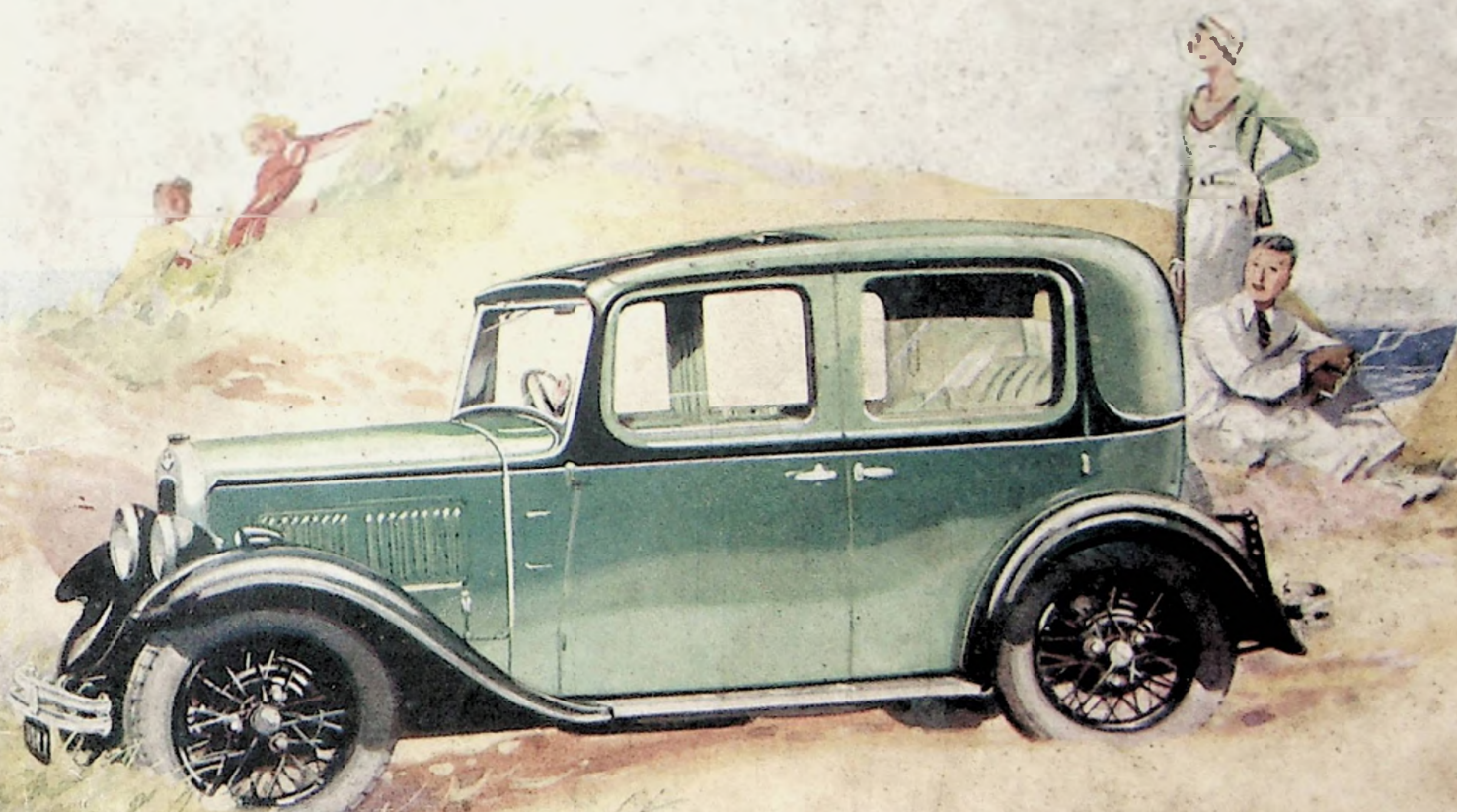


SPECIAL SUMMER NUMBER

3D

The Light Car & Cyclecar



THE hurrying seasons come, and fall behind.
 Summer's ahead, Spring waned, Winter we shelve.
 Now to the sands and waves again!—a solace kind—
 Travel de luxe in Austin Seven—Ten—or Twelve.

Austin

The
 New "Ten-Four"
 Saloon - £168

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

1000 for immediate delivery!

CARS IN STOCK

**AUSTIN
MORRIS
ROVER
STANDARD
TRIUMPH
TROJAN
WOLSELEY**

Any make of car supplied for cash or on our own financed deferred terms—arranged in 48 hours.

Your present car taken in part exchange—Best possible price given.

OPEN

SATURDAYS till 6 p.m.
SUNDAYS OXFORD STREET BRANCH
from 10 a.m. to 1.30 p.m.

FREE

a most useful Book for every motorist—“Motoring Made Easy.” Call or send for a copy.

**OXFORD STREET
TRAFFIC REGULATIONS**

Prospective customers may leave their cars at the Official Car Park, North Row, at the rear of our premises. Also at the Official Car Park in Grosvenor Square.

**HIRE AND
DRIVE YOURSELF**

Austin 7 and Morris Cowley Saloons

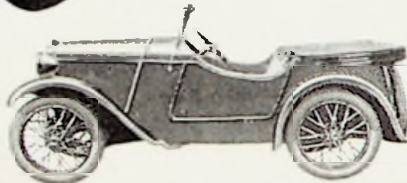
TAXED AND INSURED. UNLIMITED MILEAGE.
WEEK-ENDS from 3 Gns. Weekly from £4-10-0

HIRE DEPARTMENT—

92, GLOUCESTER ROAD, S.W.7. Frobisher 3037.

Special Prices for

Arrow
COACHWORK



AUSTIN ARROW
FOURSEMER

£132 - 10

AUSTIN
ARROW
2-SEATER
£127 - 10



WOLSELEY HORNET
ARROW COUPE

£197 - 10

NORMAND
GARAGE LTD.

LIGHT CAR
SHOWROOMS

489, OXFORD STREET, W.1

Between Selfridges and Marble Arch. Mayfair 6801/2

11, HAMMERSMITH ROAD, W.14

Trojan Showrooms. Opp. Olympia. Fulham 3477,8

Avonmore Place, Avonmore Road, W.14

Service Department. Fulham 4972

DUNLOP GARAGE JACK

 Carriage Paid. **25/-**

WE ARE TENT SPECIALISTS
 and can advise and supply you with a tent and accessories to meet any requirements.

White Tent Cloth.

10/6
 41/2 ft. long, 4 ft. 3 in. wide, 3 ft. 6 in. high, and 6 in. walls.

THE "EASYPITCH" (suitable for 3 persons), 6 ft. long, 4 ft. 3 in. wide, 3 ft. 6 in. high, and 6 in. walls. **18/6**
 GREEN ROTPROOF TENT CLOTH
 THE "TOURIST" (suitable for 4 persons), 7 ft. long, 6 ft. wide, 4 ft. 6 in. high, and 1 ft. walls. **20/-**
 GREEN WILLEDEN PROOFED CLOTH. (Asbestos) **27/6**
 Fitted with jointed poles, runners, pegs, mallets, etc., covers hanging eaves, and ventilators, packed into a neat bag. Weight 10 lbs.

TEA and LUNCHEON OUTFITS

In strong blocked fibre cases containing all utensils for Picnics and Camping.

 Tea Outfit with Vacuum Flask for 2 persons... **10/6**
 Ditto for 4 persons... **15/6**
 Ditto with Kettle and Burner for 2 persons... **12/6**
 For 4 persons... **17/11**
 TEA and LUNCH with Vacuum Flask for 2 persons... **16/3**
 For 4 persons, **25/-**
 Ditto with Kettle and Burner for 2 persons... **29/6**
 For 4 persons... **40/-**


Chromium Plated TIE - BARS
6/6

 These Tie - Bars provide a support for the mudguards and enable you to fit Medallion, Horn, Badges, etc.

For 1927 to 1932 Austin 7, Morris Minor, O.H.V. and S.V. Family 8, Armstrong Siddeley, Austin 12, Riley. State year of car when ordering.

SPECIAL SILENCER REPLACEMENT FOR AUSTIN 7.


 Fitted without alteration in a few minutes. Reduces back pressure and gives better note.
10/6

STORK MASCOTS
 OUR PRICE **7/6**

 CHROMIUM PLATED
 Worth 15/-

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

Special Postal and C.O.D. Dept. from Euston Road. Prompt Despatch.

SPORTS GAMES
JAMES GROSE LTD. 1876
 EST. The Original Motorcycle and Accessory Firm. Cycles and Accessories
379 Euston Road
 Great Portland Street
LONDON N.W.1

MIDDLEMORE'S FUME EXTRACTOR. Rid your Saloon Car of poisonous fumes. For Morris Minor and Cowley, Austin 7, etc., etc. **21/-**

 Post Free.

Weather-shields Upholstery Covers
 For any make of Saloon or Coupe.

 JAS GROSE LTD.

| | |
|--|------------------------------------|
| For any make of Saloon 9 h.p. and over. | Austin 7, Morris Minor, Triumph 7. |
| Front and Rear Seat Covers, coupe 30/- | 20/- |
| Front Seat Covers only, complete.. 18/- | 15/- |
| Complete Set including all doors, seats and quarters... 55/- | 50/- |
| Colours: Grey, Blue, Buff, Brown, Holland and Red. | |


A SET of 4
 Super Quality Fully Guaranteed
PISTONS, RINGS
 and
GUDGEONS **21/-**
 OUR PRICE
 For AUSTIN 7 and MORRIS COWLEY & MINOR.


YOU CANNOT DO BETTER than GO TO
JAMES GROSE LTD.
 for your **B.S.A. Three-Wheeler**

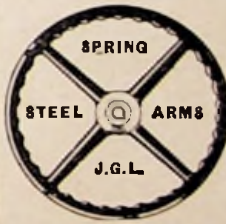
 B.S.A. Sports £105.
Our Terms ARE EASIER and you will get a BETTER EXCHANGE ALLOWANCE

DUNLOP CAR PEDAL RUBBERS
 for clutch and brake **1/-** each.
 For Accelerator 6d.


The **CHEMICO PAINT SPRAYER**
4/6
 Complete with tin of cellulose enamel.


"GOOD LUCK" HOSE
 25-foot 6-ply hose with OIL RESISTING RUBBER JACKET, tap union for any size tap, Boston nozzle—giving mist spray and full jet—complete with hanger. 50 ft. length, 39/6.
 Indispensable to all Motorists.
25/-

 Carr. Paid.

Genuine SCHRADER TYRE GAUGES
 OUR PRICE **3/6**
 Usual Price 7/6


STUPENDOUS OFFER!
SPRING ARM STEERING WHEELS
10/-

 For Morris Minor and Wolseley Hornet. Usual Price 40/-.
 For B.S.A. 3-wheeler 15/-.

Stay Put Hat Rack

 for Saloon Cars. Can be adjusted to any size hat. Post 3d. **1/-**

Cut Glass Flower Vases
 WITH HIGHLY PLATED BAND. Non-splash
2/9


CUT GLASS ASH TRAYS Highly plated support, detachable. Just the size for light cars. Worth 6/6 **2/6**
PARKING LAMPS Best Quality. EACH With Bulb. **4/9**
 Send for 300-page MONEY - SAVING MOTORIST CATALOGUE, post free 3d.

ANOTHER FERODO SUCCESS



LE MANS

**GRAND PRIX
d'ENDURANCE**

**RUDGE-WHITWORTH
BIENNIAL CUP**

1ST

**ALFA-
ROMEO**

4th Alfa-Romeo

2ND

**ALFA-
ROMEO**

5th Aston-Martin. 7th Aston-Martin.

1ST

**ASTON-
MARTIN**

ALL FITTED WITH



BRAKE LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH

CHOSEN BY THE MEN WHO WIN

“How have you got rid of that knocking?”

“That’s the Benzole, my boy!”



When your engine gets ‘rattled’ on a hill and develops the familiar symptoms of pinking, it’s because the rate of combustion of your spirit is not under proper control. The blending of Benzole with petrol remedies this defect; and being a highly purified distillate of coal and *a natural fuel in itself*, Benzole does its job without detriment to the engine. By regulating the rate of combustion it produces a powerful even stroke with increased

power from every explosion on the piston-head. It substitutes a steady thrust for a hammer-like blow.

National Benzole Mixture is a scientific blend of high-grade petrol and the finest Benzole in the world—that distilled from British coal. Remember that ‘National’ costs no more than ordinary petrol.

Be British in spirit—and money in pocket!

National Benzole Mixture

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

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



F.O.C.H.

**SELL & SERVICE
THE ROOMIEST CAR
OF ITS CLASS**

Don't make motoring sacrifices in the cause of economy... just buy a Jowett from F.O.C.H. A Jowett will cut down your maintenance bills and running costs, but it won't cut down your motoring pleasure...
Not it! Why, do you know that the Jowett beats many more expensive cars in comfort and performance, in spite of its cheapness? Do you know that its roominess makes it the ideal car for the family man? Do you know... Well, we've used up all our space, but we must TELL YOU MORE... will you call, or drop us a line, to-day?

**DEPOSITS
FROM
£15**

**TAX
£7**

JOWETT CARS

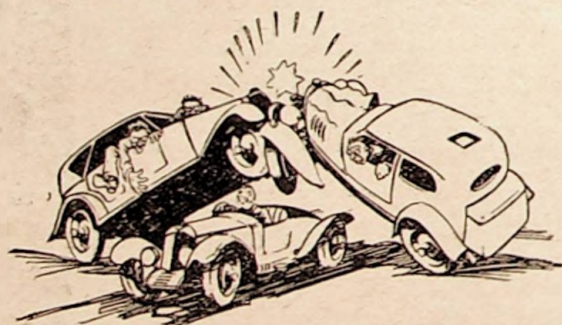
TERMS & EXCHANGES

OUR SHOWROOMS ARE WITHIN 100 YARDS OF HAMPSTEAD TUBE STN.

HOURS OF BUSINESS 9-8, INCLUDING SATS SUNDAY 9-1

F.O.C.H. LTD.

5, HEATH ST., HAMPSTEAD, N.W.2.
Phone: HAMPSTEAD 2215/6. Grams: "AFFOCHIO HAVER LONDON."



TAKE A DEFENCE POLICY AND PASS THROUGH THE WORST SAFELY

**FULL COMPREHENSIVE POLICIES
WITH ROAD TRAFFIC CERTIFICATE
AVAILABLE ON DEMAND AT
COUNTER OR BY RETURN OF POST**

| ANY DRIVER. | ANNUALLY. | QUARTERLY. |
|-------------|-----------|------------|
| 8 h.p. - - | £7 0 0 | £1 17 0 |
| Cowleys - - | £8 10 0 | £2 4 8 |
| 12 h.p. - - | £9 7 0 | £2 9 0 |

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

**FULL THIRD PARTY POLICIES
HALF THE ABOVE FIGURES.**

APPLICATIONS FOR AGENCIES INVITED.

DEFENCE LTD.,

DEPT. 6. Insurance Brokers,

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

TEL.: MANSION HOUSE 9944 (seven lines).

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

You want power?

Then you need
"AERO"

Valve Springs

they are marvels of tireless energy and accuracy. Without "AERO" you are losing the power you should get from your engine.



Command extra speed and surging power — fit "AERO" now.

Made only by **TERRY'S** — the world's greatest Spring Makers.

FOR ALL ENGINES.

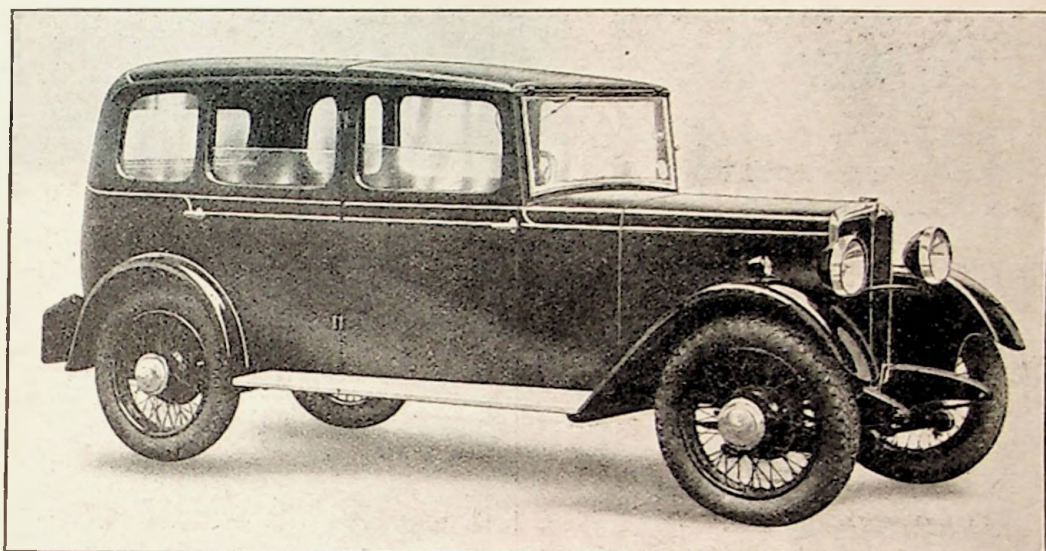
HERBERT TERRY & SONS, LTD.
REDDITCH, ENG.

Est. 1855.



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

Plain words



from plain folk.

The car illustrated above is the NEW Jowett. In our opinion it is the finest light car ever produced.

More important to you, almost everyone who owns one thinks the same.

It is roomier than other cars.

It holds the road better.

It has automatic ignition.

Rear petrol tank.

Silent bloc bushes.

It lasts longer and is cheapest to run.

"Reliable as a Jowett" sums up praise of anything.

We've had to earn that, you know!

The only engine of its type, and the only engine for a light car.

Prices from £135. Tax £7.

JOWETT CARS LTD., IDLE, BRADFORD

CUT THIS OUT

Put a **X** against the items which interest you

fill in your name and address and **POST TO-DAY**

C. Descriptive Lists, packed with vital information for car owners, will be sent to you FREE.

C. SPRING GAITERS

For car comfort and smooth running. Keeps the springs continually oiled and free from rust. The Patented Wick Tube Conveyor method of Lubrication guarantees the continuance of ideal suspension to your car indefinitely. Easy to fit and as easy to remove for inspection of springs.

C. CUSHIONS

Cosy car companions. Many different shapes and delightful colours in Leather and Leathercloth.

C. LOOSE COVERS

Protect Car Seats and Upholstery and keep the car interior bright and clean. "De-Luxe" fully tailored sets for comprehensive use. "Drop-on Covers" for seats only—fitted or removed in a few seconds. Large range of delightful materials.

C. PICNICKING EQUIPMENT

Collapsible Tables, Chairs and Stools with Carrying Cases which add to the joy of the alfresco meal. Also Picnic Rugs.

C. PROTECT - ALL OUTFIT

Saves cleaner's bills. An Overall Coat, a Pair of Gloves and a Duster in a handy Waterproof Case.

C. DUST SHEETS

Protective covers in blue or white, to keep car spick-and-span. Waterproof Sheets for use when car is left in the open.

C. SIDE SCREENS

Make your tourer into a cosy draught-proof saloon as required. Metal frames and crystal clear celluloid. Also Dickey Screens, Rear Screens and Metal Frame Hoodlights.

Name

Address

BLOCK LETTERS, PLEASE

All the above products are available from your usual dealer—insist on

Fabram

Products of REGD

RAMSDENS (HALIFAX) LTD., 3, Station Works, HALIFAX, England.
FABRAM HOUSE, SOUTHAMPTON STREET, FITZROY SQUARE, LONDON, W.1.

CAMP'S PLIERS.

Austin and Morris Owners

will find this simple tool HAVE ALL TROUBLE in fitting those awkward split cones. Secure a pair for your kit TO-DAY. For Austin '7, '12' or '16' ... 4/0

Austin '7' only or Morris Minor S.V. 3/9 (post 3d.)

AWKWARD JOBS

ANTI-TAPS

THESE EASILY FITTED SPRING WASHERS

smooth out tappet noise, save wear and increase efficiency. They maintain a constant pressure between tappet-heel and camshaft and greatly simplify valve adjustment.

A user writes:—"Please send me four pairs of Anti-Taps to replace set fitted two years ago. These have given every satisfaction. Having given no trouble and definitely deadened tappet noise." Fit a set to your engine and note the difference. 9d. per pair; or set of eight, 2/9; twelve, 4/- (post 1½d.)

CAMP'S CONTACT-BREAKER GAUGE



A vital but tricky job made simple and handy. Remove unit, adjust points in gauge and replace. (For all Standard makes of Magnets.) (Post 2d.) 4/6

CAMP'S EASYPOUR Funnel & Measure

in one—Saves 75% in time and trouble—it HOLDS ITSELF in position while you do something more useful.

Pint size .. 3/6
Quart size 4/6

(Postage 6d.)

MADE SIMPLE

CAMP'S KEY-RING IGNITION GAUGE

Always 'on the spot' in the pocket. For Coil or Mag. Ignition. (Post 1½d.) 6d.

Of all HALFORD'S DEPOTS, Service Co., J. Gross, etc., or from CAMP & CO., 46, Oxford Rd., Acocks Green, B'HAM. (Trade—J. A. RILEY.)

"WELLINGTON" LIQUID METAL POLISH

A POLISH THAT, WITH A MINIMUM OF LABOUR, GIVES A REAL BURNISH THAT LASTS



CLEANS and POLISHES ALL METALS (including silver) AND GLASS (Windows, Mirrors), MOTOR SCREENS (Glass or Celluloid). TRY IT and PROVE IT.

In tins, 3d., 4½d., 7½d. & 1/3; also in ¼, ½ & 1 Gallon Cans
ALSO MAKERS OF NON-INFLAMMABLE LIQUID METAL POLISH

JOHN OAKY & SONS LTD.

WELLINGTON MILLS

LONDON S. E. 1

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

BRICO
TRADE MARK

100%

MAXIGROOVE

SCRAYPOIL RING

PATENT NO. 289264

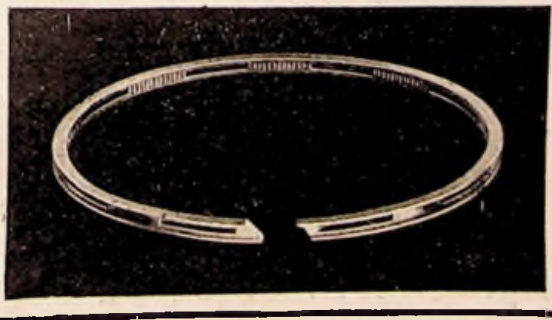
Avoid re-grinding worn cylinders

and the expense of fitting new pistons when cylinders are badly worn and oil pumping becomes excessive.

