right) Bradfield Manor House, four miles south of Malmesbury. Here William Collingbourne wrote his famous couplet on Richard III.



less trouble. Even the accessories—speedometer, clock, screen wiper and so forth—have all behaved perfectly, whilst the starting handle has been used only once and on that occasion for turning the engine when I was adjusting the tappets. Petrol consumption averages 27 m.p.g., and no oil needs adding to the sump between the regular intervals when it is drained.

The new four-speed 1932 model described in this issue should be a marvel.

### *Suspect the Switch.*

**W**HEN your electric horn begins to work irregularly suspect the switch before tinkering with the horn itself. I find that nearly all horn switches in the course of time get dirty and pitted so that proper contact is not made, whilst where brass contacts are employed they often tarnish or develop a kind of green fungus which is a very poor conductor.

To keep an electric horn working well it is generally necessary to dismantle and clean the switch about every three or four months.

### *Consumption on the Over-run.*

**A** FEW readers were puzzled last week by my remarking that the fuel consumption of an engine remains the same with the throttle in the idling position whether the engine is being turned over at 300 r.p.m. or 3,000 r.p.m. Five or six have written to ask whether I did not mean the consumption per revolution, because "at 3,000 revs. the engine will consume ten times as much as at 300 r.p.m."

A point these correspondents have missed is that although the engine no doubt would like to consume ten times as much at the higher speed, it is unable to do so because the throttle is shut and when the inlet valves open the cylinders accordingly get a Mother Hubbard reception.

Herewith a detailed reply on this subject which I have sent to one of my correspondents:—

The point which I intended to make, but on which it seems I must have been insufficiently clear, is that with the throttle closed the only petrol which can reach the engine is via the pilot jet, and petrol is caused to leave this jet only by atmospheric pressure—there is no other influence acting upon it.

Presuming, therefore, that induction pipe depression

does not increase from 300 r.p.m. to infinity (the throttle always being closed), there is nothing to cause the petrol consumption to mount with the revs.

Perhaps I can make myself clearer by assuming that at 300 r.p.m. there is a 15-lb. depression in the induction pipe—that is, a complete vacuum. Under these conditions the petrol will leave the pilot jet with a pressure of 15 lb. (assuming that to be atmospheric). No matter how high the engine revs. rise nothing can increase that force of 15 lb., and, therefore, nothing can increase consumption.

### *Two-engined Cars.*

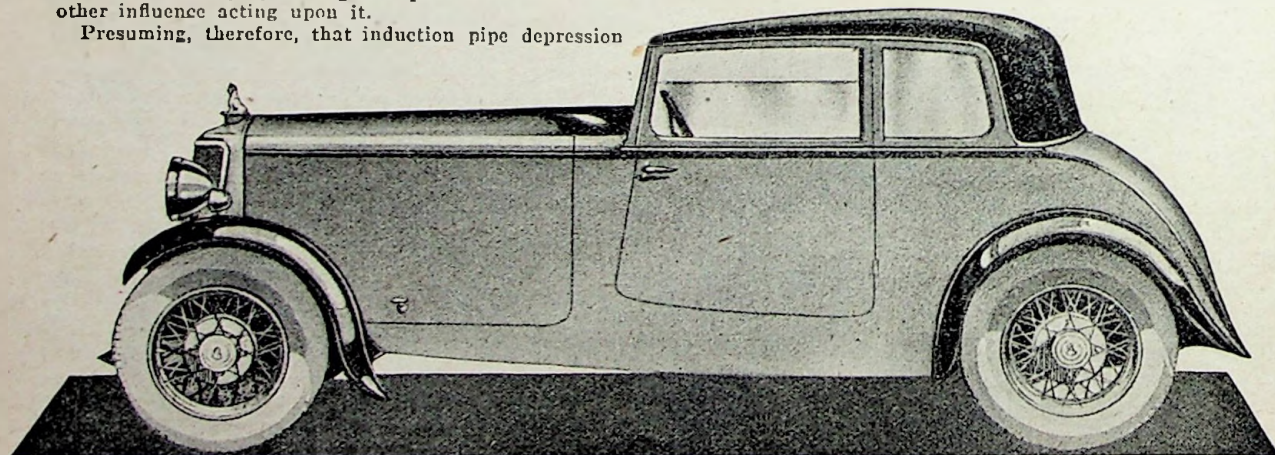
**T**HERE are now three very important motorcar manufacturers who are offering models with alternative engines. You can get a Morris-Cowley with an 11.9 h.p. or a 14 h.p. engine, a Hillman with a 15.7 h.p. or 20.9 h.p. engine, and a Ford with a 15 h.p. or a 24 h.p. engine. When are some of our light cars coming into line with this up-to-date idea? It is based, I have no doubt, to a large extent upon export requirements, but one has every reason to believe that it also makes a strong appeal to the home market.

If the notion could extend to light cars one can picture Austin, Morris, Singer and Jowett all offering £6 tax two-seaters and thus enlarging greatly the potential market for motorcars. What we now know as "baby" cars are taxed at £8, and are able to deal with a large saloon body seating four grown-up people. Why will nobody make a real baby car capable of taking two people about at 50 m.p.h. on a £6 tax and at 60 m.p.g.?

### *For 1933.*

**T**HE most attractive models come to mind if one thinks over the alternative engine idea in relation to light cars. Imagine a Singer Junior with the Ten engine under its bonnet, the Triumph Gnat with the new 9.8 h.p. engine, the Riley Nine with the Alpine Six unit underbored to 1,498 c.c., and the M.G. Midget with the Magna engine.

Such cars would not please everyone, but all who crave for an exceptional performance, and are ready to pay a little more for it, would give them a hearty welcome. When planning their 1933 models our manufacturers might do much worse than bear the idea in mind.



A LIGHT CAR  
DE LUXE.

In the 1932 Armstrong Siddeley range, this 12 h.p. four-speed, self-changing gear model—the sportsman's coupe—is a most alluring car at £335. Note the up-to-date lines, the long bonnet and close-up sports-type wings. The Vee fronted radiator has been adopted on several Armstrong Siddeley models for 1932.



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

COVENTRY: 6, Warwick Row  
'Phone: Coventry 1775.

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

## The Light Car & Cyclecar

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

Conducted by  
EDMUND DANGERFIELD.

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### Signals by Night.

SEVERAL years ago the S.A.A. staged a demonstration of road lighting in Richmond Park, the object of which, among other things, was to show that the system of identifying road obstructions then in use was all wrong. Representatives of the Ministry of Transport and of many local authorities attended, and, so far as our knowledge goes, not a single person who examined the A.A. system failed to appreciate the advantage of red lights on the near side of the road and white lights on the off side. We ourselves drove a car over the specially lighted course and noticed at once that the natural tendency to keep to the right of a red light and to the left of a white light made the journey not only easier but safer. Has anything been done in the meantime to put the idea to a practical test? Apparently not, for on approaching a road-up section at night we are still confronted with a confusing array of red lights, no matter which side of the road is being dealt with. To make matters worse, the custom of identifying central refuges by means of a red light is growing.

It is high time that the accepted present-day significance of the red light is appreciated in both official and unofficial quarters; so long as tail lights remain red there will always be a tendency to pass to the right of *any* red light, with the consequent risk of accident.

### Important "Stop" Signal Ruling.

CLOSELY connected with the manner in which stationary road obstructions are identified after dark are the varying methods adopted by the police for stopping cars at night. Inquiries made by the R.A.C. go to show that there has been no uniformity of practice. In one county a white light is waved, in another a red light, whilst, by way of contrast, ordinary arm signals are employed in others. Having had their attention drawn to this lack of uniformity, the Home Office "considers it undesirable that the police should use lights at all for stopping motorists at night. . . . In future they should give the same signal at night as they do in the daytime."

This recommendation has not, to our knowledge, been issued officially for the guidance of motorists; it is merely the reply of the Home Office to

representations made to them by the R.A.C., and it seems to be one of the least satisfactory recommendations which have come under our notice.

If it were reasonably feasible to carry it out under the widely varying conditions which have to be considered, the practice of using red and white lights would never have obtained its present hold. The fact has to be faced that a dark uniform in a dark road on a dark night is extremely

hard to discern. The Home Office should change its mind on this all-important matter and recommend instead the use of a special light signal which we can all understand.

### The "500."

THERE is a feeling in certain quarters that more general satisfaction would be felt if a big car instead of a "baby" were to win the remaining long-distance classic of the year—to-morrow's 500-Mile Race. May we ask whether, on these grounds, more general satisfaction would be felt if the miscalled "babies" took no part at all, and, if so, what would the general feeling be if the entry for the "500" were robbed of no fewer than 17 cars? No. Let us do justice to the "babies." They and their slightly bigger brothers, the 1,100s, are the backbone of racing to-day, and without them racing would be in a very poor way.

Getting down still closer to actual facts, is it not obvious that the sporting world owes a deep debt of gratitude to the enterprising manufacturers of three outstanding makes of small car, namely, the Austin, Riley and M.G. Midget? In the "500" they account for *no fewer than 23 of the entries*, that is, just under half the total down to start. For some of these the works organizations are responsible, for the rest private owners, but all have been made possible by concentration on the type by the factory itself. There is, moreover, another important aspect, namely, the influence which small car progress is having on motoring as a whole to-day. Much of that progress is due to racing, and it would be retarded if small cars were discouraged from taking part. Every true sportsman will wish the best man to win to-morrow—and if he is the driver of a small car then all the more honour and glory to him.



## TECHNICAL ASPECTS

THE INTRICACIES  
OF VALVE TIMING

By L. MANTELL

Pros and Cons of Overlap—The Cause  
of "Power Roar" in a Carburetter

LAST week I endeavoured to show how inlet opening and exhaust closing overlap affected the carburetter setting—in some cases profoundly. As the functional significance of valve timing seems to be a closed book to most people, it will perhaps be informative if I enlarge a little farther upon what are certainly very misunderstood points, not only to amateur but to many motor engineers.

Again and again, for instance, even in recent years, have I seen camshafts deliberately cut to give a very late inlet opening, and the naive explanation offered was that by so doing a definite vacuum was allowed to develop and that when the inlet *did* open an inductive shock was thereby transmitted to the jet, resulting, it was thought in a better spraying effect.

Now this is exactly what it does not do; its actual effect is to create a roaring noise in the carburetter, and defects in the construction or setting of that unfortunate instrument are nearly always blamed for this. The action of a late opening inlet—that is to say a lag of about 20 degrees is identical with that of a cork being pulled out of a bottle.

This noise, repeated 50 times per second, which it is at 3,000 r.p.m. with a four-cylinder engine, can produce an astonishingly good imitation of an open exhaust and is quite incurable by any carburetter adjustment.

Such a timing as exhausts closing 10 degrees late and inlets opening 20 degrees late will always cause it, but the maximum sound is produced when the exhaust valves shut exactly at the peak of the extractive vacuum which is a point that varies according to the pipe design, and the inlets open about 10 degrees afterwards.

Engines which make this noise are never timed to the best advantage, for the resulting current pulsations in the inlet manifold always represent gas pumping resistance and a tendency also to fuel deposition; the steadiest current and the one most free from periodic vibrations is always the best for overall efficiency.

Another trouble that I frequently meet with is a tendency in sports engines, especially of the side-valve variety, to surge when idling, apparently indicating an over-rich auxiliary jet, and yet a reduction of the idling mixture strength by the fitting of smaller pilots—or in whatever way this adjustment is effected on the carburetter concerned—does nothing to reduce

the hunting even when the jet is reduced to the stalling point.

Now this is caused by an excessive inlet opening and exhaust closing overlap, but not of quite the same order as the Riley timing mentioned last week where 20 degrees overlap is made up by opening the inlets about top dead centre and closing the exhausts 20 degrees after.

The kind of timing I am referring to now is one often used in sports engines and is something of the order of: Inlets opening 15 degrees to 20 degrees before top and exhausts closing 20 degrees to 25 degrees late.

There are plenty of sports engines timed like this and good idling thereon is practically impossible. Exaggerated cam cutting of this kind is quite in order for the production of a high peak horse-power and is employed for the double purpose of getting the utmost possible scavenging and at the same time assuring that when the actual induction commences the inlet valve will then be fairly well open and a maximum volume therefore inspired.

I am referring mainly to four-cylinder engines in tracing the functional effects of overlapping. With sixes it is rather different, for here the exhausting periods and the inductive efforts overlap each other, with the consequence that re-inspiration of exhaust gases and inlet blowbacks do no so readily happen.

An inlet advance and exhaust closing lag, therefore, that would seriously interfere with idling in a four might be quite workable in a six. I have seen many of the last-named type that would idle perfectly with inlets opening 15 degrees before t.d.c. and exhausts closing 20 degrees after. It is not an admirable timing, however, and unless the engine generally is designed and tuned to rev. such overlapping merely causes petrol waste to very little purpose.

Any condition of valve timing or flame development that can directly or indirectly interfere with the regularity of the induction current or rather with the uniformity of the air speed and direction in or near the choke tube causes waste. The closing of the inlet for example is very important. This valve also is lagged and instead of shutting at the end of the induction stroke it is delayed as a rule 40 degrees or 50 degrees to give the cylinder time to fill.

The trouble is, however, that it is impossible in a variable speed and variable load engine to strike a closing point that is correct for all conditions. An

inlet closing 25 degrees or 30 degrees late would certainly be best both for pulling and economy if a low maximum speed only was required, but this amount of lag would be quite insufficient for even moderately high-speed purposes. On the other hand, if we lag the valve to 55 degrees or 60 degrees, which favours very high revs., it would result in a considerable periodic blow-back at low and average speeds, assuming a fairly well-opened throttle.

This explains why it is sometimes more economical to lower than to raise the back axle ratio in certain cases. The conditions in which this apparent contradiction holds good are late closing inlets and a fairly heavy car, and the reason is simply that over-lagging these valves with a slightly over-loaded engine resolves itself into a combination of the three economic incompatibles: Low revs., high throttle and late closing, for this inevitably spells blow-back.

Probably it will not be a visible blow-back, for the elasticity and the charge column will very likely damp it out before it reaches the air intake of the carburetter, but it means a succession of minute compression impulses in a moving mass of floating fuel particles which are sub-divided and in suspension in virtue largely of the partial vacuum, and definitely directional velocity. Disturb this by periodic compression impulses or, as they are technically termed "gas shocks," and coalescence and deposition with consequent fuel waste will inevitably result.

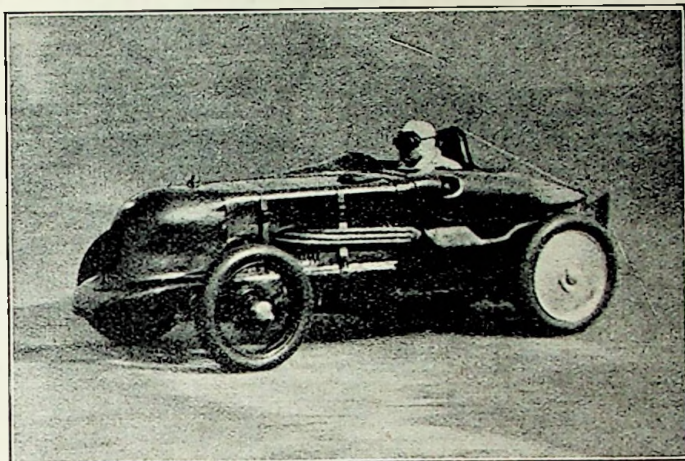
It is exactly for the same reason that late ignition causes fuel waste, although in this case more indirectly. What happens here is first a late and, therefore, not a very effective explosion, which, in itself is obviously and directly wasteful; the indirect effects are, however, a little more subtle. The late firing retards the flame development which, in turn, causes active burning during the exhaust stroke when all the primary inflammation should be finished.

Unduly high pressure naturally accompanies the inflammation lag, with the final result that when the top of the exhaust stroke is reached and the inlet valve opens, expecting to find a slight vacuum, it is greeted with the back draught of the unduly high final pressure, with the above results of the gas shock. When the ignition is very late not only is there high final pressure but actual flame is present which ignites the contents of the inlet pipe—hence the noise described popularly as "popping" or "spitting back."





## **Records that no one can beat!**



*The record breaking M.G. Montlhéry Midget at speed with  
MR. G. E. T. EYSTON at the wheel*

**The first car in the world, of 750 cc., to exceed 100 m.p.h.—  
The first car in the world, of 750 cc., to cover over 100 miles  
in one hour, from a standing start.**

One hundred and one miles in one hour were covered by Mr. J. A. Palmes' Montlhéry Midget driven by Mr. G. E. T. EYSTON, at the Montlhéry Track, on September 25th, 1931.

The car was fitted with a Powerplus Supercharger

The following International Class H records were secured:—

<b>50 Kilometres</b>	<b>98. 7 m.p.h.</b>
<b>50 Miles</b>	<b>- 99. 8 m.p.h.</b>
<b>100 Kilometres</b>	<b>100. 3 m.p.h.</b>
<b>100 Miles</b>	<b>- 100.09 m.p.h.</b>

### **1 hour 101 miles**

(Subject to Official Confirmation)





## THEY SAID IT COULDN'T BE DONE

Experts said that it was impossible to produce an oil which had the advantages of castor oil (an extra reserve of lubrication) without its disadvantages (gumming, heavy carbon and a messy engine).

But Shell have done it with Aeroshell. An entirely new process, "Electrical Stabilization" largely contributes to this magnificent result.

# AEROSHELL

## LUBRICATING OIL

For all "hot-stuff" engines





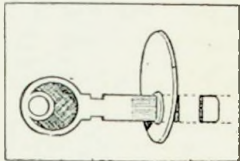
# IDEAS

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



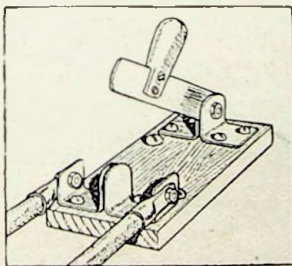
## Modifying an Ignition Lock.

ON many cars the ignition switch is operated by a removable key, but this, whilst being in a way a reasonable safeguard against theft, is by no means infallible as quite a number of keys are of exactly the same pattern, therefore it is necessary only for a thief to carry a normal type of key to enable him to fit it to any switch lock. A simple method of modifying the lock is, however, to cut off about  $\frac{1}{4}$  in. from the end of the key blade and to insert the cut off portion permanently in the slot of the lock, thus the standard key will then be too long as the two slots will not enter far enough to engage with the lock plate. The original key from which the end has been cut can, of course, still be used; thus the owner can leave his car confident that in normal circumstances the engine cannot be started by unauthorized persons.



## Isolating the Battery.

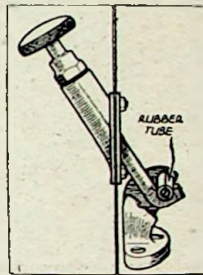
WHEN fitting new electrical accessories it is advisable to disconnect one of the main battery leads so as to avoid the risk of unexpected short circuits. Similarly, the ability quickly to disconnect the battery in the event of a short circuit developing during ordinary use of the car can also prove extremely useful. As the battery leads have to carry the very heavy current required by the starter motor, it is not sufficient to insert any ordinary type of switch; instead, a heavy-duty knife switch must be used. Switches of this kind are obtainable from electrical dealers. Alternatively, it is not difficult to make one at home, the materials required being some lengths of 18 gauge strip brass, a piece of ebonite or hard wood and a few screws. The blade of the switch is arranged to swing on a bolt passing through the two small angle brackets secured to one end of the ebonite base. At the other end of the base are secured two brass tongues which form the contact pieces with which the blade engages and to which also the "split" negative battery lead is attached.



The aim must be to have an ample area of contact available, therefore the blade and the tongues should be at least 1 in. wide. Furthermore, the contact pieces must be sufficiently springy to grip the blade firmly when it is inserted between them, but, at the same time, they must not be so springy that they will touch when the blade is pulled clear.

## Preventing Bonnet Rattle.

THE screw-down type of bonnet fastener in which a hooked end engages with a slot in the bonnet, or a pin, sometimes sets up a rather annoying rattle if it becomes loose. It is a good plan, therefore, to fit pieces of rubber tube to the engaging edge of each slot or pin so that the fastener makes contact with the rubber instead of with the metal, in the manner made clear in the sketch. It is advisable to use good quality rubber tubing; that supplied normally for suction-type windscreen wipers will be found quite suitable. Each piece of tubing must be slit down its length to enable it to be slipped over the slot or pin, as the case may be. Normally, the natural spring of the rubber will keep it in position quite satisfactorily, but all risk of its dropping off when the bonnet is lifted can be avoided by securing it with wire or insulating tape.

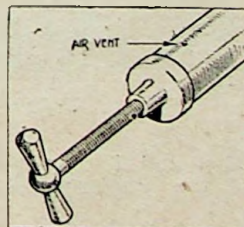


## Jacking Up a Low Car.

WITH very low-built sports cars difficulties are sometimes experienced in finding an accessible place under the front axle to locate the jack. A small triangular-shaped block of wood is sometimes found very useful. This can be carried with the jack in the toolbox, and should be placed between the head of the jack and the sloping end of the axle, coming to rest against the pivot pin.

## Filling a Grease Gun.

THOSE types of grease gun which have a screw-down plunger for feeding the grease from the main cylinder into the ram are sometimes rather difficult to fill owing to air being trapped above the grease when the plunger is screwed right back. This difficulty can easily be overcome by drilling a small hole in the barrel of a gun just below the plunger when this is in its fully withdrawn position as shown in the accompanying sketch. By this means the gun can be filled rapidly from the usual easy-filling tin, the only objection to the scheme being that a small amount of grease may exude from the air vent either in the process of filling or when the plunger is afterwards screwed down. This difficulty can be overcome by plugging the air vent with a small screw, if the barrel be thick enough to take a thread, or, alternatively, by soldering a nut over the air vent hole and fitting the screw into the nut.





# SEE THE AUTUMN GLOW

The Rich Tints of the Dying Summer Do Not  
Last Long—Make Sure You Do Not Miss Them!

**T**O steal the glow of the parting year, you must be watchful, for Jack Frost plays his pranks in a most unexpected manner, and a sharp frost for a single night is sufficient to make a big change in the colouring of the leafy panoply overhead. There is just two or three days, or perhaps even a week, when the parting summer heralds the approach of winter with a blaze of gold, emerald and green.

This riot of colour is usually at its best in the last two weeks of October or the first week in November, but it depends, as I have said, on the extent of the pranks of Jack Frost, Jupiter Pluvius and others of the same family.

## Around London.

The London neighbourhood offers magnificent stretches of woodland country such as Epping, Hatfield Chase, Ashridge, Frithsden Beeches, Burnham Beeches, Virginia Water, the outskirts of Windsor Great Park, the wilds of Surrey round Shere and Friday Street, Newlands Corner, and Pembury Woods, near Tonbridge.

The Coventry road near Fenny Stratford is famous for a stretch of sylvan fastness centred round Woburn and the Duke of Bedford's estate, whilst Northamptonshire boasts of Whittlewood Forest and Salcey Forest, both close to the Watling Street.

Warwickshire is renowned as a well-wooded county, and the absence of defined wooded areas does not detract from its leafy charm to motorists of Coventry and Birmingham. They should consider themselves very lucky indeed. I could not do better than suggest a pilgrimage to Compton Wynyates, Kineton, Guy's Cliffe Mill, or the country round Meriden and Henley-in-Arden. Here, the loveliness of the Shakespeare country indeed takes some beating.

In ever-widening circles to the west is the Wyre Forest, not far from Pershore. The wooded Cotswolds and the Malverns, with great patches of woodland scenery on their lower slopes. Radnor Forest, the Forest of Dean and the Wye Valley on the borderland are a sight for the gods in autumn.

Wiltshire, large as is the slice of it occupied by Salisbury Plain, is not without its stretches where autumn can be seen at its best, for there is the Savernake Forest, near Marlborough, the great Ridge



Light and shade in Frithsden Beeches—an autumn study.

Wood, hard by the Vale of Wylfe, and Cranbourne Chase which takes you into Dorset. Across Dorset and into Hampshire and you are in the heart of the New Forest, one of the grandest districts in these Isles and a place where marvellous changes are wrought by winter on summer's foliage.

Sussex boasts of the Charlton Forest, near Midhurst, and the Forest Ridge, midway between Horsham, Handcross and Crawley, and I must not forget Ashdown Forest, nor Devon, nor South Wales. Lakeland I will leave alone to musings of its own, and as for Scotland—well, it is best left to Scottish motorists who know better than I the best woodland stretches.



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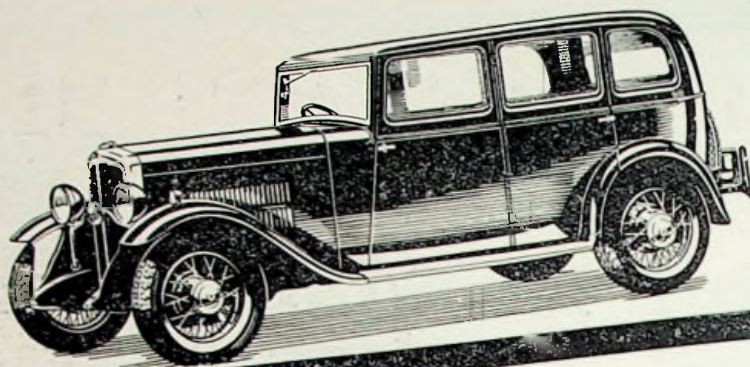


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Providing ample leg room, and luxurious comfort for four big people, this Rover "10" has abundance of power.... 50 to 60 m.p.h. with ease, and yet it does 40 m.p.g. of petrol.

No other car offers these striking advantages at the remarkably low price of £179 with two years' guarantee.

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# The Motor

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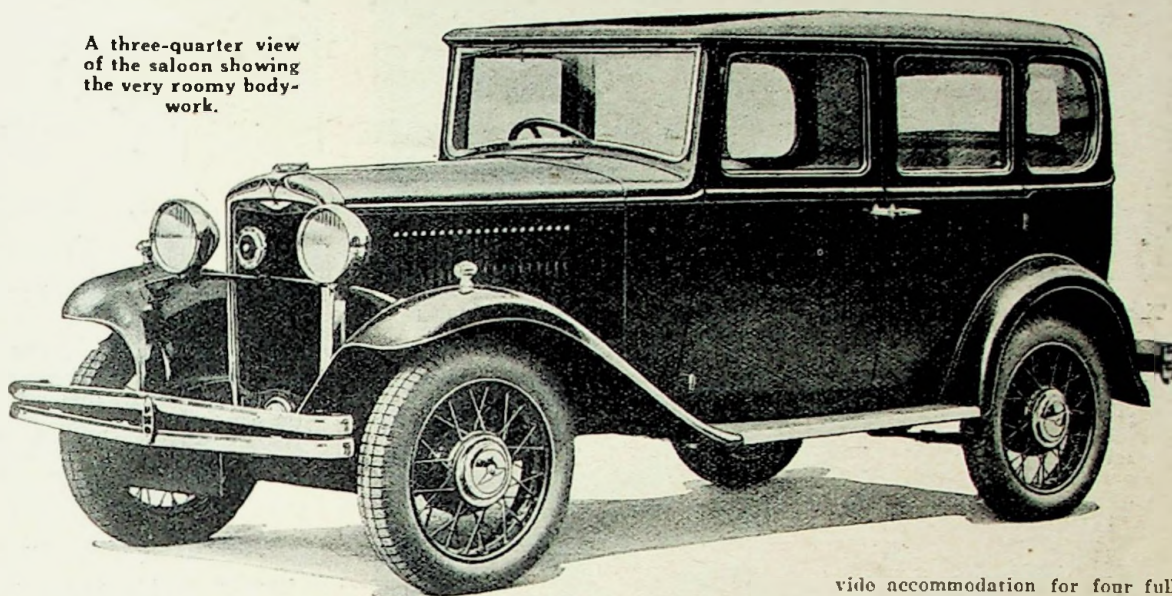


Introducing the New

# HILLMAN MINX

A 10 h.p. Four-seater Saloon Car for £155

A three-quarter view of the saloon showing the very roomy body-work.



**ALTHOUGH** for some years the Hillman Motor Car Co., Ltd., has not been engaged in the production of a 1,500 c.c. vehicle, the concern at one time held an enviable reputation in the world of light cars. In 1920, the famous car "Mercury" held the 1,500 c.c. Hour Record at Brooklands at a speed of nearly 79 miles an hour. We are glad to welcome the return of a pioneer make, which in its latest guise is described below.

**WE** have, for a long time, known of the existence of a small Hillman model and, indeed, have actually seen examples of the new cars on the roads undergoing strenuous tests. This trying-out process has now been completed and we are able to give a completely illustrated description of the new light car.

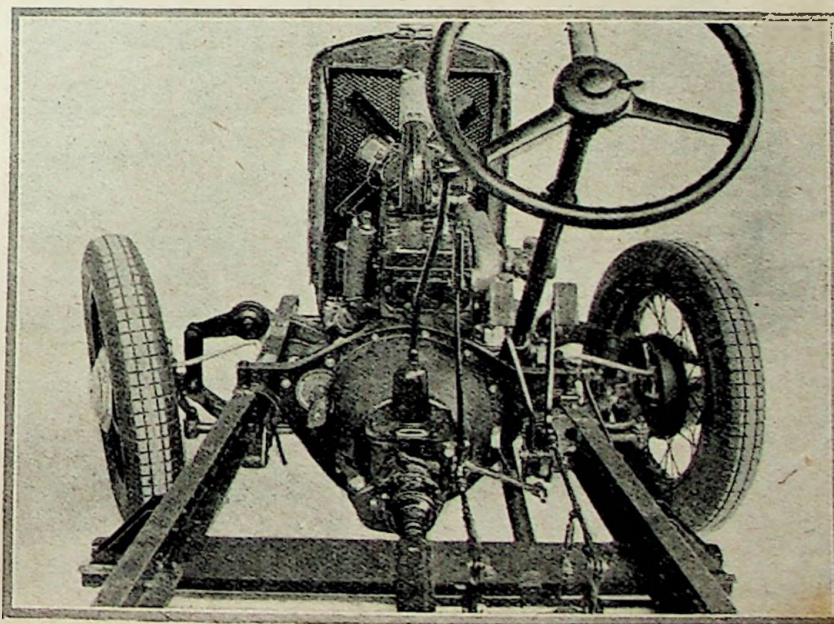
As will be seen from the photographs and drawings, the car incorporates a host of interesting and ingenious refinements and presents to light-car enthusiasts a wealth of intriguing points in design, well worth a thorough investigation.