You can save this expense by fitting the BRICO 100% "MAXIGROOVE" Scraypoil Ring which is a definite cure, instantaneous in action, and marvellously effective. The most wonderful piston ring ever introduced, with fully patented features. Strongest where the stress is greatest. No other is "just as good."

Obtainable from all Garages and Dealers. Manufacturers

The BRITISH PISTON RING Co., Ltd., COVENTRY.



H.P.

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

Test this New Gre-solvent Product - FREE!



FOR BRILLIANT CAR SHINE

We want you to prove at our expense that "Tellene" is the most wonderful polish for car bodies you have ever used. We want you to prove for yourself that it is the easiest and quickest, the most durable and the most economical polish on the market.

Fill up the coupon now and post in unsealed envelope with 1d. stamp giving your dealer's name and address in order that we can arrange for local stocks.



FILL IN THIS COUPON NOW

FREE TRIAL COUPON

The Gre-Solvent Co., Leeds.

Please send me a free trial tin of your "Tellene."

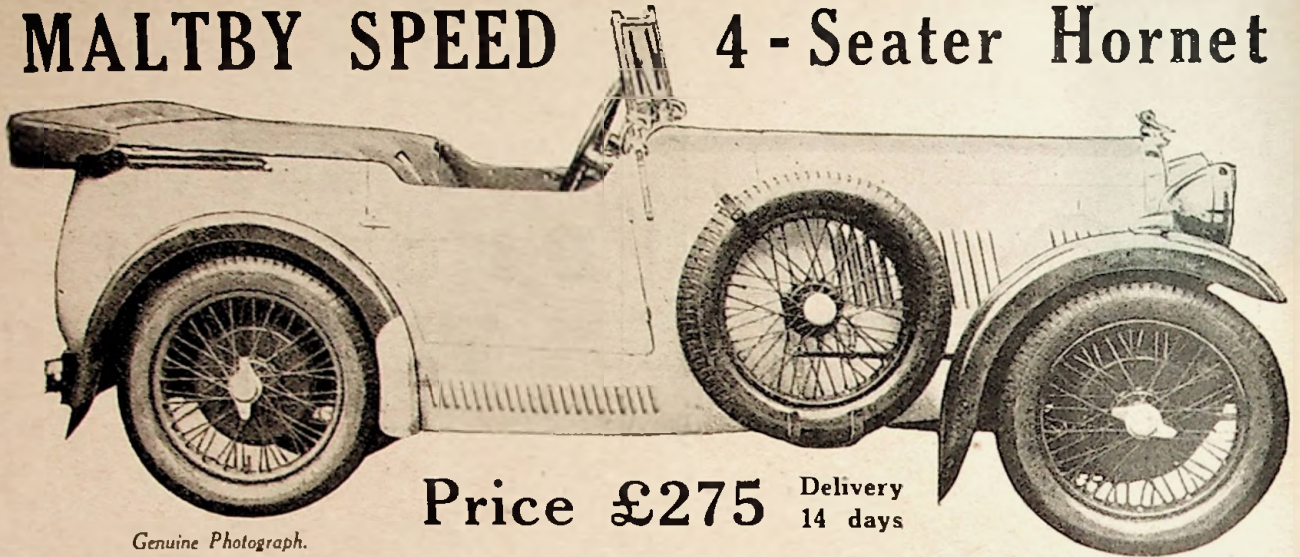
Name

Address

My Dealer is

Address

MALTBY SPEED 4 - Seater Hornet



Genuine Photograph.

Price £275 Delivery 14 days

Special Features :

Comfortable seating for 4 people. Arm rests to all seats. Extra width, giving comfortable driving with hood and side shields up. Rear of body opens disclosing concealed luggage carrier. Your colour scheme at no extra cost. Facia board part of body, so obviating rattles. Complete equipment, no extras required.

Showroom-soiled 2-seater and Coupe available.

Price £160 and £180

Part Exchanges ————— Deferred Terms.

Other Models :

- *MALTBY 4-seater - - - £250
- *MALTBY Drop-head Coupe £249
- *MALTBY Drop-head Coupe Special - - - £275
- MALTBY 4-seater Sports Saloon - - - £289

*Immediate delivery.

MALTBY'S, LTD.,
141/3, Sandgate Road, FOLKESTONE.
Models may be seen at Lex Garages, Ltd., Piccadilly, London



• UPHOLSTERY THAT SAVES YOU TROUBLE & EXPENSE

You will be surprised how well "Rexine" withstands the knocks and scratches — the dust and the grease. It is an ideal upholstery for the car as well as the home — durable, economical and distinctive. The colours and finishes are as varied as they are beautiful.

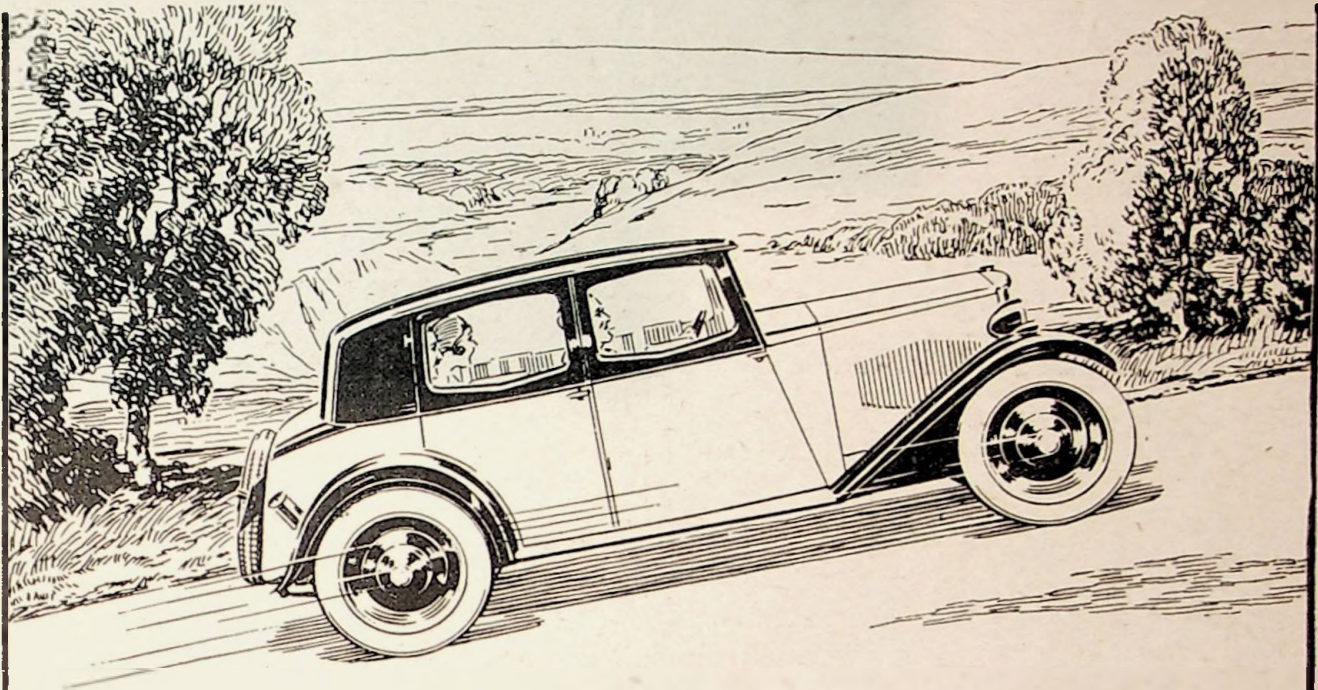
"Rexine"
BRAND

LEATHERCLOTH

I.C.I. (REXINE) LTD
(A subsidiary company of Imperial Chemical Industries Limited)
HYDE, CHESHIRE

R.A. 277

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



Up! Up! Up! What joy, what exhilaration! What scenery! What respite from the hum-drum happenings of the everyday!
 To tour in a

RILEY "9" MONACO SALOON

is the acme of pleasure and delight — it's the car that never tires — the car that is "such fun to drive."

Gradients, up or down, offer no obstacles to its smooth, silent, powerful progress — seldom must you drop from top and when you do the silence of the "silent third" is ever with you. And down "the other side" its wonderful safety brakes give you the maximum of security and confidence. Fully loaded it will still charm you with the ease with which it travels, and with luggage all tucked away and perfectly protected in the capacious luggage compartment built into the rear there is nothing to disturb the perfect comfort of your passengers.

And this car which all the world admires will only cost you

£298

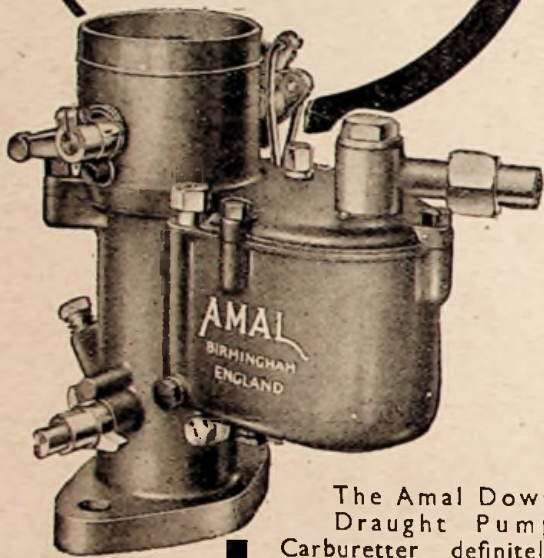
with a yearly tax of £9, and a petrol consumption of 35 to 40 m.p.g.
 Now won't you let a Riley Agent demonstrate?

RILEY (COVENTRY)
 & 42, NTH AUDLEY



LIMITED, COVENTRY
 ST., LONDON, W. 1.

Better Acceleration
 WITH THE
AMAL
 Down Draught Pump
CARBURETTER



The Amal Down Draught Pump Carburetter definitely gives improved acceleration because advantage is taken of the gravity of petrol vapour. In simple language, the vapour falls into the induction pipe instead of being lifted into same. This means a more instantaneous response to throttle opening.

Write and ask us to tell you more about it.



AMAL
 Gauze Type Air Filter.
 Excludes grit from engine, prolongs engine life and reduces overhaul expenses.

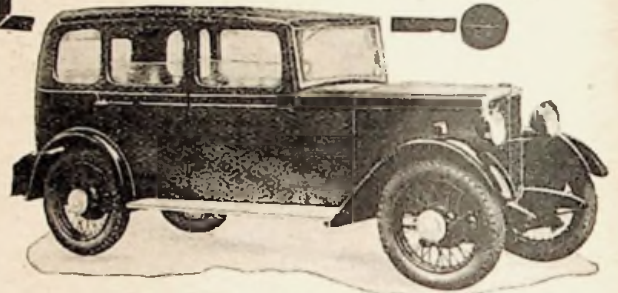
Write for descriptive Leaflet.



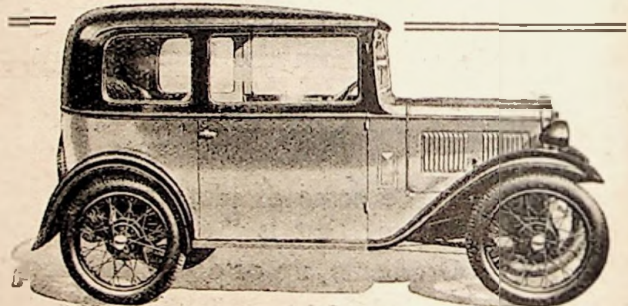
AMAL LTD., Dept. L.C.16, Perry Barr, BIRMINGHAM.

IN YOUR OWN INTERESTS
 BUY YOUR **JOWETT**
 CAR FROM THE
SERVICE COMPANY
 THE LONDON DISTRIBUTORS
 with FULL SERVICE FACILITIES

Full Jowett SERVICE, REPAIRS and SPARES facilities (Trade Enquiries invited); Trial Runs; HIGHEST EXCHANGE ALLOWANCES; Privately Financed Deferred Payment Terms arranged between ourselves.



JOWETT Long Coachbuilt Saloon de Luxe £162-10
 On "Service" own financed terms. Deposit £32-10 and 12 monthly payments of £11-7-6 or 18 monthly payments of £7-15-3, or 24 monthly payments of £5-19-2 or otherwise as arranged between ourselves.



AUSTIN '47' de Luxe Saloon £128
 On "Service" own financed terms. Deposit £25-12 and 12 monthly payments of £5-19-2 or 18 monthly payments of £4-2-3 or 24 monthly payments of £4-13-10 or otherwise as arranged between ourselves.

Specialists in:
AUSTIN
JOWETT
MORRIS
ROVER
SINGER
STANDARD
TRIUMPH

DELIVERY OF NEW AUSTIN "TEN-FOUR" FROM STOCK.
 De Luxe Saloon £168. On "Service" own financed terms, Deposit £33 12 0 and 12 monthly payments of . . . £11 15 2 or 18 " " " " " £8 0 6 or 24 " " " " " £6 3 2 or otherwise as arranged between ourselves

SPOT CASH! We urgently require good condition models, and will pay CASH on the SPOT or make HIGHEST allowances in part exchange for any new model.

"SERVICE" SELECTED SECOND-HAND CARS are given in the miscellaneous pages of "Light Car" each week. Best Possible Deferred Terms. Full List on application.

The Service Company Ltd.

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

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

JUNE 24, 1932.

SEE
THE NAME **LODGE** ON EVERY PLUG



in your engine and you have the satisfaction of knowing that it is equipped with the most efficient plug in the world.

For standard touring cars

LODGE C3

(illustrated)

5/-

(red box)

For sports cars

LODGE HD

6/-

(bronze box)

Sold everywhere.

LODGE PLUGS LTD.—RUGBY.

TOURING THIS YEAR?

Don't have your enjoyment spoiled by fatigue

The whole charm of a motoring holiday is the ability to cover long distances. But the day's enjoyment is completely spoiled if fatigue and heaviness overtake you during the final hours.

That fatigue is caused by strain of delicate, unsupported muscles. It can be avoided by wearing the "Litesome" Body Belt which provides gentle and scientific support. You may learn full and scientific details by sending for Free folder "Safeguard the Danger Line."

It tells you also how the "Litesome" Body Belt is appreciated by doctors, athletes, sportsmen and workers.

Wear the "Litesome" Body Belt always. It keeps you fresh and alert, full of energy and spirits. It guards you from harmful strains amidst the most strenuous activities. All wise men wear the



The "Litesome" Body Belt is recommended by many doctors, sportsmen and athletes. Made in two sizes: 28-34" waist and 34-40" waist. In two styles: **EVERY-MAN** with adjustable belt and **SPORTS** model with elastic belt. From Boots, Taylors, Timothy Whites, Harrods, etc. If ordering direct from the makers send P.O. and state size and style required.

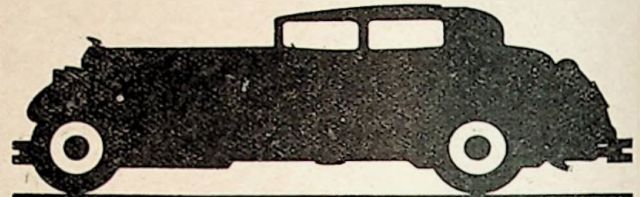
"LITESOME" BODY BELT & SUPPORTER

CUT AND POST NOW

FRED HURLEY, LTD., Victoria Park Mills, Keighley
 Please send one "Litesome" Body Belt for which I enclose P.O. for 4/6.

Size..... Style.....
 Name.....
 Address.....
 L.6

4/6
 POST FREE
 5/- OVERSEAS.



"Some owners used to adjust their brakes every 1,000 miles or so, but since they have had **LAYSTALL HARDENED STEEL BRAKE DRUM LINERS** fitted, they now adjust their brakes only every 10,000 miles—and get better braking all the time."

BETTER and SMOOTHER BRAKING in all WEATHERS.

Write for the **LAYSTALL BOOKLET** giving full particulars.

LAYSTALL

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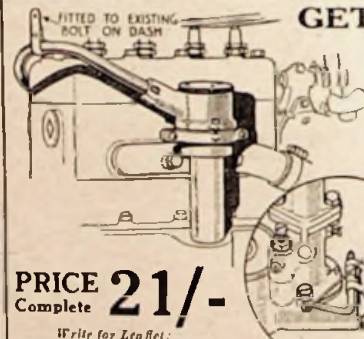
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FUMELESS MOTORING! GET FRESH AIR!



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

MIDDLEMORES Fume EXTRACTOR

Fitted in a few minutes. For Morris Oxford and Cowley, Morris Minor and Austin 7 hp., Wolseley 6, 8 and Hornet, Singer Junior, Standard 9, Rover 10 and Ford.

PRICE **21/-**
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 MIDDLEMORES (Coventry) Ltd., Little Park Street Coventry.
 Established over 50 years

SHELSLEY WALSH - 25 JUNE, 1932.

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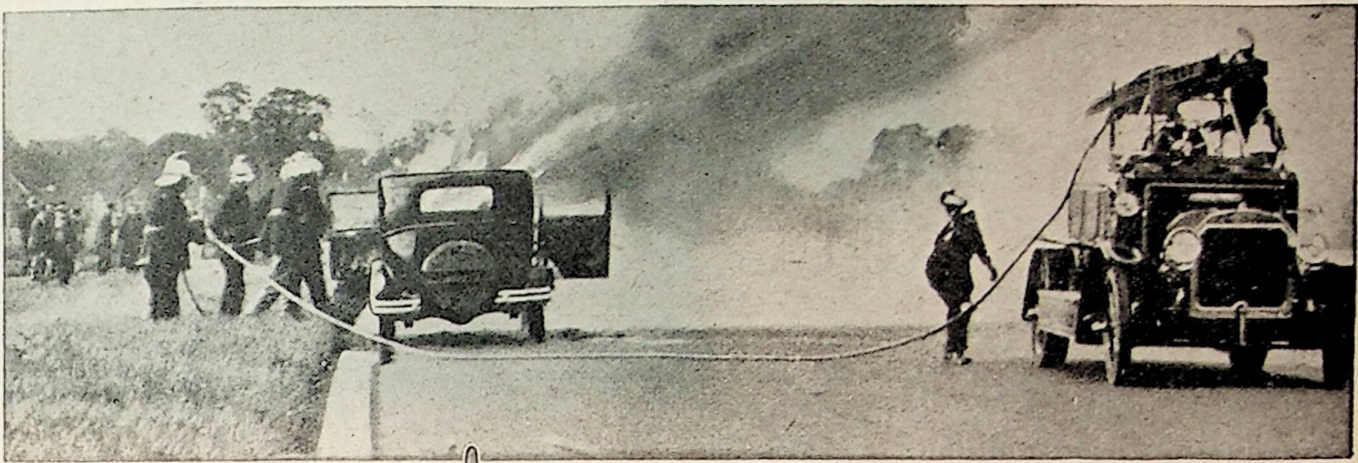
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Visitors and competitors to Shelsley Walsh are invited to phone the Manager reserving accommodation, or tables for Dinner on their return journey. Telephone No. 28.

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Every 6 hours a car is burnt. At any moment *yours* may burst into flames. You can't always depend on the fire brigade reaching you in time. The quickest, safest and surest protection is a Pyrene Fire Extinguisher. It is instant in action, always ready for use, effective from any angle with any side up, and it costs only 35/-.

Why delay? Hesitation is often costly. Order your Pyrene Fire Extinguisher to-day.

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Tin contains:
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EXAMPLE:—
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AUSTIN SEVEN
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MORRIS MINOR
 from
£2/15/0 Yearly
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 All types of vehicles
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Send particulars of your offer as above and quote terms for—

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THE GIBSON

2/3 cwt. TRAILER
 with All Steel Chassis.

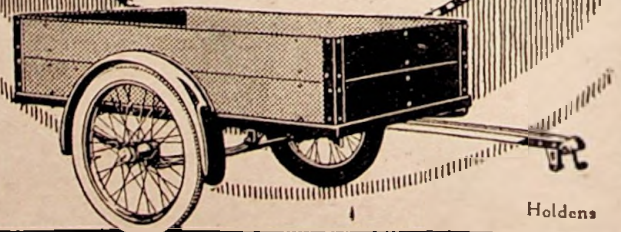
Without question the best value on the market. The chassis is of the finest all-steel construction, with detachable wheels. The strong body is of ample dimensions, viz., 5 ft. x 3 ft. x 1 ft., and the whole is finished in either Red, Blue or Green to choice, and is varnished. A feature is the silent, self-lacking ball hitch, and towing hitch which is readily fitted to any car. Ideal for the family man, and for trade purposes, and complete with mudguards, registration plate, tail lamp and flex.

COMPLETE, 13 GUINEAS (at Works).

Complete with Body and All Accessories. Chassis only 10 GUINEAS Complete with Accessories. Fully Illustrated Catalogue Post Free on request.

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Holdens

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



Every five minutes of the day —

Yet we apologise!

Every five minutes of the day a 1932 Standard car—complete to the last detail of its gleaming coachwork—leaves the conveyor track at the Canley Works.

Yet—even so—supply is not equal to the demand for these most popular products of British skill and labour!

To those therefore who are awaiting delivery of their 1932 Standard, we apologise most sincerely, and beg to state that every effort is being made to fulfil the orders which come daily pouring in.

STANDARD

Every five minutes —

The 1932 Standard "Little Nine" from £145 The 1932 Standard "Big Nine" from £195
Dunlop Tyres All prices ex works

Every Standard owner should read "The Standard Car Review," published monthly, price 3/6 per annum. From all dealers or direct from The Standard Motor Co. Ltd., Canley, Coventry. West End Showrooms: The Car Mart Ltd., 46-50 Park Lane, London, W.1 and 297-9 Euston Rd., N.W.1

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

"BROOKLANDS" SPORT EQUIPMENT



"Brooklands" Brake Shields are deep drawn Aluminium drums, 13 x 17 in. Fitted over your existing wheels' studs they effectively prevent the ingress of mud and water and also act as coolers. They give that "big car" look to your Midget, Hornet, Minor, etc., especially with Magna wheels. Supplied ready pierced either black or bright.

26/- set of 4.



"Brooklands" Fully Flexible Steering Wheels provide an altogether new standard of driving comfort and safety. Completely flexible in all planes without the possibility of rim or spoke fracture and an altogether certain grip under all conditions. Supplied attractively finished in dead black rubber and Chromium Plate, and provided with special horns machined out to replace existing Steering Wheels.

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| Mark I 16" | from 36/- |
| Mark II 18" | from 40/- |
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| B.S.A., Midget, Magna, Hornet .. | 36/- |
| Austin 7 | 40/- |



"Brooklands" Radiator Stoneguards effect a wonderful improvement in the frontal appearance of your car. Constructed from brass throughout and Chromium Plated. Easily fitted in a few minutes by the owner-driver. Over 90 stock patterns.

M.G. Midget, Austin 7, from 30/-
Riley Nine and Six .. 35/-

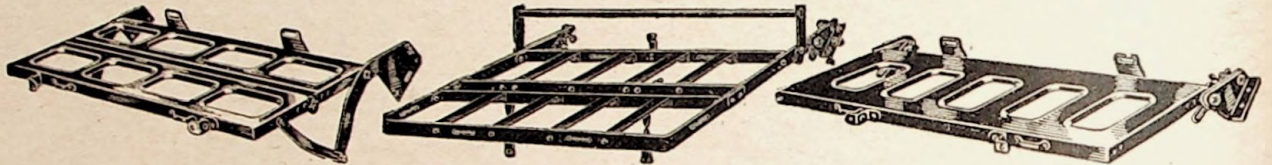


"Brooklands" Hub Caps fitted to your existing bolt-on wire wheels give the effect of knock-on Racing Hubs. Beautifully proportioned, easily fitted, and finished in Chromium Plate.

Mark I .. 21/- set of 5.
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Write for Two Colour "Brooklands" Folder.

"SUPER EASYFIT" LUGGAGE CARRIERS.



This Summer carry your Luggage in safety and comfort and in the proper place—at the rear on a "Super Easyfit" Carrier. We make every type of carrier in both strip and pressed steel and supply them complete with all fittings ready for immediate attachment. All models fold and are complete with panel guards, spring clips, strap holders and adjustable number plate holders. Why not write now for full illustrated lists? In any case make sure it is an "EASYFIT" or "SUPER EASYFIT."

Hillman Minx 21/-
Austin 7 12/6, 18/-, 19/6

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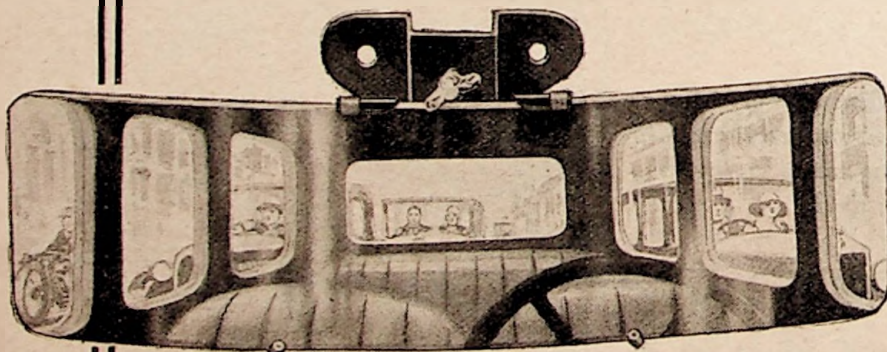
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900
Stock Models.

FRANK ASHBY & SONS, LTD.
STIRCHLEY :: BIRMINGHAM

HAVE A GOOD LOOK ALL ROUND before you make a turn



'ENOTS' TRIOSCOPE 7/6
complete with fitting
Replacement Mirrors 5/-

ENOTS

BENTON & STONE LTD.
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London Office, Showroom and Service
Depot: 108, Great Portland Street, W.1.

TRIOSCOPE SALOON DRIVING MIRROR

YOU cannot safely make a turn without first having a good look all round. Bad drivers are plentiful and cutting-in is practised to an alarming extent. That's when a Trioscope Driving Mirror is so invaluable. A glance tells you exactly what the other man is doing—left, right and behind.

It greatly relieves the tension of driving and makes motoring more enjoyable.

The Enots Trioscope is also of great assistance when reversing into your garage or a car park.

Easily adjusted by means of one wing screw only (right at the front) to suit drivers of varying heights.

Mirror can be removed for cleaning and replaced in a moment. Fittings are made rustproof before being cellulosed.

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Will the Record be broken at SHELSLEY WALSH

This year's is the
greatest hill climb or-
ganized by the M.A.C.
For the earliest fully
illustrated report, see

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| NOW ON SALE
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*Annual
Summer
Number*
(21st June)

The article by Reginald Wellby, illustrated by Frank Patterson, entitled "The Three Best Touring Districts of Great Britain," with a special note on Northern Ireland, will help you to plan your Summer tour. Many other topical features.

NEXT TUESDAY'S
ISSUE OF

The Motor
28th June
Price 4^D.

MODELS FROM £75-0-0 (70 m.p.h.)

COVENTRY VICTOR SUPER SPORTS

LUXURY THREE WHEELERS

4 POUNDS TAX

3 SPEEDS & REVERSE

2 Seats and Large Luggage Space

WRITE NOW for Catalogue C.2.

MODELS and PRICES:

"Midget" .. £75-0-0

"Family 4" .. £99-15-0

Sports £105-0-0

Luxury Model Sports .. £120-0-0



Speed Comfort Economy

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THE COVENTRY VICTOR MOTOR CO., LTD., COVENTRY.

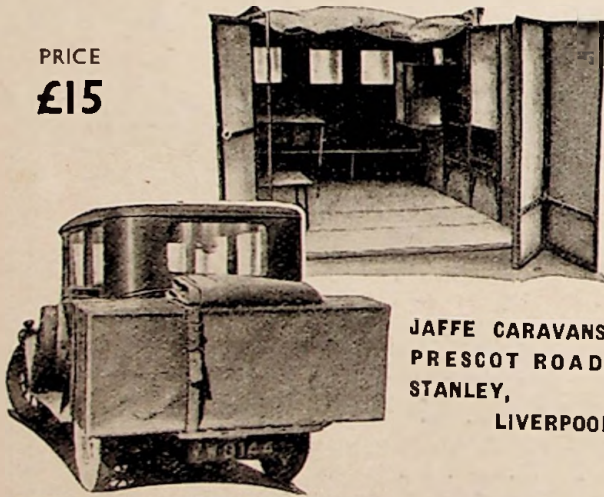
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— ON THE BACK OF YOUR CAR

The Jaffe Carrier Caravan comprises a wooden framework to which canvas is attached. It opens out into a comfortable bungalow, and can be closed up concertina fashion into a formation measuring 16" deep, 26" wide and 5' 6" across. When erected it measures 11' in length, 6' 6" in width, and 6' high at the peak of the inverted V-roof, includes two folding camp beds and stools, likewise a folding cupboard and table. Five celluloid windows are fitted, giving adequate light. Guaranteed windproof and waterproof. Easily erected. Write for fuller details of this and other caravan models.

PRICE

£15



**JAFFE CARAVANS,
PRESCOT ROAD,
STANLEY,
LIVERPOOL.**

... you ought to afford them:

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

1. **SPECIAL QUICK-FILLER CAPS** (Petrol or Oil). Instant action, easily fitted. Prices: 2 in. 4/6, 2 1/2 in. 6/3.
2. **"BROOKLANDS" HUB CAPS**. For Austin 7, Midget, Minor, Hornet, etc. Chromium plated, 21/- set 8; Talbot, 22/6; for Rudge Spare Wheels, 7/6. Post 9d.
3. **BROOKLANDS RADIATOR STONE GUARDS**. Chromium plated on solid brass. Easily attached. Austin 7, 30/-; Midget, 30/-; Riley 9, 32/6 and 35/-; Hornet, 36/-. All makes available. Post 1/3.
4. **"AERO" WINDSCREENS**. Ideal for Sports Cars. Highly polished aluminum frames. Triplex glass. Adjustable any angle, 12x18 in., 12x6. Carriage 2/.
5. **BROOKLANDS FULLY FLEXIBLE STEERING WHEELS**. For all cars. 18 in. from 30/-, 18 in. from 40/- Steering column extensious for Hornet, Midget, Minor, 12/6.
6. **MORRISCO PETROLIFT**. For cars with rear tanks. Replaces uncertain vacuum feed with latest absolutely positive reliable system. Independent of air pressure, feed is always constant, giving utmost economy and power. Fitted in a few minutes. 12 or 6 volt. 50/.

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



DERRINGTON
KINGSTON 3720

Recognised specialist in Super-Tuning for Road and Track. Ask for details.

169, LONDON ROAD.
Open 8.30 to 7.30.
Wednesday 8.30-1.

KINGSTON-ON-THAMES.
Near Norbiton Station.

If You Live in Hilly Country, Preferring to Run a Light Car, and are Thinking of Caravanning—then You MUST Buy an "ANGELA."



The Caravan that is built SO Light that a 7 h.p. car can take it ANYWHERE—Yet SO strong that most of the Hire-Fleet owners in the country prefer them.

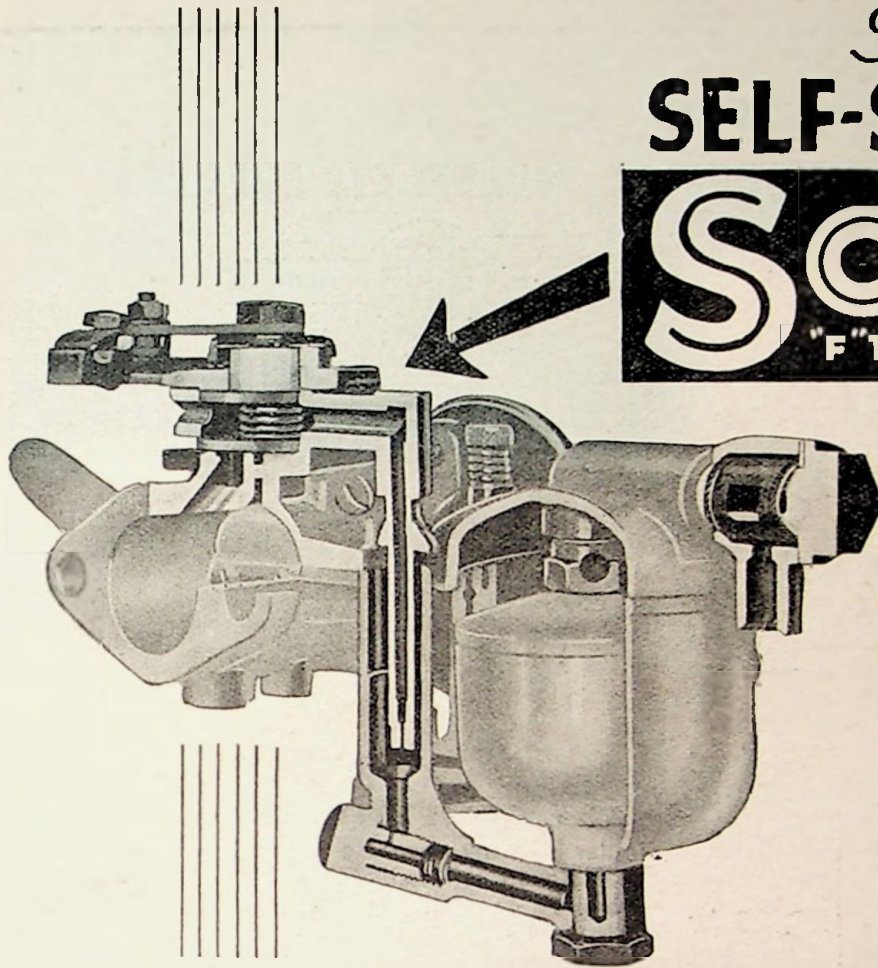
There's an "ANGELA" Model for every Car, and Models from **£60**

Send for Illustrated Catalogue. Better still—call and see our large range.

Caravans for Hire from **£2:10:0** per week. DEFERRED TERMS.

The ANGELA CARAVAN Co., Friars Wash, Nr. Flamstead, St. Albans (On the main London—) Coventry Road.)

The New SELF-STARTING SOLEX "F" TYPE CARBURETTOR



The starting unit is separate from, though integral with, the main carburettor.

It Saves starting delays and gives that little extra richness necessary for a quick "get-away" from cold.

It Saves engine wear and tear, and oil dilution in the crankcase. It saves the protective oil film on the cylinder walls.

It Saves the necessity for "flooding," eliminates the "strangler" and saves the starting batteries.

It Saves petrol consumption on every run. "Solex" is the most economical carburettor in the world.

USERS' OPINIONS :—

TRIUMPH 7 h.p. "I am very pleased with the Self-Starting 'Solex.' Starting is 'child's play.' Without exaggeration, it adds 50% to the performance of the car. The improvement over my old carburettor is really wonderful."

FIAT 10/30 h.p. "Wonderful results from the Self-Starting 'Solex.' Thousand feet above sea-level, the engine started up immediately in spite of the fact that I could only just get the engine over compression with the starting handle—the oil being so thick."

Write for details of our **30 DAYS' FREE TRIAL** Test the new Self-Starting "Solex" for 30 DAYS FREE. We offer you generous allowances for old carburettors—"Solex" and other makes. **SOLEX LTD., SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1.**

Telephones: Paddington 8021, 8022, 8623, 8024, 8625, 8026.
Telegrams: "Solexcarb, Edge, London."
Distributors for the Irish Free State: Franco-Irish Enterprises Ltd., Shamrock Terrace, North Strand, Dublin.

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

NAME.....

ADDRESS.....

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Make of Car.....H.P.....Year.....

L.C.16

Start right away — and save all day!

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

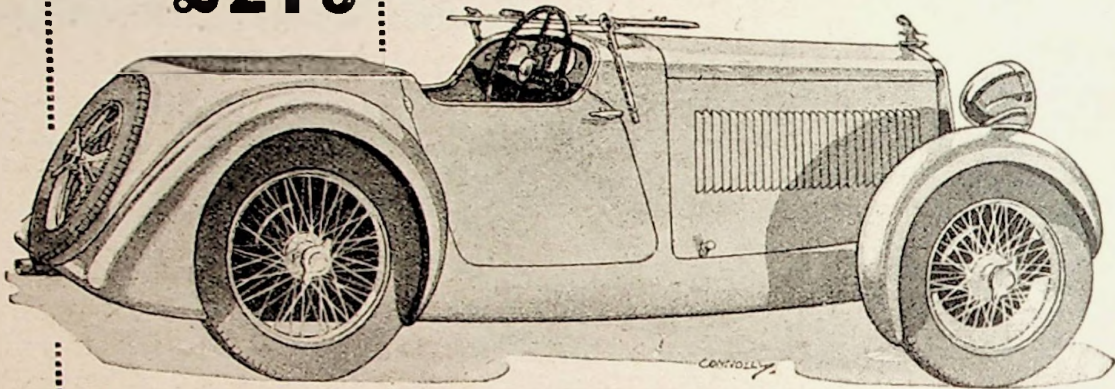
Two Superlative Sports Cars!

SPECIAL WOLSELEY HORNETS

THE TROPHY MODEL

Price: **£275**

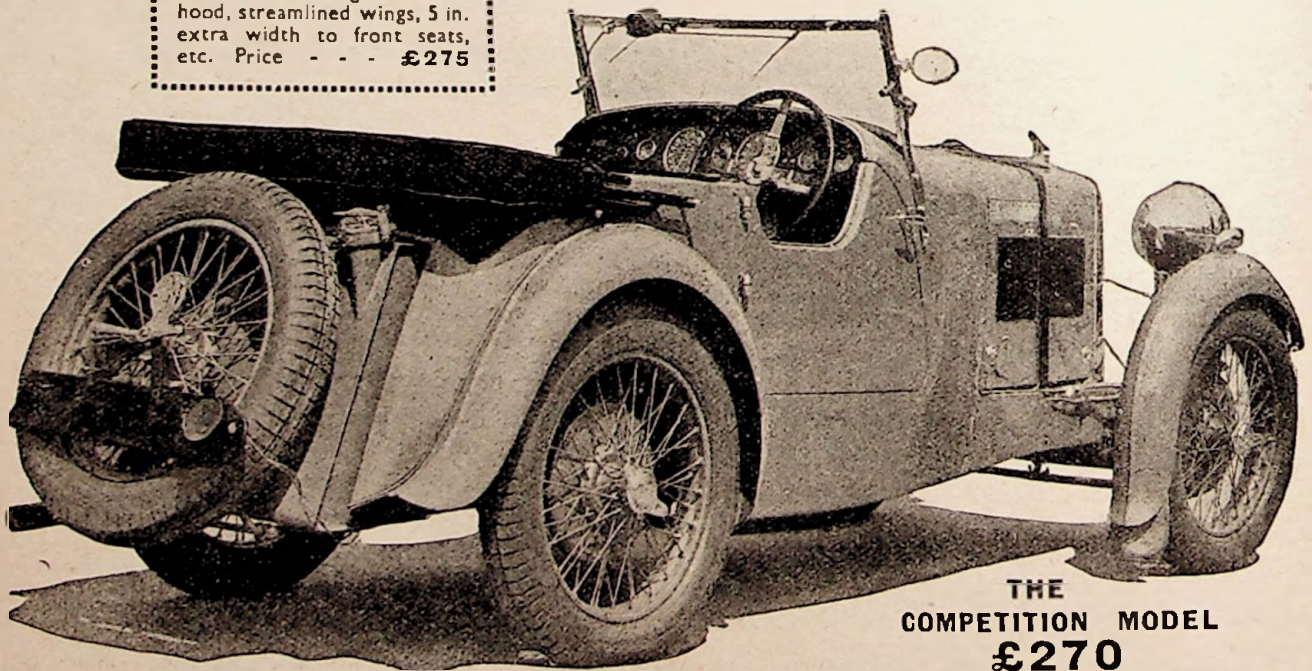
WITH ———
SPECIAL **ABBEE** COACHWORK



This is a recent introduction and has been designed to give maximum comfort in a light sporting car. The seats are wide and deeply upholstered, and every component has been chosen regardless of cost. As "The Light Car & Cyclecar" said:—" . . . it is one of that select band of cars in which one never tires of taking the wheel." 75 m.p.h. and brakes to match, slashing acceleration and perfect controlability. Full of unusual features including concealed hood, streamlined wings, 5 in. extra width to front seats, etc. Price - - - **£275**

The COMPETITION MODEL

Similar in many respects to the Trophy model but designed especially for those who wish to take part in sporting events. It has a 16 gallon fuel tank at the rear, upswept scuttle and the sides are cut away so that elbow room is not restricted. An ideal machine for the competition man. Full of pep and able to withstand really rough treatment. It's built for it! Price - - - **£270**



THE
COMPETITION MODEL
£270

Designed and Built by:
ABBEE COACHWORKS, LTD.,
☐☐☐ North Acton ☐☐☐
'Phone WILLESDEN 1224

Distributed in London by:
E. C. STEARNS & CO.,
16 Fulham Rd., South Kensington, S.W.3
'PHONE KENSINGTON 0081/2



WHAT A CAMP FOR MOTOR SPORTSMEN.

A scene on the circuit de la Sarthe during the 24-hour race last week-end. Motor sportsmen would doubtless consider this an ideal camping site!

What's On . . .

The Cream of the News

LOOK OUT for a very interesting announcement next week. It will be the first of several.

ONE of the most interesting items in next week's issue will be a comprehensive test report of the 9 h.p. sports Singer. Singer enthusiasts will recall that we dealt with the saloon model in our issue dated June 3rd, 1932.

THIS IS OUR SUMMER NUMBER, and we have devoted a large part of the contents to an exposition of the arts—and delights—of camping with caravan, trailer or tent. If you have a friend who is interested in an open-air holiday and he is not already a reader, draw his attention to this issue.

SOMETHING NOVEL in the way of a cover for *The Light Car and Cyclecar* identifies this issue. Open your paper at the centre pages and lay it face downwards on the table. You will then have a fine continuous picture in which the products of the Austin Motor Co., Ltd., figure very largely.

No. 1020. VOL. XL.

TO-MORROW all roads lead to Shelsley, where the annual Open Hill-climb will be run off.

A BIG FIRE which broke out in adjacent premises last Monday seriously threatened the Riley Service Station, Wembley. Fortunately the outbreak was quickly quelled.

NOW THAT AN AGREEMENT has been concluded between the Ford Motor Co., Ltd., of London and Dagenham, and the Ford Motor Co. of Canada, it is anticipated that the 8 h.p. Ford will soon be in production at the Dagenham works.

THE T.T. Intending entrants in the R.A.C. Tourist Trophy Race (August 20th) are reminded that entries close finally at double fees at noon on Monday next, June 27th. We learn, as we go to press, that in addition to the 30 entries already received there is a possibility of the list eventually closing with a total of over 40.

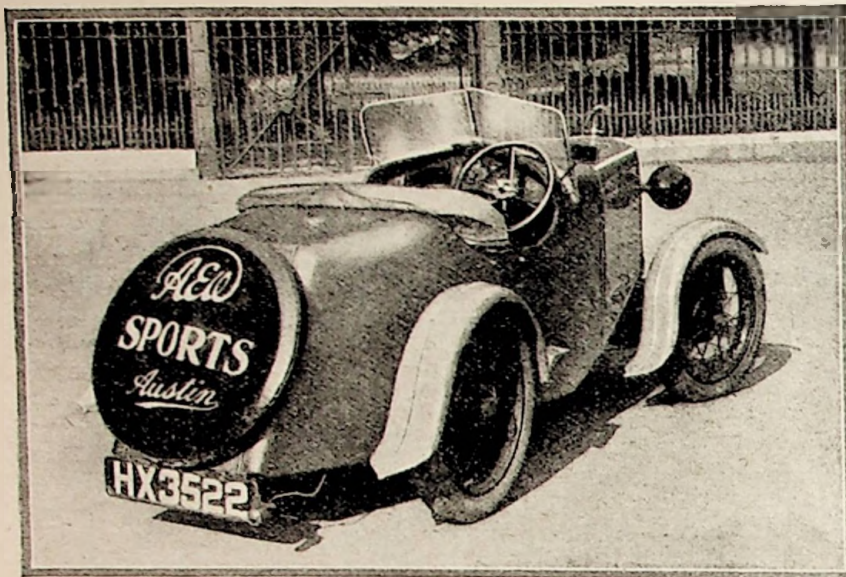
JULY 2ND. A great Gala Day at Brooklands, which is being organized to assist the funds of Guy's Hospital. Further details in next week's issue.

STUDDED CROSSINGS for pedestrians in Paris are proving very popular with walkers—so much so that "studied" indifference to traffic is now the order of the day.

TRAFALGAR SQUARE, London, we learn, is to be controlled by automatic traffic lights. The rumour that these are to be mounted on Nelson's Column is untrue. They are to be placed in such a position that only Nelson will be able to turn a blind eye to them.