In planning the chassis the designers have obviously realized that the use of steel pressings enables production costs to be reduced to a minimum, whilst if properly made and applied the pressings help enormously towards the production of a truly "light" car. On a performance basis, therefore, the new Hillman should excel, bearing in mind the fact that the size of the body warrants the title "family saloon" used to describe what will probably be the most popular model.

With wheelbase and track dimensions of 7 ft. 8 ins. and 4 ft. respectively the complete car, whilst by no means appearing "over-bodied," really does pro-

vide accommodation for four full-sized passengers with plenty of head, leg and elbow room—all essential features if comfortable travel over long distances is to be enjoyed.

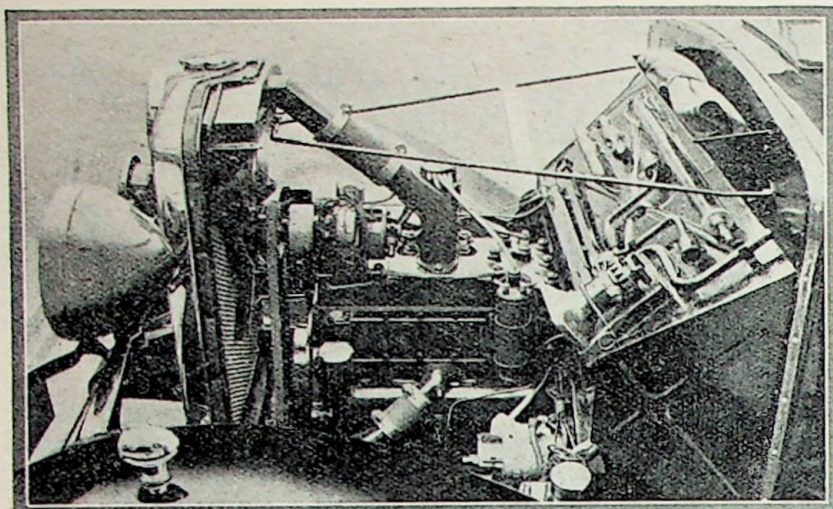
Broadly speaking, the new car may be termed a "straight-forward job" incorporating interesting deviations from accepted practice. The engine, for example, although of very ordinary appearance, presents a number of special features, likewise the clutch, gearbox and frame construction.



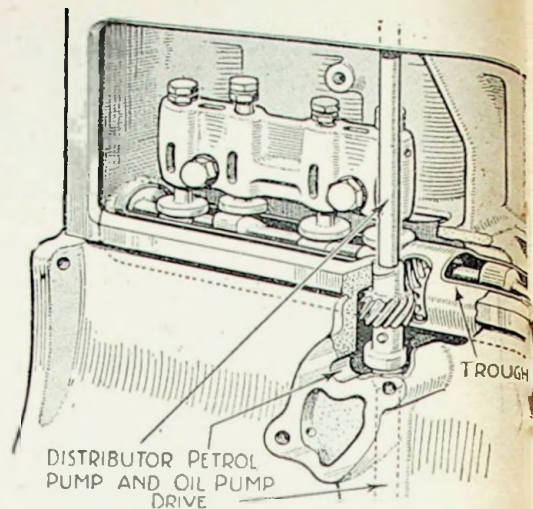
**A STURDY CHASSIS.**

— Amidships the new Hillman 10 h.p. chassis, showing the engine mounting, gearbox and brake gear.





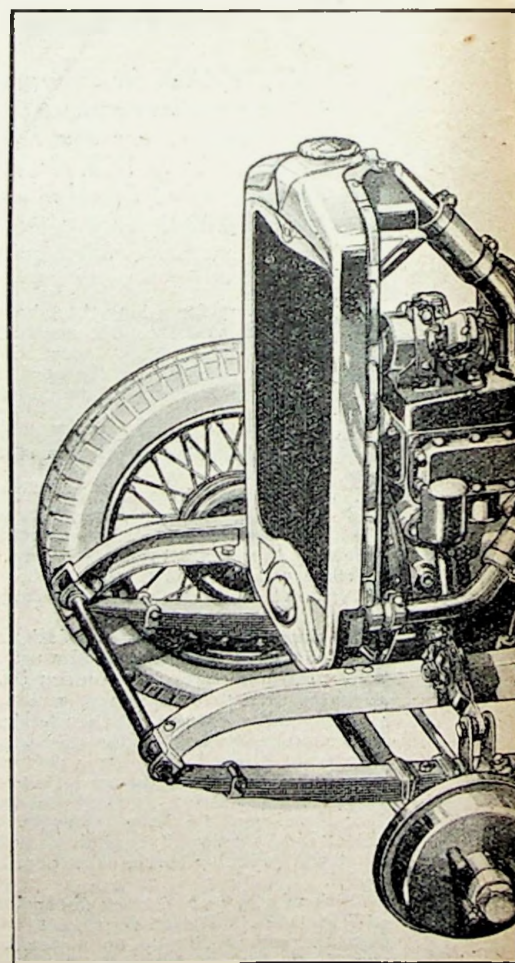
The jack, pump and wheelbrace are held in clips on the top side of the sloping dashboard where they are easily accessible.



(Above) The tappets are carried in detachable guide blocks, the camshaft being mounted just within the valve chest. The auxiliaries are driven by skew gearing from the camshaft. (Right) The gear-type oil pump is carried, normally, in the sump and driven by a vertical shaft. This view shows the gauze filter on the pump body and also the gauze tray below the crankshaft.



During the course of its testing the new Hillman Minx was taken on an extended tour of the Continent and was driven over most of the well-known Alpine passes. A saloon at the top of the St. Bernard Pass.





Dealing first with the power-unit, the cylinders have a bore and stroke of 63 mm. and 95 mm. (1,181 c.c., R.A.C. rating 9.8 h.p.). The casting incorporates the crankcase and, being exceedingly deep, forms a very stiff structure in which to mount the crankshaft.

This latter component, by the way, has three bearings, the centre one of which is formed in a web running right

across the crank chamber. Particular interest attaches to the manner in which the camshaft is arranged. Actually a tunnel is formed by the use of a large diameter tube which is cut away at the top in order to allow the tappets to make contact with the cams. This tunnel is open in so far as the crankcase is concerned and ensures that the whole of the cam gear runs in an oil bath, for the oil escaping from the camshaft bearings and from the big-ends of the connecting rods is utilized to maintain the tunnel at its overflow level.

A simple but ingenious form of construction is used to house the tappets. Grouped in two blocks of four, detachable guides are bolted on to the cylinder crankcase casting, the tappets themselves operating directly in the bored guide blocks. Made of chilled cast iron the tappets have a glass-hard surface which functions quite smoothly in the guides—also made of cast iron.

The side-by-side valves are, of course, contained in the cylinder block itself, the combustion chambers being formed in the cylinder-head casting; they are of such shape as to promote good turbulence. Steel connecting rods of light section and Aerolite pistons combine to keep reciprocating stresses low, which, of course, allows high revolution speeds to be attained.

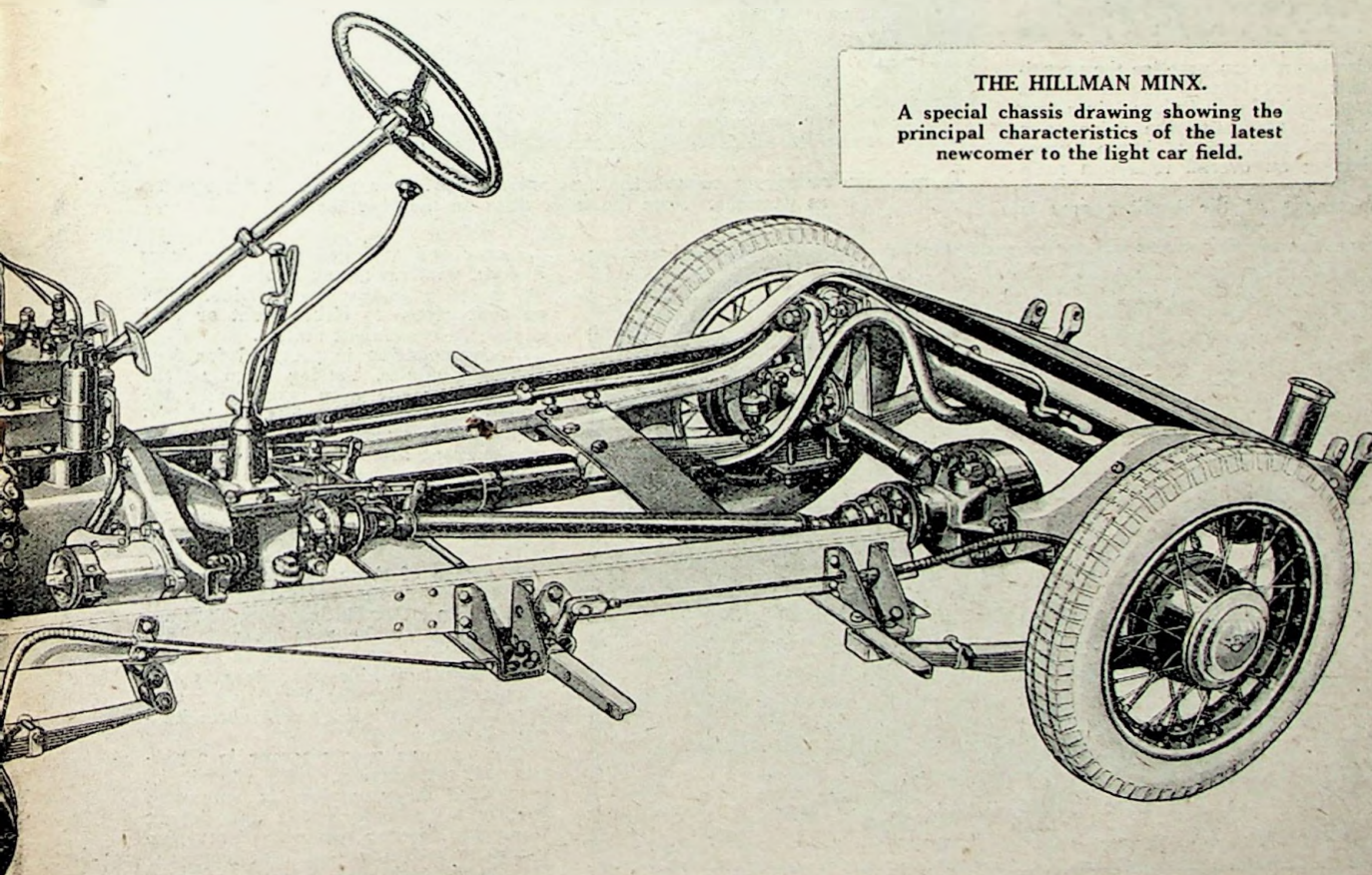
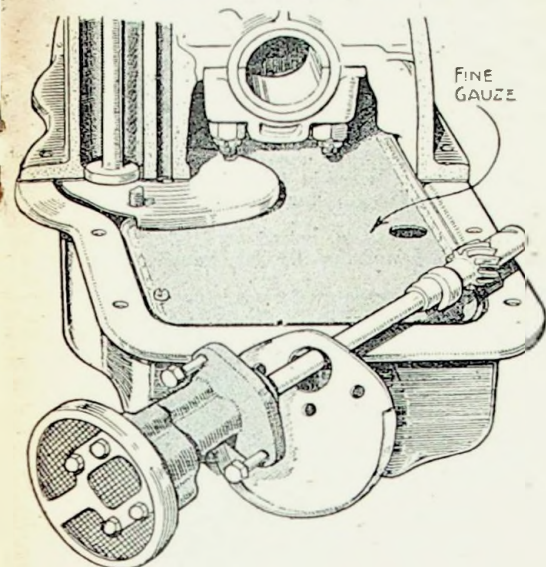
A steel pressing forms the sump in which the oil pump is submerged. The filtering arrangements are simple but effective; a fine mesh gauze is fitted between the sump and the bottom flange

of the crankcase. A hole is cut in the filter itself for the pump body to pass through, but the joint is made "tight" by a shield attached to the upper part of the pump body and embracing lips on the framework of the filter. On the suction side of the pump there is another very coarse gauze which merely protects the gears. By this arrangement the main fine-mesh filter has a very large area and should last for a long time without cleaning being necessary.

The pump itself is driven by a vertical shaft from the camshaft, an upward extension being taken through the cylinder block and head to the distributor, which is, therefore, situated high up in relation to the engine and in a very accessible position. Provision is made so that when decarbonizing the timing is not upset. In passing, it might be mentioned that a cam is formed unitwise with the skew gear on the vertical shaft and provides the reciprocating motion for the fuel pump.

The camshaft is driven by a duplex roller chain which is fully encased in a sheet-steel pressing, the construction of which is rather more than ordinarily interesting. Actually there are two pressings, one forming the back plate which is bolted to the engine body and the other a flanged cover. The former pressing has an extension at the bottom which is strengthened by a reinforcing piece and is used to form the front mounting for the power unit.

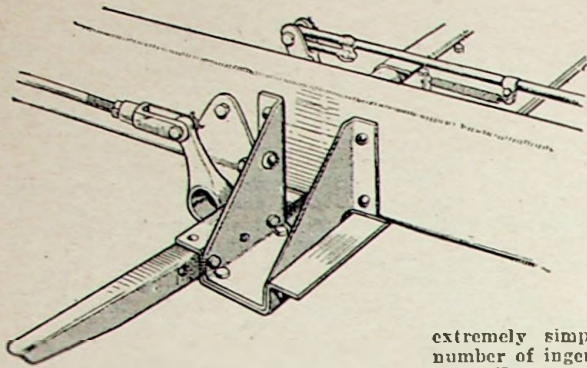
Other points of interest in the engine concern the manner in which the



#### THE HILLMAN MINX.

A special chassis drawing showing the principal characteristics of the latest newcomer to the light car field.





The running board support bracket is riveted to the chassis and forms also a support for a cross-member carrying part of the brake gear.

dynamo is mounted on the top of the cylinder head in a pressed-steel bracket: it is driven by a long belt from a pulley on the end of the crankshaft. A horizontal Solex carburettor supplies the mixture to an induction pipe (of ordinary design in so far as the branches are concerned), an efficient hot spot and general heating of the mixture being provided by forming this (the inlet) and exhaust manifold in a single casting.

#### Transmission Details.

A single-plate clutch and three-forward-speed gearbox (in which the ratios for the indirect gears are 9.62 to 1 and 16.85 to 1) are mounted as a single unit with the engine. It is interesting to note that the bell-housing for the clutch is a steel pressing and, due to its shape, is immensely strong, besides being light in weight. Central control is provided, the gear lever coming nicely to the driver's hand.

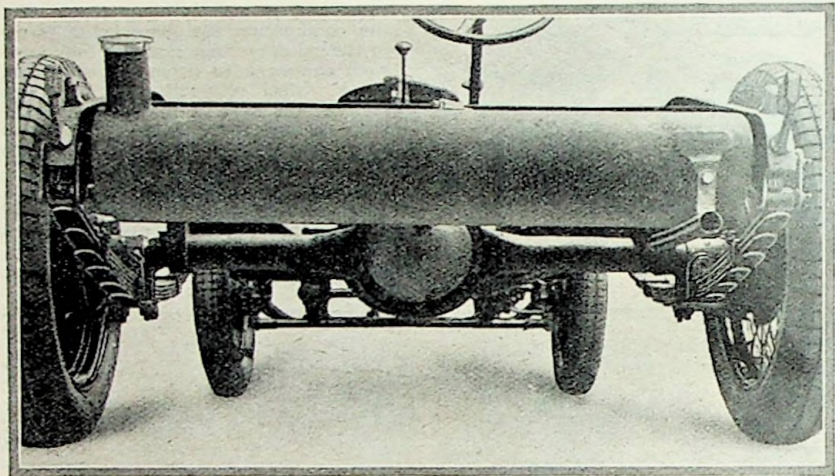
Following modern practice the propeller shaft is of large diameter and is equipped with Hardy Spicer joints fore and aft; it transmits the drive to a spiral bevel rear axle of banjo formation having an overall reduction ratio of 5.5 to 1.

The layout of the braking gear is

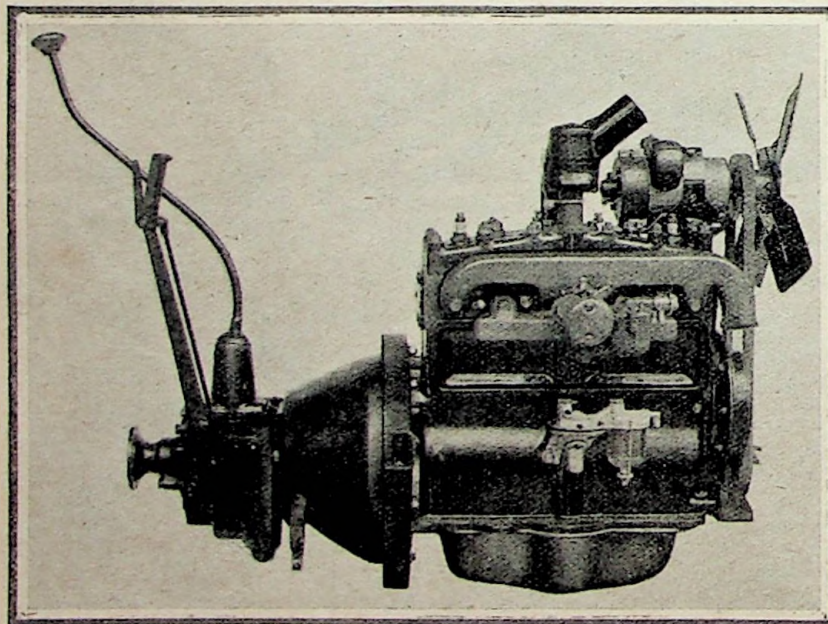
extremely simple and incorporates a number of ingenious points of construction. Drums are, of course, fitted to all four wheels, the shoe operation being of the Bendix-Perrot duo-servo type. They are operated by cable from a single cross-shaft located approximately

amidships, the first run of the cables being open, whilst the section which connects to the drums is enclosed in armoured casings. As we have already indicated, only one cross-shaft is employed; double-ended swinging levers on each end of this shaft connect directly with the cables, the pedal and the lever also being connected to swinging arms by means of rods in which a link motion is provided in order to avoid interaction between the two. The ends of each of the rods are folded over to form the links, the extremities being joined on to the main portions of the rods by means of little S-shaped pressings which are welded in place—a cheap and very effective method of providing the necessary motion. The steering—of the Marles-Weller type—is light in action and direct enough for all ordinary purposes.

The family saloon, priced at £155, is a thoroughly workmanlike job, panelled



To minimize rolling on corners the rear springs have been placed as far apart as possible. Note the large filler on the rear tank.



The engine-gearbox unit. The exhaust gases are led away from the front end of the manifold. Note the conveniently placed distributor and dynamo.

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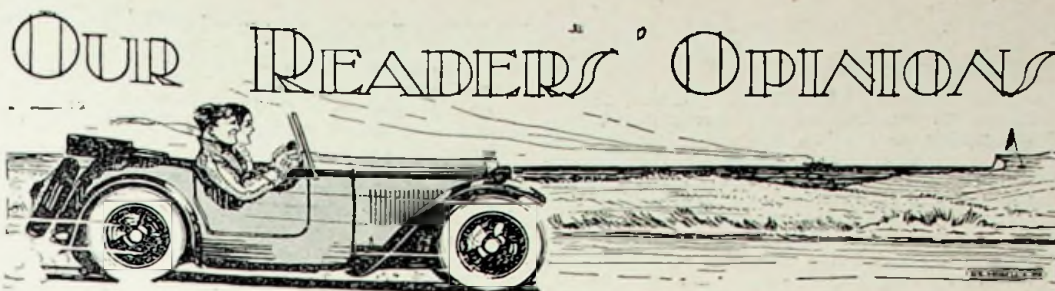
all over and equipped with four doors and six windows; each of the doors, by the way, is no less than 25 ins. wide, so that access to either front or rear seats is a convenient matter.

Accommodation is provided for four full-sized adults, the leg room at the rear being made more generous by the inclusion of shallow wells. Additionally, there is a recess built into the back of the front seats so that even with a tall driver or front passenger who, of course, would require the maximum amount of leg room, the actual foot space for the rear passenger is not interfered with.

A choice of three colour schemes is available and the upholstery can be obtained in either leather cloth or tapestry cloth. In the new Minx de luxe saloon Triplex glass is fitted to all windows, furniture hide upholstery is also standardized, likewise rope pulls, ashtrays, a "stop" light and chromium-plated lamps.

The de luxe sports tourer is a particularly attractive car with a low-built, drop-sided body which is enhanced greatly by a high scuttle and bonnet line. In this car two wide doors give access to both front and rear seats, the former having hinged squabs in order to facilitate entry and exit. A very complete equipment is included in the standard specification.





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.

## WHY NOT "WEEK END" LICENCES?

### *Suggestion Made to the Chancellor.*

We enclose herewith a copy of a letter we have sent to Mr. Philip Snowden, Chancellor of the Exchequer, and which we should be pleased if you will deal with editorially.

THE COUNTY CHEMICAL CO., LTD.

Dear Sir,—On Thursday next, October 1st, a very large proportion of the motoring public will put away their vehicles until March of next year, and, owing to the present depressed state of trade, the number this year will undoubtedly be considerably increased. This will be either because they cannot afford to pay the licence, or they do not consider the expense of a full-period licence justified, in view of the fact that the motoring period available is limited to week-ends, and then only providing the weather is suitable. The class of motorists we have in mind only use their cars after business hours in the evenings and at week-ends.

It occurs to us that if it were possible to issue what we would call a week-end licence on the basis of approximately 50 per cent. off the usual figure, i.e., 2s. 6d. per horse-power per quarter, for not less than a quarterly licence, we venture to think that the revenue would be substantial.

In addition to the above, the yield from the petrol tax must also be taken into consideration.

To operate this scheme, it would not be necessary for any additional staff; all that would be required is a different coloured distinctive licence, showing that the vehicle was available from 12 o'clock midnight Friday to 12 o'clock midnight Sunday, or any other week-end period you decide. Such licences to be issued only between October 1st and March 25th. The rest of the year the ordinary everyday licence would apply.

If the above suggestion is adopted, we venture to predict that a large proportion of the motorists who put away their vehicles until the spring of next year would welcome this opportunity of being able to use their cars at week-ends, and, at the same time, help the present financial situation.—We are, Yours faithfully,

H. A. GREEN, General Manager,  
W. T. DOWNES, Export Manager,  
of THE COUNTY CHEMICAL CO., LTD.

### *The Case for the Family Man.*

Some of your correspondents do not appear to realize how small is the margin on which many light car owners run their cars. It is a fact that very many light car owners—many family men—are running cars on incomes of between £300 and £400. The car is a real family recreation, and economies have to be practised to keep it going. Paterfamilias enjoys his Saturdays with his family and does not selfishly run off alone to an expensive golf course and spend 10s. to 15s. at the 19th hole, while Matherfamilias does not indulge in those expensive demoralizing afternoon bridge parties.

No, sir! I know of no more unselfish pleasure than the ownership of a small car by a family man. Morally, it is one of the soundest recreational investments this country has. But what return does he get from the state for behaving as a decent family man? Chancellors tax him to the limit on his only pleasure, falsely assuming that, because he owns a small car, he is wealthy. Agents have the same distorted idea, and almost as good as tell him he should not be running a car if he cannot dip in and pay out without questioning the bill or the expense.

J.C.

## Is Free-wheeling Worth While?

I note that my already long leg is being pulled in last week's issue by my friend "Focus," who does not see eye to eye with me in my eulogy of free-wheeling devices and quotes its various mechanical inconveniences if carelessly operated. I must first remind "Focus" of two saving clauses which I was careful to insert in this eulogy—first, that I was only airing my personal feelings on free engines, and, secondly, that I spoke in favour of the principle and not of the present methods of carrying it out, which, I agree, leave something still to be desired.

Mr. Mantell  
Replies to  
"Focus."

I do not agree, however, that modern cars are not rough on the over-run, especially in gears; my experience is that the majority are. Nor do I think "Focus" will easily be able to substantiate the opinion that modern transmissions can stand up satisfactorily against continuous successions of thrust reversals, for this is rather contrary to precedent. It is admitted by all engineers that the acme of mechanical perfection is constant thrust and rotary motion, and it is well known that much money is yearly spent in transmission

repairs as a result of uneven low speed pull, due to defective ignition or carburation, causing periodic thrust reversals, which, in many cases, quickly develop into a definite and audible thrash.

I suggest that there is but little argument possible upon this point which thousands can substantiate.

"Focus" also disagrees with the theory of fuel economy improvement and in proof thereof cites my own findings re the constant rate of idling jet output regardless of the increased speed of a driven engine.

Whilst the latter is quite true, he forgets that an over-running car will travel much faster in free engine over a given distance or much farther in a given time than if it has to push an engine round, and fuel saving therefore is effected on the time factor; also, as the road speed of a car at the end of a given distance is much greater when free wheeling than when braked by the engine, less fuel is used in again accelerating to the normal rate, all of which aggregates up as an acceptable addition to the m.p.g. This is trifling, of course, on a fast run, but quite considerable on a Sunday afternoon dawdle.

L. MANTELL.  
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## OUR READERS' OPINIONS (contd.)

### Crane Not Needed!

In the account of his trip through the Alps in a Jowett, "Focus" writes: "I embarked on the journey rather fearing that I was setting the Jowett a task which was, perhaps, unfair." May I suggest that he evidently does not know the truth of the saying that "where a Jowett won't take you you'll need a crane." After owning

a Jowett for 5½ years I am delighted to take this opportunity of heartily congratulating all those responsible for the production of this lion-hearted car.

PHYLLIS CADLE.

### The Best 1,100 c.c. Car.

Whilst not trying to detract from "Samson's" opinion of the Amilear, I cannot let him say, without argument, that this make is the best of its class while the all-British Riley Nine comes under the same heading. A

glance at the result of the German Grand Prix will surely be quite sufficient to convince him of the merits of

the Riley. One unsupercharged Riley, driven by Mr. Dudley Froy, managed to beat five "blown" Amilears in the 1,100 c.c. class, irrespective of the supercharging handicap. I admit that Scaron was unlucky to break down on his last lap, but, nevertheless, the odds were 5 to 1 against the lone Riley winning, but yet it managed to achieve this excellent feat.

COLIN S. LEES.

### Daring to Contradict Mr. Mantell!

I want to raise a protest about a letter from "B.B.K." in which he dares to suggest that Mr. Mantell is wrong in his statements about motorcycle cylinder head designs. To quote his own words: "Most, if not all, the best modern motorcycle engines have the inlet pipe at a tangent."

Piffle! I cannot think of one, and I

have been in the motor trade and a motorcyclist for ten years.

Incidentally, I think Mr. Mantell's page is the best in the paper, and if you would allow him really to spread himself I would take a holiday every Friday then and live in a world of turbulence, flame rates and hot spots.

W. R. BROOKS.

### Where Motorcycle Engines Score.

In reply to "B.B.K.," the point he raises is a perfectly legitimate one, for although a strictly tangential gas entry is no good, I did not, on the other hand, intend to intimate that a directly radial one was necessarily best. When he speaks of tangentially disposed ports on certain engines, I take it that he does not use the

word in its strictly geometric sense, but means a suitable midway position between a radius and a tangent.

This is necessary, partly to produce a certain degree of turbulence and partly because the incidence of the inlet valve itself makes a direct exhaust impingement impossible.

It is, in fact, a trial-and-error compromise to get the best port direction for maximum cooling, coupled with efficient turbulence, and I think it will be clear on consideration that a pure radius cannot be best owing to inlet valve obstruction, but rather an inclination that will involve spray movements of the "cush cannon" order.

The main source of power, in short, would appear to be the situation of the jet in relation to the port, which, in motorcycle engine practice, includes proximity and a straight path, as against car practice, in which the jet is never very near the port and its output never in direct line therewith.

I will deal more extensively with this and kindred matters in "Technical Aspects."

L. MANTELL.

### 55,000 Miles without Major Repairs.

In answer to your correspondent Mr. H. L. Hulme, I can name at least one make costing half the figure mentioned that will fulfil his needs. I have just completed 55,000

miles in my Jowett 1929 Black Prince saloon. My total repair bill is just over £8, which includes new battery plates and speedometer and screen wiper

cables. I have never had to call at a garage for any adjustment, the only involuntary stop being due to an H.T. lead

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falling off the distributor. I have had four new tyres, the original spare being still in use.

The car is on the road every day and driven hard, my use including many trips of 200 miles and over with four up and luggage. The petrol consumption averages 41½ m.p.g., whilst oil works out at 1,000 m.p.g., and the maximum speed is 50 m.p.h.

I have had three Jowetts, covering 135,000 miles in all, and never any expense more than decarbonizing and very trivial minor repairs

W. N. STRANGER.

### Who is Mr. Kennard?

The letter signed "A. E. Kennard, Former Road Champion and Record Holder 100 miles, 50 miles, 25 miles," is most curious, as no such name as Kennard appears on the Road Records Association books. There

is no such thing officially as a road championship at any distance, and there is no such distance as 25 miles recognized by the R.R.A. Mr. Kennard is not known to me in the history of first-class cycling, nor as the holder of any national record.

S. F. EDGE.

### Mr. Kennard's "Unjustifiable Insult."

Whatever Mr. N. L. James may say to the contrary, Mr. Kennard's letter accusing motorists of being a "flabby crew" was an unjustifiable insult. For the average man, motoring is the finest sport or pastime

—call it what you will—that has ever come within the scope of those of moderate means, and the fact that a

man drives a car does not in any sense mean that he immediately sits back in luxury and abandons all form of exercise. Such an assumption is sheer nonsense.

The mere fact that Mr. Kennard may hold a few records in the cycling world cuts no ice at all, and certainly does not entitle him to abuse motorists. He would doubtless be the first to be indignant should, say, Sir Malcolm Campbell accuse cyclists of being lazy because they ride at only 12 miles an hour, whereas he has motored at 245 m.p.h.

J. B. CARRUTHERS.

## ASKED AND ANSWERED.

S.M. (Stockport).—We have found that both Alta and Whatmough cylinder heads give a distinct improvement in the running of Austin Seven engines, and, in our opinion, the fitting of one or the other is well worth the cost.