ENTRIES for The Light Car Club's Relay Race close at double fees on Monday, June 27th. Entries at ordinary fees total 29 teams, which represents no fewer than 87 cars. So far as entries are concerned the race is, therefore, the biggest ever held at Brooklands.

THE FLYING SQUAD are to be equipped with eight-cylinder cars capable of a maximum speed of 90 m.p.h.; meantime the Lying Squad, which consists of people owning sedate family tourers, who claim to have cars nearly as fast and as powerful, continues to flourish.



Product of the Bedford Garage, of Alexandra Park, London: A pleasing sports Austin at £135.

THE A.E.W. AUSTIN
Recently Introduced at £135

THE very interesting little sports two-seater Austin Seven illustrated above is the product of Bedford Garage, Bedford Road, Alexandra Park, London, N.22, and is priced at £135.

In addition to its striking appearance, the little car is built on thoroughly workmanlike lines, and bears the unmistakable stamp of the hand-built production. Indeed, each car is made to measure for the individual owner.

Great attention has been paid to securing strength and rigidity in the light body. It is claimed that a load of 28 stone can be carried on the tail with complete safety.

Features of the car are the "one-man" hood, a smart cowling over the front axle, a chromium-plated stone-guard and the capacious luggage boot.

The standard equipment includes a flying-bird mascot, Ashby "Brooklands" steering wheel—in conjunction with a raked column—bumpers front and rear (not illustrated), ship-type ventilators, and a deep-note exhaust system.

Strip Control in St. Albans

Automatic strip control is now in operation at the busy cross-roads in St. Albans where the London-Coventry road intersects the Watford-Harpenden road at the top of Holywell Hill.

GUY'S GALA

July 2nd at Brooklands

IT is announced that the S.M.M. and I.T. has approved of trade participation in the Concours d'Elegance which is to be held in connection with the Gala day at Brooklands on July 2nd in aid of Guy's Hospital.

The meeting will be in three parts—the morning programme, composed of two races for Guy's students and a ladies' race—the afternoon programme and the Concours.

The events to be run off commencing at 2.30 p.m. will be the races for the trophies presented by the Duke and Duchess of York respectively, a short and a long handicap, a skilful driving competition, and a 15-lap Mountain race.

The race for the Duke of York's Trophy will be a 20-mile event for 100 m.p.h. cars only, and the Duchess of York's Trophy race is a 6½-mile ladies' race. It is hoped that both the Duke and Duchess of York will be present during the day.

The meeting is being organized by the Junior Car Club.

Entry fees for the skilful driving contest—the "hazard handicap"—are 7s. 6d., and for the Concours 10s. 6d. All entries close to-day, June 24th, and must be sent to Mr. L. F. Dyer, The Junior Car Club, Empire House, Brompton Road, London, S.W.7.

THE LAW AND THE TRAILER

Points for the Motoring Camper

ALTHOUGH the various acts and regulations concerning the use and construction of trailers are very complicated to the layman, the law is really very simple so far as it affects motorists who set off on a holiday with a luggage trailer or trailer caravan.

The first thing to remember is that there is a *speed limit* in force. Provided that the trailer is only a two-wheeler and is fitted with pneumatic tyres, this limit is 30 m.p.h. In other cases lower limits are in force, but as all trailers towed by private cars fulfill

the two requirements stated, motorists are not concerned with them.

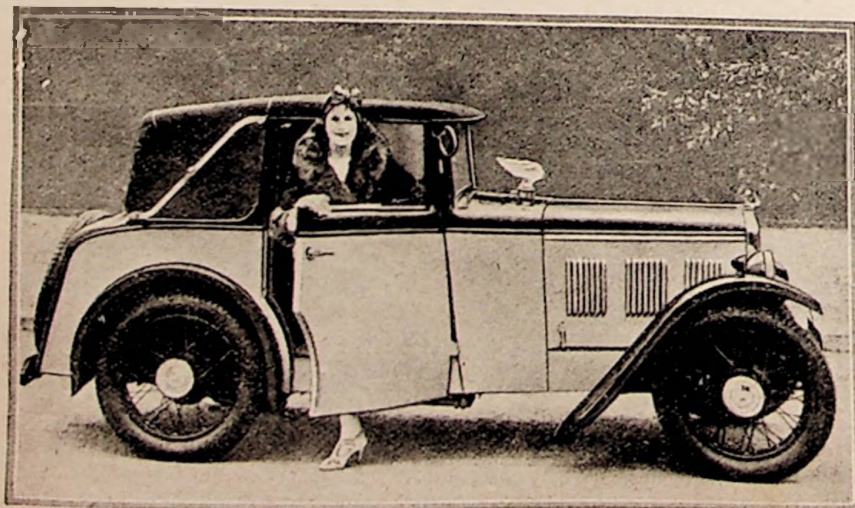
A *number plate*—bearing, of course, the same number as the towing car—must be fitted to the rear of the trailer, and it should be noted that it is not in order merely to transfer the plate from the rear of the car. The plate on the trailer must be additional to those on the car.

So far as *lights* are concerned, the number plate of the trailer must be illuminated and a red light must be shown to the rear, but it is unnecessary to have a rear lamp on the towing car. No front lights are necessary on the trailer unless the distance between it and the car exceeds 5 ft. or unless the trailer or its load project more than 12 ins. laterally in a line from the centre of the front lights of the car.

So far as *brakes* are concerned every trailer exceeding 2 cwt. unladen must be fitted with efficient brakes, but these can be of the type that come into action automatically on the over-run provided that the unladen weight of the trailer does not exceed 1 ton.

One other point concerning the construction of trailers may be mentioned, although it is not very likely to affect light car owners. The *maximum width* allowed by law is 7 ft. 6 ins.—ambitious home builders please note!

Finally, those who are setting out on a holiday with a trailer in tow must not forget the question of *insurance*. Most policies definitely exclude the use of the insured car for towing, so that, unless arrangements are made regarding this point, the motorist will virtually be driving uninsured.



HER NEW CAR.

Miss Desiree Ellinger, appearing in the musical play "Helen," at the Adelphi Theatre, London, with her latest acquisition, a Wolseley-Hornet Maddox coupe.

"Vox" Reminds his Readers that

VON STUCK'S RECORD IS $42\frac{2}{5}$ SECS.

Will Anyone be Fast Enough at Shelsley

To-morrow to Lower it? All about

the M.A.C.'s Great Hill Climb

LAST year's open climb at Shelsley attracted about 70 entries and, according to the information which has reached me up to the time of writing, the number of cars which will take part to-morrow will be even greater. I am also able, quite shamelessly, to "reveal" that if Von Stuck's record of $42\frac{2}{5}$ secs.—established in the Austro-Daimler in 1930—is not lowered, it will not be the fault of a handful of sportsmen who are determined to do their best. Whatever happens, there will be some fine car performances, of that we may rest assured, and there will also be some excellent climbs—on foot!

Which brings me to the subject which probably interests the reader most of all, namely, how he gets to Shelsley, what he has to pay to "go in" and what sort of a view of the cars he can be sure of obtaining.

How to Get There.

The way to Shelsley can be summed up in a few words—and without the use of route cards. Take the quickest road to Worcester and, supposing that you enter it from the London Road, carry on past the cathedral until you come to Broad Street—a fairly busy cross roads. Here turn sharp left, carry on over the river and take the first right-hand turn as you come off the bridge. This turning runs parallel with the river, and after about a mile it forks.

From this point the road to Shelsley will probably be well arrowed, as in former years, but as both roads lead eventually to the hill do not be disconcerted if you are directed down one or the other.

In this connection I must remind members of clubs which are rallying at Shelsley that they must travel via Stanford Bridge. This provision is made for their own comfort, since it will enable them to reach their appropriate car park with the least difficulty.

The fields in which the cars are parked are large and situated amidst beautiful surroundings. They are just right for picnicking; but picnic in good time, for you should certainly be in your place on the hill not later than 1 p.m. If you prefer to carry the picnic basket up the hill, you will enjoy your alfresco meal in even more beautiful surroundings, but you will also have the bother of safeguarding your basket for the rest of the afternoon. Nota Bene.—It takes 15 minutes or so to walk from the car park to the first bend.

Admission Charges.

The cost of parking a car is 2s. 6d., whilst admission to the grounds is 5s. For the Amateur climbs last year I was foolish enough to suggest that tennis shoes were the right wear, as they made the long pilgrimage up the hill much easier. It rained, and "Vox" was not popular! For the open climb, however, the weather is nearly always kind.

Having passed the turnstile, specta-



So this is Shelsley . . .

tors proceed up the left-hand side of the course until shepherded across the road itself and on to the off side of the course, where almost at once the "natural grandstand" begins.

Although I have never counted them individually, I imagine that at least 7,000 people can be accommodated quite easily between the point I have mentioned and the second bend.

Take a mackintosh, for many an enthusiastic spectator has had his ardour damped at Shelsley, even when the sun shone from a cloudless sky in the first place. Half-way through the programme there will be an interval, and just behind the M.A.C. enclosure between the bends there is usually a tea tent; further comment is superfluous.

Here are a few "don'ts" which will help you, those round you, and the competitors:—Do not stand up immediately you see a fast car tearing up the hill. You will obstruct the view of those behind who, in turn, will stand up and so on, ad infinitum. Make the best of the seat you have obtained.

Do not take up your position on the actual path used by spectators making their way up and down the hill. This path must be kept free. Do not sit in front of the barriers; if, despite the endeavours of the officials, you manage to do so, you may be most frightfully sorry!

Do not leave litter. If 7,000 people leave only one paper bag apiece, it will take a man—but you can work it out for yourself. Do not trespass on the course, even in the event of a mishap occurring near you. If marshals require assistance they will ask you for the help which you will be only too ready to give.

Do not invade the course at the end of the programme until the "all clear" signal has been given and do not forget to give the successful drivers a hearty ovation as they descend the hill during the afternoon.

The Broadcast.

Up to the time of writing no alteration has been made in the periods fixed for the B.B.C. broadcast, which are as follows:—From 2 p.m. to 2.30 p.m., from 3.35 p.m. to 3.55 p.m. and from 4.45 p.m. to 5.10 p.m.

I hesitate to trespass on the preserves of my friend "The Blower," but perhaps he will forgive me if I refer briefly to one or two of the more outstanding entries.

Mrs. Wisdom—heroine of the 1,000 Miles Race—is to drive a supercharged M.G. Midget, whilst dark rumours surround the Morris Minor entered by M. A. McEvoy, which a little bird whispers will also be supercharged. Harker's amazing supercharged eight-cylinder W.E.H. Special will be one of the outstanding performers of the 1,500 c.c. class, whilst in this class Mrs. Wisdom has also entered her supercharged Frazer-Nash.

This is the car with which she and her husband have performed so well in the past, and with which she established the women's record for the hill.

R. G. J. Nash will be there with the "Terror" and V. W. Derrington will introduce for the first time a supercharged Wolseley Hornet.

Amongst the "big stuff" I see that Earl Howe is down to drive the Bugatti with which he did so well in the Monaco Grand Prix, whilst Norman Black will handle a supercharged Maserati—a car which has already been coupled with the names of Sir Henry Birkin and Whitney Straight in lap records over the Mountain circuit at Brooklands. Norman Black undoubtedly will be one of our highest hopes so far as the hill record goes.

The Diesel-engined Bentley is down to run, Earl Howe has also entered a Mercedes and, despite all kinds of rumours which are going the rounds, I learn that the 4,900 c.c. four-wheel-drive Bugatti will definitely be there, the M.A.C. having received a wire from the great Ettore himself to that effect!



WITH THE CLUBS AT BROOKLANDS

Amateurs and Experts on Level Terms



Two drivers who attracted attention at the track last Saturday. (Left) The smartly attired Mrs. Petre, third in the Novices' Race, and (Right) C. T. Osborne who won two races with his Lea-Francis.

THERE was a very pleasant garden-party atmosphere about the track last Saturday, when the B.A.R.C. staged that popular event, the annual Inter-club meeting. Gorgeous sunshine, pretty frocks, smiling faces, good racing and an intimate air about the Paddock—where everybody knew everybody else, and everyone was feeling pleased with everything—all helped to make a most enjoyable afternoon.

This is the one meeting during the year in which ordinary club members can meet and race on level terms with experienced Brooklands drivers, and the enthusiasm of the competitors atoned for what their privately owned cars may have lacked in sheer speed.

There were nine events on the card, but it was unfortunate that the number of retirements in the first seven races caused the cancellation of the eighth—the team Relay race—for not a single team of three cars remained complete.

The ninth event was a hill-climb from a standing start on the Test Hill, and the other seven were the usual short and long handicaps—including a five-lap

race—for sports cars and racing cars.

Light cars were well in the picture from the start. Mrs. S. Tolhurst (Riley) won the first race (2½ laps) at 81.13 m.p.h.; a supercharged Lea-Francis ran away with the next—for sports cars—at 83.43 m.p.h., and H. W. Stonard (Riley) won the Racing Long (3½ laps) at 90.24 m.p.h.

A. D. Taylor (Riley), R. A. Yallop (Aston-Martin), and R. A. Cookson (Aston-Martin) were all placed second in their races.

Added to these were C. S. Dickson-Geertz (Salmson), H. J. Aldington (Frazer-Nash), E. K. Rayson (Riley), and G. H. Goodson (Austin), who gained third place in various races—the latter in two events.

Speeds during the afternoon—as might be expected from cars which are in use as touring cars every day of the week—were not sensational, but it was surprising what velocities were attained by very ordinary looking motorears.

H. J. Aldington, for instance, drove a 1930 touring model Frazer-Nash which simply had its wings, screen and

lamps removed, but which, nevertheless, lapped at over 83 m.p.h. V. W. Derrington produced a supercharged Wolseley Hornet, which ran very nicely, there were several fast Austins, and H. F. Westbrook had an amazingly rapid 1½-litre Alvis of the old torpedo pattern.

Possibly the most interesting race was the five-lap handicap, in which N. W. Gardiner, in his old 5-litre Delage, was on scratch and G. H. Goodson's Austin on the limit mark with 4 mins. 21 secs.

Right from the start the race resolved itself into a grim effort by the back-markers to catch the Austin and R. A. Yallop's Aston-Martin, which left 39 secs. after the little car. H. J. Aldington (Frazer-Nash) and R. J. Munday (Rover) soon began to forge ahead from the ruck. Aldington appeared to have all the speed he wanted and was steadily wearing down his long handicap (2 mins. 2 secs.) when ignition trouble began and he was out of the race. Munday, steadily lapping at well over 90 m.p.h., caught and passed both the Aston-Martin and the Austin, and they finished in that order.

The hill-climb for touring cars attracted only five starters and was won easily by J. Bennett (Hudson).

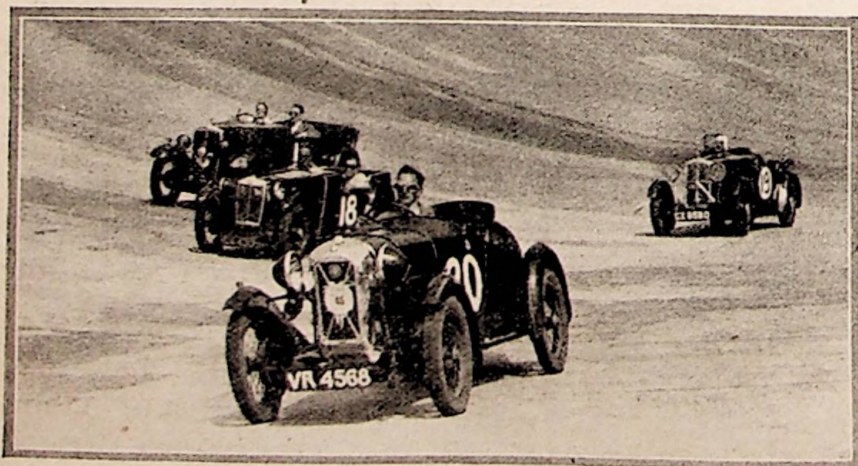
During the afternoon club teams competed for the cup presented by the Hon. Sir Arthur Stanley.

The Junior Car Club team—H. J. Aldington (Frazer-Nash), Major A. T. G. Gardner (Rover) and P. F. Parker (Alvis)—scored 18 points, closely followed, with a score of 17, by the team of the Women's Automobile and Sports Association—Miss G. Hedges (Talbot), Miss I. C. Schwedler (Alvis) and Miss M. Allan (Lagonda).

(For results, see Club Items.)

MOTORING EVENTS

Concours d'Elegance



IN THE
NOVICES' RACE.

A bunch of light cars passing under the Member's Bridge. In the foreground is J. B. Carver (Salmson), behind him are G. Moncrieff (M.G. Magna) and A. Paterson (Rover), and in the rear is Mrs. Petre (Wolseley Hornet).

EASTBOURNE promises to be a big centre of attraction for motorists during the holiday season, for two big events are to be staged. The first will be a gymkhana, fixed for August 1st, and the second a Concours d'Elegance, the third of the annual series, which will be held on September 7th.

The Gymkhana is being planned on up-to-date lines, and will be staged in Messrs. Frowd's field, King's Drive, Eastbourne. The programme will include events for both motorcycles and cars, and in addition, there will be a motorcycle football match, which is quite one of the most thrilling spectacles which can be witnessed on "the turf."

The entries close first post Saturday, July 16th, and should be sent to the hon. secretaries of the meeting at either of the following addresses:—Mr. B. F. Bovill, 49a, Terminus Road, Eastbourne, or Mr. L. M. De Ville, 33, Fairdene Road, Coulsdon, Surrey. The entry fee for cars is 3s. 6d. per event, and for three-wheelers 2s.

BRIGHTENING "THE BEER"

Westward With the Brighton Club

AS the years pass the Brighton to Beer Trial of the Brighton and Hove Club becomes more and more firmly established as one of the most pleasant events in the calendar. It is not too strenuous, starts and finishes at normal hours and includes a number of very fair hills—hills which depend more on gradient for their severity than freakishness. No wonder then that over 70 cars—the majority under 1,500 c.c.—took part. It was just the kind of trial that appeals to the average sporting owner.

This year the Brightonians considered that Fingle Bridge alone was not sufficient, and staged an acceleration test upon its 13 hairpins—thus converting a nasty observed climb into something even more formidable.

A choice of starting points was given—Brighton and Sidmouth. The Brightonians got away at midnight on Friday last, sauntered down through the night and joined the Sidmouth brigade in time to have breakfast and restart at 8.30 a.m. From here began the fun.

First, just a few miles outside Sid-

cars came to rest within a yard of the summit.

A. C. Fairtlough's Salmson was very quick and H. J. Aldington's Frazer-Nash marvellously fast. All the Nashes, in fact, with the exception of one, put up very Nashworthy performances. The only three-wheeler, S. Horton-Stephens's B.S.A., made a good show. Sandbags were fixed at the front to give added grip to the driven front wheels. Later on disaster nearly overtook the vehicle when a carburettor backfire set the sandbags on fire!

G. E. Taylor's Midget was as good as any, and G. H. Robins's handling of his M.G. Magna was very clever. Simms, however, had taken a heavy toll.

Then came a pleasant spot of moorland motoring, round by the famous Haytor Rock, to Fingle Bridge—with its 13 bends within a mile and a maximum gradient of 1 in 5. Here an acceleration test was held for half the length of the hill, electrically timed. The Frazer-Nashes were once again in their element.

H. W. Inderwick's driving of his Nash was similarly beyond reproach and the £100 Morris Minors were also very good, especially that driven by G. C. Bond.

A. C. Fairtlough's Salmson was also faster than most, but in over skidding a bend crushed its tail; Appleton's Riley also did this. A couple of Austins and an M.G. failed near the top and A. R. Rigby's Hornet stopped with fuel-feed blockage.

On the last hill—Pepperdon—only two cars failed the others finding no difficulty. At the summit the final check was taken and eight of the starters did not put in an appearance.

The results are given under "Club Items."



ON FINGLE BRIDGE.

A. W. Inderwick (Frazer-Nash) making a fast ascent on this notorious hill. This well-known trials driver won the premier award for the second year in succession.

AT EASTBOURNE

and Gymkhana

The Eastbourne Concours d'Élégance has, of course, established itself as one of the premier motor fixtures of this kind. It is held under the auspices of the Eastbourne Town Council, and with the approval of the Society of Motor Manufacturers and Traders. Entries close at 5 p.m. on August 22nd; they will be divided into trade, private and commercial classes, the entry fees being £2 2s., £1 1s. and 10s. 6d. respectively.

The private classes offer a wide variety of possibilities, for, in addition to 11 classes based on a price limit, there will be classes for the smartest car of any value owned by a bona fide Eastbourne resident, by a bona fide Sussex resident, for the most distinctive car of any value, for the best-kept car driven and maintained by a chauffeur, for the smartest and best-kept Riley (owner-driven and maintained), and the best-kept Wolseley Hornet (owner-driven and maintained).

For further news of the events watch *The Light Car and Cyclecar*.

mouth, there was Waterloo 2—a fairly simple acclivity possessing a tricky hairpin. To those who were skilful enough to avoid some awkward boulders on the bend there was nothing much in it, except to the occupants of the Austin which overturned. And so on to Salcombe—the old M.C.C. favourite, but this time observed on the descent. Cars were stopped at line "A," had to accelerate to line "B" and to stop before a further line. Marks were awarded according to the standard time taken by the cars in each class and many and varied were the antics of those with badly adjusted brakes.

From Salcombe a northerly route was taken across the fringe of Dartmoor to Simms Hill—that famous little pimple with a gradient of 1 in 3 for over 50 yards. At the bottom there is a corner which has to be taken fast to keep up revs., and some of the skids were most lurid to watch.

E. J. Erith's Hornet, the first car up, attacked the grade in dashing style, but the motor faded out towards the top and the car only just got over. H. Tomlinson's little Austin was the first failure, but it fell in honourable company, for the list included Midgets, a Frazer-Nash, Rileys, M.G. Magnas and some quite large cars, too. At least a dozen

FOR YOUR DELIGHT

The following famous gardens will be open to the public on Sunday, June 26th, on payment of a small fee in aid of the Queen's Institute of District Nursing.

BUCKS.—Chiltern Lodge, Beaconsfield. Wittington, Marlow.

CHESHIRE.—Birtles Hall, Chelford. Gorstage Hall, Sandiway, Northwich. Thornton Manor, Thornton Hough, Wirral.

HANTS.—Nyewoods, Chilworth, near Romsey.

HERTS.—Epcombs, Hertingfordbury. The Old Rectory, Hertingfordbury.

LIECESTER.—Baggrave Hall.

MIDDLESEX.—The Elms, Fitzroy Park, Highgate Village.

NORTHANTS.—Apethorpe, Oundle. Barnwell Castle, Oundle. Edgecote, Banbury. Haselbech Hall, Northampton. Haselbech Hill, Northampton.

NOTTS.—The Homestead, Balderton, Newark.

SURREY.—Westbrook House, Elstead, Godalming.

W. SUSSEX.—Muntham Court, Findon.

WILTS.—Bowood, Calne. Spye Park, Chippenham.

WORCS.—Madresfield Court, near Malvern. The Turret House, Hampton Lovatt, near Droitwich.

FLINT.—Nantlys, St. Asaph.

ASTON-MARTIN WIN AT LE MANS

Forty-eight Hours' Racing to Win the Eighth Biennial Cup

FOR those who set out to win the Biennial Cup Race, which is inextricably mixed up with the now classic Grand Prix d'Endurance held annually at Le Mans, it is necessary to drive for 48 hours at very high speed and with the minimum of trouble. True, the Grand Prix d'Endurance lasts only 24 hours, but in order to compete in the final for the Biennial Cup Race it is necessary to have covered a certain minimum distance in the 24 hours the year before.

Therefore, the winner of the Biennial Cup at Le Mans is essentially a consistently good car. The Aston-Martin concern which carried off the eighth Biennial Cup on Saturday and Sunday last, June 18th and 19th, really deserves its success, for it has tried and tried again during the last few years on the famous Sarthe circuit.

Nor was this year's victory easily achieved, for a privately owned and manufactured French car—the 1,098 c.c. Caban, which made its name in the Bol d'Or—ran with astonishing speed and regularity for the greater part of the race, and the solitary Aston-Martin which qualified last year for the eighth Biennial Cup had to fight every inch of the way to make up for time lost in the early stages of the race.

Three of the new low-chassis Aston-Martins were entered for the Grand Prix d'Endurance, but only that driven by Bertelli and L. P. Driscoll had qualified in 1931 to run in this year's final. The other two Aston-Martins were driven by Widengren and Newsome and by Bezzant and Peacock respectively.

Carburation Difficulties.

Competitors had the choice of running either on Ethyl or pure benzole, and the Aston-Martin crews chose Ethyl. So delicate is a racing carburettor setting, however, that when the first day of the race turned out to be almost tropically hot, overheating set in and no sparking plugs could be found which would stand the high temperatures developed. Consequently, for many laps, one Aston-Martin or another was in at the pits changing plugs, and it was only when the sun set that the cars really began to go fast and without trouble.

But for the unfortunate delays at the beginning of the race, the Aston-Martins would undoubtedly have averaged even more than the 62 m.p.h. which they maintained, all stops included, for the whole 24 hours.

Only five cars were running in the Biennial Cup—a 3-litre Talbot entered by Fox and Nicholl, Ltd., and driven by Brian Lewis and T. E. Rose-Richards, an Alfa-Romeo driven by Lord Howe and Sir Henry Birkin, the Aston-Martin of Bertelli and Driscoll, a 1,098 c.c. Caban driven by R. Labric and its designer, Giraud Cabantous, and a 1,093 c.c. B.N.C. driven by Duverne and Boreal.

Therefore, while, with so many large and fast cars running in the Grand Prix d'Endurance, the Aston-Martins stood a relatively small chance of carry-

ing off the premier award, Bertelli's car stood an excellent chance in the final of the eighth Biennial Cup.

The optimism of the entrants was justified when the Talbot fell more and more behind schedule owing to a succession of irritating minor troubles, and when, shortly before 4 o'clock on the Sunday morning, Lord Howe's Alfa-Romeo went out with a blown cylinder-head gasket, the Caban was the most serious opponent for the B.N.C. had disappeared before the end of the fifth hour.

The Astonishing Midget.

A British car that ran absolutely perfectly was Capt. F. H. B. Samuelson's supercharged M.G. Midget, which went round lap after lap, beating, for sheer speed, so many of the other competitors in the Grand Prix d'Endurance that after six hours' running and again after seven hours it was holding seventh place steadily, having averaged a higher speed than the 3-litre Talbot, a 1,750 c.c. Alfa-Romeo, a supercharged 1½-litre Bugatti, two of the Aston-Martins, a Salmson, an Amilear and the Caban!

Had it not been that last year Samuelson failed to qualify for this year's final by the narrow margin of 10 secs., the M.G. Midget would have been leading very easily for the Biennial Cup.

Unfortunately, after running for eight hours with ample power in hand

at an average speed of over 60 m.p.h., the petrol tank anchorages pulled through the tank, which thereupon started to leak so rapidly that it was impossible to continue, for the Le Mans regulations allow refuelling only at intervals of 200 miles.

The Aston-Martin driven by Peacock and Bezzant had to be withdrawn from the race owing to a broken valve rocker after about eight hours' running, when it had been holding ninth place in the race for sheer speed.

The race was characterized by a number of tremendous crashes at high speed, from all of which the drivers escaped almost unhurt. A 4½-litre Bentley driven by a Frenchman crashed on the first lap at the notorious White House Corner, partially blocking the road, and during the next four hours a Stutz and two Alfa-Romeos left the road at the same place. Another Alfa-Romeo entered a pine forest at 80 m.p.h., while yet another rolled over and over into the fields without the driver suffering more than a few bruises!

HOW THEY FINISHED. THE GRAND PRIX D'ENDURANCE.

| | Laps. | m.p.h. |
|---|-------|--------|
| 1. Sommer and Chinetti (Alfa-Romeo) | 218 | 76.7 |
| 2. Cortese and Guidotti (Alfa-Romeo) | 216 | 76.0 |
| 3. Lewis and Rose-Richards (Talbot) | 180 | 63.2 |
| 4. Mme. Siko and Sabipa (Alfa-Romeo) | 179 | 62.6 |
| 5. Newsome and Widengren (Aston-Martin) | 174 | 62.0 |
| 6. Sebilleau and Delaroché (Bugatti) | 172 | 60.1 |
| 7. Bertelli and Driscoll (Aston-Martin) | 168 | 58.7 |
| 8. Martin and Bodoignet (Amilear) | 151 | 52.9 |
| 9. Cabantous and Labric (Caban) | 146 | 51.9 |

THE 8TH BIENNIAL CUP.

1. Bertelli and Driscoll (Aston-Martin).
2. Cabantous and Labric (Caban).
3. Lewis and Rose-Richards (Talbot).

CLUBMEN VISIT JOWETT WORKS

Enjoyable Night Run to Idle

THE Southern Jowett Light Car Club paid its fourth annual visit to the Jowett works near Bradford last week-end—and, as was fitting, it was even more successful than ever before.

Three reasons accounted for this: there was a much bigger muster of members than in previous years, the weather made up for its deficiencies on the last occasion by behaving perfectly throughout and, last, but most important of all, Jowett Cars, Ltd.—ever most hospitable to the club—surpassed all their previous efforts as hosts.

The club mustered on the Watford by-pass, just north of London, on Friday evening, and shortly after 9.30 p.m. 20 cars set off on the trek northwards.

Bradford was reached shortly after 7 a.m., and, in spite of two or three refreshment stops during the night, everyone was more than ready for the excellent breakfast provided by the Jowett concern at Driver's Restaurant—an appropriate enough name. The Southern club was joined in Bradford by further contingents of Jowetts from the South Wales and Midland Jowett clubs, so that over 120 hungry people sat down to breakfast.

The rest of the morning was spent looking round the Jowett works, where

members were given an opportunity to see exactly how their cars are made.

Special trolley-buses had been chartered to take the party back to Bradford for lunch, in order to save parking difficulties, and once more the Jowett concern showed that it knows how to cater for the enjoyment of its guests.

Mr. Haigh and Mr. Woodhead presided at the lunch, and, on behalf of Jowett Cars, Ltd., welcomed the clubs and expressed a wish to see them again next year. Mr. E. A. Dudley Ward, the hon. secretary of the Southern club, replied, and thanked the company for its hospitality; he was seconded by the secretaries of the Welsh and Midland clubs.

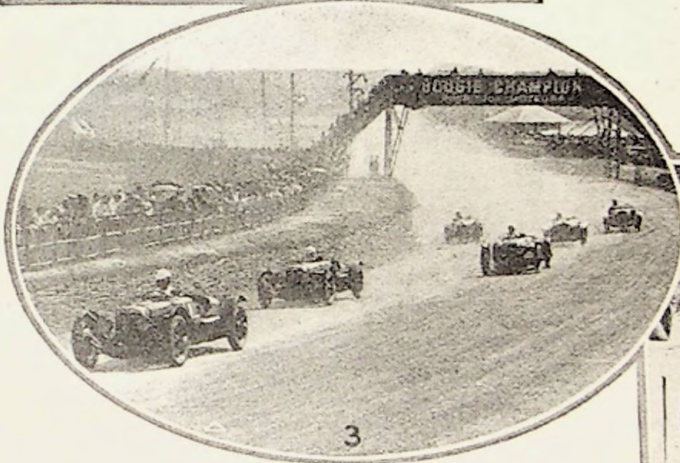
But all was not yet over. Determined that their guests should not be at a loose end for the rest of the week-end, the Jowett concern had obtained permission for the party to spend the afternoon in the beautiful grounds of Esholt Hall, and had arranged for the Yorkshire Military Band to be in attendance. The versatile Mr. Haigh, incidentally, is to spare time to relieve his deputy during part of the afternoon.

Finally, tea was provided on the terrace in front of the hall.

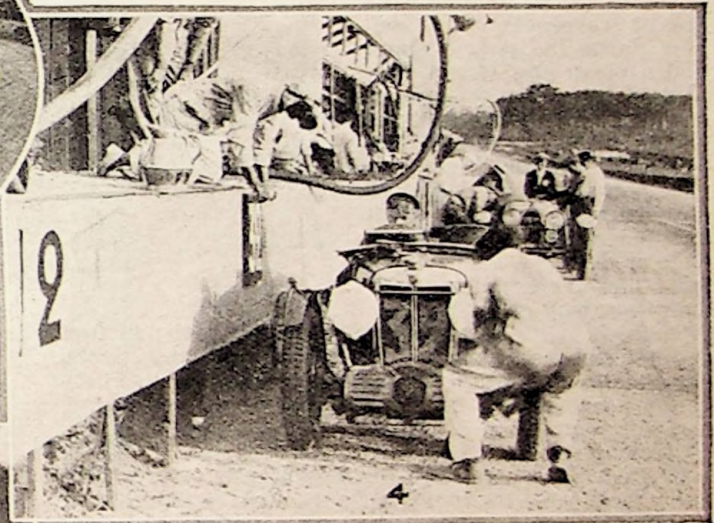
HIGH SPOTS AT LE MANS



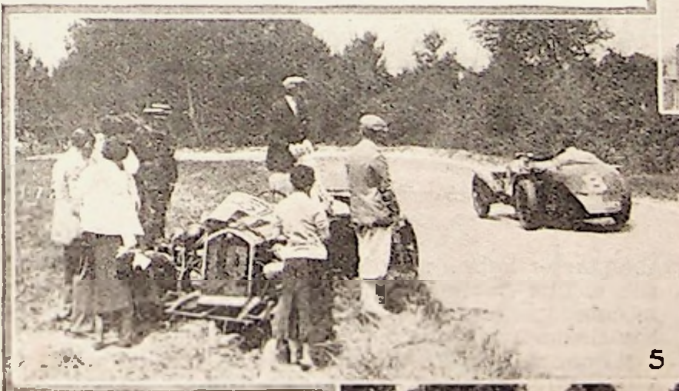
(2) The victors (over the greatest distance), Sommer and his partner Chinetti.



(1) Bertelli and Driscoll (Aston-Martin) at their pit. (3) The A.-M.s getting away.



(4) Samuelson's M.G. Midget, which put up such a fine show until trouble befell it, makes a rapid pit stop. (5) Sommer (Alfa-Romeo) passing another Alfa which was wrecked.



(7) Ford's Alta shaving the corner on the new "bypass."



(6) The melee at White House. On the left is the Bentley upside down, and in the background are the two Alfas which subsequently crashed. A Stutz also came to grief here.



(8) The Amilcar streaking past the wreck of Alfa No. 12 at Arnage. The race was a continuous series of mishaps in its early stages.



Pitwork, as exemplified by the 1,000 Miles Race. This fine action picture was taken early on the morning of the second day's racing and shows an M.G. Midget having all four wheels changed. To save time the rear of the car is being lifted off the extended jack. Note the anxiously waiting driver on the pit counter.

"COMING in . . ."

The team manager barks out the warning and the staff of expert mechanics, who have been saying little but thinking a lot during the past three hours of inactivity, spring to their places.

There is the man whose job it is to see that the heavy churns full of petrol are in the right position—the edge of each slightly off the pit counter, so that there is something to grip when it comes to lifting it off; and the man whose very life depends on the replacement wheels and the jacks being "just so"; and the man who almost reverently lays out new plugs, the plug spanner and a clean rag (for a worried driver nearly *always* suspects his plugs if the engine is sulky, and although it may not do any good to change them it certainly does no harm); and the man with half a lemon, ready to hand it to a driver whose tongue feels like leather; and the man—but why go on?

There is not a separate man for *every* job; in fact one pit mechanic may have to play many parts, but the guiding brain of the team manager has forgotten nothing, and, be it a split-pin or a new engine, he will be equal to the occasion.

"Coming in . . ."

The car glides towards the line of pits. Its engine is switched off—for many a final spurt of flame from a tail pipe has greedily licked up a puddle of petrol left by a car at a nearby pit—the mechanic draws himself up with one leg over ready to spring, there is the squeal of rubber on concrete, the car skids a foot sideways, perhaps, then the team manager clicks his stop watch . . .

A Grim Business

No time to indulge in pleasantries, it's a grim business this, and everybody must concentrate on the job in hand. Reminds you a bit of a boxing match—heavy breathing, the shuffling of feet, an occasional ejaculation; but there the resemblance ends, for the empty churns are returned to the counter with a bang, there is the clatter of the special jack being thrust under the axle, the "ping . . . ping" of the hammer on the lugs of the wheel hubs, the sharp warning, "*Coming . . .!*" as a discarded wheel is bumped heavily on the counter. And all the time the team manager presides sphinx like, his eyes darting hither and thither, ready to "prompt" a man who forgets his part or to pounce on something that has been left undone.

The new driver crouches on the pit counter, ready to spring lightly on to the track and into the cockpit, the pit marshal jots it all down on his little pad, photographers wait eagerly for precisely the right moment to get the best action picture, and armed officials (very often far too many of them) hover round. Perspiration stands out in beads on the foreheads of the slaving mechanics, from one man's finger there is a tiny stream of blood, then—

"O.K.!" The team manager clicks his watch again, the new driver is in his seat, his finger finding

B12



We Ought to Learn Something

PIT

the starter button almost before you can say "knife," the engine bursts into song and, with the travelling mechanic in the act of struggling in over the side, the car shoots away again.

"Four wheels, 10 gallons of juice, oil and water in 1 min. 20 secs.," writes an enterprising Pressman, who has been watching the proceedings from the back of the pit and who, like the team manager, is armed with a stop-watch; but the team manager frowns. "Lost five seconds somewhere" is his only comment.

* * *

"Be long, dear?"

"Just going to change this wheel, which looks a bit groggy, top up the sump and radiator and put some juice in. Give me—shall we say—half an hour?"

"O.K. by me, baby!"

The man opens the tool locker and hunts round for the jack. This is easily found, but the shaft is elusive and the handle has vanished.

"Kid!"

"Hello?"

"Seen the handle thing for the jack?"

"It's in the tool locker."

"No, it isn't. I've just looked. You know the thing I mean?"

"Of course. You undo the screws with it. . . ."



From

WORK

How Long Would it Take You to Change Four Wheels, Fill Up with Oil, Water and 10 Gallons of "Juice"? A Racing Team Do It in Just Over One Minute!

"No, not *that*; that's the brace. The handle . . ."
 "Never seen it." He rummages desperately then—
 "Ah! Here it is."
 "Show." He holds it up. "Oh, *that*. Why didn't you say that was what you wanted?" Silence.
 The man places the jack under the front axle, thrusts the shaft in and commences to wind a little peevishly, meantime watching the wheel. Presently he becomes suspicious and returns his gaze to the jack. He then discover that it has slipped and that he has been winding it up "into the air." He unwinds it, places it again in position, and this time carefully watches it to make sure that the head "bites" the axle. The wheel slowly revolves as it is lifted clear

of the ground, and the man, having found the brace, endeavours to undo the nut. The wheel turns every time he tries to twist the brace. He puts his toe against it, but without effect.
 "Won't it come off, dear?" He looks at her crossly, but says nothing, then lowers the jack again until the tyre touches the ground. This time he manages to slack off the nuts, one of which slips out of the end of the brace, strikes his boot and rolls under the car well amidships.

"Can't I help, dear?"—brightly.
 "No. Go away"—irritably. She does so, obviously offended.

Alone, he struggles on. In the act of sliding the wheel off the hub he hesitates. Better have the spare ready to slip straight on, he argues. So he pushes the wheel on again and replaces one of the nuts for safety. At long last the new wheel is in place, but being over hasty he crosses the threads as he tries to "start" the first nut . . .

Inefficiency?

And that is only *one* of the small jobs he has set out to do before they start for their run. It can't *all* be due to the fact that he is single-handed. Obviously it isn't; it's just a case of sheer bungling and inefficiency.

Yet there are hundreds like him, and they go to Brooklands and pretend to be a bit blasé about pit work.

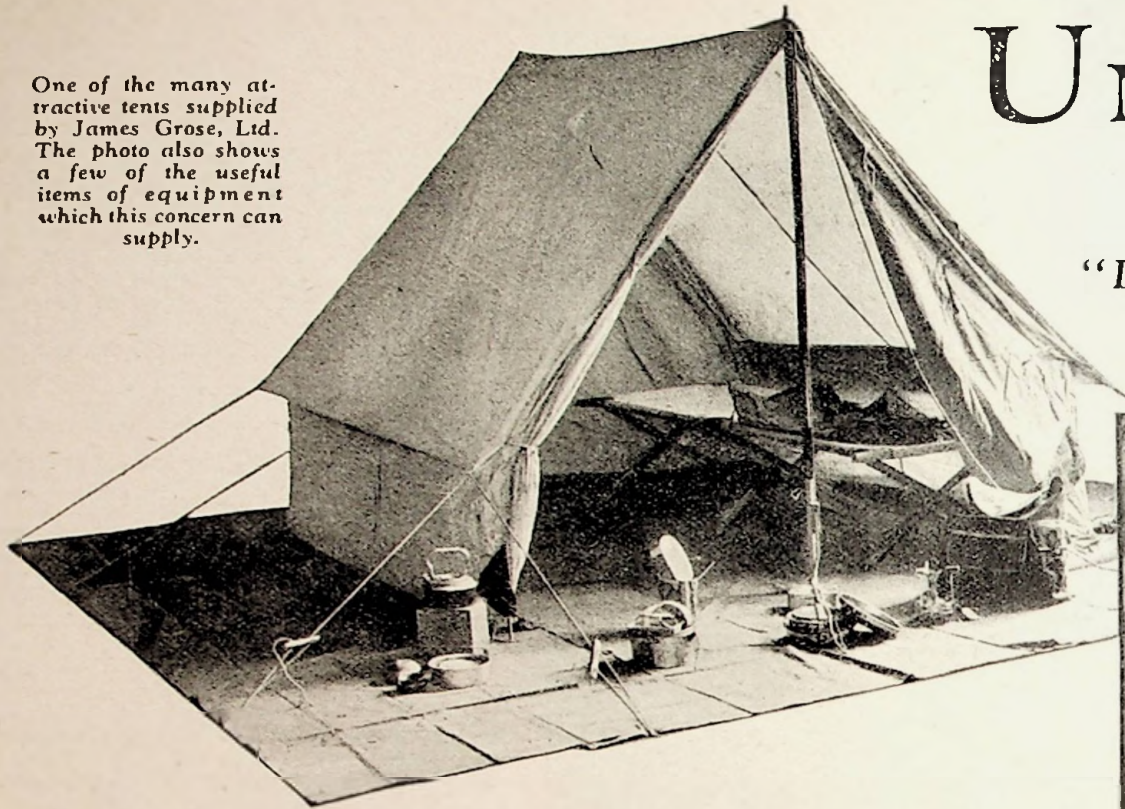
"Took 'em over a minute to change those wheels, m' dear." And a still, small voice, hushed before it penetrates his inner consciousness, whispers, "Last time *you* changed *one* wheel it took you 20 minutes!"

Can we ordinary motorists learn *nothing* from pit work?



. . . and what of this man who wonders why the wheel won't slip easily off the studs? Can he learn nothing . . .

One of the many attractive tents supplied by James Grose, Ltd. The photo also shows a few of the useful items of equipment which this concern can supply.



UNDER

By
"DIOGENES"



HE was as brown as a berry, and as we sipped the cunningly mixed appetizers which our hostess of The White Horse, "Eaton Slocombe," had placed before us, we exchanged views and news. Through the window I caught a glimpse of an Austin Seven to the back of which was coupled a natty little caravan, gleaming cream and green in the sunshine.

I nodded towards it. "Yours?" He followed my gaze.

"Yes," he replied, adding, "and one of the best ways I know of spending a holiday, although I think I prefer canvas."

"Rheumatism?" I questioned, half-seriously. He gave me a quick glance, then:

"You may think me frightfully timid—in reality I suppose I am—but I sometimes feel that a holiday under canvas lays up a whole store of troubles. . . ."

"Come, come," I remonstrated, "you cannot argue along those lines, for everybody does it nowadays."

I failed to convince him, and I have often wondered since whether other people are equally nervous and equally foolish where a holiday under canvas is concerned.

No Need for Alarm.

Some folk, of course, object to canvas on entirely different grounds: they may, in fact, be scared of the so-called discomfort, but for the average healthy Britisher camping under canvas has no drawbacks. Indeed, it is the ideal way of spending a vacation, and as it costs next to nothing—well, he would be a foolish man to complain in these hard times!

I have sampled nearly every kind of holiday in which a car may be said to play a part—from staying at a lordly hotel and using the car merely for pleasure jaunts, to a cottage tent for two perched on velvety sward within sound of the rolling breakers, and although I would not plump for canvas as being the best of all, I can honestly say that I never filled my lungs with so much fresh air as I did when we camped out on that never-to-be-forgotten occasion.

For one thing, the weather was kind, and this, undoubtedly, is the most important consideration of all for those who favour a tent. I imagine that lots of

people who are weighing things up in the balance finally vote against canvas because "it may be wet."