A.M.L. (Carlisle).—The small petrol blowlamp which you have is quite unsuitable for brazing, as it is not capable of producing sufficient heat except over a very small area. You should use one of the large paraffin types of blowlamp.

O.G. (Southport).—You will find in practice that the aluminium-bodied car which you have just purchased does not require the expenditure of so much energy in cleaning as you imagine. In the ordinary way all that is necessary is to wash and leather the panels as you would if they were coach finished, occasionally, when they show signs of becoming dulled, giving them a thorough clean with metal polish.

J.M. (Derby).—If your headlamps are so placed that no part of the vehicle or its equipment extends more than 12 ins. on each side beyond the centres of the lamps, you will be quite in order in modifying the wiring arrangement in such a way that the normal side lamps are switched off when the headlamps are in use; otherwise the side lamps must always be illuminated during the period when lights are required.

S.T. (Barking).—Whilst complete sets of taps and dies are rather expensive, you should not overlook the fact that they can be purchased separately. We advise you, therefore, to buy a die stock, together with the taps and dies which you require for the particular job you have in hand, buying further taps and dies as you require them. In this way you will in time accumulate a very useful range of sizes without making a big outlay at any one time.

## Don't Forget

# OUR FIRST SHOW NUMBER

## Next Friday



# SPORTS

## JOTTINGS

**T**O-MORROW'S 500-Mile Race has been adequately dealt with elsewhere in this issue, and it now remains for us to go down to the track in the morning and watch the race.

I cannot help thinking—and I feel there will be several supporters of this idea—that such a race gains nothing by being a handicap event, but would gain enormously in interest and excitement if it were a scratch race with a premier award for the winner of the general category and awards for class winners.

In the same way it is my opinion that all our international races could with advantage be run on this principle.

It seems to me that, all other considerations aside, the fastest car should win the race. There would be just as much publicity in the thing for class winners—more so than there is for class winners at present—for each class would be a real race on its own, all the cars starting level regardless of whether a supercharger were fitted or not.

There could be staged the most wonderful massed starts, with the classes drawn up in ranks, the fastest in front, and the state of the race at any moment would be obvious without recourse to handicap tables, curves or formulas.

I think that foreign factories would feel much more like entering teams in a race of this sort, the type of thing which is common—and successful—on the Continent. If it should be said, "Ah! our unsupercharged British cars wouldn't stand an earthly!" we might solace our patriotic souls with special awards for unblown cars. Thus, there would be glory for everyone—the winner, the class winners, the unsupercharged cars—and everybody. No one could complain of hopeless handicapping, and if sighs went up to the skies that certain cars had no chance at all it would be for one reason only—that they were too slow.

I suppose I shall continue to cry as one in the wilderness.

**B**ROOKLANDS passed into the temporary possession of the M.C.C. on Saturday last, when what seemed to me to be several hundred motorcars and motorcycles swarmed on the track for the One-hour Blinds (I mean *Trials*) and a series of two-lap scratch races, in which several private duels were fought *à outrance*.

Things began to happen at 11 a.m., when 40-odd cars were let loose in the first one-hour trial. The idea was, of course, to cover the highest number of laps in the hour without blowing up, medals of metals varying in value being awarded for certain minimum performances. Thus 850 c.c. cars were required to average 55.34 m.p.h. or over to secure a "gold," 49.8 m.p.h. for a silver and 44.27 m.p.h. for a bronze.

Followed some motorcycle scratch races, then, just after noon, the cars ran their two laps from scratch—exciting little races in which some astonishingly high speeds were put up, and these by standard cars, *not* racers.

There were two one-hour car trials, and the proceedings terminated with a two-lap winners' handicap in which ran the first three from all the scratch events.

### Thoughts on Handicap Racing — With the M.C.C. at Brooklands— Lots of Fun in the One-hour Trials—and Some Remarkable Speeds

By  
The Blower

Some remarkable performances in the one-hour events were put up. I feel there is something solid about a good mileage covered in a real hour, and several drivers will be able to look back with justifiable pride on the results this year.

G. W. Olive (Avon Standard Little Nine), for instance, crammed 62.75 miles into his hour; G. H. R. Chaplin's ancient Austin averaged 59.49 m.p.h.; H. H. S. Keogh's Riley covered 63.96 miles; G. A. Thomas (M.G. Midget Mark II) clocked 67.44 m.p.h., an ordinary Midget (W. W. Whitnall's) averaged 59.43 m.p.h., and F. W. J. Bolton's amazing Morris Minor reeled off 63.48 miles!

The Frazer-Nashes—blown and unblown, ancient and modern—all seemed as fast on the track as they usually do on the road. The fastest was G. K. Marriott's, at 76.51 m.p.h., the slowest J. D. Windle's veteran at 64.26 m.p.h.!

The second one-hour trial was just as illuminating. Glancing through my notes, I see W. G. Wolff's supercharged T.T.-type Lea-Francis put up a respectable 75.46 m.p.h.; M. H. Morris Goodall's Aston-Martin did 78.55 m.p.h.,

H. W. Stonard's Brooklands Riley 75.74 m.p.h.; other noteworthy performances were V. L. Seyd (Austin), 68.53 m.p.h., L. F. Robson (Monthery Midget) 68.74 m.p.h., and G. H. Symonds (Morris Minor) 55.89 m.p.h.

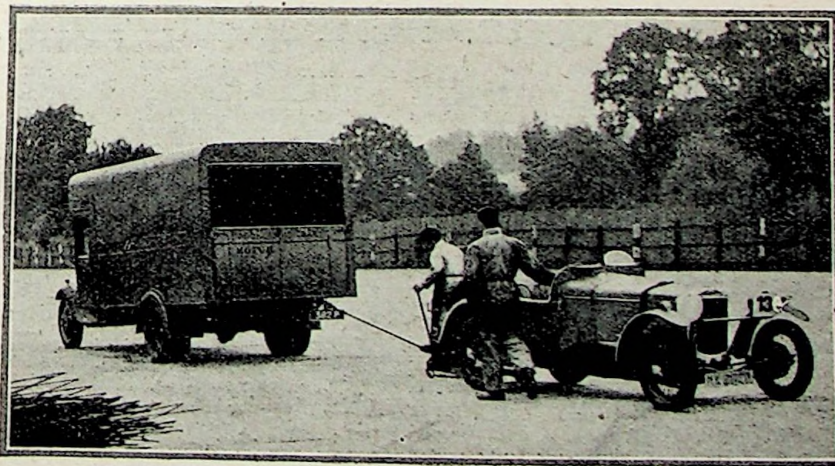
The two-lap scratch races were great fun. Terrific was the wheelspin as people took off, tremendous the howling up through the gears, and remarkable the enthusiasm and enjoyment of the crews.

The Hon. A. D. Chetwynd (M.G. Midget) won the 850 c.c. race at 64.36 m.p.h. The 1,100 c.c. event went to S. Watt's Fiat at 65.35 m.p.h., and G. K. Marriott's supercharged Frazer-Nash made up what it lost to the terrific get-away of H. J. Aldington's unblown T.T. car and averaged 76.97 m.p.h. to Aldington's 76.15 m.p.h. G. E. Took (Lea-Francis) was third (at 75.80 m.p.h.) in what was probably the best race of the day.

The winners' handicap found V. L. Seyd's rapid Austin on the limit, with Aldington (Frazer-Nash) and J. A. M. Patrick (Alfa-Romeo) on scratch. Seyd proceeded to lap at an amazing speed, far higher than in the previous event, and won by half a mile at 70.64 m.p.h. The provisional results are given under "Club Items."

**A** VERY interesting event at the B.A.R.C. meeting of October 17th will be the two-lap handicap confined to women drivers, and I hear that the Women's Automobile and Sports Association have descended on this race in force with whoops of glee.

Among the people who have already signified their intention of driving are the Hon. Mrs. A. D. Chetwynd (M.G. Midget—presumably), the Hon. Mrs. Victor Bruce (Invicta), Miss K. Allwynne (Rover), Miss Joan Schwedler (Alvis), Miss P. McOstrich, Miss Hedges, Miss V. Worsley (Austin), Mrs. Wisdom (blown Frazer-Nash) and Miss Fay Tylour, of dirt-track fame (Talbot).



IS "13" UNLUCKY?

R. R. Jackson's well-known service van came to the rescue when this competitor "passed out" in one of the M.C.C. one-hour high-speed trials at Brooklands last Saturday.



# CLUB ITEMS AND SPORTING EVENTS

## W.A.S.A. TRIAL RESULTS.

The following are the official results of the Women's Automobile and Sports Association London-Lake Trial, held on September 18th and 19th:—

**Gold Medals:** Miss M. Allan (Lagonda), Miss P. Naimith (Avon Standard 16).  
**Silver Medals:** Mrs. Gates (Morris Minor s.v.), Mrs. Stanton (Riley), Mrs. Montague-Johnstone (Riley), Miss Watson (Wolsley Hornet), Miss Montague-Johnstone (Wolsley Hornet), Miss Milne (Austin 12), Miss Goodban (Talbot).  
**Retirements:** Miss L. M. Roper (A.C.), Mrs. Vaughan (Jewell).  
Miss Allan (Lagonda) and Miss Naimith (Standard) are now the only two competitors in the running for the Wakefield Trophy.

## SINGER CLUB TRIAL.

On Saturday last, September 26th, the club held its first half-day sporting trial over a course through the borders of Hereford and Shropshire, starting from Hinton Bridge and finishing at Berkhamsted. There were 22 starters—all, of course, driving various models of Singer cars.  
The acceleration and braking test was held on White Hill, near Berkhamsted, and here the best time was made by B. Richardson (Porlock model). J. Saxby (1923 10 h.p. touring model) ran out of petrol on Hlawridge Hill and caused some delay.

There were seven failures in the stop and restart test on Lightcar's Lament, a greasy lane near Chesham, but again the best performance was made by B. Richardson's Porlock model.

**Results:**  
**Bullock Cup (best performance):** B. Richardson (Porlock Singer Junior).  
**First-class Awards:** A. H. Morris (10 h.p. coupe), W. H. Dash (Light Six saloon), A. W. Waite (Super Six saloon), I. D. Macintosh (Junior Sports coupe).  
**Second-class Awards:** S. de Freitas (Super Six sports), P. E. Groves (Light Six saloon).

## HORNET CAR CLUB.

Alms Hill and Maiden's Grove were included in the club's event held on September 20th, and although the course took competitors up both hills three times only one car out of 14 entries failed on Alms. The following drivers gained

## FORTHCOMING EVENTS.

**October 3rd.**  
**B.R.D.C. 500 Mile Race, Brooklands.**  
W. Kent M.C. Dussek Cup Trial.  
Brighton and Hove M.C. Night Map-reading Trial.  
C.S.M.A. (Manchester Centre). All-night Run.  
Southport M.C. Sand Race Meeting.  
**October 3rd-4th.**  
Coventry Triangle M.C. Run to Black-pool.  
**October 4th.**  
London M.C. Social Run.  
C.S.M.A. South London Social Run.  
Ashton Stamford M.C. Reliability Trial.  
**October 8th.**  
C.S.M.A. (Manchester Centre). Annual General Meeting.  
**October 9th-10th.**  
W.A.S.A. Women's London-Exeter Trial.  
**October 10th.**  
"Sunbac" Veteran Vehicles Run.  
C.S.M.A. Dance.  
**October 17th.**  
M.C.C. One-day Sporting Trial.  
B.A.R.C. Autumn Meeting, Brooklands.

first-class awards: A. Arnold, E. J. Erith, H. Lambert, J. E. F. Paul, J. F. S. Phillips, N. G. Shoult, and H. L. Smith. F. S. Hutchens received a second-class award, one driver retired and there were two non-starters.

## "SUNBAC"

The following are the results of the even ing car trial held on September 16th:—  
**Senior Tankard:** G. R. Goodman (Vauxhall).  
**Junior Tankard:** J. de Blaquiere (Austin Seven).  
**Club Ashtrays:** E. R. Oliver (Clyno), H. Wilson (Alvis), F. S. Barnes (M.G. Midget), R. C. Player (Riley), J. Roe (Riley), G. A. Hobbins (M.G. Midget).

The following light car drivers completed the course but gained no award:—J. Priestly (Standard), J. G. Orford (Austin), Miss N. F. Mason (Austin), A. J. Mare (Austin), P. S. O'Hagan (M.G. Midget), S. F. Ryland (Gwynne), G. M. King (Lea-Francis), A. E. Carr (Morris Minor), K. Spooner (M.G. Midget), Miss M. H. Lund (M.G. Midget).

## J.C.C. (S.W. CENTRE) LYNTON TRIAL.

Dry weather favoured the Lynton Trial which was held on Saturday last, September 26th. The course included Doverhay and Beggars' Roast upon which latter a timed section was included. About half the entry failed on Doverhay. On Beggars' Roast the best time over the timed section and the star climb of the day was made by H. P. A. Peaty (Frazer-Nash), and the next best was R. J. Hughes (Austin Seven). The consistent performance of this competitor secured for him the G.F.S. Cup for the best performance by a light car. At the conclusion of the trial about 60 members and friends enjoyed a dinner and dance at the Lee Abbey Hotel, Lynton.

The following are the provisional results:—  
The G.F.S. Cup and First-class Award: R. J. Hughes (Austin Seven).  
Perrin's Trophy and First-class Award: A. Negal (Morris Major).  
First-class Awards: O. Botelli (Citroen), C. P. Lambert (Austin Twelve-Six), W. J. Haward (Bayless Thomas), R. C. Player (Riley), R. Morley (A.C. Six).  
Second-class Awards: H. P. A. Peaty (Frazer-Nash), R. C. Fairclough (Austin Seven).  
Finishers' Plaques: Mrs. Jardine (Morris-Cowley), J. A. Andrews (O.M.), J. W. Robins (Ford).

## B.R.D.C. 500-MILE RACE ENTRIES

**Class B (8,000 c.c.)**  
(Non-supercharged, 3 mins. 1 sec.; supercharged, scratch.)

**Mercedes (S).**—Prince D. Djordjadze and M. Zander.  
**Mercedes (S).**—H. H. Stiated and B. O. Davis.  
**Bentley.**—Jack Dunfee and Cyril Paul.

**Class C (5,000 c.c.)**  
(Non-supercharged, 6 mins. 2 secs.; supercharged, 3 mins. 1 sec.)

**Invicta.**—T. H. Wisdom and J. H. Berger.  
**Invicta.**—Dudley Froy and G. Field.  
**Bentley.**—A. Bevan and W. M. Couper.  
**Bentley (S).**—Sir H. Birkin and J. D. Benjafield.

**Class D (3,000 c.c.)**  
(Non-supercharged, 9 mins. 3 secs.; supercharged, 6 mins. 2 secs.)

**Alfa-Romeo (S).**—R. C. Gallip and B. Harcourt Wood.  
**Bugatti (S).**—Earl Howe and C. Penn-Hughes.  
**Talbot.**—J. R. Cobb and H. F. Wolfe.  
**Talbot.**—T. E. Ross-Richards and H. F. Wolfe.  
**Talbot.**—J. S. Hindmarsh and H. F. Wolfe.  
**Talbot.**—B. E. Lewis and A. O. Saunders-Davies.

**Class E (2,000 c.c.)**  
(Non-supercharged and supercharged, 9 mins. 3 sec.)

**Bugatti (S).**—Noel Carr.  
**Bugatti.**—T. S. Fotheringham and A. S. Lewellyn.

**Class F (1,500 c.c.)**  
(Non-supercharged, 35 mins. 15 secs.; supercharged, 9 mins. 3 sec.)

**O.M.**—H. Widgren and R. F. Oats.  
**Bugatti.**—C. Brackenbury.  
**Alvis (F.W.D.).**—E. Farley.  
**Talbot.**—J. F. Field and K. Gibson.  
**Thomas Special.**—H. W. Purdy.

**Class G (1,100 c.c.)**  
(Non-supercharged, 51 mins. 17 sec.; supercharged, 59 mins. 13 sec.)

**Amitcar (S).**—W. E. Humphreys and A. Francis.  
**Maserati (S).**—R. S. Outlaw.  
**Thomas Special.**—R. J. Munday and C. K. Chase.  
**Riley.**—Sir Malcolm Campbell and C. S. Staniland.  
**Riley.**—H. W. Stinson and R. C. Porter.  
**Riley.**—E. Martin and "R. M. Meredith."  
**Riley.**—A. F. Ashby and "J. Sinclair."  
**Riley.**—W. A. Cuthbert and H. V. Fraser.  
**Riley.**—A. G. Miller and K. Eggar.  
**Riley.**—C. R. Whitcroft.

**Class H (750 c.c.)**  
(Non-supercharged, 1 hr. 21 mins. 27 sec.; supercharged, 57 mins. 19 sec.)

**B.C. Special (S).**—G. C. L. Willis and E. F. Phillips.  
**M.G. Midget (S).**—G. E. T. Eyston and P. M. Walters.  
**M.G. Midget (S).**—S. Hailwood and S. A. Crabtree.  
**M.C. Midget (S).**—E. R. Hall.  
**M.C. Midget (S).**—D. Higgin.  
**M.C. Midget (S).**—R. T. Horton.  
**M.G. Midget (S).**—R. R. Jackson and W. D. Phillips.  
**M.G. Midget (S).**—A. T. G. Gardner and J. R. Jeffries.  
**M.G. Midget (S).**—Norman Black and C. W. Finnes.  
**M.G. Midget (S).**—H. D. Parker and G. K. Cox.  
**M.G. Midget (S).**—Earl of March and L. G. Callingham.  
**Alvis (S).**—C. Goodacre.  
**Austin (S).**—J. D. Barnes.  
**Austin (S).**—I. P. Driscoll.  
**Austin (S).**—Leon Cushman.  
**Austin (S).**—Vernon Balls and A. B. Gilbert.  
**M.G. Midget.**—J. H. P. Clover and O. H. J. Bertram.  
(S) denotes supercharged.

## M.C.C. HIGH-SPEED TRIAL RESULTS

### First High-speed Trial.

**Gold Medals:** T. Harris (Bentley), 78.31 m.p.h.; M. Harris (Stutz), 75.01 m.p.h.; J. A. M. Patrick (Alfa-Romeo), 81.11 m.p.h.; E. A. Siday (Frazer-Nash), 66.94 m.p.h.; K. N. Hutchinson (Frazer-Nash), 69.85 m.p.h.; G. K. Marriott (Frazer-Nash), 76.51 m.p.h.; R. L. Bellamy (Frazer-Nash), 64.50 m.p.h.; D. R. Scott (Frazer-Nash), 76.51 m.p.h.; W. A. Ponting (Frazer-Nash), 66.94 m.p.h.; J. D. Windle (Frazer-Nash), 64.26 m.p.h.; E. Farley (Alvis), 64.59 m.p.h.; H. Westbrook (Alvis), 64.93 m.p.h.; M. G. Randle (Riley), 59.50 m.p.h.; H. H. S. Keogh (Riley), 63.96 m.p.h.; V. H. Tuson (Fiat), 62.40 m.p.h.; G. W. Olive (Avon Standard Little Nine), 62.75 m.p.h.; J. A. Driskell (H.N.C.), 61.57 m.p.h.; G. H. R. Chaplin (Austin), 59.49 m.p.h.; G. A. Thomas (M.G. Midget Mark II), 67.44 m.p.h.; P. R. M. Waterfield (M.G. Midget), 57.64 m.p.h.; W. W. Whitnall (M.G. Midget), 59.43 m.p.h.; J. M. Toulmin (M.G. Midget), 57.38 m.p.h.; P. W. J. Bolton (Morris Minor), 63.48 m.p.h.

**Silver Medals:** F. E. Elgond (Bentley), 64.59 m.p.h.; R. C. Mountt (Austin), 54.38 m.p.h.; D. Clare (Austin), 49.82 m.p.h.; W. J. Watson (Austin), 52.96 m.p.h.

**Bronze Medals:** J. F. Burt (2-litre Rover), 60.22 m.p.h.; G. E. Took (Lea-Francis), 56.15 m.p.h.; D. H. Finch (Austin), 47.07 m.p.h.; H. J. Ebbutt (Triumph), 48.08 m.p.h.

### Second One-hour Trial.

**Gold Medals:** A. Powys-Libbo (Alvis), 70.95 m.p.h.; W. M. Couper (Alvis), 72.81 m.p.h.; A. May (Vauxhall), 81.77 m.p.h.; R. A. Cookson (Lagonda), 79.30 m.p.h.; S. B. Mond (Chrysler), 74.33 m.p.h.; R. J. Munday (Rover), 84.27 m.p.h.; R. Way (Rover Speed Six), 75.86 m.p.h.; Major A. T. G. Gardner (Rover Speed Tourer), 85.56 m.p.h.; G. M. Giles (Bugatti), 84.41 m.p.h.; W. K. Faulkner (Bugatti), 76.45 m.p.h.; A. B. Gilbert (Talbot), 82.45 m.p.h.; G. L. Baker (Minerva), 81.27 m.p.h.; C. G. Pitt (Sunbeam), 72.81 m.p.h.; W. G. Wolff (Lea-Francis), 75.46 m.p.h.; W. R. Nimmo (Frazer-Nash), 72.60 m.p.h.; H. J. W. Blaw (Frazer-Nash), 65.18 m.p.h.; H. J. Aldington (Frazer-Nash), 71.05 m.p.h.; M. H. Morris-Goodall (Aston-Martin), 78.55 m.p.h.; C. L. Guiver (Salmson), 68.41 m.p.h.; C. A. Biddle (Salmson), 67.48 m.p.h.; W. E. C. Greenleaf (Riley), 65.26 m.p.h.; H. W. Stinson (Riley), 75.74 m.p.h.; J. R. Lines (Riley), 59.65 m.p.h.; C. W. D. Chinery (Riley), 70.14 m.p.h.; V. L. Seyd (Austin), 68.53 m.p.h.; T. M. Forrest (Austin), 59.39 m.p.h.; E. P. Robson (Montlhery M.G. Midget), 68.74 m.p.h.; J. J. Ranco (M.G. Midget), 59.36 m.p.h.; C. F. Armstrong (M.G. Midget), 56.66 m.p.h.; G. E. T. Taylor (M.G. Midget), 59.57 m.p.h.; E. A. Denton (M.G. Midget), 56.15 m.p.h.; L. Gardner (M.G. Midget), 59.64 m.p.h.; H. A. D. Chetwynd (Montlhery M.G. Midget), 71.76 m.p.h.; G. H. Synodun (Morris Minor), 55.89 m.p.h.

**Silver Medals:** R. Lester-Williams (Lagonda), 62.09 m.p.h.; N. H. Weddle (Salmson), 56.56 m.p.h.

**Bronze Medals:** C. H. Fish (Lagonda), 58.25 m.p.h.; E. V. Frye (Riley Special), 58.40 m.p.h.; C. I. Robinson (M.G. Midget), 44.47 m.p.h.

### Two-lap Scratch Races.

**850 c.c.:** 1. Hon. A. D. Chetwynd (M.G. Midget), 64.36 m.p.h.; 2. V. L. Seyd (Austin), 63.76 m.p.h.; 3. L. F. Robson (M.G. Midget), 63.06 m.p.h.

**1,100 c.c.:** 1. S. Watt (Fiat), 65.35 m.p.h.; 2. C. W. D. Chinery (Riley), 64.26 m.p.h.; 3. A. Baker (Salmson), 62.25 m.p.h.

**1,600 c.c.:** 1. G. K. Marriott (Frazer-Nash), 76.97 m.p.h.; 2. H. J. Aldington (Frazer-Nash), 76.15 m.p.h.; 3. G. E. Took (Lea-Francis), 75.80 m.p.h.

**Unlimited:** 1. Major A. T. G. Gardner (Rover Speed Tourer), 74.44 m.p.h.; 2. R. A. Cookson (2-litre Lagonda), 74.22 m.p.h.; 3. G. L. Baker (Minerva).

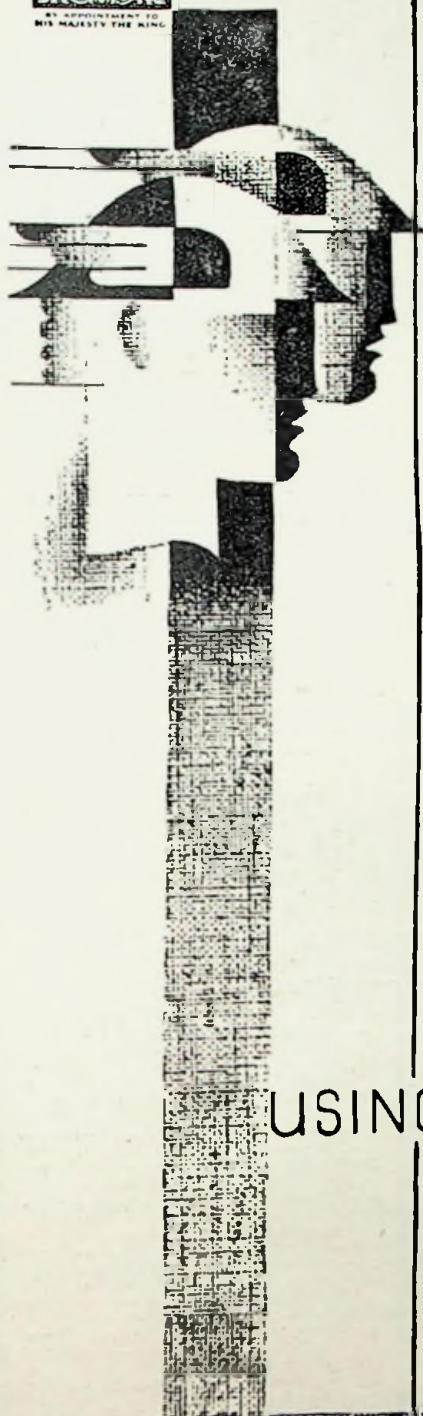
**1,600 c.c. (second event):** 1. J. D. Windle (Frazer-Nash), 66.58 m.p.h.; 2. E. Farley (Alvis), 65.48 m.p.h.; 3. W. A. Ponting (Frazer-Nash), 65.44 m.p.h.

**Unlimited c.c. (second event):** 1. J. A. M. Patrick (Alfa-Romeo), 78.92 m.p.h.; 2. R. Way (Rover), 78.67 m.p.h.; 3. R. J. Munday (Rover).

### Winners' Two-lap Handicap.

1. V. L. Seyd (Austin), 70.64 m.p.h. (hcap. 1 min.); 2. R. A. Cookson (Lagonda), 79.05 m.p.h.; 3. G. L. Baker (Minerva).





# 100 MILES IN 1 HOUR

*for the FIRST TIME  
by a  
BABY CAR*



MR. G. E. T. EYSTON  driving an  
**M.G. MIDGET** using **CASTROL**

Driving Mr. J. A. Palmes' M.G. Midget (Montlhéry Model) at Montlhéry on Sept. 25, Mr. G. E. T. Eyston broke the following International Class H Records:—

50 kms.	at	98.7	m.p.h.
50 miles	at	99.8	m.p.h.
100 kms.	at	100.3	m.p.h.
100 miles	at	101.09	m.p.h.
1 hour	at	101.1	m.p.h.

USING

WAKEFIELD

# CASTROL

—the World's Fastest Oil on Land & Water

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

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



## AROUND THE TRADE

The Rodney Motor Co., Ltd., Berry Street, Liverpool, have been appointed distributors of Jowett cars for Liverpool and district.

A new brochure entitled "Magnets and Magnet Steels" has recently been issued by the English Steel Corporation, Ltd., Vickers Works, Sheffield.

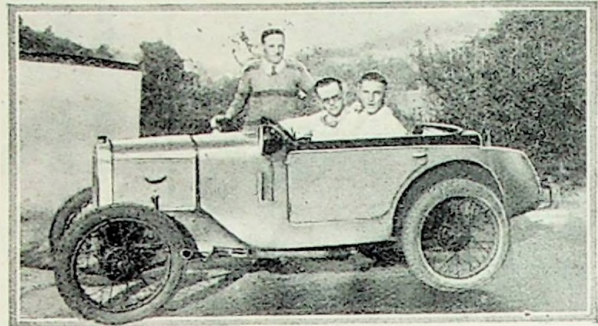
That filling stations need not be unsightly is demonstrated by the example recently completed at Leeming Bar, on the Great North Road, by the Bedale Garage, Ltd. The premises are finished in an attractive colour scheme especially designed to avoid unsightliness.

Macmillan and Co., Ltd., St. Martin's Street, London, W.C.2, have recently issued a novel road map of Great Britain showing the associations of various districts and towns with well-known books, the places being identified by means of numbers which correspond with the numbers in a list of the books in question.

Dunlop tyres were used on the Austin Seven which, in the hands of Mrs. Stewart, put up such remarkable speeds at Montherly recently, covering 5 kilom. at 109.13 m.p.h. The Riley in which G. E. T. Eyston and A. Denly broke the Class G record for 200 miles at 104.19 m.p.h. was also running on Dunlops.

Sternol, Ltd., are making a very attractive offer at the present time to Morris owners who purchase a 5-gallon drum of Sternol oil. With each drum the purchaser will be presented with a very clear and informative lubrication chart printed in four colours and mounted (behind glass) in a sturdy oak frame. These charts are available relating to all Morris models, and should be very useful for hanging in the garage.

Henlys, Ltd., 385-7, Euston Road, London, N.W.1, inform us that they have just been appointed distributors for Riley cars in the major portion of Dorset and parts of Somerset, Wiltshire and Hampshire, this territory including Weymouth, Dorchester, Bridport, Yeovil, Salisbury and Bournemouth. Sales in this area will, of course, be handled through the Bournemouth depot of the concern.



Mr. T. P. L. Armstrong in the Austin Seven with which he recently beat the Durban-Rand light car record by covering the 416 miles in 10 hrs. 42 mins. Standing behind is Mr. J. Gulliver who tuned the car.

An excellent example of the utility of Morris fireproof motor-houses supplied by Morris Motors, Ltd., Cowley, Oxford, was recently provided in a provincial town when the studio of a professional photographer caught fire and was completely burnt out. The photographer immediately got in touch with the local Morris distributor, and within a few days two Morris fireproof motor-houses had been erected on the site of the original building, and the photographer and his staff were able to recommence their work with the assurance that they would not have a recurrence of their unfortunate experience.



**"YES, SIR,**  
**these £2 per month buys £40**  
**are our £3 per month buys £60**  
**unique £4 per month buys £80**  
**Terms" £5 per month buys £100**

Your satisfaction is never in doubt if you buy a Used Car from Naylor & Root. Coupled with these extremely simple and straightforward terms is the fact that every car offered carries a guarantee. This week we are able to offer several exceptional bargains, therefore call if you possibly can.

Clapham Junction is possibly the easiest part of London to reach from all quarters. We are open daily from 9 to 8 and Sunday mornings 10 to 1. Phone BAttersea 6187/8/9 for any information as the cars mentioned in this advertisement.

**NAYLOR & ROOT**  
LTD

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

### A selection from our stock of over 50 real bargains

1931 WOLSELEY HORNET, coachbuilt saloon, Sunshin roof, mileage under 5,000	£145
1930 M.O. MIDGET, Sports coupe, Sunshin roof, small mileage, very smart	£120
1931 AUSTIN 7, coachbuilt saloon, sliding roof, mileage 4,000. Taxed December	£105
1930 ROVER 10, Sunshin fabric saloon, wire wheels, many extras, very smart	£115
1930 STANDARD 9, Teignmouth fabric saloon, sliding roof, choice of two, smart	£105
1931 AUSTIN 7, coachbuilt saloon, mileage 7,000, absolutely as new. Taxed	£95
1931 MORRIS MINOR, coachbuilt saloon, Sunshin roof, small mileage, as new	£98
1931 AUSTIN 7, Tourer, dark brown, good tyres, very smart appearance. Taxed	£78
1929 AUSTIN 7, Stadium Sports 2-seater, mottled bronze and green, many extras	£75
1929 AUSTIN 7, fabric saloon, new tyres, loose covers, exceptionally smart	£62
1929 MORRIS MINOR, fabric saloon, tyres new, very carefully used since new	£62
1929 ROVER 10, Riviera Sunshin fabric saloon, new tyres, 1931 condition	£89
1928 STANDARD 9, Teignmouth Sunshin roof saloon, many extras, beautiful cond.	£69
1929 SWIFT 10, de luxe fabric saloon, wire wheels, many extras, as new	£78
1929 SINGER JUNIOR, coachbuilt saloon, wire wheels, duo tone finish, smart	£62
1930 TRIUMPH Super 7, de luxe fabric saloon, Triplex, black and green. Taxed	£82
1928 AUSTIN 7, Cup Model Sports 2-seater, choice of three models, guaranteed	£49
1928 AUSTIN 7, fabric saloon, good tyres, very carefully used, any trial	£45
1928 AUSTIN 7, Tourers, selection of five excellent examples, also 1927 models	£38
1927 ROVER 9/20, Semi Sports 4-seater, bucket seats, clock, speedo, fast, etc.	£42

Any car sent 50 miles from London for free demonstration. Complete Bargain List on request.

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



# CASH

IF  
YOU  
WANT  
CASH  
FOR  
YOUR  
AUSTIN,  
M.G.,  
MORGAN,  
MORRIS,  
RILEY,  
ROVER,  
SINGER,  
STANDARD,  
TRIUMPH,  
ETC.

**ROWLAND SMITH**  
MOTORS LIMITED

## Always a good clean stock available—

as clean as our methods of dealing.  
We are continually receiving letters  
of recommendation from satisfied  
clients, who have many times  
availed themselves of KIRK'S  
facilities of purchasing by post.

**SEND FOR LIST TO-DAY**

**THREE MONTHS'  
WRITTEN GUARANTEE**  
(ALL CARS OVER £15).

Make a choice from a few cars selected  
from our stock below, or state your exact  
requirements, we are sure to have the car  
you require.

**TERMS—OVER 24 MONTHS  
ONE-TWELFTH DEPOSIT**

(Insurance extra).

STANDARD NINE, 1930, "Teignmouth" Sunshine Fabric Saloon, Long Chassis, full equipment, attractive two-colour finish, super bargain, tax paid .....	£110
WOLSELEY "HORNET," 1930, 6-cylinder, Fabric Saloon, most magnificently fitted throughout, Triplex f.w.b.'s, exceptionally low mileage, guaranteed absolutely equal to brand new in condition and appearance, genuine bargain .....	£105
AUSTIN, 1931 series, registered approximately October 1930, 7 h.p., Coachbuilt Saloon, chromium plated, usual equipment, very good condition throughout, taxed .....	£89
TRIUMPH 1930 model, Super Seven Sports 2-seater, fully equipped, pneumatic seats, hydraulic f.w.b.'s, guaranteed equal to brand new, spare unused, taxed .....	£89
STANDARD NINE, 1929, "Teignmouth" Sunshine Fabric Saloon, long chassis, exceptionally nice condition throughout, good tyres, economical car, smart black finish .....	£79
MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, full dash, chromium fittings, good condition, brown finish .....	£75
JOWETT, 1929, 7 h.p., Long Chassis 4-door Fabric Saloon, f.w.b.'s plush upholstery fine condition, snip .....	£62
MORRIS MINOR, 1929, 8 h.p., Fabric Saloon, fully equipped, splendid appearance and mechanical condition, bargain .....	£62
AUSTIN, 1929, 7 h.p., Fabric Saloon, "Wydor" body, fully equipped, moquette upholstery, good appearance, very economical little car .....	£59
Another similar, £62 .....	
LEA-FRANCIS, 1927, 12 h.p., de Luxe, 4-door Tourer, splendidly equipped, large f.w.b.'s, rigid all-weather equipment, year's tax .....	£45
AUSTIN, 1927, 7 h.p., Chummy, 4-seater, usual equipment, splendid running condition, great bargain .....	£39
AUSTIN, 1925, Coupe, 2-seater, fully equipped, f.w.b.'s, electric horn, etc., recently thoroughly overhauled, taxed .....	£30
ROVER, 1925, 9.5 h.p., de Luxe, 4-seater, full dash, rigid all-weather equipment, really good car .....	£15

*Safety First* *Buy at Kirk's*  
**KIRK & CO**  
CARS & MOTOR CYCLES

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

Phone: Paddington 6049 and 6892.

Close Weekdays 8 p.m. Sundays 10 a.m.—1 p.m.

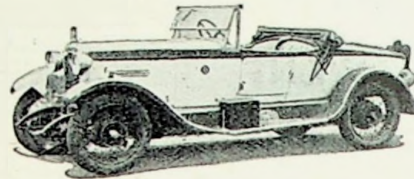
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning  
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



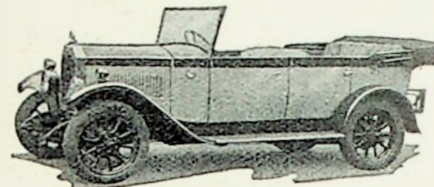
# THE TURNING POINT IS HERE!

The worst is past. The turning point is reached—even now we move onwards towards a new prosperity. Prices have reached the bottom—especially car prices. NOW is the time to buy... but buy cautiously. For under £100 you can get—at Benmotors either for cash or exceptionally easy credit terms—a first-rate modern small car, subject to our 7 days' trial offer and fully guaranteed. Just come and walk round, every car is clearly priced so that you may compare them all without being worried to buy—nowhere will you see such an amazing selection of nearly 200 like the examples given below all under one roof—so call to-day, you will not be wasting your time—all cars are open to A.A. or R.A.C. inspection willingly. If you cannot call, fill in the form below and you will receive our full lists of cars together with a definite exchange allowance for your present car or motorcycle against any car on our lists. This sum may act as deposit if desired—the balance spread over a period to suit yourself.

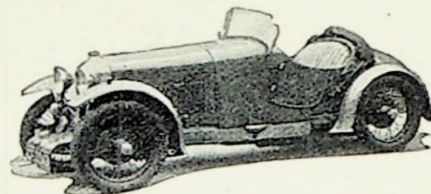
**85 Pounds. ROVER, 10/25, 1929 model.** Sports 2-seater, concealed dickey, dual cellulose finish, almost unmarked, with morocco leather upholstery to match, detached wire wheels, excellent tyres, well equipped, luggage grid, shock absorbers, clock, wiper, mirror and fullest equipment, small mileage, tip-top mechanically, unusually attractive sports, giving excellent weather protection. Choice 4 others.



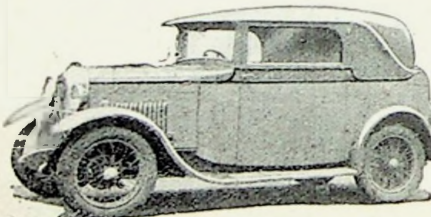
**59 Pounds. SWIFT 10, 1928 (late) de Luxe** 4-door Tourer, dual cellulose finish bodywork, real morocco leather upholstery, hood and equipment really tip-top, excellent tyres (3 new), full standard equipment, extras including luggage grid, shock absorbers, spring gaiters, spotlight, etc., very sound mechanically, roomy and economical. Choice 6 others.



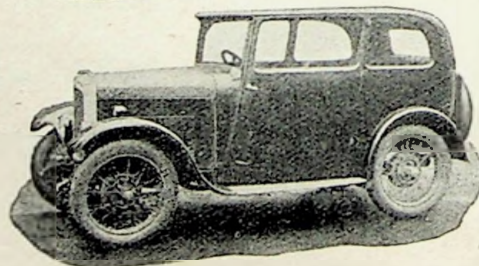
**79 Pounds. AMILCAR, 1927-8, Grand** Sports, underslung chassis, streamline body, latest cycle type guards, excellent tyres, V screen, Eldridge cowling, rev. counter, clock, wiper and many extras and equipment, specially tuned engine, excellent mechanically throughout, very fast and attractive. Choice 3 others.



**89 Pounds. SALMSON, 10 h.p., 1929** Sportsman's Coupe, wire wheels, excellent tyres, trunk on rear, interior and bodywork very well kept, 2 wide doors, adjustable seat, twin o.h. camshaft, specially tuned engine, excellent mechanically throughout, small mileage, fast and unusually distinctive.



**79 Pounds. TRIUMPH, Super 7, 1929** Fabric Saloon, pneumatic morocco leather interior and bodywork excellent throughout, trunk on rear, Triplex glass, hydraulic brakes, excellent tyres all round, interior lighting, blinds, shock absorbers, Tecalemit chassis lubrication and full standard equipment, one owner and really excellent throughout, ideal, economical family saloon. Choice 7 others.



(All these are actual photos from stock.)

## Benmotors

128-130, East Hill, WANDSWORTH, S.W.18

Phone: Battersea 2425-2426.

Hours: 9.0-8.0; Saturdays 9.0-7.0.

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.....



**SECOND-HAND**

AND NEW

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

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

**RATES.**

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

**DISPLAYED ADVERTISEMENTS.** Scale of charges, with reduction for series, sent on application.  
Cheques, Postal Orders, etc. should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

**REGULATIONS.**

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head 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 are outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear in any case. 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 sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

**NOTICES.**

**BOX NUMBERS.**—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box" and "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 1½ per cent. (5d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

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

**CLOSING TIME.**

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

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

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

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

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

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (Private Exchange).

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

**NOTICE.**

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

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

A.C., 1923 2-seater, £10, no deposit; exchanges. Page. 199b Upper Richmond Rd., High St. Putney 7671. 982-70

A.C.s. Don't miss page 16. 982-14

A.J.S., 1931 coachbuilt 2-seater, most attractive model, cost £199, fully guaranteed, our price £179. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-616

A.J.S., 1931 Richmond sun saloon, cost £264 10s., shop-soiled, our price £165, fully guaranteed. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-615

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

AMILCAR, 1930 9hp Grand Sports, 4 speeds, 40 m.p.h. in second, 60 m.p.h. in third, cost £245, my price £110.

AMILCAR, 1928 9hp Grand Sports, £75. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 982-193

AMILCAR, 1927 grand sport, very carefully engineer-maintained, in exceptional order throughout, paintwork (black and red) as new, engine specially tuned and balanced, 76 m.p.h., 35 m.p.g., brakes and steering excellent, a very smart and attractive car, £35. Shelsley, Ainsty Rd., Walsgrave, Coventry. 982-k440

AMILCAR, petit sports, 9hp, dynamo, starter, well equipped, good condition, insured, £20. Meo, 17 Oppidans Rd., Hampstead, N.W.3. 982-k442

AMILCARS. Don't miss page 16. 982-15

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

AUSTINS. Taylors for Austin 7's.

1930 Wydor saloon, £80.

1928 Mulliner saloons from £42 10s.

1928 chummy, taxed year, £50.

1929 Wydor, taxed year, £60.

A.A. inspection invited.

Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-617

AUSTIN 1930 saloon, coachbuilt, excellent condition, any trial, £67 10s. Cars supplied on repurchase basis, on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Mayfair 6801-2. Open until 6 p.m. Saturdays. zzz-440

AUSTIN 7s. 1929 Wydor saloon, £59, colour brown, leatherette upholstery, Triplex screen, clock, taxed end of year, superb condition, bargain; and 1927 Cup model, £35. Morgan Hastings, Ltd., 17 Berkeley St., W.1 (Tele. Mayfair 5323); and 212 New King's Rd., S.W.6 (Tele. Putney 7611). zzz-652

AUSTIN 7. 35 guineas. Exchanges, deferred. 1927-8 Cup model, chromium plating, cycle wings, specially tuned, very smart, taxed December. Maynards, 241a High Rd., Wood Green. 1148 Palmers Green. 982-82

AUSTIN 7, 1925 chummy, finished maroon, very nice condition, £18. Below.

AUSTIN 7, 1927 tourer, exceptionally well maintained since new, small mileage, £38; another, at £35. Below.

AUSTIN 7, 1928 Gordon Cup 2-seater sports, new tyres, specially tuned engine, £48; another, at £40. Below.

AUSTIN 7, 1929 tourers, choice of 3, in excellent condition, from £48. Below.

AUSTIN 7, 1931 model coachbuilt saloon, practically new condition, £88; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-100

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

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

Paul and Co., 114 Gt. Portland St. Museum 4117. 982-96

AUSTIN 7, 1931 sports 2-seater, blue, small mileage, well kept, price for quick sale, £78. Rose and Young, Ltd., 97 Stratham Hill (opposite "Locarno"). Tele. Streat. 9520-1. 982-93

AUSTIN 7hp, £40, 1928 saloon, leather upholstery, safety glass, etc. Jack Hobbs, 284 Willesden Lane, N.W.2. Willesden 5021. 982-79

AUSTIN 7, 1929 Swallow 2-seater, condition as new, mechanically perfect, taxed, insured, £70. Below.

1929 Austin 7 Stadium 2-seater, taxed, A1 order, £57. Below.

1928 Austin 7 Cup, silver, £50. Below.

1923 Austin 7 chummy. £15, no deposit; exchanges. Page. 199b Upper Richmond Rd., High St. Putney 7671. 982-71

AUSTIN 7 1927 chummy, smart, taxed, insured year, £28 10s. 221 Maida Vale, W.9. 982-k434

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



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

**AUSTIN 7**, 1931 unsupercharged Brooklands, not 3 months old, carefully driven, mileage under 5,000, cost £185, nearest offer £150. Write, Box No. 3280, c/o "The Light Car and Cyclecar." 982-66

£5 deposit. 49 guineas cash. Late 1928 Gordon-England Cup, silver fabric and black, practically unworn tyres, very good condition, free tax, free insurance to cash buyers. Below.

£6 deposit. 59 guineas cash. 1929 Gordon-England Stadium 2-seater, black and green, very exceptional condition, free tax, free insurance to cash buyers. Below.

**AUSTIN 7**, 100 cars in stock. List free. Exchanges. Rowland Smith. Below.

£8 deposit, 79 guineas cash. Late 1930 Wydor coachbuilt saloon, maroon, sunshine roof, one owner, very carefully used, practically new; free tax, free insurance to cash buyers. Below.

£7 deposit, 75 guineas cash. 1930 model Swallow 2-seater, cream and green, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£7 deposit, 72 guineas cash. 1930 coachbuilt saloon, blue, exceptional condition; free tax, free insurance to cash buyers. Below.

£6 deposit, 59 guineas cash. 1929 model Wydor fabric saloon, carefully used, very exceptional condition; free tax, free insurance to cash buyers. Below.

£3 deposit, 35 guineas cash. 1928 chummy, blue, very good condition; free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays 9-8, Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-47

**AUSTIN 7** coupe, 1929 Mulliner special, taxed, one owner, excellent condition, £60. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 982-63

**AUSTIN**, 1929, G.E. special, specially tuned engine, in perfect order, very small mileage, £55. J. Holdsworth, Rothwell Lodge, near Kettering. 982-50

**AUSTIN 7** sports, 1929, dicker, aluminium disc, 2 spotlights, 2 horns, perfect, smart, £55. 59 Harringay Rd., Harringay. 982-k460

**AUSTIN 7**, 1929 coachbuilt saloon, insured, lovely condition, 12,000 miles, £65. 125 Chestnut Grove, Balham. 982-k473

**AUSTIN 7**, 1927½, insured December, excellent car, bargain, £30, lowest. 97 Northumberland Park, Tottenham. 982-k484

**AUSTIN 7**, 1930 Mulliner coupe, sunshine roof, done 2,200, one owner, perfect condition, taxed and fully insured December, 95 guineas. Moore, 5 Grosvenor Rd., Sale. 982-k491

**AUSTIN 7hp**, Cook's Motors offer 1929-30 Gordon England Wembley saloon, very smart, colour black and green, £65, and 1929 Swallow 2-seater, red and cream, £69. 366 High St., Sutton, Surrey. Phone, 4660-1. Open week-days until 9 p.m., Sundays 1 p.m. 982-117

**AUSTIN 7**, late 1928 saloon, exceptionally smart and sound appearance, fully equipped, £42 10s, or exchange 33½ Goldhawk Rd., W.6. Riverside 5113. 982-115

**AUSTIN**, F.O.C.H. 1929 Gordon England Cup, blue, one-shot lubrication, many extras, one owner, 7,000 miles only, practically brand new condition, 65 guineas. Below.

F.O.C.H. 1929 Wydor fabric saloon, black and red, carefully used, exceptionally good condition, 59 guineas, exchanges, deferred. Free list. All week-days, including Saturdays 9-8, Sundays 9-1. F.O.C.H. Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. 982-114

**AUSTIN 7**, 1928 Cup model 2-seater, very good condition in all respects, £37. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 982-k495

**AUSTIN**, Naylor and Root, Ltd.

1931 coachbuilt saloon, sliding roof, as brand new, £98.

1931 coachbuilt fixed-head saloon, maroon and black, £95.

1931 coachbuilt tourer, dark brown, splendid value, £78.

1930 coachbuilt saloon, dark blue, new tyres, taxed, £69.

1929 fabric Wydor saloon, black and red, very smart, £59.

1929 tourer, new tyres, completely equipped, as new, £55.

1928 fabric saloon, dark brown, good tyres, smart, £48.

1928 tourers, choice of three, all good condition, £38.

1929 Cup model sports 2-seater, many extras, duo tone, £55.

1928 Cup model sports 2-seater, black and red, extras, £49.

1927 Cup model sports 2-seater, red, many extras, £42.

1930 Arrow sports, Ricardo head, tuned engine, fast, £89.

1927 tourers, choice of four models, good condition, £35.

1926 tourer, side screens, good tyres, very smart, £26.

Over 20 Austin Sevens in stock. Motorcycles cars and Morgans taken in part payment at best allowance. Deferred terms over 18 months. Send for descriptive list.

Naylor and Root, Ltd., Austin specialists, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 982-146

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

**AUSTIN 7**, 1928 4-seater, kingfisher blue, £34. R. N. Judd, Motor Exchange, High St., Edgware. Phone 0862. 982-111

**AUSTIN**, Newnham as agents always have an excellent selection of used models available. Few examples below but full list on request.

1931 7hp coachbuilt sliding-roof saloon, blue, faultless order, £89.

1930 8hp fabric saloon, blue, moderate mileage only, £69.

1929 7hp Mulliner sliding-roof saloon, brown, smart and generally attractive, £55.

1928 7hp chummy, maroon, good tyres and general condition, £38.

1928 7hp fabric saloon, brown, special price, £34.

Newnham House, 257 Hammersmith Rd., London, W.6. Riv. 4646. 982-152

**AUSTIN 7**, 1927 G.E. Cup model, red fabric, original tyres, exceptional engine, £35. Below.

**AUSTIN 7**, 1927 chummy, original paintwork, 2 new tyres, in very nice condition, £30. Below.

**AUSTIN 7**, 1928 chummy, very small mileage, in exceptional condition, taxed December, one owner, £39. Below.

**AUSTIN 7**, 1928 Mulliner fabric saloon, spot light, 4 new tyres, ball change, in very nice condition, £42. Earl, 75 Heath St., Hampstead, N.W.3. Open until 1 on Sundays. 982-138

**AUSTIN 7**, 1927 Cup model, red, £40. Steele Griffiths, Camberwell New Rd., S.E.5. Rodney 2201. 982-126

**AUSTIN 7**, Steele Griffiths, 1931 tourer, mileage 4,000 only, £79. S.G. House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 982-127

**AUSTIN 7**, Steele Griffiths, 1930 coupe, negligible mileage, £79. S.G. House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 982-128

**AUSTIN 7**, 1931 sunshine saloons, choice of three, from £85. After-sales service. Written guarantee. Easiest terms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 982-129

**AUSTIN 7**, 1929-30 saloons, choice of seven, from £58. After-sales service. Written guarantee. Easiest terms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 982-130

**AUSTIN 7** saloon, 1931, 4,000 miles only, safety glass, many extras, condition as new, £89, exchanges, deferred. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4635. 982-120

**AUSTIN 7**, Cup model, £39!!! 1928 (March) G.E. 2-seater, silver grey and black, with disc wheels, the whole car in very smart and nice condition throughout, any trial willingly. H. Bath, 15 Kynance Meadows, Gloucester Rd., Kensington, S.W.7. 982-k443

**AUSTIN 7** chummy, 1928 model, perfect, £32. 5 Victoria Avenue, Surbiton. Elmbridge 3301. 982-k514

**AUSTIN 7**, 1929 fabric saloon, year's tax, fine order, £58. Below. 1928 Austin 7 touring, taxed, splendid order, £40. Denmans, 132-3 Long Acre. Open week-ends. Temple Bar 8135-6-7. 982-199

**AUSTIN 7**, 1925, chummy, good tyres, very nice condition throughout, £17 10s; exchanges or deferred. Haskins, 155 Ladbroke Grove, W.10. Park 5541. 982-188

**AUSTIN 7**, 1932 brand-new coachbuilt saloon, dark blue, actually in stock, £118. Below.

1931 saloon, brown-cream line, mileage 4,000, spotlight, indistinguishable from new, £93. Below.

1929 (March) Swallow saloon, dual brown, all new tyres, carefully used, £85. Below.

1929 Wide-door saloon, black-red, exceptionally clean and sound, wings recellulosed, £60. Below.

1929 4-seater, blue, sound hood and tyres, good mechanical order, fully insured to March, 1932, £53. Below.

1928 (March) Mulliner saloon, blue, one owner since new, good tyres, taxed year, £48. Below.

1927 (March) Gordon England saloon, maroon, one-change ownership, Triplex, well kept, £39. Below.

1927 4-seater, dark blue, very clean, full equipment, insured to 1932, £36. Below.

1927 coachbuilt saloon, blue, very sound and exceptionally clean, good tyres, £37. Below.

1926 (March) 4-seater, Kingfisher blue, good tyres, rigid sidescreens, buying new car, £28. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 982-174

**AUSTIN 7**, 1927 coachbuilt saloon, recellulosed, overhauled, new battery, excellent throughout, £36; terms, exchanges. Shakespeare Garage, Queensborough Passage, Porchester Terrace, Bayswater. Padd. 1747. 982-k506

*Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.*



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

AUSTIN 7, November, 1928, G.E. Cup, splendid condition, red fabric, £49 10s. 7 Chelmsford Rd., S. Woodford. 982-k510

AUSTIN 7a.

1929 chummy, superb condition throughout, taxed, £55.

1928 G.E. Cup model, 2-seater, £52.

1928 special sport 2-seater, £55.

1927 chummy, perfect condition throughout, £37. Terms and exchanges on any of the above. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 982-k508

AUSTIN 7, £29; 1926, chummy, good runner, exceptionally well-kept car. Below.

AUSTIN 7, 1931 type saloon, sliding roof, taxed December, faultless, £89.

AUSTIN 7, 1930 supercharged special sports, black and red, amazing acceleration, exceptional condition throughout, £135. H. A. Saunders, 350 Euston Rd., N.W.1. Museum 4511. 982-170

AUSTIN 7 tourer, full equipment, colour cream and black wings, guaranteed perfect throughout, £35; easy terms or exchanges; another earlier model, fully guaranteed, £25. Hackford Motors, 182 Acton Lane, Brixton. Phone 3062. 982-168

AUSTIN 7, 1929 tourer, perfect, any trial, £55. 2 Church Lane, Willesden. 982-k445

AUSTIN 7, £29!!! 1927 (May) chummy, taxed year, kingfisher blue, all accessories, one owner since new, excellent condition, any trial. H. Bath, 15 Kynance Mews, Gloucester Rd., Kensington, S.W.7. 982-k444

AUSTIN 7, 1928 saloon, mechanically sound, tyres good, fully equipped, any trial, £47. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 982-7

AUSTIN 7, 1931 sunshine saloon, maroon, as brand new, fitted with disc wheels, loose cover, many extras, taxed December, 90 guineas. Phone, Lougham 4256-7. 982-929

AUSTIN 7. H. Glover-Motors, Putney, "the 100% Austin specialists."

AUSTIN 7, 1926 tourer, very exceptional condition throughout, £30.

AUSTIN 7, 1927 Cup 2-seater, taxed, £47 10s.

AUSTIN 7, 1929 coachbuilt Wydor saloon, super condition, £65.

AUSTIN 7, 1929 Stadium 2-seater sports, as new, £68.

AUSTIN 7, 1930 coachbuilt 2-seater, unblemished, £78.

AUSTIN 7, 1930 Wydor fabric saloon, taxed December, £78.

AUSTIN 7, 1930 (September) Arrow super-sports 2-seater, £88.

AUSTIN 7. The above cars are guaranteed and recommended by the Austin specialists. H. Glover-Motors, 35 Chelverton Rd. Putney 7134. Open Sunday morning. 982-38

AUSTIN 7, 1931 royal blue coachbuilt saloon, rep upholstery, very low mileage, perfect condition in every way, complete equipment, £92; 1931 coachbuilt saloon, maroon, first registered 1930, mileage 11,000, rep upholstery, taxed to December 31st, fully guaranteed, perfect condition, £88; £20 deposit, balance monthly to suit purchasers' convenience. Premier Motor Co., Aston Rd., Birmingham. 982-34

AUSTIN 7 tourer, 1927 model, good tyres and general condition, taxed to end of year, £30. Flitt, Amptill. 982-k290

AUSTIN 7 sunshine saloon, 1931, delivered from works in January, done barely 3,000 miles, taxed and full cover insurance to end of year, £105; owner returned to foreign service. Flitt, Amptill. 982-k291

AUSTIN 7, 1931 coachbuilt saloon, one owner, appearance and mechanical condition exceptionally good; written guarantee, unique deferred terms, £85. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 982-6

AUSTIN 7, 1925, exceptional condition, recent overhaul, 5 new tyres, £20. Skinner Cottage, Westbourne St., S.W.1. 982-k183

AUSTIN, 7hp Swallow sports, late 1931 model, very small mileage, brand-new condition, absolutely perfect, no reasonable offer refused. Apply, C.B., 29 Queen's Rd., Peckham, or phone New Cross 2277. 982-k392

AUSTIN 7 2-seater, new condition, original tyres, insured, licensed, £57. "Is Worib," Vista Rd., Clacton-on-Sea. 982-k393

AUSTIN 7, 1929 tourer, grey, excellent condition throughout, 8,000 miles only, one owner, cash £55. 79 Bromley Rd., E.17. 982-k388

AUSTIN 7. Brooklands Motor Co. offers 1931 fabric saloon, upholstered in leather, taxed, mileage small, £100; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3143-4. 982-312

AUSTIN 7, 1927 coachbuilt saloon, taxed, very good tyres, open to A.A. examination, £39; another one, cream and black, taxed for the year, including 9 months' comprehensive insurance, 40 guineas. London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 982-310

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

AUSTIN 7 Mulliner saloon, 1928, engine completely overhauled, £42 10s. Below.

AUSTIN 7. Burleigh 2-seater, fitted with Alter head, special Zenith carburettor, many extras, a delightful car, £52 10s. Below.

AUSTIN 7 tourer, 1927, excellent condition throughout, £37 10s.; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 982-317

AUSTINS. Don't miss page 16. 982-16

AUSTIN 7, 1930 Stadium 2-seater, black and red, faultless condition, new tyres, many extras, £77 10s.; exchanges, deferred. Kay Abbott, Harrow Weald. Telephone, Harrow 3884. 982-250

AUSTIN 7 tourers and saloons, ready for the road, insured year, taxed, guaranteed 3 months, £30 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 982-238

AUSTIN 7, 1931 series, black fabric saloon, £82 10s.; another, coach-built, with sliding roof, £92 10s. Whitby's, 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 982-230

AUSTIN 7, 1929, saloon, owner compelled to sell; this car is perfect and in new condition, £62 10s. Co. Whitby's, Austin Agents, 7 The Vale, Acton, W.3. 982-231

AUSTIN 7 4-seater, late 1927, taxed, insured, good tyres, repainted, 29 guineas; appointment. Baker, 20 Harrington St., N.W.1. 982-k511

AUSTIN 7 1927 tourer, private owner, splendid condition, £35, sup. W. Benzing, 13 Charles St., Stepney, E.1. 982-k555

AUSTIN 7, 1929 Wydor saloon, small mileage, new condition, taxed, £62. Gatehouse Motors Highgate Village, N.6. Phone, Mountview 4444. 982-297

AUSTIN 7 1930 Wydor saloon, taxed year, £75; 1929 Wydor saloon, as new, £60; 1925 chummy, perfect, £25. A.Z. Motors, 180 West End Lane, Hampstead 0525. 982-295

AUSTIN, Brooklands, overhauled, special camshaft, crankshaft, valves, head, carburettor, outside exhaust, forced lubrication, cycle-type wings, really fast, perfect order, exceedingly smart appearance, £53. Clark, 154 Gt. Titchfield St., W.1. 982-293

AUSTIN 7, 1929, 4-seater de luxe, magnificent order and condition and complete, £60; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 982-282

AUSTIN 7, 1925 chummy, new tyres, etc., £22. 82 Cricklewood Lane, N.W.2. Gladstone 3311. zzz-670

AUSTIN 7, 1927 chummy, tax paid, in absolutely perfect condition; exchanges or deferred payments, £30. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 982-277

AUSTIN £39, exchanges!!! 1928 Taylor sports 2-seater, one owner, very neat little car, absolutely sound. Chadley, 375b High Rd., Tottenham. Phone 2920. 982-271

AUSTIN 7, 1931, coachbuilt saloon, bumpers, bargain, £80. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 982-258

AUSTIN 7, 1929, fabric saloon, in very clean condition, £65 cash, or £10 down and 12 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 982-256

AUSTIN 7, 1931, coachbuilt sunshine saloon, in very clean condition, one owner, £85 cash, or £25 down and 12 monthly payments of £5 7s. 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 982-257

AUSTIN 7 2-seater sports, £98, only run three hundred miles, maker's guarantee, several extras, exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earsfield, S.W.17. Phone, Wimbledon 0607. 982-253

AUSTIN 7 chummy 1929, £42 10s., excellent condition, exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earsfield, S.W.17. Phone, Wimbledon 0607. 982-252

AUSTINS. Protect yourself with a Three-Months-Written-Guarantee, exchanges, one-twelfth deposit, terms over 24 months. Kirk and Co. Below.