Thus we come to one of the first considerations of a holiday of this kind—namely, the ideal month to choose. June, I think, is usually fairly safe, but inclined to be chilly, but the evenings are light and one can, as a rule, undress by the last streaks of daylight after a day of healthy recreation which has tired one out.

July is equally good; I fight shy of August; September can provide a wonderful fortnight and, although it is getting late in the year, early October is often incomparable, its only drawback being that the evenings are short.

The disadvantages of bad weather and dark evenings, however, can largely be set at nought if one takes the sensible course of pitching one's camp near a comfortable homestead.

Your Friend, the Farmer.

Your old-fashioned farmer is a great fellow, and for a very modest rental he will let you make your camp in pleasant surroundings and fairly close to the farmhouse. This has the double advantage that not only are delicious supplies of eggs, milk and butter always available, but if the weather is against you and you are of a friendly nature you can soon make your party members of the family and enjoy an open invitation to drop into the farm kitchen whenever you like.

I am convinced that it is a mistake to imagine that the proper way to enjoy a holiday under canvas is to fend for yourself without any outside help—particularly with regard to the "grub" question.

Breakfast is an easy business, for eggs and bacon can be produced with the minimum of trouble; but there is a temptation to exist for the rest of the day on tinned meats, cheese, rolls and butter, cocoa, and so on. With an edge to your appetite, you will find this is far from satisfying, and the plan I recommend is to fix up at least one good meal at the farmhouse, or, if you are in the wilds, at the nearest cottage or inn.

This enables you to make the most of every day, and it relieves you of all the bother of cooking.

CANVAS

THE CHEAPEST HOLIDAY OF ALL

A Few Hints in Season and a General Guide to Equipment



Camping in the simplest style. The tent in the foreground is an "Itisa," which weighs but a few pounds complete.

Short-sighted people sometimes make the mistake of buying a cheap tent. Given an uninterrupted spell of fine weather, it will serve its purpose, but as one dare not gamble on a certainty of this kind I strongly advise my readers to pay a decent price, for they may then be sure of the tent lasting for season after season. In the long run it thus becomes the cheapest.

A fly sheet, or double roof, as it is sometimes called, is essential, for it makes your tiny home proof against the heaviest rain, keeps the tent cool when a hot sun is beating down upon it and helps to make it warm when cold winds are blowing.

A Verandah is Worth While.

Make sure of a fly sheet which extends well beyond the end of the tent so that it forms a kind of porch over the door. The advantage of this need not be stressed. The fly sheet should also be extended, rather like a verandah, all round, and, of course, there must be a clearance between it and the roof of the tent proper beneath it. The verandah part of it not only serves to protect the inside tent, but is a handy place in which to stow cooking gear and so on.

Another important requirement is a ground sheet of the best quality. I read that rubbered fabric has gone out of date, the idea nowadays being to provide ground sheets which have been rubber-proofed or "oiled." Ground blankets, too, are essential, whilst down quilts, or, better still, sleeping bags, put the final touch to one's comfort at night-time.

The ground blanket question is a very important one. Keeping warm at night in a tent depends more on the clothes beneath than those above. It is the cold and dampness out of the ground which have to be kept at bay.

One of the best plans I know is to buy a lean-to tent, which is rigged up beside the car, the roof of the tent extending right over the top of the car and being pegged down at the end of guy ropes on the other side. That part of the tent alongside the car is open, and if the car is put on the windward side of the tent one has a very cosy holiday centre.

With a little ingenuity the average saloon can be converted quite easily to take a mattress and pillows,

the seats, of course, being removed and used as arm-chairs in the tent itself.

Alternatively, it is possible sometimes to reverse the front seats when, with the addition of a table, a comfortable dining-room for four (with cards to follow!) is easily provided. Using the car as an adjunct in this way has three big advantages: it forms a really weatherproof home, one sleeps well off the ground and at night-time one's headquarters are cosy and can be brightly lit by the ordinary roof lamp supplemented by a second lamp plugged into the fascia-board.

In my experience it is a mistake to set out in an adventurous spirit, not knowing where one's tent will be pitched. It is far better to explore the favoured neighbourhood beforehand during a long week-end, so that the ideal spot can be fixed. If you know exactly where you are going it will make a lot of difference to the preliminary arrangements.

A Guide to Prices.

I give below a brief price guide to tents and "lean-tos." It must be emphasized that the concerns named make cheaper and even more expensive tents than those quoted, and I advise readers of *The Light Car and Cyclecar* to write for detailed catalogues showing the complete range of goods offered.

James Grose, Ltd., 379-381 Euston Road, London, N.W.1.—The "Hobby": 7 ft. long, 6 ft. 6 ins. wide, 5 ft. 6 ins. high, 2 ft. walls. Best quality, £2 17s.

Camp and Sports Co-operators, Ltd., 2-3, Greville Street, London, E.C.1.—The "Cottage" family tent: Length 6 ft. 6 ins., width 6 ft. 6 ins., height 5 ft. 6 ins., walls 2 ft. 6 ins. Complete with fly sheet, poles, ground sheet, ground blanket, 36 aluminium pegs and kit bag to hold the complete outfit. £8 9s. 3d. The Motor Cottage tent: Height 6 ft. 6 ins., walls 3 ft., length 7 ft., width 7 ft. Complete with fly sheet, poles and ridge pole, 36 galvanized steel pegs and kit bag, £8 7s. 9d.

Blanks, 303, Gray's Inn Road, King's Cross, London, W.C.—The Ridge tent: 9 ft. long, 7 ft. wide, 6 ft. high, walls 3 ft. In green, £4 19s. 6d.; ground sheet to fit, 18s. 6d. extra. The Motor Tourist tent: Height 6 ft. 6 ins., walls 3 ft., length 7 ft., width 7 ft. In green proofed cotton duck, £4 14s. 6d.; strong green canvas ground sheet to fit, 14s. 6d.

Thomas Black and Sons (Greenock), Ltd., 25, Cathcart Street, Greenock, Scotland. The Romany tent: This design may be used as a lean-to or as a self-contained tent. The dimensions of the larger size are: Height 6 ft. 6 ins., walls 2 ft., width 8 ft. 6 ins., length 10 ft. (if used as a tent only). In the best quality it costs £4 3s., a ground sheet being 20s. extra. The same concern makes a Cottage tent, 7 ft. by 6 ft., for £4, ground sheet 10s. 9d. extra.

J. Rands and Jeckell, Ltd., Ipswich.—The Rover: Length 7 ft., width 5 ft., walls 3 ft. No ridge pole. Best quality, £2 14s. 6d.; ground sheet, 8s. 3d. Caravan lean-to, 7 ft. 6 ins. high, 5 ft. walls, 6 ft. wide. For caravan 8 ft. long, £4 15s.

Gamages and other big stores also carry a stock of tents and "tenting" equipment.

ACCESSORIES FOR CAMPERS

A Wide Range of Very Ingenious Gadgets that Solve Many Difficulties

BY a drastic raid on the kitchen and a little judicious borrowing from other parts of the home it is possible to set out for a camping holiday without buying anything but a tent. Conversely, those who wish to take full advantage of all the very latest in camping equipment can easily spend a small fortune.

Neither extreme is necessary, and both have their drawbacks. The former saves money, but complicates packing and means that everything has to be carried out on makeshift lines, whilst the latter, although making for comfort and convenience, destroys one of the great attractions of camping—its cheapness.

As in so many other things, in fact, the middle course is probably the best; in other words, campers who wish to scheme things comfortably but economically will make use of articles borrowed from the home wherever they are suitable and fill in the blanks with some of the highly ingenious gadgets especially designed for open-air life.

There is no need to discuss the question of tents here, as the subject is dealt with at length elsewhere in this issue. The first point to be settled, therefore, is the matter of "furniture." Once again, the camper is faced with two extremes, as he can either make the ground his bed, chair, table, couch and everything else, or he can indulge in the luxury of folding furniture which will give a close approximation to the amenities of the home.

The more hardy believe in the former course and contend that half the charm of camping lies in as complete a return as possible to Nature, but those who are camping for the first time will be well advised to provide beds, at any rate, whilst a few camp stools are undoubtedly an asset.

An Ingenious Folding Bed.

Beds can be obtained in quite a number of types, one of the most ingenious being the Trojan, which possesses such handy features as a pillow, pocket, flaps to keep blankets in position and rust-proof springs, whilst exceptional lightness and portability are further merits.

An idea of its compactness can be gathered from the fact that when folded it measures approximately 5 ins. by 8 ins. by 36 ins. The price is 27s. 6d. in rot-proof green canvas, or 21s. in white canvas. The conventional camp bed is rather less expensive and can be obtained at round about 15s.

Everyone is familiar, of course, with the normal camp stool, which can be obtained at a cost as low as 1s. 6d., but folding chairs, which are very similar except that they have a back, are available at an extra cost of only 2s. and add materially to comfort.

Alternatively, for about 25s. the most ingenious table-stool outfits can be bought. These usually comprise four stools and a collapsible table, the latter actually folding up to form a carrying case which closely resembles a suitcase—a distinct convenience for the camp and quite useful on other occasions for picnicking expeditions.

Those who wish to carry the furnishing of a tent still further can obtain canvas wash-bowls, which fit in a folding frame, for as little as 2s. 11d., whilst for about 17s. 6d. a folding canvas bath can be had.

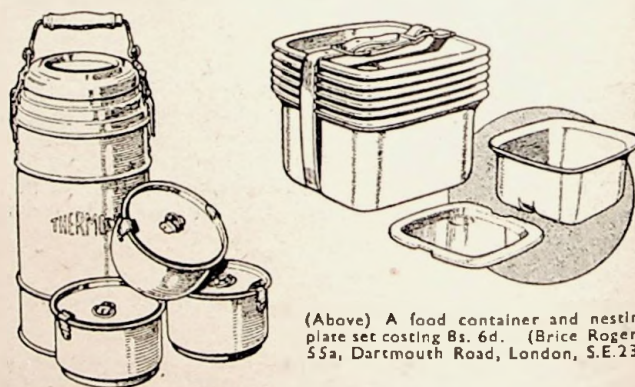
Naturally, blankets, ground sheets, sleeping bags (if beds are not used), towels and so on will be required,

but their selection calls for no special comment, and the question of "furnishing" can well be left at this point.

The next most important question is the matter of cooking. For most people the common pressure-type petrol or paraffin stove meets the case admirably, but it is just as well to arrange for some form of shelter as a high wind otherwise makes the stove difficult to light and carries away some of the heat when cooking is actually in process.

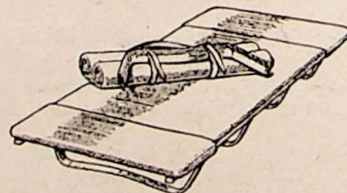
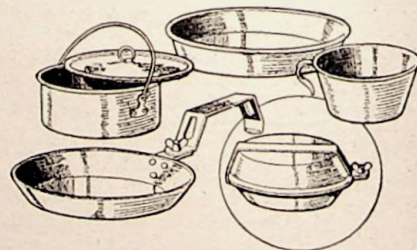
The Primus concern produces an excellent cylindrical shield in which the stove is a close fit, a door being provided so that the release valve and pump can be reached. The price is 7s. 9d. or, if folding legs are fitted so that there is less need for stooping, the cost is 10s. 6d.

Those who have greater ambitions in the culinary line have quite a good choice of more elaborate stoves. The Primus concern, for example, making an excellent cooker that folds up into the semblance of a suitcase, but makes quite an efficient stove when in use. It costs 26s. with one burner or 36s. with two.

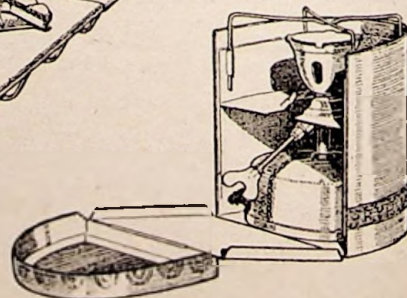


(Above) A food container and nesting plate set costing 8s. 6d. (Brice Rogers, 55a, Dartmouth Road, London, S.E.23.)

(Above) A Thermos jar for soups; prices from 35s. (Thermos (1925) Ltd., 45, Aldermanbury, London, E.C.2.) (Right) The Buxone canteen, price 5s. 9d. (James Grose Ltd., 379, 381, Euston Road, London, N.W.1.)



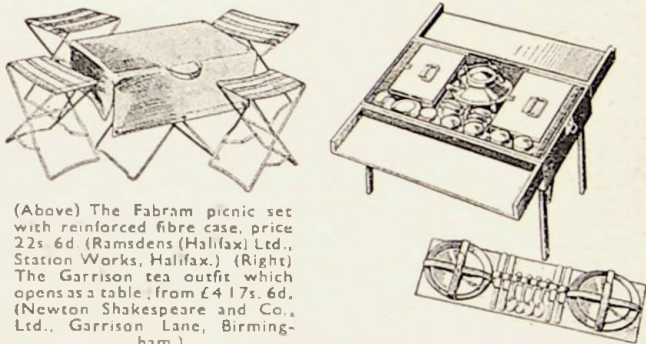
(Above) The Trojan camp bed, prices from 21s. (Trojan Ltd., Purley Way, Croydon.) (Right) The Radius petrol stove, price 7s. 6d. (Thomas Black and Sons (Greenock) Ltd., Cathcart Street, Greenock.)



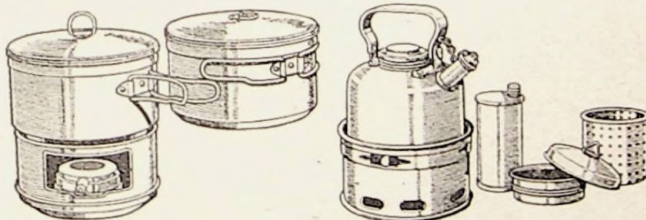
Then there are various ovens that can be obtained for standing on an ordinary paraffin or petrol stove and enable a full dinner to be cooked. Prices vary from 5s. upwards.

For those who prefer the more primitive plan of lighting a fire, various camp grates consisting simply of a collapsible framework on which kettles, frying pans and so on can be stood, are to be had at prices ranging from 2s. 11d., according to size, whilst an even better idea is the folding Stormtex camp grate. It is, in effect, a boxlike shield with a grating at the bottom, on which the fire itself can be made and a grill at the top for carrying cooking vessels, the whole affair folding flat when not in use. The price is only 2s. 11d.

So much for cooking, but before leaving the question of stoves two gadgets that are very "likeable" must be mentioned. One is the Primus cooker-heater, which closely resembles the normal Primus, but has provision for fitting a bowl-type heat reflector which converts the stove into a very efficient heater for cold days, something after the style of the bowl-type electric fires so popular in the home.



(Above) The Fabram picnic set with reinforced fibre case, price 22s. 6d. (Ramsdens (Halifax) Ltd., Station Works, Halifax.) (Right) The Garrison tea outfit which opens as a table, from £4 17s. 6d. (Newton Shakespeare and Co., Ltd., Garrison Lane, Birmingham.)



A Meta folding boiler for use with Meta fuel; prices from 1s. (Elmesan (London) Ltd., 66, Victoria Street, London, S.W. 1.)

The Duco folding aluminium tea set, price 3s. 6d. (Brown Brothers, Ltd., Great Eastern Street, London, E.C. 2.)

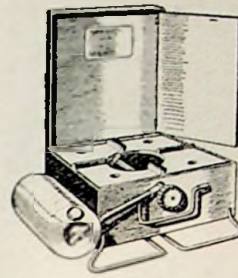
The other accessory is the Radius lamp attachment, which is simply screwed on to the normal paraffin stove in place of the burner, and gives a very powerful light. It costs 14s. 6d.

Mention of this accessory introduces the question of illumination. This matter does not arise to any great extent where motorists are concerned, as it is so easy to run a lead from the car and rig up an inspection lamp in the tent, but if the car is not being used very much during the holiday it is, of course, inadvisable to depend upon the battery too much, and, in any case, a standby is desirable.

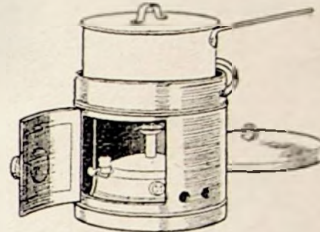
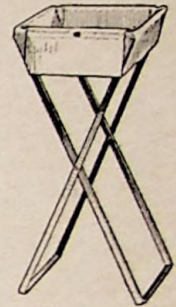
There is, of course, the normal hurricane lamp, examples of which can be obtained for 3s. or 4s., or—perhaps more convenient if the lamp is required only for emergency use—a folding candle lantern. These can be obtained for about half a crown, whilst for a few pence extra models are available with a neat leatherette carrying case.

Alternatively, those who want a really good light can invest in a pressure-type paraffin lamp employing a mantle, but in this case, of course, the price is much greater, ranging from about 30s. upwards.

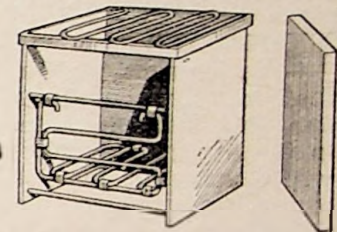
As regards crockery china is, of course, the most pleasant to use, but is scarcely suitable for camping, as it breaks so easily. A very good substitute, however, has come on the market of late in the form of Ellumar ware, which at first glance resembles china,



(Left) The new Primus petrol stove which folds like a suitcase, price 26s. (Right) The Challenge folding canvas washbasin, price 2s. 11d. (Messrs. Blanks.)



The Primus shelter for the popular type of paraffin stove, price 7s. 9d. (Condrup, Ltd., 77-78, Fore Street, London, E.C. 2.)



For those who prefer a fire—the Stormtex folding camp grate, price 2s. 11d. (Messrs. Blanks, 303, Gray's Inn Road, London, W.C. 1.)

but actually is a composition that is practically unbreakable, non-inflammable and does not flavour anything put into it. An idea of the cost will be given by the fact that small plates (6½ ins. in diameter) cost 1s., whilst a cup and saucer can be obtained for 1s. 11d. Alternatively, enamel or aluminium ware can be used.

So far as cooking utensils are concerned aluminium ware has much to recommend it, as it is extremely light and nowadays very cheap, whilst cunningly devised canteens, in which the various items fit into one another and are thus very compact for carrying, can be obtained for so low a price as 2s. Slightly more expensive, but, even so, costing only 5s. 9d., is the Buxone canteen. This consists of a frying pan with folding handle, a stew pan, a plate or pudding pan and a cup with handle.

This is but one example of the cleverly arranged cooking utensils available, but a visit to any camping store will show that there are plenty from which to choose.

Intending campers, in fact, will find that an hour or two spent at any stores where a good range of equipment is on view will solve all sorts of little difficulties which previously puzzled them.

Cleverly Designed Food Containers.

For a few pence, for example, cunning little clothes hangers for fitting on to the tent pole are available which overcome all the troubles of where to stow garments, whilst clever gadgets are obtainable which carry an egg in perfect safety and, when unscrewed and re-assembled, serve as an egg cup. Then there are innumerable other containers for food that can be relied upon to do their job far better than any makeshift taken from the home.

Finally, an item which should not be overlooked is a first-aid outfit. This should form part of every camper's kit, because doctors are often difficult to find when one's camp has been pitched in the remoter parts of the country—and, of course, the more remote the more enjoyable is the camp!

Camping stores are to be found in every town of any importance, but those who may be in difficulty about the selection of their equipment should make a note of the following concerns, all of whom have a particularly good range:—

- Thomas Black and Sons (Greenock), Ltd., 25, Cathcart Street, Greenock, Renfrewshire.
- Messrs. Blanks, 303, Gray's Inn Road, King's Cross, London, W.C.1.
- A. W. Gamage, Ltd., Holborn, London, E.C.1.
- James Cross, Ltd., 379-381, Euston Road, London, N.W.1.
- The Service Co. (London), Ltd., 273, High Holborn, London, W.C.1.

Our Fleeting Summer.

HERE we are with a Special Summer Number and July almost on top of us. As I write the sun is streaming through the windows and out in the country here everything is as delightful as one could wish. What a nuisance it is that the summer does not last longer in England. No sooner is it here than it begins to pass. Already the nights are drawing in (although, happily, we shall not notice it for a month or two), and, so far, we have had only about a dozen really perfect summer days.

Visitors from Abroad.

HOLIDAYS seem to be in everybody's mind at the moment, and in about a month now, with the breaking up of the schools, the big invasion of our coast towns and villages will begin. One reads in the newspapers that if you go south your ears will be assailed by all the tongues of Europe due to folk from the Continent holiday making here in order to get a pound's worth of pleasure for 15s.

So far, however, our neighbours from across the Channel do not seem to have arrived in any numbers. I was in Folkestone a week or two back and heard nothing spoken save English, and folk tell me that the same thing applies in the other south coast resorts.

Seeing France for £12 10s.

IT is surprising that our seaside places are not flooded with foreign visitors and our roads with foreign cars. With the exchange so much in their favour, the present provides a wonderful opportunity for seeing Britain cheaply. When things were the other way about and you could get 240 francs for a pound I spent all my leave in France and had some wonderful holidays.

In 1924, when the exchange was about 200, if I remember rightly, four of us did a round tour of

RICH MIXTURE

Light Car
 Comment
 and
 Advice

by *Focus*

France in a Hampton and spent only £12 10s. apiece, although we covered about 2,500 miles and reckoned our expenses from London and back to London again. Nowadays, of course, such a holiday would cost fully twice as much, in spite of the greatly reduced cost of getting a car across the Channel.

Something Fresh.

SO far I have heard of few novel ideas for holidays this year, but the number of adventurous folk who are planning a camping or caravan tour



L.S.

IN
 LEAFY
 BUCKS.

is much larger than usual. Caravan hirers will tell you that they have received heavy bookings for July and August, and all the camp equipment concerns are well pleased with the business they are doing.

An excellent idea is the roadside showrooms which several caravan concerns have established around London. They hire a field adjoining a busy road, park their range of vans in it, and keep an attendant on duty to deal with inquirers. One sees the caravans under natural conditions, and I am told that excellent business is being done. Incidentally, the time seems to have come when there should be good business to be done in proprietary drawbars all ready for fitting. When specially made they are inclined to be rather dearer than most folk expect.

Do You Know Whitley Bay?

HOW is it that so few Londoners invade the Welsh mountains at holiday times and that Midlanders are so rarely seen in the Kent and Sussex resorts? Those in search of a new kind of holiday should bear this in mind. We are all too much inclined to patronize the ground we know instead of invading fresh territory.