AUSTIN, 1931 series, first registered approximately October, 1930, 7hp coachbuilt saloon, chromium plated usual equipment, very good condition throughout, taxed, £89 10s. Kirk. Below.

AUSTIN, 1929 7hp fabric saloon, Wydor body, fully equipped, moquette upholstery, good appearance, very economical little car, £59; another similar, £62. Kirk. Below.

AUSTIN, 1927 7hp chummy 4-seater, usual equipment, splendid running condition, great bargain, £39 10s. Kirk. Below.

AUSTIN, 1925 coupe, 2-seater, fully equipped, f.w.b. electric horn, etc., recently thoroughly overhauled, taxed, £50; 150 other cars, £22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 982-304

AUSTIN 7hp, 1928 Mulliner saloon, beautiful condition, fully insured, £49; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0665. 982-1003



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

**AUSTIN 7**, 1927 touring, blue, dynamo lighting, starter, electric horn, hood, side screens, screen wiper, spare wheel, speedometer, dash lamp, really splendid model, 37 guineas, or £11 down, balance 12-18 months. Menno's, 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 982-349

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

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

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

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

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

Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 982-351

**AUSTIN 7** tourer, 1928, small mileage, good condition, 40 guineas. Phone, Bishopsgate 7600, Extension 624, or write Box No. 3285, c/o "The Light Car and Cyclecar." 982-k540

**AUSTIN 7**, 1931 supercharged sports 2-seater, practically brand new, mileage 2,000, bargain, £149, cost £225; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick, W.4. Hours 9-9. Chiswick 0303. 982-343

**AUSTIN**, Double-Twelve, 1931 2-seater, total mileage 5,000, new tyres, taxed December, mechanically perfect, £135. Leeds and Oxley, Paddington. Phone 3845. 982-340

**AUSTIN 7**, 1927 Gordon England sports, recellulosed, 39 guineas.

1930 Austin 7 4-seater, guaranteed, 65 guineas; exchanges, deferred. Elite Motors, 959 Garratt Lane, Tooting Broadway, Wimbledon 2925. 982-336

**AUSTIN.**

1931 sunshine saloon, as new, 89 guineas.

1930 fabric saloon, perfect, 68 guineas.

1927 chummy, well looked after, 32 guineas.

1925 model chummy, good order, 22 guineas.

No deposits can be arranged.

Carlton Garage, 79 Carlton Vale, Edgware Rd 982-335

**AUSTIN 7a**. Humphreys, Ltd., offer:—

1930 Chummy, blue, excellent tyres, magnificent condition throughout, taxed December, £75. Below.

1930 2-seater, maroon, scarcely used, as new, £75. Below.

1929 Stadium sports 2-seater, finished blue and silver, Triplex screen, all-weather equipment, pneumatic upholstery, excellent tyres, beautiful order, £68. Below.

1929 Chummy, maroon, comprehensive equipment, magnificent condition, £58. Exchanges, deferred payments. 120-2 Hampstead Rd., N.W.1. (Two minutes from Euston Station.) Phone, Museum 9515. Open Sunday mornings. 982-332

**B.S.A.** 3-wheeler, registered 31.12.30, blue and cream, Avon body, spare wheel, wiper, safety glass, taxed and insured December, £68. Tyler, George Rd., Warley, Langley, Birmingham. 982-k517

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

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

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

**B.S.A.** De Luxe 3-wheeler, April, 1931, mileage 5,500, splendid condition, £80. Salcombe, Middlefield Lane, Hagley, Worcs. 982-k505

**BUGATTI**, 11.9, 3-seater, Jarvis body, really exceptional condition. £35. Metro Motors, 45 Newman St., W.1. Museum 9953. 982-261

**BUGATTI**, 16-valve sports 4-seater, overhauled, very fast, cellulosed black and cream, £40. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 982-300

**BUGATTI** 1½-litre, special sports 2-seater by Wilton Carriage Co., just repainted, overhauled, exchanges, £30. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 982-278

**CITROEN**, 1926 coachbuilt saloon, in good running order, fully equipped, £18; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-105

**CITROEN**, £25, 1927 12-24hp 4-door saloon, f.w.b., new tyres, excellent condition; terms. 86 Acro Lane, Brixton. Phone 3401. 982-k475

**CITROEN** 1927 12-24 saloon, first-class order, £25. Denmans, 132-3 Long Acro. Open week-ends. Temple Bar 8135-6-7. 982-221

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

**CITROEN**, 7.5hp 3-seater, first-class condition, all on, must sell, £8 10s. P. Day, The Retreat, Sydenham Park Rd. S.E.26. 982-k503

**CITROENS**. Don't miss page 16. 982-17

**CITROEN** 75, cloverleaf, 1925, excellent condition, £10, new hood, 9 Dartmouth Place, Blackheath Hill, S.E.10. 982-x935

**CITROEN** 7hp cloverleaf 1926, very nice order, bargain, £12. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 982-302

**CLYNO** 9, 1928 de luxe tourer, exceptionally well kept, very small mileage, £28. Below.

**CLYNO** 10, 1926 Royal tourer, very sound condition, only £18; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-101

**CLYNO** 10, 1926 2-seater, £10, no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 982-72

**CLYNO**, 1928 11hp fabric saloon, latest type engine, recently overhauled, tyres nearly new, one owner (engineer), taxed year, £35. Delhi, Portmore Park Rd., Weybridge. 982-k458

**CLYNO** coupe, £25, 1926-7, 12-24hp, f.w.b., Mulliner body, low mileage, excellent order; exchanges. 85 Acro Lane, Brixton. Phone 3401. 982-k476

**CLYNO**, 1927 12hp coachbuilt saloon, excellent condition throughout, taxed, £29; deferred. Allery and Bernard, 344 King's Rd., Chelsea. Maxman 4635. 982-121

**CLYNO** 1929 9hp saloon, leather upholstery, excellent condition, £53. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 982-171

**CLYNO** saloon, 1928 9hp, splendid car, £35. Denmans, 132-3 Long Acro W.C. Open week-ends. Temple Bar 8135-6-7. 982-206

**CLYNO** saloon 4-door, 1926½, 11hp, insured, good condition, £14, 5 Victoria Avenue, Surbiton. 982-k515

**CLYNOS**. Don't miss page 16. 982-18

**CLYNO** saloons and tourers, ready for the road, insured year, taxed, guaranteed 3 months, £15 to £40; hire-purchase, exchanges. Andrews Automobiles, 37 Sheru Lane, Mortlake (Station). 982-259

**CLYNO** 1925 Royal 2-seater, taxed, repainted, extremely good condition; exchanges, £12 10s. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 982-280

**CLYNO**, 1929 9hp 4-seater, small mileage, very nice condition, £30. Ruffell's Motors, 97a White Hart Lane, Barnes, S.W.13. Prospect 5549. 982-352

**CLYNO**, £8, Royal 2-seater, balloon tyres, lighting and starting, looks and runs well. Barnes, Dece Hotel, 25 Leigham Court Rd., Streatham. Phone 9221. 982-337

**CLYNO**, 1925 4-seater, in exceptionally nice condition, £15. F.S. Motors, 525 High Rd., Chiswick, W.4. Chiswick 2246. 982-331

**FIAT** 9, 1927 4-seater, taxed, insured, £35, no deposit; exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 982-73

**FIAT**, £20, 1927 9hp 2-seater, complete equipment, bumpers, exceptional condition; terms. 86 Acro Lane, Brixton. Phone 3401. 982-k477

**FIAT** 8, 1927 2-seater and dickey, f.w.b.s. and full equipment, very good condition, £32. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 982-k494

**FIAT** 10-15, 501 model 1925 5-seater, excellent order, £20. Paul and Co., 51 and 53 The Mall, W.3. Ealing 4633. 982-190

**FIAT** 9, 1928 2-seater de luxe, very small mileage, well-kept car, £55. Below.

1927 Fiat 9 4-seater, carefully used, £35. Denmans, 132-3 Long Acro, W.C. Open week-ends. Temple Bar 8135-6-7. 982-200

**FIAT**, 1927 9hp 4-seater, f.w.b., brown, clean and well-kept condition, buying new saloon, £30. Smith and Hunter, 407 Edgware Rd. 982-175

**FIAT**, 19 guineas; 1927 8hp 2-seater, leather upholstery, perfect; also a 4-seater at 29 guineas; exchanges. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9 till 6. Museum 8175-7. 982-191

**FIAT**, 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £25; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 982-283

**FIAT**, 9hp, 1927 drop-head coupe, with double dickey, coachpainted grey and black and upholstered real leather imitation crocodile hide, interior lights; the whole car is in practically unblemished condition and represents an exceptional bargain at £45. London Bros., Ltd., 179 South Norwood Hill, South Norwood, S.E.25. Livingstone 1000. 982-309

**FIATS**. Don't miss page 16. 982-19

**"THE PETROL ENGINE."** All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



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

**FRAZER-NASH** Cars offer for sale the following used cars:—Please apply for full specification. 1929 Boulogne short chassis, 4 speeds, 3-seater, reconditioned standard sports 2-seater, 1927 Boulogne 3-seater standard body, Boulogne model 3-seater, reconditioned to 1929 specification.

1931 (delivered August) Boulogne o.h.v. twin carburettor model 3-4-seater fabric-covered body, colour beige, chassis and wings blue, de luxe equipment, chromium plating throughout, cared-type hub caps, spotlight, tonneau, hood and spare wheel covers in beige coloured fabric, mileage under 1,000. London Rd., Isleworth. Hounslow 3171-2.  
zzz-648

**FRAZER-NASH**, 1927, super-sports 4-seater, 4 speeds, exceptional condition, new tyres, £120. Leeds and Oxley, Paddington. Phone 3845.  
982-542

**GWYNNE** 10, 1929, cream and green, fabric sports 2-seater, excellent condition, suit trials man, £70 or near offer. K. C. Johnson, 47 Deodar Rd., Putney, S.W.10.  
982-889

**GWYNNE**, £55. 1928 10-40 2-seater and dickey, Perrot, f.w.b. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7.  
982-204

**GWYNNE** 8 semi-sports 2-seater, very good one, £16, rear hood, repainted. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444.  
982-299

**HUMBER** 9 4-seater, taxed year, repainted, tyres, hood, etc., in wonderful condition, A.A. inspection, £30. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264.  
zzz-618

**HUMBER**, 1926 8hp tourer, faultless condition, taxed December, any trial, £45; exchanges and deferred. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11.  
982-145  
**HUMBER** 9, £39, 1926 tourer. Jearam and Lupton, Ltd. Walling-  
ton 1159.  
982-k488

**HUMBER**, 9-20, 1928 model, 4-seater, taxed year, tyres, hood, paint-work and mechanical condition excellent, very economical and reliable, open A.A. inspection, £65. Southall, 25 Lancaster Rd., N.W.3. Primrose 2439.  
982-k490

**HUMBER**, 8hp, £12 10s., 1925, chummy, thoroughly good condition. 2 Robart St., Telephone, Brixton 6496.  
zzz-659

**JOWETTS**, 1928 long 4-seaters and 2-seaters, £75; 1929 short fabric saloons, £86; 1929 long fabric saloon, £104; 192- 4-seater, as new, £90; and several other Jowetts. Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Hop 1665.  
zzz-83

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

**JOWETT** for 1931 shop-soiled long saloons, no reasonable offer refused. Apply the Westminster Bridge Garage and Eng. Co., Ltd., 5 Lambeth Palace Rd., S.E.1. Telephone, Hop 1665.  
zzz-637

**JOWETT**, 7hp, 1928 long-chassis, 2-seater and dickey, very little and carefully used since new, sound mechanically, £35; also 1929; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays.  
982-102

**JOWETT**, 27 guineas. Exchanges. 1928 long-chassis 4-seater, new tyres, small mileage, splendid running order. Maynards, 241a High Rd., Wood Green. 1148 Palmers Green.  
982-81

**JOWETT**, 1929, 7hp fabric short-chassis saloon, beige, in very good condition, £60.

1928 model Jowett, long-chassis 4-seater, blue, in good condition throughout, £35. H and A Motors, 69 Church Rd., Upper Norwood. Livingstone 312. Open Sundays 11-1 p.m.  
982-58

**JOWETT**, 1930 Black Prince saloon, wire wheels, etc., as brand new, £110; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9.  
982-143

**JOWETT**, 1924, £18, 2-seater, 4.75 balloons, good condition. 63 Abbots Drive, North Wembley.  
982-k483

**JOWETT**, F.O.C.H. (Jowett distributors). 1932 models actually in stock; immediate delivery. Below.

1931, shop-soiled (not demonstrator) Black Prince saloon, list price £177 10s., clearance £146. Below.

F.O.C.H. 1926 7hp long 4-seater, starter, speedometer, clock, carefully used, exceptionally good condition, 25 guineas. Below.

F.O.C.H. 1925 7hp short 4-seater, starter, new battery, balloons, exceptionally good condition, 16 guineas. Below.  
Exchanges, deferred, free list. Open all weekdays, including Saturdays, 9-8; Sundays, 9-1. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6.  
982-112

**JOWETT**, 1925 (March) 2-seater, blue, double dickey, 2 horns, spotlight, mirror, £23. Below.

1925 4-seater, green, exceptionally sound, numerous extras, £24. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011.  
982-176

**JOWETT**, 1928, sole owner, long 4-seater tourer, 2 colours, 1930 steering, tyres almost new, shock absorbers, dimmers, sliding seats, all-weather equipment, spotlight, must sell, £30. 22 St. James Rd. Kingston.  
982-k516

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

**JOWETT** 7 tourers, ready for the road, insured year, taxed, guaranteed 3 months, £20 to £50; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station).  
982-240

**JOWETT**, 1927 4-seater, perfect condition, £30. A.Z. Motors, 180 West End Lane. Hampstead 0523.  
982-294

**JOWETT**, 35 guineas! 1928 short 4-seater, really nice car; exchanges, deferred. 368 Hornsey Rd., N.19. Archway 3294.  
982-291

**JOWETT**, 1929 long saloon, £55; 1927 tourer, repainted, like new, £35; also the new 1932 saloon on view; pay us a visit and see if we can serve you at once or in the New Year. Buntings, Jowett agents, Wealdstone, Harrow.  
982-290

**JOWETT**, 1928 short-chassis 2-seater, clean, good runner, everything working, £32 10s.; exchanges, deferred; open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4425.  
982-883

**JOWETT**, £12. Exchanges!! 1925-6 short 4-seater, in very clean condition. Chidley, 579b High Rd., Tottenham. Phone 2920.  
982-272

**JOWETTS**. Don't miss page 16.  
982-20

**JOWETT**, 1929 long saloon, finished blue, exceptionally nice condition, £65; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666.  
982-1001

**JOWETT**, 1929 short 4-seater, finished maroon, excellent condition throughout, £49; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666.  
982-1006

**LEA-FRANCIS**, 1929 12-50 super-sports Brooklands 4-seater, 70 m.p.h., £95. Bartlett, 27a Pembridge Villas, Notting Hill Gate.  
982-195

**LEA-FRANCIS**, 1927 2-seater, recellulosed, £40; 1926 4-seater, recellulosed, taxed till 1932, £30. Denmans, 132-3 Long Acre, W.2. Open week-ends. Temple Bar 8135-6-7.  
982-222

**LEA-FRANCIS**, 12-40 tourer, 1928, complete overhaul 1930, new tyres, many extras, taxed, insured, any examination, £80. (After 61 48 Penrose St., Walworth, S.E.17.  
982-k470

**LEA-FRANCIS**, 1926, 4-seater, leather upholstery, well equipped, exceptional offer, £28; exchanges terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays.  
982-104

**LEA-FRANCIS**, 10hp, 4-seater, very good condition, £39 10s.; can be seen by appointment or Saturday afternoon. 32 Chatsworth Gardens, Acton, W.3.  
983-k173

**LEA-FRANCIS** Don't miss page 16.  
982-21

**M.C.** The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by expert. A selection of cars always in stock. Phone, Primrose 1161 and Hitchin 494.  
zzz-376

**M.C. Midget**, 1930, blue, ribbed drums, large sump, spare wheel at rear, original tyres, as new, taxed year, £100. K.J. Motors, Bromley, Ravensbourne 3456-7.  
982-627

**M.C. Midget**, £10 deposit, 99 guineas cash. 1930 super sports 2-seater, blue, one owner, very exceptional condition, free year's tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

**M.C. Midget**, £8 deposit, 85 guineas cash. Very late 1929 super sports 2-seater, red, very good condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6.  
982-46

**M.C. Midget coupe**, 1930, big sump, black and green, stone guard, Bosch horn, spotless condition, £125; deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635.  
982-125

**M.C. Midget**, 1930 sportsman's coupe, sunshine roof, new condition throughout, black and green, £129. Below.

**M.C. Midget**, 1930 sports 2-seater, red fabric, fully equipped, exceptionally fast and smart, £105; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9.  
982-142

**M.C. Midget**, 1930 8hp sports 2-seater, blue, smart appearance and very fast, £98. Newnham's, 257 Hammersmith Rd., W.6. Riv. 4646.  
982-153

**M.C. Midget**, 1931 2-seater, black and red, £15 extras, as new, taxed and insured, £128, no offers; consider exchange Hornet 2-seater; appointment. Thornton Heath 3461.  
982-k513

**M.C.**, 1931 Midget, blue fabric 2-seater, full equipment, mileage 4,000, as new, £115; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate.  
982-192

**M.C. Midget**, F.O.C.H. 1931 model, 2-seater, black and red, one owner, small mileage, practically brand new, 129 guineas; exchanges, deferred, free list; all week-days, including Saturdays, 9-8, Sundays 9-1. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6.  
982-113

**M.C.**, 1931 Jarvis, Midget 2-seater, in new condition throughout, £155. Guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526.  
982-186



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

**M.C. Midget.** 1930 blue fabric 2-seater sports, full equipment, one owner, exceptionally good, fully guaranteed, 100 guineas; easy terms. Blackford Motors, 182 Acre Lane, Brixton. Phone 3062. 982-167

**M.C. Midget.** 1931. July, coupe, black and blue, sliding roof, as new, mileage 2,500 £185; exchanges, deferred. Ray Abbott, Harrow Weald. Telephone, Harrow 3884. 982-251

**M.C. Mark II.** R. T. Horton offers for sale his 750 c.c. supercharged, which finished second Irish Grand Prix first day, and has since been completely checked and tuned by Thomson and Taylor, and is guaranteed perfect throughout, price £500, including 2 bodies—Brooklands and road racing exhaust systems, very full equipment, and many extras, guaranteed to be in every respect as raced. Willing to give any demonstration Birmingham or Brooklands. An exceptional opportunity for the enthusiast. Apply 45 Adderton Park Rd., Moseley, Birmingham. 982-x931

**M.C. Midget.** 1930, fitted with special new type Zenith carburettor, large sump, with brakes, choice of two, black or blue, 100 guineas; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5483. 982-514

**M.C. Midget.** Brooklands Motor Co. offers coupe, 1931, black and green, mileage under 2,000, £165.

**M.C. Midget.** 1930 coupe, blue and black, exceptional condition throughout, £135; choice of 3 from £110; exchanges, deferred. 331 Euston Rd., N.W.1. Museum 3145-4. 982-511

**M.C.** 1930 Midget coupe, big sump, ribbed drums, black and blue, one owner, £130. Leeds and Oxley, Paddington. Phone 3843. 982-339

**M.C. Midget.** late 1930, in new condition throughout, done only 5,000 miles, red and black, same as makers' guarantee; exchanges or deferred payments, £100. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 982-279

**MORGAN.** 1929 family, starter, very smart, £45. Dec, 39 The Circle, North Circular Rd., N.W.2. 982-k542

**MORGAN.** Bearts of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. Phone 5148. zzz-49

**MORGAN** Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

**MORGAN.** Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

**MORGAN.** 100 cars in stock, list free; exchanges. Rowland Smith. Below.

£9 deposit, 89 guineas cash. 1931 super-sports, specially tuned o.h.v. J.A.P., cycle-type wings, hood, straight-through exhausts, reduced steering, one owner, very exceptional condition, free year's tax, free insurance to cash buyers. Below.

£7 deposit, 69 guineas cash. Late 1930 Aero Eleven Hundred o.h.v. racing J.A.P., blue, straight-through exhausts, reduced steering, hood, very carefully used, practically new, free year's tax, free insurance to cash buyers. Below.

£6 deposit, 59 guineas cash. 1929 super-sports, specially tuned racing o.h.v. J.A.P., black and grey, cycle-type wings, straight-through exhausts, Bonniksen, very good condition, free tax, free insurance to cash buyers. Below.

£5 deposit, 49 guineas cash. 1929 model Aero, 8hp o.h.v., Anzani, blue, f.w.b., dynamo lighting, reduced steering, hood, straight-through exhausts, very good condition, free tax, free insurance to cash buyers. Below.

£4 deposit, 45 guineas cash. Late 1927 Aero racing o.h.v. J.A.P. red, f.w.b., dynamo lighting, straight-through exhausts, carefully used, very good condition, free tax, free insurance to cash buyers. Below.

£4 deposit, 39 guineas cash. 1929 model family 8hp w.c. J.A.P. red, f.w.b., reduced steering, speedometer, carefully used, exceptional condition, free tax, free insurance to cash buyers. Below.

£3 deposit, 35 guineas cash. 1928 Aero, 8hp J.A.P., blue and red, f.w.b., dynamo lighting, reduced steering, foot accelerator, very good condition, free tax, free insurance to cash buyers. Below.

£3 deposit, 29 guineas cash. 1925 model Aero 8hp o.h.v. Anzani, black and red, dynamo lighting, straight-through exhausts, very good condition, free tax, free insurance to cash buyers. Below.

19 guineas. 1925 Grand Prix racing o.h.v. Blackburne, cycle-type wings, black and red, f.w.b., dynamo lighting, reduced steering. Below.

14 guineas. 1925 de luxe 8hp w.c. J.A.P., dynamo lighting, hood, speedometer, very good condition, taxed. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-48

**MORGAN.** 1930 super sports, 10-40hp racing J.A.P., M chassis numerous extras, new condition, taxed and insured, £75. J. Holdsworth, Rothwell Lodge, near Kettering. 982-52

**MORGAN.** 1931 Aero o.h.v. J.A.P., M chassis, shock absorbers, large headlamps, Fort Dunlops, outside change, special exhaust, taxed, 78 m.p.h., £292 10s. Phone, Welbeck 8063, or 6 Denehurst Gardens, Acton Hill, W.3, after 7. 982-x930

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

**MORGAN.** Naylor and Root, Ltd.,

**MORGAN** specialists.

Deferred terms over 18 months, 25% deposit, including insurance; highest exchange allowances.

Send for detailed list of Morgan bargains, giving specification of every model and lowest deferred terms; we can serve you by post if you cannot call; write to-day.

1931 super-sports o.h.v. racing J.A.P., "M" chassis, starter, host of extras, green and black, £115.

1930 super-sports o.h.v. racing J.A.P., "M" chassis, many extras, choice of 5 models, from £89.

1930 Aero o.h.v. racing J.A.P., starter, speedometer, electric horn, super-tuned engine, very fast, £72.

1930 Aero s.v. J.A.P., "M" chassis, starter, speedometer, hood, electric horn, good tyres, extras, £72; another, £68.

1929 Aero o.h.v. racing J.A.P., cycle wings, speedometer, electric horn, exceptionally smart, taxed December, £65.

1929 super-sports o.h.v. special racing Blackburne, cycle wings, speedometer, electric horn, S.S. tyres, repainted, £79.

1928 Aero s.v. J.A.P., f.w.b., hood, speedometer, electric horn, good tyres, a very smart model, dark blue, £48.

1927 Aero o.h.v. Anzani, f.w.b., hood, speedometer, new tyres, electric horn, finished dark red, taxed, £39.

1927 Aero M.A.G. engine, f.w.b., almost new tyres, dynamo, speedometer, very good condition, £32.

1928 family 4-seater, w.c. J.A.P., starter, speedometer, electric horn, side screens, pneumatic upholstery, etc., £45.

1927 family 4-seater, w.c. J.A.P., f.w.b., new tyres, side screens, speedometer, pneumatic seats, etc., £39.

1925 family 4-seater, w.c. J.A.P., good tyres, dynamo lighting, finished maroon, very clean, £29.

1926 de luxe 2-seater, 8hp w.c. J.A.P., very good tyres, extra wide body, dynamo, speedometer, etc., very smart, £25.

1928 Aero o.h.v. racing J.A.P., f.w.b., starter, S.S. tyres, speedometer, foot accelerator, geared steering, electric horn, flared wings, front bumper bars, etc., super fast, black and red.

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 p.m., Wednesday 1 p.m., Sundays 10 a.m. to 1 p.m. 982-147

**MORGAN.** 1925 de luxe, exceptional condition, electric starter, extremely smart, 19 guineas. Below.

**MORGAN.** 1921 de luxe, water-cooled, dynamo lighting, £9 10s.; also 1923 ditto, needs attention, £6 10s. Below.

**MORGAN.** 1930 super-sports, £94; exchanges, deferred. 95b Mitcham Lane, Streatham. Phone 5159. 982-164

**MORGAN.** 1930 Family, J.A.P., starter, rigid side screens, speedometer, mileage 5,000, as new, taxed year, insurance included, £65. Smith, 407 Edgware Rd. 982-177

**MORGAN.** 1931 (July) super-sports, mileage 1,800, M-type chassis, black and red, cycle-type wings, absolutely as new, taxed and insured, real bargain, £100, or exchange Austin 7 saloon; cash adjustment, 5 Louisville Rd., Upper Tooting, S.W.17. 982-k518

**MORGAN.** 1928 Family a.c. J.A.P., f.w.b., dynamo lighting, side screens, insured, taxed, new tyre, excellent condition, £40. The Nest, Burnhouse Lane, Ingatstone, Essex. 982-k482

**MORGAN.** £35!!! 1928 Aero o.h.v. J.A.P., colour red, cycle type wings, bumper, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. (Tele., Mayfair 5323). 212 New King's Rd., S.W.6. (Tele., Putney 7611.) zzz-666

**MORGAN** Aero, specially converted by Australian track-racing expert to 4-wheeler, racing Blackburne engine, f.w.b., foot accelerator, new tyres, perfect condition, spare sprockets, original 3-wheel parts, ideal for road competition or dirt-track racing; illustrated "The Light Car and Cyclecar," 24-31. Write, Sulman, 414 Australia House, Strand. 982-11

**MORGAN.** £15. Family 1924, s.v., w.c. J.A.P., dynamo lighting, recently overhauled. Halls, Castle St., Hertford. 982-k374

**MORGAN.** Brooklands wide-track model, super-sports J.A.P., water-cooled, late 1928, geared steering, new hood, tonneau cover, 2 horns, licensed whole year, fully comprehensive insurance, just-recellulosed apple green, wonderful mechanical condition throughout, appearance equals new, 6 months' written guarantee, £65; terms, exchange. Taylor's, Wheeler St., Birmingham. 982-65

**MORGANS.** No deposit. Below.

Super-sports 1928 Morgan, 10-40 o.h.v. racing J.A.P., wide track, cycle wings, geared steering, f.w.b., hinged tail, £62 10s.

Aero, 1927, J.A.P., f.w.b., repainted, new hood, bumpers, superb condition, £42.

Grand Prix, 1924 J.A.P., w.c., dynamo, geared steering, foot accelerator, special body, £20.

Grand Prix, 1923, chromium-plated, £15.

Page, 199b Upper Richmond Rd., High St., Putney. 7671. 982-78

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A Mine of Essential Information on Motor Ships and Shipbuilding. 5s. net. 5s. 6d. post free.



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

**MORGAN**, 1928 Aero, 10hp o.h.v. J.A.P., Lucas dynamo, Dunlop s.s. tyres, chromium bumper, spot light, finished cream and red, red upholstery, hood, perfect, £58 10s.

1928 de luxe, 8hp J.A.P., Lucas dynamo, geared steering, side screens, faultless, £42 10s.

1926 Family, 8hp w.c. J.A.P., Lucas dynamo, starter, front brakes, speedometer, side screens, good tyres, taxed year, £35.

1926 de luxe, 8hp J.A.P., dynamo, hood, side screens, in really remarkable condition, £50.

1925 Grand Prix, 10hp w.c. side-valve Blackburne, dynamo, front bumper, good tyres, fine order, £29 10s.

1930 Family, 8hp w.c. J.A.P., dynamo, geared steering, side screens, low mileage, as new, £57 10s.

Exchanges or terms arranged. Homac's, the official London Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. Phone, Chissold 9616, 9617. 982-84

**MORGAN**, 1926 de luxe special 2-seater, dynamo lighting, very well kept, sound mechanically, £28; also 1927 family model, splendid condition, £40; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12., Riverside 2365. Open Sundays. 982-109

**MORGAN**, 49 guineas!!! 1929 Aero Morgan, o.h.v. engine, f.w.b., nice condition, colour green; exchanges, terms. Comerford's, Portsmouth Rd., Thames Ditton. 982-234

**MORGAN** Sports, ready for the road, insured year, taxed, guaranteed 3 months, £24. Hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 982-241

**MORGAN**, 1927, de luxe, 8hp J.A.P., f.w.b., dynamo lighting, taxed and insured, £29; exchanges. Whitby's, 7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 982-227

### MORGANS.

1928 Brooklands super o.h.v. J.A.P., 59 guineas.

1929 Brooklands super-sports o.h.v. J.A.P., 69 guineas.

1928 Aero, o.h.v. J.A.P., 46 guineas.

1927 Family, w.c., one owner, as new, 39 guineas.

1925 De Luxe, water cooled, 16 guineas.

No deposits can be arranged.

Carlton Garage, 79 Carlton Vale, Edgware Rd. 982-334

**MORGAN**, 1928, Aero, 10-40 o.h.v. J.A.P., colour blue, flared wings, dynamo lighting, electric horn, Boyce motor and wings, hood, Aero screens, extremely smart, 55 guineas; exchanges, terms; 12 or 18 months. Monno's, 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.50 to 1.30. 982-350

**MORGANS**. Protect yourself with a Three-Months' Written-Guarantee, exchanges, one-twelfth deposit, terms over 24 months (Insurance extra). Kirk and Co. Below.

Aero, 1931 model, 10-40hp o.h.v. racing J.A.P. magnificently fitted with dynamo lighting, starter, speedometer, etc., tyres and general condition practically equal to brand-new, mileage approximately 2,000 only, £87 10s. Kirk. Below.

Aero, 1931 8hp w.c. J.A.P., splendidly fitted, dynamo lighting, speedometer, 2-colour, cream and crimson finish, mileage 500 only, £82. Kirk. Below.

Aero, 1930 10-40hp o.h.v. J.A.P. racing engine, completely equipped, good condition, f.w.b., etc., £70. Kirk. Below.

Family, 1930 8hp w.c. J.A.P., full equipment, side screens, grey paint-work, absolutely unmarked, £59. Kirk. Below.

Aero, 1927 8hp o.h.v. w.c. sports 2-seater, dynamo lighting, f.w.b., cycle wings, most carefully used, original two-colour cellulose finish, £35. Kirk. Below.

Aero, 1925 8hp w.c., J.A.P. sports 2-seater, dynamo lighting, good o.s. tyres, really good condition, great bargain, £29. Kirk. Below.

Family, 1924 model 8hp w.c. J.A.P., dynamo lighting, speedometer, etc., good condition, £25; 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 982-308

**MORRIS** Minor, £59!!! 1929 fabric saloon, 16,000 miles, luggage grid, exceptional condition, bargain. Morgan Hastings, Ltd., 17 Berkeley St., W.1. Tele., Mayfair 5323, and 212 New King's Rd., S.W.6 (Putney Bridge Station). Tele., Putney 7611. zzz-624

**MORRIS** Minor 1931 2-seater, run 4,000 miles only, as new, £77. Crisswell's Garage, Newmarket. 982-k94

**MORRIS** Minor. £7 deposit, 69 guineas cash. 1930 fabric saloon, blue, carefully used, very exceptional condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-45

**MORRIS** Minor, 1930 fabric saloon, blue, chromium plating, excellent order and condition, £65. Wilson Motors, 4 Eccleston St., Victoria, S.W.20 7201-2. 982-64

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

**MORRIS** Minor, 1929-30 saloons, selection of excellent cars from £69; after-sales-service; written guarantees; easiest terms. Steele Griffiths, Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 982-131

**MORRIS** Minor, 1930-31 tourers, practically brand-new cars, mileage under 2,000, from £80; after-sales-service; written guarantee; easiest terms. Steele Griffiths, Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 982-132

**MORRIS** Minor, 1931 model, sunshine coachbuilt saloon, excellent condition, licensed December, £89. Below.

1930 safety saloon, magnificent condition throughout, small mileage, licensed, fully insured 1932, £78; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-105

**MORRIS** Minor, £52 10s. 1929 saloon, one owner, taxed, insured year. 221 Maida Vale, W.9. 982-k432

**MORRIS** Minor coachbuilt saloon, small mileage, as new throughout. £68. H. Glover-Motors, Chelverton Rd., Putney 7134. Open Sunday mornings. 982-37

**MORRIS** Minor, 1930, small mileage, as brand new, chromium, sunshine roof, coachbuilt saloon, £85, taxed and insured. 12 Courtery Rd., Leycestone, E.11. 982-k289

**MORRIS** Minor, 1931 coachbuilt sunshine saloon, small mileage, appearance and tyres as new, any trial, unique deferred terms, £87. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 982-4

**MORRIS**, 1931 s.v. 2-seater, brand new, makers' full guarantee, £85. Pursers Garage, St. Ives, Hunts. 982-k520

**MORRIS** Minor, 1931 2-seater, s.v., perfect condition, any trial, £75. Box No. 3282, c/o "The Light Car and Cyclecar." 982-k500

**MORRIS** Minor, 1931 2-seater, 60 n.p.b. car, brand new, £79. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-223

**MORRIS** Minor 1930 touring car, like brand new, taxed, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-211

**MORRIS** Minor, 1931 8hp s.v. coachbuilt saloon, mileage 1,700, as new, taxed to December, insured to March, nearest offer over £90 accepted. Box No. 3281, c/o "The Light Car and Cyclecar." 982-k459

**MORRIS** Minor, 1930 coachbuilt sunshine saloon, dark maroon, disc wheels, in excellent condition, taxed year, £80. Below.

1929 saloon, blue, very sound and clean, good tyres, luggage grid, changing for larger car, taxed year, £54. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 982-178

**MORRIS** Minor, 1930, saloon, choice of 2, taxed, both in excellent condition, £69 each. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 982-169

**MORRIS** Minor, 1930 fabric saloon, blue, Triplex, chromium plating, exceptionally good condition, £63. 58 Black Lion Lane, Hammersmith, Riverside 4652. 982-226

**MORRIS** Minor, 1929 saloon, brown, very low mileage, spotless condition, £49. Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone, Burnham 149. 982-232

**MORRIS** Minor, £87 10s., brand new, unregistered, unused, 1931, s.v., 2-seater, fully guaranteed; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney, 2818. 982-320

**MORRIS** Minor, 1929 fabric saloon, o.h.v., particularly attractive, £65; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 982-324

**MORRIS** Minor, 1931 s.v. 2-seater, 1,500 miles only, taxed year, split new, £75; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 982-318

**MORRIS** Minor, £49, 1929 fabric saloon, good tyres, smart and sound. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 982-350

**MORRIS** Minor, 1930 saloon, taxed December; the car is in absolutely perfect condition throughout, any trial, £68. Hicks and Romer, Ltd., Kingsley Garage, Stanmore, Middlesex. Phone 110 and 23. 982-292

**MORRIS** Minor, 1931 model saloon, finished blue, excellent condition, one owner, supplied by us originally, £89; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 982-1007

**MORRIS** Minor, 1930 saloon, excellent condition, one owner, supplied by us originally, £72 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 982-1005

**PEUGEOT** 7, July, 1928, dickey seat, a/c electric, perfect condition, £30 or offer. Phone, Hounslow 3396. 982-k480

**PEUGEOT** coupe, 1930 model, magnificent condition, taxed, £58; no deposit; exchanges. Page, 199b Upper Richmond Rd., High St., Putney. 7671. 982-74



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

**RENAULT 9**, 1928, 4-door 4-seater, f.w.b. and full equipment, splendid condition in all respects, one owner, taxed year, £26. Central Auto Service, 15 17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 982-k498

**RENAULT 9**, 1928, 4-seater, in nice condition, colour blue, taxed, £21. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Streatham 9520-1. 982-88

**RENAULTS.** Don't miss page 16. 982-22

**RENAULTS.** The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges arranged. Call and inspect. Welham Renault Sales and Service Distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1931 12.5 Monasix saloon de luxe, bumpers, carrier, unregistered, unused, list £229, accept £159.

1929 12.5 Monasix saloon de luxe, bumpers, carriers, Triplex, overhauled, new tyres, £80.

1929 9-15 saloon de luxe, bumpers, blue, coachbuilt, £80.

1928 9-15 saloon, coachbuilt or fabric, excellent order, £50.

1927 9-15 saloon de luxe, coachbuilt or fabric, choice of 3, £35 to £42 each, completely reconditioned.

1927 9-15 tourer de luxe, 4-5-seater, rigid screens, £20 to £25 each.

1925-6 9hp drop-head coupe, good tyres, coachwork, etc., £17. 982-136

**RHODE Hawk saloon**, 1929, ready for the road, insured year, taxed, guaranteed 3 months, £65; hire-purchase; exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 982-242

**RHODE**, £35, 1928 4-door coachbuilt saloon, pneumatic leather upholstery, very good order throughout. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 982-329

**RILEY 9**, £40 saved!!! 1931 Plus Monaco saloon, blue, sunshine roof, brand new and unused, slightly soiled, full guarantee, list £305, accept £265. K.J. Motors, Bromley. Ravensbourne 3456-7. 982-628

**RILEY specialists.** Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

**RILEY**, 1930 9hp Monaco sliding-roof saloon, maroon, small mileage and very attractive, £159.

1929 9hp Monaco Mark IV saloon, black and cream, beautiful condition, £125.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 982-154

**RILEY**, 9hp, Biarritz saloon, special engine, twin carburettors, first-class condition throughout, mechanical and appearance, almost new tyres, guaranteed, £165; exchange, deferred payments. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 982-137

**RILEY 9 Monaco saloon**, 1929, Triplex, exceptionally nice car, £99; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 982-124

**RILEY**, 1929 Mark IV, 9hp, twin carburettor, 2-seater and dickey, £95. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 982-194

**RILEY 9**, 82 guineas, 2-seater, 1928, coachbuilt and smart. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-210

**RILEY**, 1929 (October), Mark IV Biarritz sports saloon, nice condition, open to any examination, £122. Rose and Young, Ltd., 97 Streatham Hill. (Opposite "Locarno.") Tele., Streatham 9520-1. 982-91

**RILEY 9!!!** £255. 1931 Monaco saloon, sunshine roof, black and green, just delivered from works, absolutely brand new and unregistered, full makers' guarantee, list price £305 10s.; this week's biggest bargain. Welford's Motors, Brighton. 952-39

**RILEY**, Mark IV, 1929 (July) Monaco saloon, taxed December, Triplex glass, total mileage under 14,000, an exceptional opportunity to obtain a particularly well-kept car, £135. Fully guaranteed and recommended by H. Glover-Motors, Chelverton Rd., Putney. 7134. Open Sunday morning. 982-56

**RILEYS.** 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 included. Exchanges and terms. Distance no object. ("The Northern Motor Olympia.") Banners, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Show-rooms: 117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 982-12

**RILEY 9**, 1928 4-seater, black and red, wonderful mechanical condition, very fast, £80. 58 Black Lion Lane, Hammersmith. Riverside 4652. 982-225

**RILEY 9**, 1929 Monaco saloon, black and red, taxed to December, 100% condition throughout, £98. Below.

**RILEY 9**, Super-sports Brooklands 2-seater, Ulster T.T. winner, in beautiful condition throughout, £130. Bell Motor Mart, Ltd., Bath Rd., Cyprienham, near Slough. Phone, Burnham 149. 982-233

**RILEY 9**, 1930 tourer, perfect condition throughout, taxed December, £145. Frank Norrington, 65 Gt. Portland St., W.1. Phone, Langham 3832. 982-268

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

**RILEY**, £115 10s., 1929, MK4 2-seater, Triplex screen, super condition; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 982-323

**RILEY 9 saloon**, 1928, 2 carburettors, excellent condition, £95; deaired, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 982-315

**RILEY.** Smith-conditioned spells safety for used-car buyers.

**RILEY**, 12-50, special sports 4-seater, 4-cylinder engine with Ricardo type head, 4-speed close-ratio gearbox, detachable and interchangeable Riley wire wheels and spare, extra large brake drum, fitted with standard sports 4-seater open touring body with complete all-weather equipment, colour scheme black with red wheels and chassis and red upholstery to match. This car is exceptionally fast and has marvellous braking power, it is a real bargain, tyres new, taxed, deposit £15, balance £70. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 982-345

**RILEY**, 1929 model Mark III twin carburettor Monaco saloon, 95 guineas, no deposits can be arranged. Carlton Garage, 79 Carlton Vale, Edgware Rd. 982-333

**ROVERS (several)**, 8hp 2-seaters, 4-seaters, dynamo lighting, complete, run splendidly, from 10 guineas; exchange, motorcycles, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 982-61

**ROVER 9**, 1927 2-seater sports, splendid condition throughout, taxed and insured, £25. J. Holdsworth, Rothwell Lodge, near Kettering. 982-51

**ROVER 9**, 10 guineas, 4-seater, red, very good condition, taxed. Rowland Smith. Below.

**ROVER 10**, £4 deposit, 39 guineas cash. 1927-28 2-seater, blue, carefully used, very exceptional condition; free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-44

**ROVERS.** Don't miss page 16. 982-23

**ROVER sportsman's 1929 coupe**, sun roof, £89. Denmans, 132-3 Long Acre, W.2. Open week-ends. Temple Bar 8135-6-7. 982-220

**ROVER 1930 sunshine saloon**, chromium plating, Triplex glass, Weymann body, £115. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-208

**ROVER 9**, £18, 1926, 4-seater; also 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-213

**ROVER 1928 sports 4-seater**, bucket seats, 40 m.p.g., recellulosed in blue, fine order, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-214

**ROVER**, 1931 10-25 coachbuilt sunshine saloon, maroon, leather upholstery, Triplex, 7,000 miles, absolutely unscratched and in shop-soiled order, £140. Below.

1929 10 sportsman's sunshine coupe, smoke blue, upholstered hide to match, wire wheels, a very attractive car, £95. Below.

1922 8hp 2-seater, good running order, 2 new tyres, to clear £6. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 982-179

**ROVERS.** Cooke's Motors offer 4 brand-new Rovers, 1931 10hp saloon, fitted special Holbrook body, list £235, our price £189; 1931 10hp Regal saloon, £169; 1931 sportsman's coupe, £179 also several used Rovers, 1928 10hp saloon, £65; 1930 sportsman's coupe, £105. 54 and 56 Brighton Rd. Sutton. Open week-days 9, Sundays 5. Phone 3800. 982-118

**ROVER 9**, 1927, 4-door 4-seater, f.w.b. and full equipment, good condition, taxed year, £28. Central Auto Service, 15 17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 982-k496

**ROVER 10 sunshine Weymann saloon**, 1930, bumpers, wire wheels, condition as new, insured to April, 1932, £99; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 982-123

**ROVER**, 1931, 10-25 coachbuilt saloon, sliding roof, wire wheels, mileage under 6,000, as new, £149. Below.

**ROVER**, 1929 10-25 Riviera fabric saloon, sunshine roof, many extras, almost new tyres, very smart, £89; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 982-140

**ROVER.** Newnham's always have an excellent selection of used cars available. Full list on request.

1931 10-25hp sliding-roof saloon, maroon, carefully used, special price, £125.

1930 10-25hp opening-roof sportsman's coupe, black and cream, beautiful condition, £108.

1928 10-25hp opening-roof saloon, blue, one owner and most attractive, £58.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 982-155

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

**ROVER 9** tourer, 1925 (October), £16 10s. Jearum and Lupton, Ltd. Wallington 1159. 982-k487

**ROVER 10**, 1931 coachbuilt saloon, sunshade roof, almost brand new, taxed December. £150. Frank Norrington, 65 Gt. Portland St., W.1. Phone, Langham 3852. 982-269

**ROVER 9**, 2-seater, 1926, good condition, £14. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 982-298

**ROVER 9**, 1927 4-seater, as new, taxed year, £40; 1925 sports, perfect, £20; 1925 4-seater, good runner, £12 10s. A.Z. Motors, 180 West End Lane, Hampstead 0523. 982-296

**ROVER 9**. Here's-a-Plum! 1927 4-seater, blue and grey collinose, in beautiful condition, £35. Buntings, Wealdstone, Harrow. 982-289

**ROVER**, 1928 10-25 4-door fabric saloon, bumpers, spot lamp, taxed year, £59; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 982-286

**ROVER**, £29; exchanges!!! Genuine 1927 super sports 4-seater, green and cream, very smart and fast. Chidley, 579b High Rd., Tottenham. Phone 2920. 982-274

**ROVER**, 1929 10hp de luxe Weymann sun saloon, beautiful condition throughout, one owner, supplied by us originally, £92 10s.; best possible deferred terms. Service Co., 275 High Holborn. Holborn 0666. 982-1008

**SALMSON**, 1927 sports skiff, black with red wings, £30. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 982-55

**SALMSON** skiff sports 2-seater, black and red, fast, 1926, £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-205

**SALMSON**, 1925, sports, aluminium, recently overhauled, genuine bargain, £16. Sims, 93a Perry Vale, Forest Hill. 982-k467

**SALMSON**, Grand Prix 2-seater, speedometer, good condition and appearance, £20. Roberts, 3 Anglesey Court Rd., Carshalton. Wallington 3761. 982-k489

**SALMSON 9.5**, 1926, tourer, £15; no deposit, exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 982-75

**SALMSONS**. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

37 guineas. 1926 model Grand Prix, twin camshafts, f.w.b., shock absorbers, Vee screens, low-built longtail body.

39 guineas. 1927 Grand Prix 4-door saloon, twin o.b.c., f.w.b., balloons, shock absorbers, smart.

19 guineas. 1926 sports skiff, Vee screens, wiper, starter, fast, smart.

20 guineas. 1926 o.b.v. 4-seater, taxed, new hood, f.w.b., balloons.

35 guineas. 1927 registration Grand Prix, twin o.b. camshafts, f.w.b., shock absorbers, 3-seater body, good weather protection.

**SALMSONS** urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 982-68

**SALMSON**, 1925-6, 2-seater and dickey, new hood, recently repainted, £16; would exchange o.b.v. motorcycle. 151 Oxford St., W.1. 982-k288

**SALMSON** 2-seater, ready for the road, insured year, taxed, guaranteed 3 months, £28; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mordlake (Station). 982-243

**SALMSONS**. Don't miss page 16. 982-24

**SALMSON** semi-sports 2-seater, 10hp, very fast, nice order, £16. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 982-301

**SALMSON** close-coupled sports 4-seater, tax paid, balloons, in exceptionally good condition throughout, exchanges, £10. C. and K. Motors, 5 Putney Bridge Rd., Putney. 2728. 982-276

**SCHNEIDER**, £95, 1928 sports 4-seater very smart and fast car. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-207

**TH. SCHNEIDER**, 1927, 10-30 4-door fabric saloon, taxed, £65, no deposit, exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 982-76

**SINGERS**. Taylors for Singer Juniors:—

1928 tourer, £40.

1929 tourer, £55.

1930 tourer, £80.

A.A. inspection invited; other models also available.

Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-619

**SINGER** Junior saloon, 1931, coachbuilt, sliding roof, maroon and cream, brand new and unused, slightly soiled, list £150, accept £135. K.J. Motors, Bromley. Ravensbourne 3456-7. 982-629

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

**SINGER, £35!!!** 1928 8hp 2-seater and double dickey, luggage grid, excellent condition. Morgan Hastings, Ltd., 17 Berkeley St., W.1. Tel., Mayfair 5323 and 212. New King's Rd., S.W.6 (Putney Bridge Station). Tel., Putney 7611. zzz-625

**SINGER 10**, 1928-29, guaranteed, 2-seater, dickey, dynamo, starter, f.w.b., 55 guineas; exchange motorcycle; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 982-60

**SINGER**, 1928 8hp saloon, maroon and black, in very good condition, £52 10s. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 982-57

**SINGER Junior**. The Light Car Co. offers: 1928 2-seater, blue, nice condition, £36; exchanges and deferred terms. 404 Euston Rd., N.W.1. Museum 2122. 982-53

**SINGER Junior**. £6 deposit. 65 guineas cash. 1930 model coachbuilt saloon, maroon, exceptional condition, free tax, free insurance to cash buyers; exchanges. Rowland Smith. Below.

**SINGER Junior**. £6 deposit. 59 guineas cash. Late 1929 sportsman's coupe, black and red, practically unworn tyres, carefully used, exceptional condition, free tax, free insurance to cash buyers; 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-43

**SINGER Junior** 1930 saloon, taxed December, privately owned, carefully used, excellent condition, £85. 4 Lombard Avenue, Seven Kings. 982-k446

**SINGER 8** 1923 tourer, many extras, £47 10s. Below.

**SINGER 8** 1927 4-seater, excellent order, taxed, £30. Below.

**SINGER 10**, 1926 saloon, good order, new tyres, £35; no deposit, exchanges. Page, 199b Upper Richmond Rd., High St. Putney 7671. 982-77

**SINGER Junior** 1930 model, 4 door coachbuilt saloon, exceptional condition, small mileage, price for quick sale, £78. Rose and Young, Ltd., 97 Streatham Hill. Opposite "Locarno." Tele., Streatham 9520-1. 982-90

**SINGER Junior**, 1929 4-seater, blue, exceptional condition, mileage 12,000, £49. Rose and Young, Ltd., 97 Streatham Hill. Opposite "Locarno." Tele., Streatham 9520-1. 982-87

**SINGER 8** 1930 Junior 2-seater and dickey, new condition throughout, £70. Below.

**SINGER 8hp** 1929 Junior Tickford sunshine saloon, safety glass fitted, almost new tyres, licensed, £60; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-106

**SINGER 10**, 1927 4-door, 4-seater, full equipment, all tyres as new, general condition excellent in all respects, one owner, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4465. Open Sundays. 982-k493

**SINGER 10**, 1924 Weymann fabric saloon, full equipment, good order, one owner, £12. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 982-k497

**SINGER**. Cooke's Motors offer:—Three exceptional good Junior 1929 coachbuilt saloons, £69; 1930 4-seater £72; 1931 coachbuilt sunshine saloon 4-speed model, £108, all guaranteed. 566 High St., Sutton, Surrey. Phone 4660-1. Open week-days until 9 p.m. Sundays 1 p.m. 982-119

**SINGER 10** 1926 2-seater and dickey, excellent order, f.w.b., a real snip at £16 10s. 166 Avenue Rd., Acton. Phone, Chiswick 5276. 982-k474

**SINGER**, 1926 tourer, one owner only, new condition, small mileage, only wants seeing, £25, or very close offer. Gap Bridge Motors, Wimbledon. Telephone 1026. 982-5

**SINGER Junior** coachbuilt saloon, first registered February, 1929; this car is licensed to December and is absolutely unblemished condition, £60. Fully guaranteed and recommended by H. Glover-Motors, Chelverton Rd., Putney. 7134. Open Sunday morning. 982-33

**SINGER**, 1929 Junior saloon, one owner only, new condition throughout, a real bargain, £55. Gap Bridge Motors, Wimbledon. Telephone 1026. 982-1

**SINGER**, 1930 Junior saloon, black and cream, one private owner only, taxed, excellent condition, small mileage, £90. Gap Bridge Motors, Wimbledon. Telephone 1026. 982-2

**SINGER**. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 8hp brand-new coachbuilt sliding-roof saloon, maroon, makers' full guarantee, £125.

1930 8hp coachbuilt sliding-roof saloon, black and cream, almost as new, £79.

1929 8hp coachbuilt saloon, dual brown, nice order throughout, £58.

1928 8hp coachbuilt saloon, maroon, nice condition and smart, £46.

1931 10hp de luxe coachbuilt sliding-roof saloon, maroon, hardly soiled, £135.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 982-156



**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).**SINGERS** from Murphy. Exchanges, deferred.

1929 8hp saloon, Triplex throughout, taxed, exceptional condition, 68 guineas.

1931 8hp saloon, shop-soiled, black and cream, unregistered, makers' guarantee, 125 guineas.

Murphy, Singer Sales, Spares, Service, 17 Sheen Lane, Mortlake, 3303 Richmond. 982-150

**SINGER** 1931 Junior coachbuilt saloon, sliding roof, wire wheels, duotone finish, as brand new, £115; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, 982-141 6187-9.**SINGER** Junior, 1928 tourers, 3 choice cars, fully guaranteed, from £39. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 982-133**SINGER** Junior, 1929 coachbuilt saloons, excellent order, selection of 4, from £75; after-sales service, written guarantee, easiest terms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. 982-134**SINGER** 10, 1927, de luxe 4-seater, leather upholstery, excellent condition, £25; deferred. Allery and Bernard, 344 King's Rd., Chelsea, Flaxman 4633. 982-122**SINGER**, 1931 sunshine saloon, black-cream, mileage guaranteed under 2,000, one owner, taxed year, £118. Below.

1930 Junior sunshine saloon, dual brown, upholstered to match mileage small, owner bought larger car, £105. Below.

1930 (April) Porlock sports, dual green, "as new" throughout, any trial, £75. Below.

1927 4-seater, blue, f.w.b., balloon tyres, bargain price to clear, £25. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 982-180

**SINGER**, 10hp, 1927 de luxe 4-seater, leather pneumatic Leveroll seats, good balloon tyres, exceptionally sound and smart condition, taxed December, £29 or exchange. 181 The Grove, Goldhawk Rd., W.6. 982-197**SINGER** 10 1927 de luxe 5-seater, pneumatic upholstery and real leather upholstery, Merles steering, fully equipped and very smart, 55 m.p.h., 40 m.p.g., £50. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-209**SINGER**, 8hp Porlock sports, late 1929, like new, taxed, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-205**SINGER** 8, 1930 (late) Porlock sports, as new, engine specially tuned by Laystalls recently at cost of £35, taxed, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-201**SINGER** 8, 1927 tourer, splendid condition, £50 cash or offer. Soutar, 48 Gloucester St., Victoria. 983-k512**SINGER**, 1931 Junior sportsman's coupe, used for few demonstrations, otherwise brand new, makers' guarantee, £30 under list price. Whitby's, 7 The Vale, Acton, W.3. Shepherd's Bush 1513. 982-228**SINGER**, 1928 Junior 4-seater, original condition, £38; exchanges, deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 982-254**SINGER** 8 tourers and saloons, ready for the road, insured year, taxed, guaranteed 3 months, £35 to £55; hire purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 982-244**SINGER** Porlock 2-seater sports, ready for the road, insured year, taxed, guaranteed 3 months, £60 to £65; hire-purchase, exchanges. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). 982-246**SINGERS**. Don't miss page 16 982-25**SINGER**, £47 10s., 1929 Porlock sports 2-seater, new tyres, taxed, many extras, exchanges, terms. Below.**SINGER**, £82 10s., 1930 Junior 8hp saloon, positively in new condition, exchanges, terms. Below.**SINGER**, £42 10s., 1928 Junior 8 4-seater, exceptional condition, little used. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 982-319**SINGER** Junior, shop soiled only, coachbuilt saloon, 4 speeds, sunshine roof, unregistered, £130; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 982-284**SINGER**, 1929-30 Junior delivery van, just thoroughly overhauled, ready for hard work, best offer accepted. Chidley, 579b High Rd., Tottenham. Phone 2920. 982-275**SINGER** Junior, 1929 coachbuilt saloon, finished blue cellulose, excellent condition throughout, £69; best possible deferred terms. Service Co., 273 High Holborn, Holborn 0666. Another, finished maroon, £72 10s. 982-1009**STANDARD** 9, 1930 Teignmouth saloon, blue, bumpers, sliding roof, as new, £110. K. J. Motors, B. omley, Ravensbourne 3456-7. 982-630**SECOND-HAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).**STANDARD** 9 1928 sunshine saloon, one owner, remarkably excellent condition throughout, written guarantee, unique deferred terms, £66. 516-522 Stroatham High Rd., S.W.16. Phone, Pollards 4444. 982-5**STANDARD** Big Nine sunshine saloon, wire wheels brand new, unregistered, never even demonstrated, reduced from £215 to 169 guineas. Valum Co., 352 High Rd., Willesden Green, N.W.10. 982-69**STANDARD** 9 saloon, 1931, mile-go 6,000, taxed, as new, £137 10s. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 981-94

**STANDARD** 9, 1930 Swallow saloon, black and cream, taxed, exceptionally good condition throughout, £145. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 982-97

**STANDARD** 9 1929 Teignmouth sunshine saloon, excellent appearance and condition, licensed December, £85; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-107**STANDARD** 9, 1929-30 sunshine saloons, selection of 4, from £99; after-sales-service; written guarantees, easiest terms. Steele Griffiths, Abbey House, Victoria St., facing Westminster Abbey (Vict. 0467); Court House, 320 Camberwell New Rd., S.E.5 (Rodney 2201). 982-135**STANDARD** 9, 1931 Teignmouth coachbuilt saloon, sliding roof, positively as brand-new, £165; another, £158. Below.**STANDARD** 9, 1928 Teignmouth fabric saloon, sliding roof, very good tyres, fully equipped, smart, £62. Below.**STANDARD** specialists; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 982-144**STANDARD** big 9, 1931 de luxe saloon, blue, perfect mechanical and general condition, £145, offer. Armscot, Stouchouse Rd., Sutton, Birmingham. 982-k501**STANDARD**. Newnham's always have an excellent selection of used cars available. Full list on request.

1931 Big 9 sliding-roof saloon, blue and grey, one owner, moderate mileage, £139.

1930 9hp Teignmouth sliding-roof saloon, blue, smart and generally attractive, £108.

1929 9hp Teignmouth sliding-roof saloon, black and green, nice order throughout, £85.

Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 982-157

**STANDARDS**. 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 included, exchanges and terms, distance no object. ("The Northern Motor Olympia") Bangers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms: 117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 982-13**STANDARD** 9, 1930 sun-roof 4 door saloon, in magnificent condition throughout, black fabric with leather upholstery, chromium plating, taxed and insured, £115; terms, exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 982-k509**STANDARD**. 1931 big 9 coachbuilt sunshine saloon, black-cream, used demonstrations only, full guarantee, £180. Below.

1930 (March) Teignmouth saloon black, brown leather upholstery, small mileage, tyres still original, guaranteed, £105. Below.

1929 (July) Teignmouth saloon, navy blue, mileage 12,000, good tyres, mechanically first-class, coachwork clean, £90. Below.