I suggest that there are tens of thousands of car owners who often drive 200 miles or more in one direction but rarely or never in another. How many of the huge number of Londoners who go down to Devon or Cornwall two or three times a year have ever shot off in a different direction for a similar distance? I dare bet that very few



An Austin Ten on the newly made stretch of concrete road between Beaconsfield and Amersham.

Home Counties folk know anything of the glories of Pickering Moor, of Whitby and of Robin Hood's Bay. And what an uncommon thing it is in the south to meet a man who has sampled Redcar, Saltburn or Whitley Bay. The last-named place has probably not been heard of by most southerners, but it is the Brighton of the men of Newcastle.

Chasing Fine Weather.

HERE, then, is one good way to make this year's holiday one to remember. Try somewhere new—somewhere entirely new, where they speak with a different accent, and where your normal holiday haunts are entirely unknown to the natives. By this means you will be well on the road to a holiday which should yield as big a kick as a trip abroad, and yet which will be no dearer than usual.

There is, I know, always a temptation to go south and west when holiday making, as the best of the weather is generally to be found that way; but I question whether it is worth while in July and August, when good weather is nearly always anti-cyclonic and far flung, thus sharing its beneficence with northerner and southerner alike.

The Camel's Hump Flattened.

ONE is always afraid of pursuing a theme ad nauseam, which may be the reason for a correspondent having accused me of not having been sufficiently piquant or emphatic in condemning the heavy taxation for which motorists are so unfairly singled out. Perhaps Mr. Snowden's extra twopence on petrol last autumn knocked all the wind out of us and left us feeling that it would be pleading a lost cause to cry out for a reduction. If this is so, I do not suppose that any harm will have been done. The Government must know by



(Left) Waller, the poet, and more notably Edmund Burke are two great names associated with Beaconsfield. They sleep in the cool shades of this old Buckinghamshire town. (Above) The entrance to Hall Barn, where Waller once lived.

RICH MIXTURE (Contd.)

now that John Motorist is taxed beyond his ability to pay—a fact which is proved by the declining consumption of fuel. At the time when the extra twopence was imposed we all said, "This is the last straw," and I believe that it was. Certainly it did not break the camel's back, but it flattened out its hump, as Mr. Chamberlain is discovering.

There are many reasons why I consider that any tax on getting about is a bad thing. The most important is that it hinders north mingling with south and east with west. Surely all the great inventions and achievements of the past century owed their inception to one essential factor—the interchange of ideas which cheap and speedy transport made possible. The nation the population of which is the most mobile must always lead the world.

Centrifugal Oil Filtration.

MR. MANTELL'S suggestion that centrifugal oil filters should have big possibilities interested me very much, particularly as I have met the idea in motorcycle practice. About two years ago the makers of Ariel machines introduced a range of models with forced lubrication through a hollow crankshaft which had the holes through its webs drilled from end to end and blanked off at the inner end with a permanent cap and at the outer end by a plug which could be removed by inserting a screwdriver through a plug hole in the crankcase.

This arrangement left a little well in the crank cheek between the crankpin boring and the extremity of the cheek, into which heavy impurities in the oil were thrown by centrifugal force and trapped until such time as the plug was removed. The idea worked quite well and is, I believe, still in use.

A Magnetic Filter.

MORE, undoubtedly, will be heard of scientific oil filtration, as everyone in the repairing business realizes the need for it. In centrifugal systems there should be room for useful experimenting, and I imagine that permanent-magnet filters will also come in for their share of attention.

Some years ago I experimented with a sump drain plug which had fitted to its inner face a number of bar magnets, which were, of course, normally immersed in the oil in the sump. They trapped an astonishing amount of small particles of metal, and I was surprised that the merits of the idea were not more widely recognized. In America many different kinds of filter have been tried and I believe that there are several American cars to-day which have most elaborate arrangements aimed not only to trap impurities but to evaporate off any "gasoline" with which the oil may have become diluted.

Touring by Numbers.

SOMEWHERE recently I read that there is a possibility that in future years signposts will show nothing save the M.O.T. number—B3167 and that kind of thing. What a nightmare possibility this is. Without a map you would be completely beaten and all the charm would be taken out of touring if you just followed the numbers, knowing little of your geographical whereabouts beyond the

fact that, according to the speedometer, you were so many miles along road number so-and-so.

If those behind this ghastly reform are serious, I hope they will look closely into it before making any move. That the bewitching place names in which England abounds should give way on all the direction posts to a string of meaningless numerals can only be the brain-wave of a Huxley.

Personally, I am all for modernizing main-road signposts by putting them in the proper place and making them capable of being read, but I do not want to placard our lanes and villages with giant signs and I can see no sense in doing so.

The Late Mr. E. M. C. Instone.

I WAS indeed grieved to hear of the death of Mr. E. M. C. Instone—one of the earliest pioneers of the motor industry, and as keen on giving a hand in his later years as he was at the beginning; in fact, until quite recently, he was president of the S.M.M. and T.



It is only a few weeks since I was chatting with him at Brooklands—at the J.C.C. High-speed trial, to be exact—and he expressed the pleasure which the day's enter-

tainment had afforded him, and the hope that he would be with the J.C.C. on many occasions to come.

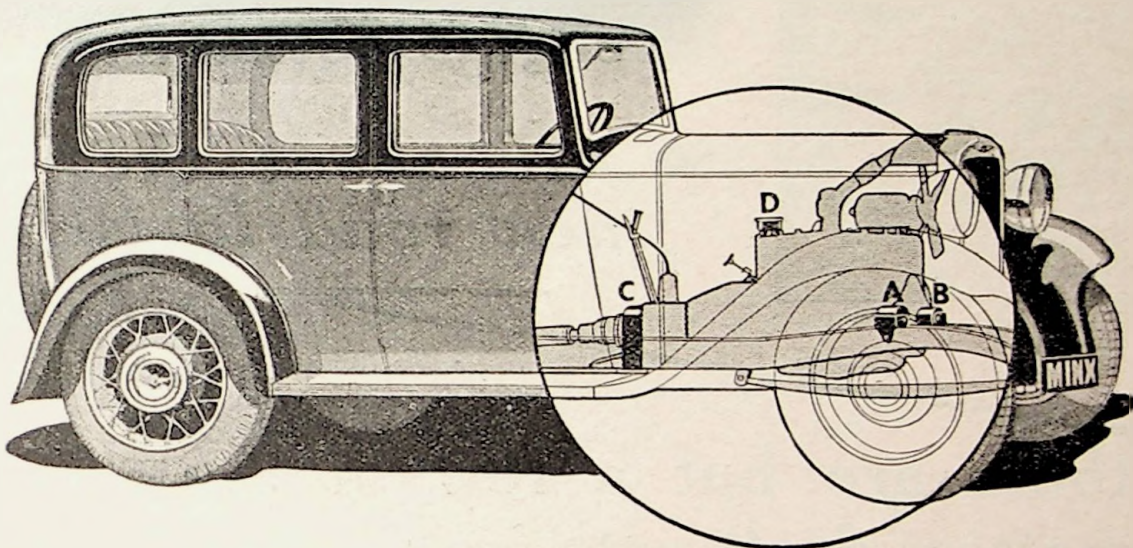
One met him at all the big sporting fixtures and social functions, however, and he was never so happy as when in the company of fellow motorists. On the eve of Shelsley it is interesting to recall that the first time the hill was used—in 1905—Mr. Instone made the fastest ascent of the day, in a Daimler, his time being 77.6 secs.

Mony a Mickle Mak's a Muckle.

A PART from ribbon radiators, sunshine roofs and, possibly, wire wheels, I expect most people would find it difficult to say exactly where the appearance of cars has changed in the past few seasons; but when you come to look into things closely you will find that the past five years, say, have brought about an absolute revolution compared with the ten years before that, and the change has been so gradual that we are only dimly aware of it.

I remember a Calcott coupé a friend owned in 1923 which became quite a smart, up-to-date car when it had been repainted and its brass work nickel-plated. And this although it left the works of that once-famous firm in the second year of the war—1915, in fact. Let anyone try, in 1932, to make a 1923 model look really smart! However much you spend on perfect painting and other renovation, the old bus still looks like something Queen Elizabeth slept in! It is a case of countless changes—each insignificant in themselves—combining to make a complete and startling alteration in every line and every proportion.

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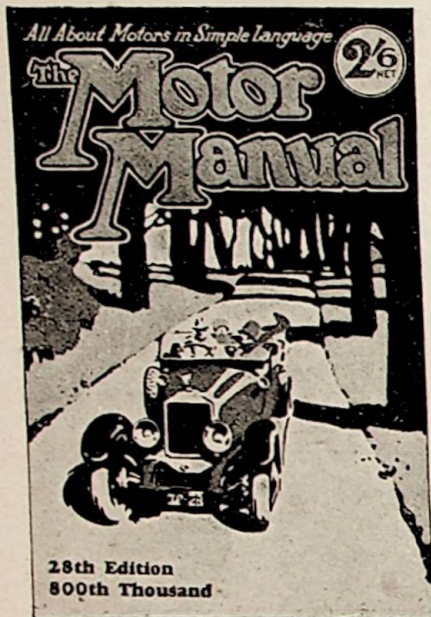
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Open-air Holidays.

THE possibilities of a camping holiday with a car are, as year succeeds year, being explored more and more by those with sufficient foresight to appreciate all the delights that it offers and, in this issue, we include photographs and descriptive matter which will, we hope, form a valuable addition to the knowledge of the subject which enthusiastic people already enjoy. A real holiday is, for most of us, almost synonymous with the words "fresh air"—one might add "sunshine," if there were enough of it in this country—and undoubtedly a holiday with caravan or tent is the finest way of fulfilling the necessary requirement. It has the added merit of being cheap, for even the hiring of a caravan for a fortnight or three weeks does not increase the expenses to so high a figure as that involved by staying at a hotel.

To those of limited means camping under canvas offers infinite attractions—especially if a tent of the lean-to type, which can be hitched up to the side of the car, is employed. Caravans, however, make an equally wide appeal, and many people are giving them serious thought now that sizes suitable for drawing behind the smallest cars are being marketed in increasing numbers. Towing them presents no difficulties, but a word of warning will not be out of season. First, the art of reversing must be learned; secondly, much greater vigilance must be exercised under ordinary driving conditions.

The Best of Sport.

ONCE again the annual open hill-climb at Shelsley Walsh—due to be run off to-morrow, June 25th—has attracted a magnificent entry and one cannot but reflect that this is a very healthy sign of the sustained interest in this particular kind of motor sport. Kop is but a memory which recalls a period when there were a dozen ideal venues for hill-climbing contests, and it may truly be said that Shelsley stands alone—as it has done for years—as the only real hill-climb comparable with the old order of things. The search for speed in any form of motor sport has always been regarded as a striving after perfection and the results have invariably been reflected in the improvement of the touring car of to-morrow. At

Topics of the Day

"Shelsley," however, the sporting spirit predominates, many of the machines which take part being the result of months of patient preparation and experiment for no other event but Shelsley itself. No wonder that the famous Worcestershire gradient draws a big audience and no wonder that the honour of making the fastest ascent is regarded as one of the highest in the whole annual sporting calendar. May "Shelsley" continue

to flourish, then, and may true sportsmen show their appreciation of all the effort it entails by rolling up to-morrow in thousands. For the guidance of our readers we include last-minute details of the climb elsewhere in this issue.

More Speed.

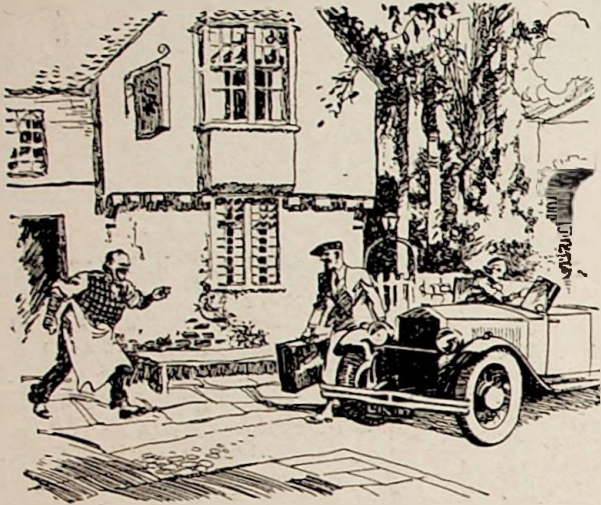
SOON we shall be publishing particulars of 1933 models. It has become customary for new season's cars to make their public appearance long before the old season has closed, and even in the spring nowadays the thoughts of keen motorists begin to turn to the Show models and to meditate upon the improvements which Olympia will reveal. At present, however, it is still early to begin to prophesy concerning the improvements which will be brought to light beyond remarking that MORE SPEED is likely to be featured by many makers.

This is as it should be. Of late light cars as a whole have not been gaining m.p.h. as rapidly as larger cars; in many of the factories a 50 m.p.h. maximum has been considered adequate and a light car other than a sports model that is capable of exceeding 55 m.p.h. has been something of a rara avis. We expect that at Olympia this year the salesmen who hitherto have been claiming "an honest fifty" on light car stands will be able to increase the figure to "an honest sixty," which will be to everybody's liking, for although a mile-a-minute gait is not often needed, a "fussless fifty" is becoming in wide demand and so is the ability to reach that speed not only in ideal circumstances but under all reasonable conditions of road and traffic. We light car enthusiasts may be rather unreasonable in our demands on the makers, but we cannot stand being passed on the roads by our neighbours, even when they pay a tax which would keep two small cars in commission.

NOT WHERE TO GO—

BUT HOW!

A Few Practical Hints on Avoiding the Mistakes that Many Tourists Make



DOUBTLESS you have already decided—weeks or months ago—when and where you are going to take your holiday, but possibly you have not yet made up your mind how you are going to scheme your programme.

If you are touring—and it is mainly to tourists that this is addressed—you will probably have a rough idea of making first for A, then going on through B and finally making your way back via C, where A, B and C are districts or counties on which you happen to be particularly keen. You may even have made out a route and reached the point when you are wondering if you have been a little too ambitious.

Well, if that is what you are wondering the chances are that you *have*. It is surprising how many things will happen each day that might make you want to call a halt—perhaps it will be a particularly fine cathedral that simply must be “done,” an enchanting view that calls for a lazy smoke whilst its beauties are enjoyed to the full, or it may be a sheltered, sandy bay that no swimmer could possibly resist.

Whatever it may be, the fact remains that it will be a crime not to stop—and in stopping away go all chances of an ambitious mileage, unless, of course, you spoil everything by hurrying for the rest of the day.

So keep the daily schedule low, and if you find you *are* ahead of time there are always worth-while detours to be made.

Now about hotels. The A.A. and the R.A.C. hand-

books—supplied only to members, of course—are both most useful in making a choice, as they give details of charges and so on, or there is the “Dunlop Guide to Great Britain” (costing 5s.), which is equally helpful. With the aid of any of these, and a little intelligence in judging by appearances, the selection of an hotel is a very simple business.

If, however, you want rather more modest accommodation than is listed in these publications a little more care is needed, and it pays to stop fairly early so that there is plenty of time for looking round and making inquiries. Quite a good plan, in fact, is to pick on a “likely” looking place for tea and, if the meal is served to your taste, make inquiries about accommodation for the night—a system of selection by sample, as it were.

Of course, this means a somewhat early end to the day's run, but you will find plenty to interest you for the rest of the evening in exploring your surroundings, either in the car or afoot.

Then, of course, there is luggage. This is nothing like such a bugbear as it used to be in the days before luggage trunks and grids became standard fittings, but, even so, cut down what you take to a minimum. If you are using a trunk pack things in securely, for any appreciable movement will cause unpleasant rattles and do considerable damage to the corners of suitcases and bags—to say nothing of their contents.

With a grid the great thing is to use a waterproof cover and to secure the cases with *at least three* straps, as there is then no need to tighten them almost to bursting point and so crush the cases. And, whatever you do, *do not* have a lot of loose odds and ends lying about inside the car—they are an infernal nuisance!

These are just a few of the fruits of experience gained on many a tour. Act on them—and may your trip be as enjoyable as the writer's always are! H.

COOKING IN THE OPEN AIR

Solving a Camping Problem

TO many folk, the bugbear of camping is the cooking problem, but it is not so great a problem when tackled properly. Of course, if there is an experienced camp cook in the party all is well; turn him or her on to the duties and behave as if there is no better cook on earth—a little gentle flattery works wonders.

It is most advisable to cook on a stove and not depend upon a ground fire. The latter is more gipsy like, but in the end you will find that cooking on a fire, especially in a wind, with smoke and smuts and flames flying all around, is not conducive to well-cooked meals. It is all too easy to smoke the bacon badly, or to smother a panful of eggs with smuts.

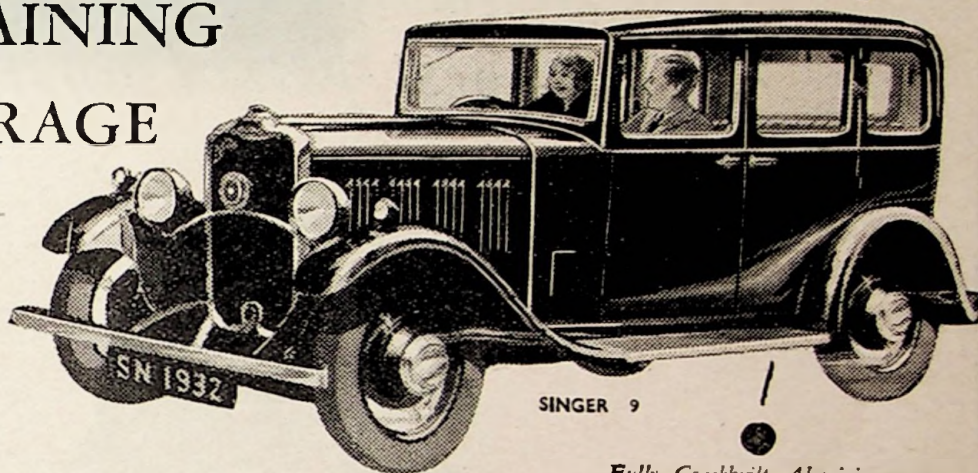
B24

A petrol or paraffin stove—of which there are several varieties adapted to different requirements—is a reliable cooker. It is a good plan to build a sort of shelter for the stove by surrounding it with stones or bricks, thus preventing it from being accidentally knocked over and also guarding it against the wind; even when there is a windshield supplied with the stove, this extra protection will be useful. These stoves generate a good heat, can be regulated and do much to solve the cooking problem.

A hay-box, however, is also useful. This is a contrivance for keeping a pot hot. It is made of a box about 8 ins. higher and broader than the billy (in

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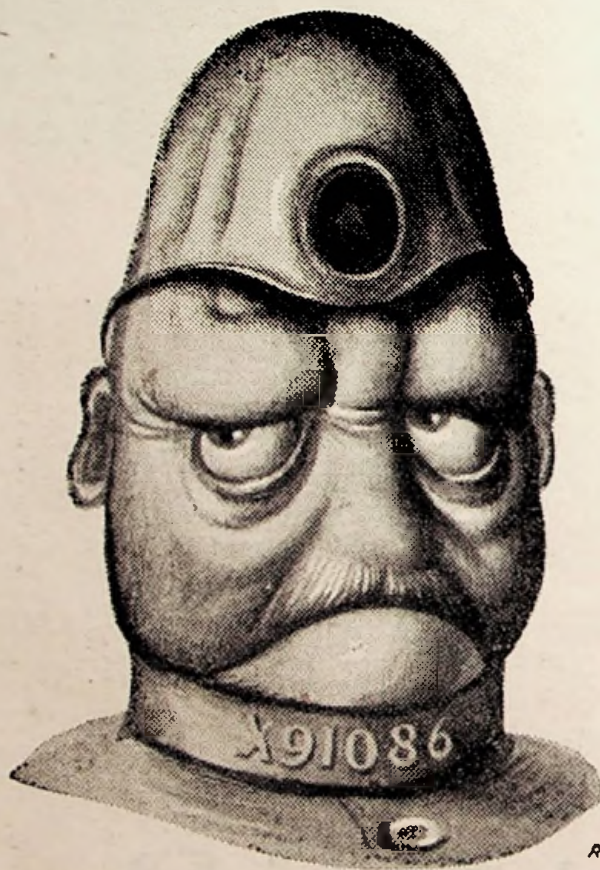
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TO THE READER.—By mentioning "The Light Car and Culecar" when replying to
advertisements, the progress of the small car movement will be assisted.

order to give 4 ins. all round). The bottom is covered with hay to the 4-in. level, pressed hard to fit tightly. The billy is put in and hay packed tightly around it, so as to leave a hole into which the billy fits. Over the top of all goes a 4-in.-thick cushion stuffed with hay. The lid should fit perfectly. Those things which need to "simmer gently," such as porridge, etc., may be brought to the boil and put in after ten minutes. They will then keep hot for hours; this saves keeping the fire going and avoids the need for constant stirring.

Utensils required for cooking include a porridge billy, stew billy, tea billy, frying pan, one or two bowls for mixing food, egg slicer, tin basins, canvas bucket (for water), dripping tin, tin opener, ladle, strainer and so on. Knives, forks, spoons and cruet set are also needed, as well as a saucepan. The number of such utensils varies according to the number of campers in the party.

Cooking in camp may be simplified, nowadays, by the sensible use of tinned foods. The best-known brands should be obtained, as they are always reliable. Of course, fresh vegetables, fresh fruit, meat and fish are better when they are available—what is more tasty than a couple of nice fresh-caught trout fried in oatmeal and butter?—but tinned goods offer excellent substitutes.

Sardines afford a tasty meal and are always ready, whilst tinned salmon, turned into a kedgerree by mixing it with boiled rice, seasoned with salt and pepper and served hot with bread and butter, makes a feast fit for the gods; the rice should first be boiled and allowed to simmer until soft and fairly dry, when the salmon is stirred in and left to get hot.

Many kinds of vegetables are now put up in tins. Tinned peas by well-known English firms are good and they merely require placing for ten minutes or so in a billy of boiling water, after a small hole has been pierced in the tin top. Beans and other vegetables can be obtained for cooking in a similar way.

There is a great variety of tinned foodstuffs to be had at any first-class grocer's, and the camper should lay in a suitable stock, and then meals are wonderfully simplified. Oxo, Ovaltine, etc., afford campers a quickly made, hot and sustaining food.