1929 9hp Fulham sunshine saloon, brown, leather upholstery, good tyres, privately owned, taxed year, £75. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 982-181

**STANDARD**, 1926 11.6 Coventry 2-seater, taxed year, new tyres, recently repainted, condition and appearance honestly almost as new, £27 10s. Below.**STANDARD**, 1925 11hp 2-seater, really good condition, £12 10s. Paul and Co., 51 and 53 The Mall, W.3. Ealing 4633. 982-189**STANDARD**, 1931 special Big Nine saloon, black, as new, £170. Stuart and Co., 29 Vauxhall Bridge Rd. Phone, Victoria 1859. 982-235**STANDARDS**. Don't miss page 16. 982-26**STANDARD**, 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £75. Leeds and Oxley, Paddington. Phone 3843. 982-338**STANDARD**, 1930 Teignmouth sunshine saloon, one owner, £95. E.S. Motors, 325 High Rd., Chiswick, W.4. Chiswick 2246. 982-328**STANDARD**, £98 10s. 6d.; taxed year, 1930 Teignmouth saloon (sunshine), fully guaranteed, irreproachable condition, enquire before buying elsewhere. We save you money. South London Car Sales (behind Brixton Palladium), S.W.2. Branch opposite "Swan," Stockwell, S.W.9. Brixton 6634. 982-281**STANDARD**, 1930 9hp sun saloon, splendid condition, one owner, £110; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 982-1003**"MOTOR REPAIR MANUAL."** For the Owner Driver and Amateur Mechanic.  
2s. 6d. net. 2s. 9d. post free.



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

**STANDARDS.** Protect yourself with a Three-Months-Written-Guarantee, exchanges, one-twelfth deposit, terms over 24 months. Kirk and Co. Below.

**STANDARD 9,** 1930 Teignmouth sunshine fabric saloon, long chassis, full equipment, attractive two-colour finish, super bargain, tax paid, £110. Kirk. Below.

**STANDARD 9,** 1929 Teignmouth sunshine fabric saloon, long chassis, exceptionally nice condition throughout, good tyres, economical car, smart black finish, £79; 150 other cars. Kirk and Co., 22, 49 Prad St., Paddington, W.2. Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 982-305

**STANDARD 9,** 1929 Teignmouth saloon, black fabric, £95.

**STANDARD Big Nine,** 1931, blue fabric saloon, £165. Bruton Garages, Ltd., 32 Bruton Place, Berkeley Square W.1. Mayfair 4737. 982-325

**STANDARD 9,** £79; exchanges!!! Late 1929 Teignmouth long chassis 4-door saloon, sliding roof, remarkable condition throughout, any test with pleasure. Chidley, 579b High Rd., Tottenham. Phone 2920. 982-273

**SWIFT 10,** 1927 2-seater, very clean condition, mechanically sound, full trial, £52. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 982-10

**SWIFT.** Newhams always have an excellent selection of used cars available. Few examples below, but full list on request.

1931 8hp Cadet fabric sliding-roof saloon, maroon, small mileage, £95.

1931 10hp sliding-roof Foursome coupe, black and green, £155.

1931 10hp Migrant sliding-roof saloon, blue, beautiful condition, £148.

1930 10hp Migrant sliding-roof saloon, blue, fitted wire wheels, etc., £119.

1930 10hp sliding-roof Foursome coupe, blue, smart and particularly fast, £119.

1930 10hp Nomad saloon, black and red, one owner and most attractive, £108.

1929 10hp Fleetwing sports saloon, brown, safety glass, etc., wonderful value, £88.

1929 10hp 4-seater, dual grey, wire wheels and several extras, £69.

1928 10hp Nomad saloon, maroon, one-owner car, £59.

Newham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 982-158

**SWIFT chummy,** tax £9 paid, electric starter and lighting, tyres, plating and paint good, perfect condition, £20. 70 Mercers Rd., Tufnell Park. 982-486

**SWIFT,** 1931 sunshine saloon, one owner, very small mileage, excellent condition throughout, bumpers, 3 months' written guarantee, unique deferred terms, £138. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 982-8

**SWIFT,** 1931 Cadet saloon, sunroof, mileage 2,000, taxed year, as new, £117 10s. Below.

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 982-95

**SWIFT 10,** brand new, unregistered, unused, sunshine 4-door saloon, £165. Rose and Young, Ltd., 97 Streatham Hill, opposite "Locarno." Tele., Streatham. 9520-1. 982-85

**SWIFT,** 1928 super-sports 2-seater, boat-shape body, wire wheels, £48. Rose and Young, Ltd., 97 Streatham Hill. Opposite "Locarno." Tele., Streatham. 9520-1. 982-86

**SWIFT,** 1929 4-door saloon, nice order throughout, open to any examination, price low quick sale, £65. Rose and Young, Ltd., 97 Streatham Hill (opposite "Locarno"). Tele., Streatham. 9520-1. 982-92

**SWIFT.** £105. 1931 Cadet, 8hp sunshine saloon, total mileage 2,000, Magna-type wire wheels, bumpers, etc., as new; deferred terms. Phillips and Powis, 470-478 Oxford Rd., Reading. Phone 2600. 982-85

**SWIFT,** 1931 Cadet coachbuilt sunshine saloon, slight private use only, written guarantee, unique deferred terms, £112. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 982-9

**SWIFT,** 1929 10hp Fleetwing saloon, exceptionally nice condition, £89. H. A. Saunders, 330 Euston Rd., N.W.1. Museum 4511. 982-172

**SWIFT,** 1925 9hp 4-seater, insured June, £22. Newman, 10 Loris Rd., Hammersmith. 982-507

**SWIFT,** 1930 (April) 4-door 10hp sunshine saloon, blue, leather, in superb order, privately owned, £130. Smith, 407 Edgware Rd. 982-182

**SWIFT,** 1926-7 4-seater, f.w.b., 10hp, real leather, any trial, £28. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-215

**SWIFT 10,** £125. 1930-31 saloon, spotless condition. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-212

**SWIFT 10,** 1930-1 Swallow saloon, cost £295, like brand new, taxed to 1932, 145 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-202

**SWIFT,** 1931 8hp sun saloon, fast and sound, £125; also new model in stock. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-198

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

**SWIFT 10,** 1930 sportsman's coupe, like new, 60 m.p.h., £125. Denmans, 132-3 Long Acre, W.C. Open Week-ends. Temple Bar 8135-6-7. 982-219

**SWIFTS.** Don't miss page 16. 982-27

**SWIFT 10,** £57 10s. 1929 series 4-seater, new o.s. tyres, most attractive condition. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 982-322

**SWIFT,** very late 1929 10hp coachbuilt 4-door saloon, leather upholstery, all tyres like new, spare unused, of fine appearance and in splendid mechanical condition, with 3 months written guarantee, £89; deferred. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Phone, Museum 9764. 982-288

**TALBOT.** 12 guineas. 1924 8-18hp 2-seater, starter, very good condition, taxed; 100 cars in stock. List free. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-41

**TALBOT,** 8hp, 1923, excellent condition, repainted, new hood, owner-driven 5 years, going abroad, £15. White, Royal Engineers, Blackdown, Aldershot. 982-478

**TALBOT,** 1924, 9hp tourer, taxed year, comprehensive insurance 30-3-1932, exceptional condition throughout, £18 10s. 221 Maida Vale, W.9. 982-502

**TALBOT 1924** 10-23 4-seater, exceptional condition, taxed to December, £27 10s. Phone, Museum 6928. 982-541

**TRIUMPH.** Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-719

**TRIUMPH,** 1930 super 7 4-seater, colour two shades of brown, in exceptional condition throughout, £78. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 982-56

**TRIUMPH Super 7** 1931 de luxe 2-seater, finished dual grey, hide upholstery, mileage under 7,000, aluminium plates, horn ring, showroom condition throughout, taxed to December 31st, £105, £20 deposit, balance monthly to suit purchaser's convenience. P. Miller Motor Co., Aston Rd., Birmingham. 982-53

**TRIUMPH 1929 7hp Super 7** de luxe tourer, pneumatic upholstery, very good tyres, tax paid until December, £70; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 982-31

**TRIUMPH 1930 7hp Super 7** fabric saloon, blue with cream wheels, full equipment, one owner only, splendid order, £90; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 982-32

**TRIUMPH,** late 1930, 7hp 2-seater de luxe, double dickey, cream and red, one owner, as new, complete with all tools, £100. England, St. Mylor, Wraysbury, near Staines. 982-589

**TRIUMPH 1929 Super 7** fabric saloon de luxe, clean car, mechanically perfect, taxed December, 70 guineas; exchange, deferred. Martins Garages, Hightgate Village. Phone, Mountview 1228. zzz-665

**TRIUMPH.** £7 deposit. 69 guineas cash. Late 1929 Gordon England fabric saloon, black and red, carefully used, very exceptional condition. Free tax, free insurance to cash buyers. Exchanges. Rowland Smith. Below.

**TRIUMPH.** 5 guineas. 1926 model, 10hp 2-seater, blue running order. 100 cars in stock; list free. Open all week-days, including Saturdays 9-8. Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 982-42

**TRIUMPH 1930** de luxe coachbuilt saloon, engine and transmission still overhauled, taxed, £85. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201-2. 982-62

**TRIUMPH 8hp 1929** fabric saloon, practically new condition throughout, licensed December, £82; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sundays. 982-108

**TRIUMPH 7,** 1928 fabric saloon, good running order, insured, 3 new tyres, £35, alter 6 p.m. 12 Ferme Park Rd., Stroud Green, London, N.1. 982-485

**TRIUMPHS.** Morgan Hastings, Ltd., largest distributors of Triumph cars offer the following new but slightly shop-soiled 1931 models.

One Super Seven coachbuilt saloon, £160.

One Super Seven Gnat sports 2-seater, £140.

Also the following second-hand.

One 1930 7hp Gordon England de luxe saloon, £89.

One 1929 7hp Gordon England saloon, £75.

17 Berkeley St., W.1 (Tele., Mayfair 5523); and 212 New King's Rd., S.W.6 (Tele., Putney 7611). zzz-657

**TRIUMPH,** Super 7 1930 sportsman's coupe, splendid condition and very attractive, £85. Below.

**TRIUMPH,** Super 7 1929 de luxe 2-seater, 2 spare wheels, many extras, black and blue, £59; exchanges and deferred. Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 982-159

**TRIUMPH,** 1929 super 7 tourer, most economical car, 49 guineas. 52 Chalsey Rd., Brockley, S.E.4. 982-936

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



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

**TRIUMPH.** Hyams Bros. and Heard offer the following end-of-season bargains:—

1931 Brand-new Scorpion 6-cylinder sliding-roof saloon, £165.  
1931 Scorpion, as above, under 4,000 miles, condition as new, £145.  
1931 Brand-new super 7 black fabric sun saloon, £135.  
19 Beynon Rd., Carshalton. Telephone, Wallington 1917. 982-166

**TRIUMPH** super 7 2-seater, 1930, low mileage, taxed, one owner, £90; exchanges and deferred terms. Open till 8. Phone, Popesgrove 1035. Spikins (Twickenham), Ltd., Heath Rd., Twickenham. 982-237

**TRIUMPH.** 1931 2-seater de luxe tourer, taxed to December, owner-driven, small mileage, as brand-new, £130. Ferris, 108 Stibbington St., St. Pancras. 982-k539

**TRIUMPHS.** Protect yourself with a Three-Months-Written-Guarantee, exchanges, one-twelfth deposit, terms over 24 months. Kirk and Co. Below.

**TRIUMPH,** 1930 model, super 7 sports 2-seater, fully equipped, pneumatic seats, hydraulic f.w.b., guaranteed equal to brand-new, spare unused, taxed, £89 10s.; 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 982-307

**TRIUMPH,** 1929 fabric saloon, completely overhauled and recellulosed throughout, £57 10s.; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 982-316

**TRIUMPH,** 1929 7hp de luxe Gordon-England sun saloon, a particularly attractive car, one owner, supplied by us originally, £87 10s.; best possible deferred terms. Service Co., 273 High Holborn. Holborn 0666. 982-1004

**TROJANS.** Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. 422-475

**WINDSOR,** 1928 10-15 coupe, fitted loose covers, colour two shades of grey, f.w.b., 4-armed box, most carefully used by previous owner and in splendid condition, 40 guineas. Lees and Bennett, 40 Linhope St. Upper Park Place, N.W.1. Paddington 9550. 982-54

**WOLSELEY.** E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers a remarkable Wolseley bargain:—

1930 Hornet coachbuilt saloon, maroon, original tyres, good condition, taxed, mileage 13,000, subject to R.A.C. or A.A. examination. £95. 36 High St., Eton. Phone, Windsor 308. 982-187

**WOLSELEY,** 1927 11-22 de luxe tourer, overhauled, good oversize tyres and all-weather equipment, taxed, insured, £25. 53 Panmure Rd., Sydenham. 982-k468

**WOLSELEY** 9hp, 2-seater, dicky, really splendid condition, any trial, tax and insurance paid to December, health causes sacrifice at £15 or near for quick sale. Write, Edens, Hammers Lane, Mill Hill, N.W.7. 982-k492

**WOLSELEY** Hornet, 1931 coachbuilt sunshine saloon, practically new, £135. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 982-259

**WOLSELEYS.** Don't miss page 16. 982-28

**WOLSELEYS.** Protect yourself with a Three-Months-Written-Guarantee, exchanges, one-twelfth deposit, terms over 24 months. Kirk and Co. Below.

**WOLSELEY** Hornet, 1930 6-cylinder fabric saloon, most magnificently fitted throughout, Triplex, f.w.b., exceptionally low mileage, guaranteed absolutely equal to brand-new, in condition and appearance, genuine bargain, £105; 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days. Sundays 10 a.m. till 1 p.m. 982-306

**WOLSELEY** Hornet, £118 10s., 1930 coachbuilt saloon, one owner, 68 m.p.h., 40 m.p.g., carefully maintained, beautiful condition, taxed, exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 982-321

**WOLSELEY** Hornet, 1931, 3 months old, fitted with Swallow 2-seater body, the prettiest car on the road, taxed year, 154 guineas; deferred, cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 982-313

**WOLSELEY** Hornet, 1931 fabric saloon, unregistered, fully guaranteed, slightly shop soiled only, £149. Olympic Motor Co., 5 Hammersmith Rd. (opposite Olym), Kensington, W.14. Fulham 4217. 982-656

**WOLSELEY,** £185!!! 1931 Hornet special Royal sunshine coupe, cost £225, mileage 1,100, absolutely as new. Morgan Hastings, Ltd., 17 Berkeley St., W.1 (Tele. Mayfair 5323), and 212 New King's Rd., S.W.6 (Tele. Putney 7611). 982-655

## SPARE PARTS FOR LIGHT CARS.

**HOMAC'S.** Morgan official service depot.

**MORGAN.** All spares in stock; c.o.d. service; trade supplied.

**OFFICIAL** repairers appointed by the Morgan Co. for London.

**SERVICE** overhauls and repairs our speciality.

**DEPOT:** Homac's, 245-7 Lower Clapton Rd., N.E. Clissold 9616-7. 982-954

## SPARE PARTS FOR LIGHT CARS (continued).

**CALTHORPE** and Hands spares of all models supplied from stock by the manufacturers. The Calthorpe Motor Co., Ltd., Cherrywood Rd., Bordesley Green, Birmingham. zzz-608

**ROVER** 8 spare part and repair specialists. Write for our complete price list of second-hand spares, in excellent condition, approval. Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. zzz-636

**A.C.** All replacements stocked for all models, also guaranteed second-hand parts. Elephant.

**BELSIZE.** All models. Genuine parts only obtainable from Elephant Motors, new and second-hand.

**ELEPHANT** service. New and second-hand parts for Fiat, Renault, Citroen, Daimler, Wolseley, Ansaldo, Austin, A.B.C., Deemster, Calthorpe, Zebra, Grey, Horstman, Marschal, 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, Illop 7076-7-8. zzz-106

**TRIUMPH** spares, complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8605. zzz-603

**ERIC CAMPBELL.** See below.

**WINDSOR.** Only genuine spares for the above cars can be obtained from the manufacturers. Watkins and Doncaster (Services), Ltd. Windsor Works, 78a High Rd., N.17. Tottenham 3171. zzz-915

**MASKELL** for Morgans. Official repairers, carry a complete stock of Morgan spares, write for spare list gratis. 6 Station Rd., Camberwell, S.E.6. Brixton 5725. zzz-203

**RHODE.** All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Shirley 194. zzz-111

**SCOTIA MOTOR WORKS** have enormous stocks of parts for practically all makes and types of cars, including:—

A.C., ABC, Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belsize-Bradshaw, Bueck, Buckingham, Clyno, Calthorpe, Calcott, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, Deemster, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hurler, Hotchkiss, Horstman, Hampton, Lagonda, Morris, Marschal, Maxwell, Mercury, McKenzie, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standard, Singer, Stellite, Scripps-Booth, Talbot, Talbot-Darracq, Trojan, Wolseley and many others. Also large stock of accessories and equipment, including screens, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

**SCOTIA MOTOR WORKS,** 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. Telegrams, "Scotia, Streatham 6187, London." zzz-221

**AUSTIN** 7hp dynamos, brand new, 37s. 6d. each, or 30s. plus four old one; many other spares for Austins. Clare's Motor Works, 118 Tulse Hill, S.W.2. zzz-272

**SENECHAL** cars. Sales, spares and service at the Winter Garden Garage, 10 Macklin St., Drury Lane, W.C.2. Telephone, Holborn 4236. zzz-574

**SPARES,** lowest prices on approval, for the following:—Austin, Morris, Clyno, Singer, Chrysler, Delage, Standard, Rover, Salmson, Armstrong, Rhode, Darracq, Swift, A.C., Bean, Lea-Francis, Peugeot, Wolseley, Essex, Autocrat, Galloway, Crossley, Durant and many others. The Balham Motor Mart, Ltd., Eton Garage, 260 Balham High Rd., S.W.17. Phone, Battersea 2969. zzz-437

**GENUINE** spares and parts for all makes of Hampton cars. London Depot, 40 Woburn Place, W.C.1. Tel. Museum 3851. Factory Depot, Hampton Works, Stroud, Gloucester. 987-550

**DISMANTLING** hundreds of light cars, all makes. We hold the largest stocks in Great Britain of second-hand engines, gearboxes, back axles, spare parts, accessories cheap; inquiries invited. Caplans, Ltd., Motor Demolition Works, Possil Rd., Glasgow. Phone Douglas 4090. Telegrams, "Demolition, Glasgow." 983-598

**WITHAM'S.** Dismantling A.C., Ariel, Clyno, Riley, Rhode, Humber, Swift. Oldridge Rd., Balham. Battersea 3280. zzz-612

**JOWETT.** Comprehensive spares stockists. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-598

**CLYNO** owners. R. H. Collier and Co., Ltd., are the successors to the Clyno Engineering Co. (1922), Ltd. Spares for all types are available for immediate dispatch at prices cheaper than ever before. R. H. Collier and Co., Ltd., South Yardley, Birmingham. Telephone, Acocaks Green 1331. Telegrams, "Colspar." zzz-631

**HEADINGLEY** for spares. Frazer-Nash, G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks, expert advice. Phone 52080, or wire, "Trubie, Leeds." The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. zzz-510

**CRASHED** Austin 7 parts for sale; engine, gearbox complete. 151 Oxford St., W.1. 982-k287



## SPARE PARTS FOR LIGHT CARS. (continued).

**CLARE'S MOTOR WORKS** for spares: 300 cars dismantled; all makes; quotations by return; approval. 118 Tulsa Hill, S.W.2. Brixton 6507. 982-656

**BREAKING** up 1924 10hp Singer; spares cheap. Harper, Solomon's Passage, Peckham Rye. 982-k387

**SINGER** spares, new, used; trade supplied. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 982-131

**SPARE** parts, accessories, tyres, etc., from dismantled cars at reasonable prices. Drinkwater, 59a Cherry Orchard Rd., Croydon. Fairfield 5128. 982-110

**CITROEN** 7, all parts for sale cheap. 181 The Grove, Goldhawk Rd., W.6. 982-196

**CONWAY** for good second-hand spares. Austin, Alvis, Ariel, A.C., Armstrong, Albert, Ansaldo, Bean, Belsize-Bradshaw, Buick, Baylis-Thomas, Clyno, Calcott, Calthorpe, Citroen, Chrysler, Coventry-Premier, Cubitt, Daimler, Delage, Darracq, Essex, Enfield, Fiat, Gwynne, Galloway, G.W.K., Hampton, Hillman, Humber, Jowett, Lagonda, Le Buire, Morris, Minerva, Peugeot, Rhode, Riley, Renault, Rover, Sunbeam, Standard, Sizaire-Berwick, Swift, Singer, Studebaker, Straker-Squire, Star, Talbot, Talbot-Darracq, Vauxhall, Wolseley, etc., etc.; also huge stock of Austin 7 mudguards (shop-soiled), 30s. per set. 'Phone, Chiswick 5531. Gloucester Rd. and High St., Acton. 982-249

**PARWOOD** have large stock Austin 7 spares. Repairs at Austin schedule prices. Open 9-9, Sundays 9.30-1. 89 East Hill, Wandsworth. 982-260

**DISMANTLING A.C.** Austin 7 and 12, Ariel, Alvis, Bean, Baylis, Citroen 7 and 11, Clyno, Calthorpe, Calcott, Eric-Campbell, Fiat 9 and 10, Galloway, Gwynne, Hillman, Humber, Jostman, Humber 8, Jowett, Lea-Francis, Morris, Mathis, Peugeot, Rovers 8, 9 and 10, Swift, Singers 8 and 10, Standards, Salisdon, Talbot, Trojan, etc. Snows. 982-224

**TALBOT** 8 2-seater, now dismantling, new hood and screens. 30s. Snows, 42a Wilton Rd., Dalston, E.8. Chisold 8645. 982-224

**DOUGLASS** for every Morgan spare.

**SECOND-HAND** flywheels, £1; second-hand chassis, narrow bevel box, £4 10s.; second-hand magnetos, J.A.P. or Anzani, 35s.; second-hand chains, 7s. 6d. each; second-hand de luxe bodies, 50s.; second-hand 700-80 back wheels, with tyre, sprockets and brake drums, spindle, 35s. each; second-hand clutch cones, 15s.; second-hand electric headlamps, 7s. 6d.; second-hand de luxe screens with brackets, 30s.; second-hand back forks, wide and narrow, 20s.; second-hand de luxe petrol tanks, 27s. 6d.

**LARGE** stocks of new and second-hand Anzani engine spares. F. H. Douglass, the Morgan Specialist, St. Mary's Square, Ealing. Tel. 6470. 982-346

## SPARE PARTS—Wanted.

**AERO** type tall for Morgan, cheap. Jennings, 23 Wellesley Rd., Ilford. 982-k471

**BACK** axle, complete, for 1925-6 Rover 9, perfect condition. Brookes Brothers, Brecon. 982-k473

**WANTED**, crankshaft, 1927, splash, 1,074 capacity, Amilcar, perfect condition; also 4-speed box, lowest. Roddam, Bankside, Bishop Auckland. 982-k479

## NEW LIGHT CARS AND CYCLECARS

**AMILCARS**. Amilcars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Part exchanges, spare parts and service. Chancery 8623. zzz-168

**AUSTIN**. Weybridge Automobiles, Ltd., official mail dealers and specialists. Unique sales and service facilities, Weybridge. 'Phones 235-6-7. zzz-400

**AUSTIN**. Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-469

**AUSTIN**. F.O.C.H., Ltd., agents. 1932 models, immediate delivery from stock; highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-599

**AUSTIN**. Rowland Smith Motors, Ltd., Austin Agents. Immediate delivery of 7hp models. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-8, Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. zzz-638

**AUSTIN**. No deposit. Tourer, £5 14s. 9d. monthly. Guaranteed after-sales service. Distributors for Arrow special coachwork.

Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). 'Phone, Mayfair 6801-2.

11 Hammersmith Rd., W.14 (opposite Olympia). 'Phone, Fulham 3477-9.

92 Gloucester Rd., S.W.7. 'Phone, Frobisher 3037-8. Open till 6 p.m. Saturdays. zzz-661

**AUSTIN**. Stuart and Co., specialists. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 982-29

## NEW LIGHT CARS AND CYCLECARS (continued).

**AUSTIN**. Newnham supply Austins better through having large stocks, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4646). Branch showrooms, 136 Streatham Hill, S.W.2. (Streatham 8830). 982-159

**AUSTIN** 12-6, immediate delivery coachbuilt saloon, £198, and other models, from agents: Denmans, 132-3 Long Acre. Open week-ends. Temple Bar 8155-6-7. 982-216

**AUSTIN** Showrooms, Bayswater. Before buying your new car visit us and inspect a complete range of the new model Austin car. We can deliver all models on payment of £25 upwards and balance spread over 12, 18, or 24 months, liberal part exchange allowances. Yearly replacement scheme, £40 for 7hp models, £75 for the new 12-6 models, £100 for 12hp models, and £120 for 16hp models, including free service for 12 months. McCarthy's Motors, 28 Queen's Rd., Bayswater, W.2. Park 7766. 982-255

**AUSTIN** Agents. Early delivery all models; part exchanges and deferred terms. Bryton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 982-326

**DERBY**. Morgan Hastings, Ltd., sole concessionaires for Great Britain. 9hp Derby sports cars. Spare parts and service; part exchange, deferred terms. 17 Berkeley St., W.1. Mayfair 5323. zzz-966

**FRAZER-NASH**. All inquiries re hire purchase, part exchange should be addressed to Fraser Nash Cars (Sales Department), 400 London Rd., Isleworth, W.4. Hounslow 3171-2. Two-seater models from £325. Demonstration runs at any time, anywhere. zzz-649

**JOWETT**. Croydon wholesale and retail agents. Official Jowett sales and service depot. Turner's, Lower Addiscombe Rd. and Dingwall Rd. 'Phone, Addiscombe 3131. zzz-935

**JOWETT**. Godfreys are trade and retail distributors. Large stocks for immediate delivery. For easy terms and fair exchanges. Godfreys, Ltd., 366-368 Euston Rd., London, N.W.1. 'Phone, Museum 3401-2. zzz-32

**JOWETTS**. Manchester main distributors. Saxon Jeffries, Ltd., Deansgate. Comprehensive stock; special easy terms. zzz-64

**JOWETT** service station (London), main agents. Immediate delivery new Jowett saloons; part exchanges and deferred payments, service after sale, overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 1665. zzz-82

**JOWETT**. Lovatts for Jowetts.

South London Service Depot and trade distributors. Early delivery of all models; cash or deferred. To ensure Jowett service consult the Jowett specialists.

Mitcham: 191 Streatham Rd. 'Phone, Mitcham 1597.

Croydon: 189 Handcroft Rd. 'Phone, Thornton Heath 2468. zzz-257

**JOWETT** Specialists, A. V. Motors, Ltd. We have had many years' experience with these cars and can give you excellent service. 'Phone, Kingston 0710. Address, 28 The Causeway, Teddington. zzz-487

**JOWETT**. The Service Company, trade and retail distributors. Sales, service, spare depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

**JOWETT**. F.O.C.H., Ltd., London distributors. 1932 models, from stock; exchanges, deferred. Below.

F.O.C.H. 1932 Jowetts from £15 deposit. Highest allowance for your present car. F.O.C.H., Ltd., 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-600

**LEA-FRANCIS** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-505

**LEA-FRANCIS** cars.

1932 models of this wonderfully fast and reliable British car may be inspected and tried at:—

Delaney and Sons, successors to Delaunay Belleville, 115 Carlton Vale, Maida Vale, London, N.W.6.

**LEA-FRANCIS** cars, although not showing at Olympia, trial runs, service, etc., will be fully maintained at:—

Delaney and Sons, successors to Delaunay Belleville, 115 Carlton Vale, Maida Vale, London, N.W.6. zzz-668

**MATHIS** cars and service. Sole concessionaires of genuine spares for this country. Gardner Motors, Bolton Rd., Harlesden, N.W.10. Willesden 5066. zzz-870

**MATHIS**. Sole distributors for Yorkshire, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-506

M.G. Midget part exchanges won't make you fidget. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-116

M.G. F.O.C.H., Ltd., agents. 1932 models, immediate delivery from stock. Highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-601

M.G. Midget, Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

M.G. Rowland Smith Motors, Ltd.,

M.G. Midget Agents. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-8, Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. zzz-639



# NEW LIGHT CARS AND CYCLECARS (continued).

**M.G.** Jarvis, of Wimbledon. Wholesale and retail distributors of M.G. cars for S.W. and S.E. London, Northern Surrey and Kent, for the first particulars and deliveries of the new 1932 M.G. models. Crescent, Wimbledon. 'Phone 2526. 982-185

**M.G. Midget.** 1932 panelled 2-seater, actually in stock. £185; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182-1688. 982-80

**MORGANS.** Maskell for Morgans.

The only recognized house in South London.

Everybody knows Maskell in the Morgan world. Official distributors.

Repairs by Morgan mechanics from Morgan's works. Trade supplied. Maskell for Morgans 6-8 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-752

**MORGANS.** Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-199

**MORGAN.** Rowland Smith Motors, Ltd.,

**MORGAN** Agents. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-8. Sundays, 9-1. 78-81 High St. Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. zzz-640

**MORRIS** Minor in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376, 482 High Rd., Streatham, S.W.16. 'Phone, Streatham 8480. zzz-602

**MORRIS** Minor. Archie Simons and Co., exchange specialists, authorized agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-465

**MORRIS** Minor. Earliest deliveries of 1932 models. Write for catalogue and full particulars. Any make of car, motorcycle or sidecar combination taken in part exchange. Sole London distributors, Stewart and Arden, Ltd., Morris House, 103 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Benham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15. zzz-563

**MORRIS.** Try F.O.C.H., Ltd. Highest allowances. No waiting. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-602

**MORRIS.** Rowland Smith Motors, Ltd.,

**MORRIS** Minor Dealers. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-8. Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. zzz-641

**MORRIS.** Earliest delivery of all 1932 models. Liberal exchange allowances, deferred terms up to 24 months. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 982-184

**RILEY** 9; easiest terms and service fine. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-115

**RILEY.** Archie Simons and Co., Exchange Specialists, Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-467

**RILEY** official depot for sales, spares and repairs, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-507

**ROVER** 10, 1932 saloon in stock; quick delivery of all other models; prices from £179. Best terms and exchanges. Agents: Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 982-217

**ROVER.** Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-466

**ROVER.** Henlys, London Distributors for Rovers. 155 Gt. Portland St., W.1. Museum 7734. zzz-650

**SALMON.** Sole concessionaires. Spares and repairs depot. S.M., Ltd., Church Wharf, Chiswick, W.4. Chiswick 3531. zzz-202

**SALMON** distributors and specialists for Yorkshire, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-508

**SINGER.** Croydon. Wholesale and retail agents. Official Singer sales and service depot. Turner's, Lower Addiscombe Rd., and Dingwall Rd. 'Phone, Addiscombe 3131. zzz-936

**SINGERS.** Chantry Motors (formerly South Ealing Garage), main agents. Sales and Service. 1932 models in stock. Large range selected used cars. Exchanges, deferred. 30 Uxbridge Rd., Ealing (1 minute Town Hall). Ealing 4161-2. 982-67

**SINGER** 8. Selling, buying, say the date. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-120

**SINGER.** Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-468

**SINGER.** F.O.C.H. (Distributors). Immediate delivery. Highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-603

# NEW LIGHT CARS AND CYCLECARS (continued).

**SINGER.** Rowland Smith Motors, Ltd.,

**SINGER** Agents. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-8. Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 6041-6. zzz-642

**STANDARD** 9. Easiest terms and service fine. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-117

**STANDARD.** Truscott for saloons. All new models in stock for immediate delivery; exceptionally attractive terms. John S. Truscott, 175a Westbourne Grove, W.11. Park 7785. zzz-213

**STANDARD.** Archie Simons and Co., Official Agents. Immediate deliveries, highest allowances, deferred terms. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-464

**STANDARD** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-509

**STANDARD.** F.O.C.H. (Agents). Immediate delivery. Highest allowances. 5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8, Sundays 9-1. zzz-604

**STANDARD.** Stuart and Co., specialists. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 982-30

**STANDARD.**

Immediate delivery. Distributors for Arrow special coachwork. Inspect the sports Foursome body at Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). 'Phone, Mayfair 6801-2. Also, 92 Gloucester Rd., S.W.7. 'Phone, Frobisher 3037-8. Open till 6 p.m. Saturdays. zzz-662

**STANDARDS.** Newnham's supply Standards better through having large stocks plus advantages of self-financed hire-purchase terms and generous part exchange allowances. 237 Hammersmith Rd., London, W.6. Riverside 4646. Branch showrooms: 136 Streatham Hill, S.W.2. Streatham 8830. 982-160

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**ALLEN AND DORSETT** for side screens, renovations, recelluloiding, etc. Example: Austin 7 set, 8 panels, replaced, £70s. Trade inquiries. Allen and Dorsett, Motor Trimmers, 63-65 Aslett St., Wandsworth. Phone, Battersea 1422. zzz-310

## INSURANCE.

**THE "OPEN ROAD"** Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply at the Army, Naval and General Assurance Association, Ltd., Trafalgar House, Waterloo Place, Pall Mall, S.W.1. Telephone, Regent 0984-5. zzz-191

**MASCOT POLICIES.** Guaranteed by a company with 23 years' reputation for generous settlements. Quotations by return for any period. Quarterly instalments if desired. Policy and certificate issued on first payment.

**MASCOT POLICIES, LTD.,** 30 Lime St., London, E.C.3. Telephone, Monument 1159. zzz-521

**COMPARE** these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

**OLD-ESTABLISHED** companies offer through Andrews and Booth, brokers, low rates for any period, any vehicle.

**SPECIMEN** 12 months' policy: Cowley, comprehensive £8 10s.; third-party, £4 5s.; Road Traffic Act, £3 16s. 6d.; 10 per cent. less for named-driver policies, non-claims bonus allowed on transfer, others and commercials equally low, private-bire and hirer-driving risks a speciality.

**ANDREWS AND BOOTH,** 37 Sheen Lane, S.W.14. Richmond 2212. zzz-591

**WE** select the best and cheapest policies from Lloyd's and 95 leading companies for motorists' individual requirements. For lowest cash and instalment premiums consult Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. Nat. 5261. 992-j365

**INSTALMENT** premiums, quarterly or monthly, accepted by Carfax, Ltd., the pioneers of Period-Payment Policies, covering all motor risks. Fully comprehensive or third-party only, affording full protection under the new Road Traffic Act covered at Lloyd's or with leading non tariff companies. Instalments unaffected by claims. Transfers without loss of bonus. Special rates attach to Morris, Ford, Standard, Singer, Triumph and Rover cars. Carfax, Ltd., 27 Old Bond St., and 13 Albemarle St., London, W.1. Regent 3200. Immediate issue of certificates. zzz-620



### INSURANCE (continued).

**DEFENCE, LTD.**, 40 King William St., E.C.4 (Mansion House 9022-3), for lowest rates, payable by instalments. See page 6. 982-g535

**QUARTERLY** premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security Service, Satisfaction, under a Stuartson Policy. Stuartson (Insurance), Ltd., 34 Leadenhall St., E.C.3, Monument 4270. See displayed advertisement, page 3. 982-116

**COMPREHENSIVE** policies, 7hp. cars, £7 10s.; "no claim bonus" allowed; instalments arranged. E. J. Bass, 40 Chancery Lane, W.C. Holborn 0328. zzz-669

### LAMPS.

**RENNO'S**. Enormous stock British Sphinx lamp bulbs, side and tail, 6d.; head, 1s.; double filament, 1s. 9d.; postage 2d.; every voltage, contact, candle-power; secure now for holidays, avoid road trouble. 232-34 Upper St., Islington, N.1. Near Tubes. Phone North 4467-8. Open Sunday mornings 10.30 to 1.30. 982-348

### LUGGAGE GRIDS.

**PRESSED-STEEL** luggage carriers, latest type, fitted without drilling, for Austin 7, 17s.; Morris Minor, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. Young's, 32 Tooting Bec Rd., S.W.17. zzz-479

### MAGNETO AND DYNAMO REPAIRERS.

**IMMEDIATE** magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Supernpower, Batt., London." zzz-84

**FOR** these units we have the most up-to-date testing and service machinery in London. See below.

**TROUBLE** located and the faulty unit exchanged while you wait, from 30s. per unit. See below.

**1,000** different type replacement magnetos, dynamos and starters in stock ready to fit. See below.

**BEARDMORE SERVICE, LTD.**, 12-18 Queen's Rd., Hyde Park, W.2. Phone, Park 8641-2. zzz-737

### MISCELLANEOUS.

**COLEY** radiator thermometers, 25s.; Coley oil gauges, 25 lb. 6s. 6d.; altimeters, 11s.; K.L.G. plugs, F.7, 1s. 9d.; Hies recuts, assorted dozen, 3s. 6d.; gloves, leather gauntlet, fleece-lined, tan, 7s. 6d.; dark brown, 8s. 6d.

**AEROPLANE** wheels, with Palmer tyres and axle, 50s. per pair, carriage forward; screw pickets, 12-in., 9d.; motor repair outfits, 1s. 3d.

**WINDSCREEN** frames, 13 by 3½-in., 1s. 9d.; 6-volt Stewart horns, new, 17s.; chamois leathers, 16 ins. square, 1s. 9d.; bolts, nuts, washers, 7 lb. bag assorted, 4s.; spanners, Gedore, etc.

**ABOVE** post paid. Send for free list. Coley, Ltd., Ordnance Works, Kingston-on-Thames. zzz-543

**TRIOX** cleans upholstery, fabric, Bedford cord and floor carpets. Not a polish but a "Magic Stain Remover" and renovator. Ask your garage, or direct from Triox Products, Ltd., 6 Colonial Ave., E.C.3. zzz-547

**PRIDE AND CLARKE**. Radiator thermometers, latest type, dash fitting, 15s. 6d.; Boyco meters, large, 8s. 9d.; gradient indicators, 1s. 6d.; air speed indicators, 5s.; pressure gauges, 5s. 9d.; approval; postage extra, or c.o.d. 158 Stockwell Rd., S.W.9. 982-267

### MUDGUARDS.

**MUDGUARDS** for Austin 7, Morris (all models), Morgan, Rover, Singer, Standard, Clyno, Swift, Triumph, from 35s. set, cycle type for Austin 7, 70s. set. Young's, 32 Tooting Bec Rd., S.W.17. zzz-480

**MUDGUARDS** for all cars guaranteed fit. Competitive prices. Prompt service. Send for lists. Syd Pearson (Mudwings), Cheylesmore, Coventry. Phone 3539. zzz-583

**MUDGUARDS**, any make private or commercial, prompt deliveries, lowest prices. Send for list. E. J. Spreadborough and Co., Watchman Works, St. Albans. 992-308

**MUDGUARDS** for Austin, Morris, Rover, Singer, Standard, etc., from 35s. set. Send for list, post free. Marble Arch Motor Supplies, 135 Edgware Rd., W.2. 982-263

### NUMBER PLATES.

**CAST** aluminium polished plate. Beadless 3s. 9d. each, beaded 4s. 6d. and 5s. 6d. each. Post free. Moseley and Son, Founder, Wolverhampton. zzz-35

### NUMBER PLATES (continued).

**BALE**, 44-46 Howland St., Tottenham Court Rd., London, W.1. Phone, Museum 6731.

**SERVICE**. High-grade solid plates, ready one hour. Quick service plates, ready 10 minutes (while you wait). Digits and ready drilled plates from stock.

**TERMS** to the trade. Special arrangements for contracts. Ask for particulars.

**DELIVERY**, post 9d. by return, or C.O.D. Special arrangements for the trade.

**BALE'S** solid aluminium high-grade plates, Olympia model, bold raised figures, polished, beaded edge, mirror finish, as follow (one hour service):—

10s. 6d. per pair, light quality; single plates, 5s. 6d.

12s. 6d. per pair, medium quality; single plates, 6s. 6d.

15s. 6d. per pair, heavy quality; single plates, 8s. 6d.

**BALE'S** quick service plates (10-minute service), raised, polished or white figures, various backgrounds as follow (white figures 2s. extra):—

7s. 6d. per pair, plain edge steel plates; single plates, 4s.

9s. 6d. per pair, steel plates, black bead; single plate, 5s.

10s. 6d. per pair, sheet aluminium plates, polished bead; single plates, 5s. 6d.

12s. 6d. per pair, cast aluminium, polished bead; single plates, 6s. 6d.

**BALE'S** aluminium (pressed) plates, London model, raised figures and beading, 5s. 6d. per pair; single plate, 3s.

**BALE'S** are makers of good and inexpensive plates with raised lettering for all purposes, such as streets, houses, doctors, dentists, registered offices, direction signs, etc. zzz-109

### OILS AND GREASES.

**MOTOR** oils. Blenders of over 50 years' standing offer motor oils (state car): 5-gallon drums for 12s. 6d.; Ford oil, 11s. 6d.; cash with order to John Hatch, Ltd., 25 St. James's St., Islington, N.1. 984-191

### PATENT AGENTS.

**A. P. THURSTON AND CO.**, Chartered Patent Agents, British and Foreign Patents, Trade Marks and Designs, 329 High Holborn, W.C.1. zzz-158

**KING'S PATENT AGENCY, LTD.** (J. T. King, G.B., U.S. and Can. Patent Agents), 146a Queen Victoria St., London, E.C.4. "Advice Handbook" and consultation free; 45 years' service. 982-785

### RADIATORS.

**CONWAY** for good sound radiators for every make of car. Special offer of new Austin 7 radiators, complete, with cowl, price 50s.; blocks only, price 40s. Phone, Chiswick 5551. Gloucester Rd. and High St., Acton. 982-248

### REPAIRERS.

**AUSTIN 7**. Authorized agent and repairers, late foreman Austin London service. Thompson Garage Works, Ballards Lane, North Finchley, N.3. Finchley 1750. zzz-337

## Selling a Car?

If you are thinking of disposing of your old car, try an advertisement in the Sale and Exchange Section of "The Light Car and Cyclecar" which has a wide reputation for immediate and satisfactory results. You will note that all advertisements in this section are classified according to make of car—this simplifies reference and makes it easier for buyers to find the type of car they are looking for.

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.



## REPAIRERS (continued).

**MASKELL** for Morgans: officially appointed distributors and repairers by the Morgan Motor Co., Ltd. Every Morgan spare part actually in stock, new and second-hand, trade supplied; repairs by Morgan mechanics; spare list gratis. 6 and 8 Station Rd., Camberwell, S.E.5. Tel. Brixton 5727. zzz-432

**JOWETT** repair specialists; advice and estimates free; standard repair charges, guaranteed work. T. W. Cooter, A.M.Inst.D.E. 110 Canterbury Rd., West Croydon. Thornton Heath 2487. zzz-162

**BARIMAR** scientific welding is better and 75% cheaper than new parts. As the largest welders in Great Britain, we offer guaranteed repairs to broken cylinders, combustion heads, flanges, bores, water jackets, cracked, burnt and worn valve seatings, smashed aluminium crankcases and gearboxes, axle cases and axle shafts, crankshafts, steel road wheels, etc. Worn parts built up by electro-deposition. Any metal welded and machined ready for assembly. Guaranteed cylinder grinding and Barimar de luxe pistons. The best, quickest and cheapest service.

**SCORED** cylinders (air-cooled and water-cooled). Scores made by gudgeon pins can be repaired permanently by Barimar metallurgical (patented) process, in 24 hours under money-back guarantee at small cost. No enlargement of bore; existing pistons refitted. The Barimar process is by far the cheapest and most satisfactory method of repairing scored cylinders. It saves the cost of supplying and fitting liners or regrounding cylinders and fitting oversize pistons. Barimar only fits liners or regrounds cylinders when bores are badly worn. Write to-day for Barimar booklet.

**LONDON:** Barimar, 14-18 Lamb's Conduit St., W.C.1.

**BIRMINGHAM:** Barimar, 116-117 Charles Henry St., Birmingham.

**MANCHESTER:** Barimar, 67 Brunswick St., Ardwick Green, Manchester.

**NEWCASTLE-ON-TYNE:** Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

**GLASGOW:** Barimar, 134 West George Lane, Glasgow, C.2. zzz-660

## SPARKING PLUGS.

**PRICE AND CLARKE** Lodge clearance, brand-new, in makers' boxes. 1s. 3d.; K.L.G. 1 1/2, 1s. 6d.; A.C. 9d.; K.L.G. soiled, 6d.; 5s. dozen; postage extra; approval. 138 Stockwell Rd., S.W.9. 982-265

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**BRITISH SCHOOL OF MOTORING.** Private driving lessons on 1931 cars (open or saloon) at times to suit each pupil. All B.S.M. cars have safety controls and are in charge of expert instructors. Write or call. The British School of Motoring, Ltd., 5 and 6 Coventry St., Piccadilly Circus, W.1. Gerard 5435 (3 lines). Established 21 years. Over 75,000 taught. zzz-158

**4s. 6d. Lesson:** 21s. complete course. Nash, 16 Cornwall Mews (behind Madame Tussaud's). Welbeck 4288.

**CENTRAL MOTOR INSTITUTE,** Finchley Rd., Hampstead, N.W.3, the best school for owner drivers.

**SPECIAL** owner-drivers' winter evening course of mechanism and maintenance starts 7.30 p.m. October 12th. Inclusive fee, £1 10s. Enrol now!

**FULLY** detailed prospectus on application. Phone, Primrose 1161. Nearest stations, Swiss Cottage or Finchley Rd., Met. Ry. Buses 2, 13, 31, 48, 121. 1034-1750

**THE MOTOR TRAINING INSTITUTE** is entirely devoted to individual private tuition. Established in 1907. 24 years' experience at your service. Courses for every need, including "Special Austin Course." Prospectus free. Inspection invited. 90 George St. (bus stop, Baker St.), W.1. Welbeck 2947. zzz-229

## TUNING.

**M. A. McEVoy**, of Leaper St., Derby, has now opened London depot at 146 High St., Notting Hill Gate, Hornet, M.G. and Morris Minor owners should call for particulars. 982-49

## TYRES AND TUBES.

**REPETITION** rebuilds are guaranteed for 10,000 miles in 12 months. This does not apply to the tread only.

**PRICES** from 16s. upwards. Particulars on application.

**REPETITION TYRE AND INVESTMENT CO., LTD.**, Tally Ho Works, North Finchley, N.12. zzz-609

**LADBROKE'S** new depot. New prices. New stocks.

**OPENING** offer by Ladbroke's.

**26 by 3.50** new cord surplus covers, guaranteed by Dunlops, 14s. 9d., post 1s. 3d.

**GOODYEAR** Pathfinder and Avon Democrat, guaranteed by makers; reinforced cords, clearance: 26 by 3.50, 18s.; 27 by 4.00, 21s. 6d.; 27 by 4.40, 24s. 6d.; 29 by 4.40, 30s.; carriage extra.

**LADBROKE MOTOR STORES**, 204 Ladbroke Grove, W.10. Also at 105 Goldhawk Rd., Shepherd's Bush. Phone, Park 5569. 982-347

## TYRES AND TUBES (continued).

**THE DUNLOP RUBBER CO., LTD.**, announce that their productions offered to the general public at prices other than those appearing in their current retail list are either shop-soiled clearance surplus stock of an obsolete type or pattern, or are sold in contravention of the company's conditions of licence. Any matter arising out of such a purchase will not be dealt with in any way by the company. zzz-104

## THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

**NEW** and additional Show and Sale Rooms at

**84 and 85 BROAD ST., BIRMINGHAM.** Telephone, Midland 3393.

**NEW** Branches:

**HARTSHILL RD., STOKE-ON-TRENT.** Telephone, Hanley 48432.

**19 MARKET SQUARE, NORTHAMPTON.** Telephone, Northampton 1975.

**20,000** Car covers to be cleared immediately. All brand-new goods.

**WE** have without doubt the largest stock in the country. Goods dispatched, carriage paid, against cash, seven days' approval, first passenger train or c.o.d.

**FURTHER** Huge Price Reductions.

**WRITE** for price list.

**NEW** All-weather Remoulded Covers, double weight, guaranteed 9,000 miles, minimum; these are giving wonderfully good service: 700 by 80.85, 15s.; 710 by 90, 28 by 3 1/2, 18s. 6d. Balloons: 26 by 3.50, 27 by 4.00, 27 by 4.40, 28 by 4.40, 18s. 6d. All other sizes in stock.

**5,000** Second-hand Tyres; every size in stock. Taken off conversion jobs. All one price, 11s. each. Tubes, 4s. each. Suitable for many thousands of miles.

**THOUSANDS** of Fort Dunlop Cords and Goodyear Heavy Duty Tyres in stock.

**IF** the cover you require does not appear we will quote you prices by return of post.

**SPECIAL** prices to Factors and genuine Tyre Dealers.

**THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.**, Broad St., Birmingham. Telephone, Midland 3393. zzz-321

## THE GENERAL MOTOR AND TYRE CO.,

**81 QUEEN ST., HAMMERSMITH, W.6.** Tel., Riverside 6388.

**370 CRAY'S INN RD., KING'S CROSS, W.C.1.** Tel., Terminus 4429.

**DEPOTS:** Paris, Brussels.

**LARGEST** tyre factors in the world.

**OUR** stock is the largest assorted stock in the world. Tyres fitted while you wait at either Depot. All tyres are New and Guaranteed by us. All well-known makes in stock. Send for detailed price list. Tyres, Accessories, Starter Batteries, Jacks, Clothing, etc., etc. London area tyres delivered c.o.d. All goods, except to Ireland, goods-carriage paid; if required passenger add 1s. per tyre, 6d. per tube. All goods sent on 7 days' approval. Cash refunded if not satisfied. These are not remoulded or reconstructed but New Goods:—

**NEW COVERS:** 26 by 3, 700 by 80.85, 16s.; guaranteed tubes, 3s. 6d.; 710 by 90, 20s.; tubes, 3s. 6d.; 760 by 105, 25s.; tubes, 6s.; 28 by 3 1/2, 20s.; tubes, 3s. 6d.; 30 by 3 1/2, 17s. 6d.; tubes, 4s. 6d. Assorted makes by well-known manufacturers, fully guaranteed.

**NEW BALLOONS:** 26 by 3.50, 15s.; guaranteed tubes, 3s. 6d.; 27 by 4.00, 15s.; tubes, 3s. 9d.; 27 by 4.40, 22s. 6d.; tubes, 4s. 9d.; 29 by 4.40, 30 by 4.50, 24s.; tubes, 4s. 6d.; 28 by 4.75, 28s. 3d.; tubes, 4s. 9d.; 30 by 4.75, 30s.; tubes, 5s.; 29 by 5.00, 26s. 6d.; tubes, 5s.; 30 by 5.00, 27s. 6d.; tubes, 5s.; 715 by 115, 20s.; tubes, 4s. Assorted makes by well-known manufacturers, fully guaranteed.

**NEW GUARANTEED** 12,000 miles brand-new buttressed tyres by well-known makers, extra heavy super tyres, 27 by 4.40, 25s.; 30 by 4.75, 32s. 8d.; 30 by 5.00, 33s. 4d.; 30 by 5.25, 29s.; 29 by 5.50, 42s. 9d.; 32 by 6.00, 46s. 6d.; 30 by 4.50, 28s. 3d.; 29 by 5.00, 35s.; 31 by 5.00, 36s.; 31 by 5.25, 29s.; 30 by 5.50, 45s. 7d.; 30 by 3 1/2, 22s. 6d.

**WELCH** reconstructed tyres. Guaranteed 10,000 miles: 26 by 3.50, 14s.; 27 by 4.00, 16s.; 27 by 4.40, 18s.; 30 by 4.75, 25s.; 29 by 5.00, 28 by 4.95, 24s. 6d.; 30 by 5.00, 29 by 4.95, 24s. 6d.; 30 by 5.25, 29s.; 31 by 5.25, 29s. 6d.; 31 by 5.00, 30 by 4.95, 25s. 6d.

**FULLY** guaranteed by factory.

**SEND** us any make of old tyre carriage paid, collected in London area free of charge, with remittance, and we will return to you same day (carriage paid) a reconditioned tyre indistinguishable from new tyre. Following sizes only:—

**26 by 3.50, 12s.; 27 by 4.00, 14s.; 27 by 4.40, 16s.; 30 by 4.75, 22s. 6d.; 26 by 4.95, 29 by 5.00, 21s. 6d.; 29 by 4.95, 30 by 5.00, 22s.; 30 by 4.95, 31 by 5.00, 23s.; 30 by 5.25, 26s. 6d.; 31 by 5.25, 26s. 6d.**

**THE** Welch method of reconstruction is a new process and not the old method of retreading. In addition to the tread, the walls are strengthened and entirely covered with new Rubber, only the original cord casing is used as a foundation. Other popular sizes will be in production later. Tyres may be left at either our Hammersmith or King's Cross Depot, or we will collect London area.

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"THE MOTOR MANUAL." 28th Edition. 800th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. by post.



## TYRES AND TUBES. (continued).

**MASONS. RECOGNIZED!**—for the Most Comprehensive Stocks in the Country and the best New Tyre Value possibly obtainable! LITERALLY HUNDREDS UNSOLICITED TESTIMONIALS! Approval against remittance or c.o.d. (Carriage Paid! Immediate Despatch! Do not confuse New Tyres with remoulded!

**MASONS. GREAT PRICE REDUCTIONS!!** GOODYEAR PATH-FINDER "Supertwist," DUNLOP CLIPPER and FIRESTONE OLD-FIELD "Gum dipped," all latest buttressed Reinforced Cords, PERFECT in MAKERS' Wrappings, Makers' Guarantee (NOT rolled or clearance!):  
—700 by 80.85, 21s.; 710 by 90, 28 by 3½, 27s.; 30 by 3½, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 27 by 4.40, 32s.; 29 by 4.40, 30 by 4.50, 36s. 6d.; 28 by 4.95, 29 by 5.00, 38s. 6d.; 29 by 4.95, 30 by 5.00, 45s. 6d.; 28 by 5.25, 44s. 6d.

**MASONS. STEPNY Super-beave Roadgrip (Genuine Late!) HEAVY SERVICE Cords, Perfect, Makers' Guarantee! Special Surplus, 700 by 80 (26 by 3), 17s. 6d.; 28 by 3, 19s. 710 by 90, 28 by 3½, 22s. 6d.; 700 by 85 (Super Reinforced Morgans), 25s.; 26 by 3½, 28 (Morgans), 25s. Balloons Reinforced: 26 by 3.50, 21s.; 27 by 4.00, 25s.; 27 by 3.85 (Balloon for 700 by 80.85), 25s.**

**MASONS. FREE INSURANCE!** AVON Democrat (latest) Cords, Perfect, in Makers' Wrappings, Makers' Special Written Guarantee against everything! (Surplus): 30 by 3½, 22s. 6d.; 26 by 3.50, 17s. 6d.; 27 by 4.00, 19s. 6d.; 27 by 4.40, 25s.; 29 by 4.40, 30 by 4.50, 26s.; 28 by 4.95, 29 by 5.00, 30s.; 30 by 4.75, 30 by 5.00, 32s. 6d.

**MASONS. BRAND NEW (Clearance) Tyres. Huge Purchases from the Leading Manufacturers! ALL BEST MAKES and Latest Types. We guarantee minimum 10,000 miles! Note: These are genuine New goods. NOT reconstructed or remoulded! 550 by 65, 25s.; 700 by 80 (26 by 3), 16s.; 700 by 85 (Full Section), 18s.; 710 by 90, 28 by 3½, 20s.; 760 by 90, 25s.; 765 by 105, 30s.; 28 by 3, 17s. 6d. Balloons Reinforced: 26 by 3.50, 15s. and 17s. 6d.; 27 by 4.00, 18s. 6d.; 27 by 4.40, 22s. 6d.; 29 by 4.40, 30 by 4.50, 24s.; 28 by 4.40, 27 by 4.75, 29 by 4.50, 30s.; 28 by 4.75, 28s.; 28 by 4.95, 29 by 5.00, 26s. 6d. and 32s. 6d.; 30 by 4.75, 30s.; 29 by 4.95, 30 by 5.00, 27s. 6d.; 715 by 115, 20s.; 720 by 120, 23s.; 730 by 130, 35s.; 27 by 3.85, 21s.; Tubes, 3s. 6d. to 5s.**

**MASONS. ASTOUNDING VALUE!** New Super-Remoulded Reinforced Covers on Special GUM-DIPPED and Supertwist Casings, guaranteed 8,000 miles: 26 by 3.50, 13s. (Seconds 10s. 6d.); 27 by 4.00, 14s.; 27 by 4.40, 15s.; 29 by 4.40, 30 by 4.50, 19s.; 28 by 4.95, 29 by 5.00, 22s. (Seconds 15s.); 715 by 115, 17s.; 720 by 120, 20s.; 730 by 130, 22s.; 700 by 80.85, 13s.; 710 by 90, 28 by 3½, 16s. 6d.; 760 by 90, 30 by 3½, 17s. (Seconds 13s. 6d.). Masons, "A" Dept., The Tyre House, Ipswich. 982-173

**BULL'S. Phone, Temple Bar 1747. THE OLDEST** Name in the Tyre Trade. Experience counts. Expert buying means good value for you. West End Agents for Dunlop, India, Goodyear, Firestone, Pirelli, etc. Fitted free, no waiting.

**BULL'S GOODYEAR PRICES REDUCED!** New latest pattern "Supertwist" Buttressed Cords, guaranteed. Seals Unbroken. Don't be misled by other offers: these are really genuine! 700 by 80.85, 21s.; 710 by 90, 28 by 3½, 27s.; 30 by 3½, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 30 by 4.50 (29 by 4.40), 36s. 6d.; 28 by 4.75, 37s. 6d.; 27 by 4.40, 32s.; 28 by 4.95, 38s. 6d.; 29 by 5.00, 38s. 6d.; 30 by 5.00 (29 by 4.95), 45s. 6d.; 28 by 5.25, 44s. 6d. We can also supply new Dunlop and Firestone at above prices in "Clipper" and "Oldfield" Tyres. Fitted free.

**BULL'S SPECIAL OFFER.** If you require a new "Clearance" Tyre you may deduct 15% from above prices. New Tubes, 4s. 6d. to 6s. 6d.

**BULL'S NEW TYRES.** Deferred payments. Pay as you ride. Write for form, mentioning size.

**BULL'S BRAND-NEW REGENT CABLE CORDS:** 27 by 3.85, 22s. 9d.; 715 by 115, 22s. 6d.; 720 by 120, 24s.; 730 by 130, 32s. 6d.; 740 by 140, 35s.; 775 by 145, 32s. 6d.; 765 by 105, 35s.; 760 by 90, 25s.; 28 by 3, 18s. 6d.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 21s.; 27 by 4.40, 25s.; 28 by 4.95 (29 by 5.00), 32s. 6d.; 29 by 4.95 (30 by 5.00), 35s. Hundreds of Bargains all sizes.

**BULL'S.** Hundreds of really sound bargains in all sizes. Second hand, 10s. to 15s. each. New tyres in all sizes, special clearance, 25% to 40% below makers' prices. These are better value than "remoulded."

**BULL'S.** All above carriage paid, approval against remittance, or C.O.D. if desired. Bull's Rubber Co., Ltd., 3 Upper Saint Martin's Lane, London, W.C.2. Phone, Temple Bar 1747. zzz-532

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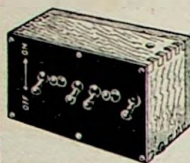
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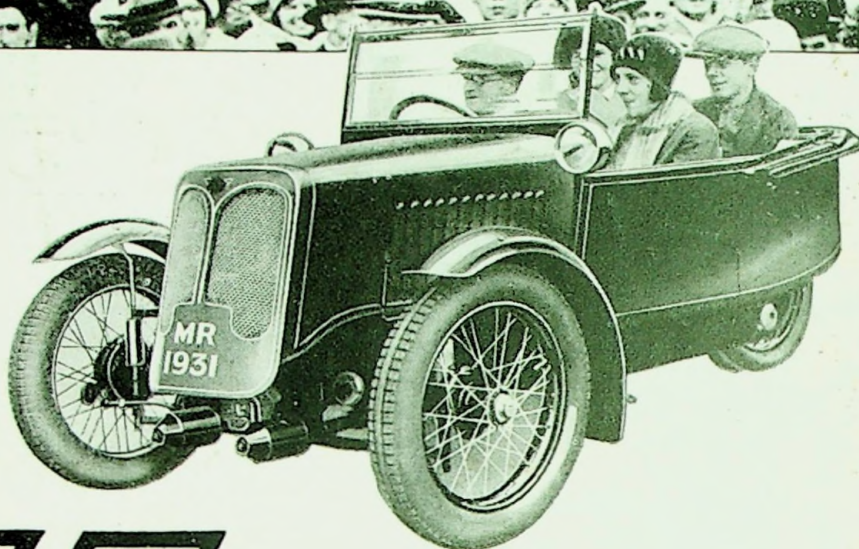


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