It is a good plan to camp on or near a farm if possible, so that supplies of fresh milk, eggs, fruit and so on can be easily obtained. Drinking and cooking water, too, is best obtained from house or cottage. To use water from a river or brook is inadvisable in these days when so many streams are badly polluted. Be most careful in this matter because many camp ailments arise from drinking impure water. A.S.

WHERE MY CARAVAN WILL REST

A Fair Enthusiast Tells How She Found An Ideal Site

"WELL, of course, it might be quite a pleasant way of spending your summer holiday," said my friend doubtfully, mistrusting my optimistic prognostications of a dry summer.

"But even if it is wet," I continued with unabated enthusiasm. "I shall have as comfortable a shelter as anyone else, rural amusements suitable for my unsophisticated mind, and, most important of all, it will be economical."

I have decided to spend my holiday this year in a little world, quite my own—a trailer caravan. This form of holiday-making has many delightful aspects, but at present seems to appeal only to comparatively few. "Fortunately," whispers one of the few. Still, if you want to economize, refresh your city smoke-laden lungs with country air and have a permanent yet movable home, go "en caravan."

Nowadays there is no need to lay out a large sum in the purchase of a caravan, as practically all the popular types can be hired for a holiday at quite moderate terms.

Of course, the site is all important—unless, that is, you are prepared to go to the trouble of packing up and moving to a fresh place each day. Personally I am not. I want a spot that will gladden my eye each morning—even if it be wet, rain-drenched fields are pleasanter matter for the eye than greasy streets and tearful roofs—and I want a rippling stream and a farm nearby for food.

So last week I went into rural England and searched around for a suitable place. I found one, by good



luck and what might be considered impertinence.

I asked a yokel in the smallest and most attractive little village I ever saw, if he knew who owned the surrounding land. As far as the eye could see there were fields, meadows, lanes and woods, and I felt sure I could find a choice spot if only I were able to get the required permission to park myself. I was told it all belonged to a lady living in the manor house, to which I was directed.

I walked down a narrow, primrose-splashed lane and, turning a corner, saw blue spirals of smoke curling from red brick chimneys. Intrigued, I went on and saw, snugly nestling in a dip in the land, a perfect old Elizabethan manor house.

Everything was still, the sun shone warmly on the moist ground and the scents intoxicated me with their

clamorous message of spring.

With unpremeditated boldness I approached the house, I would call upon the lady and ask for her gracious sanction to rest my caravan in one of her fields. I did. She was charming—surprised but understanding. I was given the choice of two fields, a stream running through both, a farm near at hand from which I could feed myself and an unspoilt view for miles. Joyfully I selected my summer home, promised to help with the hay-making and arranged to pay a less-than-nominal rent.

She is a delightful landowner and did not resent my impetuous request. I hope everyone else will have as nice a holiday as I am going to have—but do take my advice and caravan it.

S.B.C.

B27

Technical Aspects

FOUR KINDS OF KNOCKING

Accurate Research Methods Adopted in Tracing the Causes of Spontaneous Ignition

By
L. MANTELL

ALTHOUGH knocking has for some time been regarded as the spontaneous ignition of a greater or lesser percentage of the unburnt remains of an exploding live charge, this estimation has heretofore been based rather upon logical considerations than upon any practical proofs.

Simultaneous researches, however, have been recently carried out by the German Institute for Aviation and the United States Bureau of Standards in order to study closely and definitely confirm or otherwise this explanation of the phenomenon of detonation, and as the results—which by the way agree—are now published, I think it might be of interest to detail the findings.

THE researches, while confirming on broad lines the hitherto unproven explanation and progress of knocking, have gone much farther and classified detonation into four distinct varieties.

The apparatus used is very interesting. One of the chief difficulties of functions of this kind is the relatively enormous speeds at which flame travels and at which local pressures are generated and equalized which makes the ordinary stroboscopic methods inadequate.

The principle employed in the researches is based upon the fact that owing to the accompanying ionization the electrical resistance which a charge ordinarily offers to the passage of a current is greatly reduced in the presence of actual flame. A high-tension current, therefore, which is of slightly insufficient strength to bridge a certain plug gap when surrounded with a charge as yet unburnt will immediately be able to do so when the flame front arrives at that point.

The estimation, therefore, is carried out by having small specialized plugs let in at various points in the head and so designed that no appreciable irregularity is produced on the surface through which they break that could disturb the normal progress of the flame front.

The plugs are joined up to an oscillograph, together with the ignition plug, in such a way that the resulting oscillogram shows a series of lines—one from each member—in which kinks appear, corresponding with the initiation of the explosion and arrival of the flame front at each recording member.

A wavy line, produced by a vibrating tuning fork at a known pitch and, therefore, making a definite number of oscillations per second, is simultaneously shown on the same oscillogram for purposes of time recording and therewith absolute accurate observations of flame front movements can quite readily be obtained.

THE readings give very interesting results and show, first, that with normal combustion free from knocking the flame speed is tolerably constant and only 80 ft. per second.

I think, however, that this must refer to the rate of progress of the fully developed flame front, because at the instant of inflammation by the spark there is every reason to believe that the initiation of the combustion is at first slow and greatly dependent upon the spark size. It is difficult, or impossible, otherwise to account for the definitely and markedly retarding action of a weak spark as compared to a large and hot one.

I CAN only conclude therefore that the finding of constant flame front speed refers to its movements as recorded at the various plug indicators when it has got thoroughly going, because one can see, in the illustrations of the mountings of these members, that none of them is very near to the firing plug, and I suggest, therefore, that a little further experiment is required to study the flame progress in the immediate neighbourhood of the spark itself.

Apart from this phase of the combustion, it is found that, as originally estimated, the speed is uniform and the pressure rise constant throughout the head with, therefore, useful propellant combustion unless the residue of the unburnt charge is raised by the heat and pressure of the approaching flame front to its own auto-ignition point. When this happens the whole of the remaining charge volume so heated fires simultaneously not only with very high local heat, but with local pressure, also.

THIS local pressure equalizes itself with the mean of the surroundings at the speed of sound (1,100 ft. per second) and the intensity of the resulting knock depends upon the proportion of charge thus auto-ignited, which, in turn, depends upon the knock-resisting or auto-ignition point of the fuel, and upon the compression ratio and the direction of the flame front, i.e., away from or towards the hottest part of the head. This is the ordinary knock described generally as "pinking."

Then comes another type of detonation less metallic in quality and of deeper tone usually termed "knocking." This is not produced by heat and pressure auto-ignition as in the first case, but is due to pre-ignition by exposure of the—as yet—unburnt parts of the

charge to some incandescent point or area in the containing space, probably the plug or exhaust valve.

A very sharp pressure rise results, with power loss and overheating due to the exposure of a large area of the head surface to a flame of considerable heat. This can be distinguished from the first variety by the dull and heavy sound, by the considerable drop in power, and by the strong overheating tendency which accompanies it.

The third knock is one which follows the condition known as "roughness," and is due not to ordinary detonation as in the first case, but to over-turbulence.

It is apt to occur—preceded by roughness—in side-valve turbulent heads, and is the strong consequence of too high a flame speed.

According to Ricardo (the research report states) this knock is harmless if the pressure rise per crankshaft degree does not exceed 56 lb. per sq. in. I venture to think, however, that this is a fairly early ruling by Mr. Ricardo, and that his later views thereon are modified for roughness is not tolerated in modern engines—even if it is harmless.

THE last kind of knock is one mainly met in bench testing only, when, after the engine has been pinking hard for some time and become thoroughly heated, the development of an incandescent spot on the opposite side starts an opposing flame from there before the primary flame has time to reach and detonate that area.

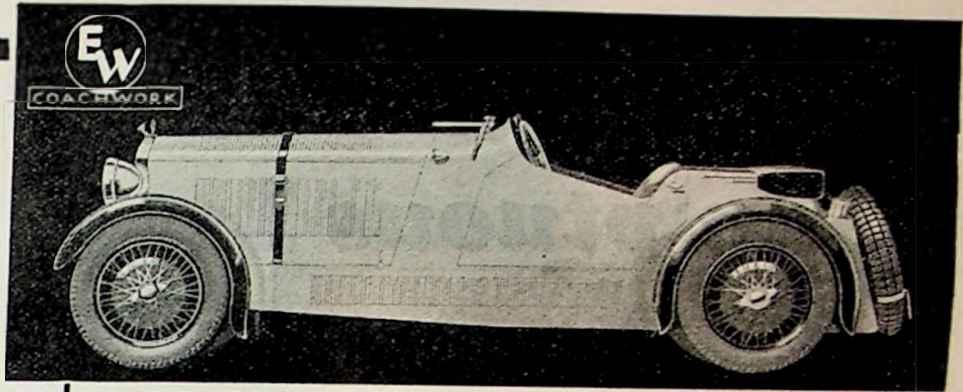
When this occurs the sharp noises of the original knocking give place gradually to a softer thud, although the power does not improve, as might be expected from the reduced noise. It is also of interest to note in the report that although what is termed "after burning," or secondary combustion, is strongly marked in all cases where detonation is entirely absent, the progressive occurrence of the latter gradually stops this until the exhaust port flame is invisible.

This suggests that clean and almost complete internal burning, other than by partial detonation, is impossible. But here I must disagree, for this assumes a head in which flame propagation is left to chance and, seemingly, the investigators have not yet learned to control its direction and progress.

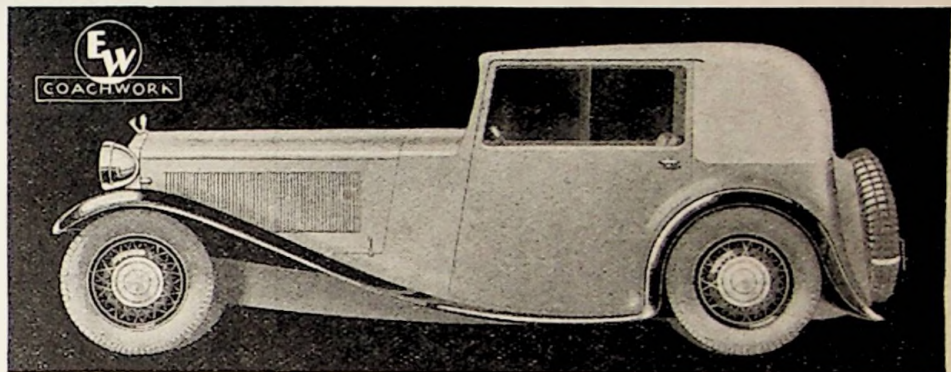
I have seen research engines recently in this country in which there is neither detonation nor any appreciable degree of after-burning as indicated by exhaust port flame.

While these researches into detonation therefore are most useful and interesting, I think we are a little ahead of Germany and the United States on combustion-head lore.

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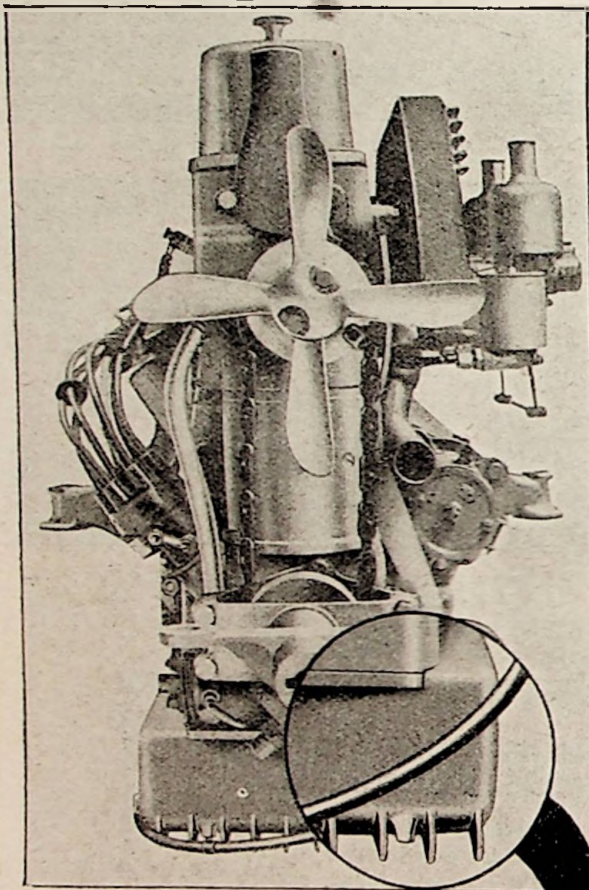
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Hidden Values No. 2

The engine of the M.G. Magna and an interior view of the Elektron Sump

Issued by the Publicity Department of the M.G. Car Company Limited, Abingdon-on-Thames

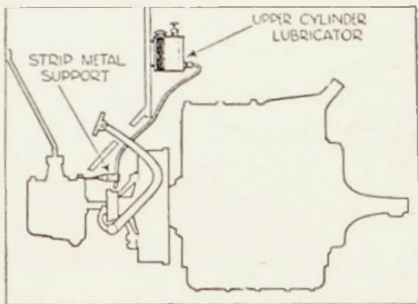
OTHER READERS' IDEAS

Makes Starting Easier.

DIFFICULT starting from cold can often be cured by injecting a little Aviation spirit into the air intake of the carburetter. A Junior Shell tin provides the ideal receptacle as it is petrol-tight and has a nozzle very suitable for the purpose. These tins hold about half a pint and may be had from tobacconists and some garages.

Clutch Thrust Lubrication.

ADEQUATE lubrication of the clutch thrust race is essential if wear is to be avoided. On most cars, however, access to the race can be gained only by removing the floorboards, and if these are screwed down few drivers will go to the trouble of lubricating the thrust at the necessary times. If the lubricator takes the form



of a short fixed tube, it is sometimes possible to extend it to a more convenient point.

Where the thrust race is of the open type with no fixed lubricator it is a good plan to fit a small oil tank and pump on the engine side of the dash and to lead a pipe from it to a point just above the race. It is suggested that a Gamage upper-cylinder lubricator can be used effectively for the purpose, but, of course, a full stroke of the pump should not be given; only a few drops of oil are needed on the race.

A Home-made Horn Button.

THE ability to reach the horn button without removing either hand from the steering wheel is appreciated by many drivers. "Buttons" of the ring type are readily obtainable from accessory dealers, but, if preferred, a very effective type can be made at home.

The button itself consists of a wooden disc about 6 ins. diameter and slightly domed for the sake of appearance. The disc could be made by any wood turner for a few pence. To its flat underside is screwed a brass disc drilled and tapped in the centre to take a $\frac{3}{8}$ -in. screw.

The next step is to unscrew the clamping nut of the steering wheel and to drill a $\frac{1}{4}$ -in. hole down the centre. It is necessary for the nut to be hollow. On the B.S.A. three-wheeler a hollow nut is fitted as standard, but any solid nut of otherwise similar type can easily be bored to the required size, which is $\frac{3}{8}$ in. A rubber collar must be cut to fit

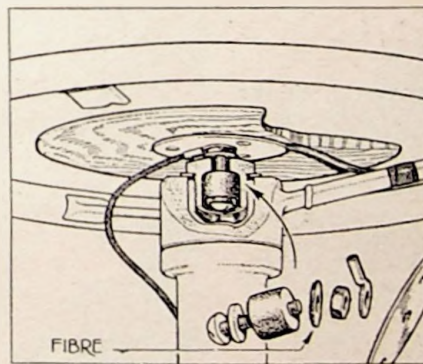
THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.

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

the hole and drilled to take the $\frac{3}{8}$ -in. screw; in addition, two washers, one brass and one fibre, will be required.

The brass washer is slipped on to the screw, followed by the rubber collar. This assembly is fitted inside the hollow nut. The fibre washer is mounted on the top face of the nut, above it is the terminal eye of the horn wire, then comes the disc into which the $\frac{3}{8}$ -in. screw is fitted. The screw should be tightened until the rubber collar is expanded inside the bore of the nut.

When the assembly is completed the nut can be refitted to the column by means of a thin spanner. An earth re-



turn wiring system must be adopted. It will be clear that pressure on any part of the circumference of the disc will deflect it so that the brass washer touches the bore of the nut, thus completing the circuit. Any tendency for the disc to "wobble" can be prevented by fitting a piece of clock spring beneath it, as shown in the sketch.

For Tyre Stopping.

THERE are several proprietary compounds on the market for use in stopping small holes in tyres, but when one of these is not available a most efficient substitute can be found in a piece of pure rubber insulating tape, as used by electricians. The tape is sold in rolls of varying widths, and small pieces about $\frac{1}{4}$ in. to $\frac{1}{2}$ in. wide should be cut from the strip.

The cuts in the cover should be cleaned in the usual way, by means of petrol or naphtha, and the cut then anointed with rubber solution. Before

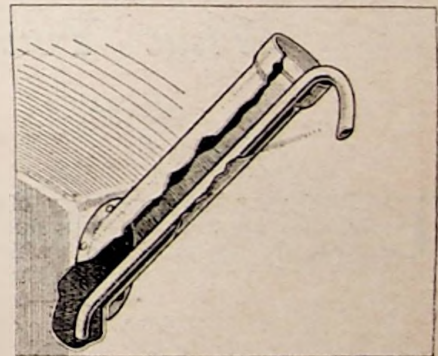
the solution has become tacky the strips of rubber should be pressed well into the cut with a blunt tool such as a small screwdriver blade or a file tang. The cut should be completely filled with the rubber, but the filling should not be allowed to bulge above the surface, otherwise it may tend to pull out.

For Wiring Repairs.

CHATTERTON'S compound is a material which should be in every car owner's garage. Like black flexible sealing wax and applied in the same way, it is splendid for repairing damaged insulation on wiring, whilst its toughness and the ease with which it can be applied make it suitable for many odd jobs about a car. It can be bought at any shop which supplies electrical material.

For Use when Refuelling.

ON some cars the filler neck of the rear petrol tank is long and of small bore, thus, when refuelling from a rapid-feed pump, the air cannot escape easily and considerable spillage may result. The difficulty can easily



be overcome by bending a piece of $\frac{3}{8}$ -in. or $\frac{1}{2}$ -in. bore copper tube to the shape shown in the sketch. Normally, the tube is carried in a door pocket, or some other handy place, and is slipped in the filler neck whenever the tank is being refilled, thus providing a ready outlet for the air.

Avoiding Damaged Threads.

WHEN it is necessary to grip the threaded portion of a bolt in a vice, care must always be taken to avoid damaging the threads. As a rule, brass or lead clamps are used on the vice jaws, but even so there is always a chance that the thread will be crushed. A perfectly safe and rigid grip can be obtained on the bolt, however, by slitting through one side of a nut of the correct size and then screwing the bolt into it, the nut then being held in the vice, when the pressure of the jaws will clamp it on to the bolt.

The slot should be cut through the apex of any two of the flats. This will enable the nut to be gripped on parallel faces and will have a much greater gripping effect on the bolt than if the slot is made in the centre of a flat.



What You Should Know About "CARAVANE"

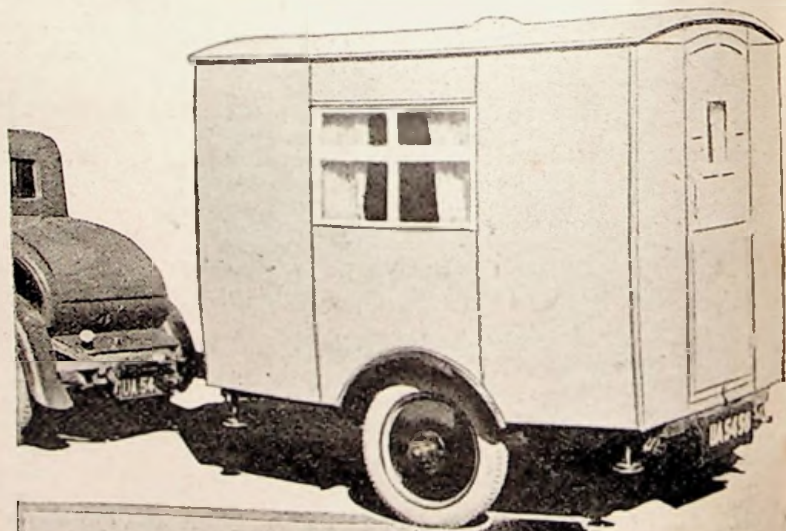
EVERY year the popularity of caravan holidays becomes greater. This is due in large measure to the great improvements which have been made in design and construction. In the early days of the pastime—if so it may be called—caravans were somewhat heavy and cumbersome, and therefore not entirely suited to towing behind comparatively low-powered cars. Caravan builders are, however, quite as much alive to the needs of the moment as are car manufacturers themselves; therefore they soon got down to such questions as reduction of weight and improvements in appearance and interior comfort.

At the present time there are caravans of ample size which can easily be towed by cars of what is popularly known as the "baby" class, towed, moreover, at a quite reasonable speed, simply because of their light construction in which, nevertheless, strength has not been sacrificed.

That there is a wide variety of types and sizes will be seen by a glance at the photographs which accompany this article, and by reading the specifications of some of the leading makes which are also published.

Apart from choosing a caravan suited in size and weight to the towing car, it is advisable never to overload the vehicle by taking luggage which may be regarded as a luxury rather than a necessity. There is no point, for instance, in dragging around large quantities of food, as nearly all eatables can be purchased readily en route. Make sure, however, that there is a sufficiency of bedding and suitable clothing; in addition, a supply of fresh water is advisable because this may not necessarily be obtainable at all camping grounds.

One of the most important points in connection with towing a caravan is to arrange for an efficient anchor-



A Caravan Holiday has Much to Recommend it. The Cost is Low and One is Free to Wander at Will. This Article Forms a Guide to the Choice of a Home on Wheels

age. The caravan will be provided with a tow-bar in which is incorporated the actuating device for the automatic brakes. The bar must be hitched to the rear of the car and this, therefore, must have a secure point of anchorage, the exact type or shape depending upon the make of car to which it will be fitted.

In no circumstances should an attempt be made to attach the caravan to the luggage carrier or direct to the rear axle. Any garage or blacksmith will make a strong transverse bar which can be bolted to the dumbirons or to some other strong and rigid point. Most of the caravan makers themselves have attachments available for nearly all well-known makes of car, and these are supplied quite cheaply. In fact, it is usually best to use the caravan maker's own device as one has the assurance that it has been designed by specialists.

As the automatic brakes are applied by the overrun of the caravan some kind of stop should be provided to hold them out of action when reversing or when the caravan is being manoeuvred by hand. In this connection it may be mentioned that the art of reversing may at first be a little difficult to acquire. Therefore it is worth practising in some quiet spot so that one can attain some degree of proficiency, which may prove useful when the manoeuvre must be undertaken in an emergency.

In addition to caravans the claims of a trailer, in which normal camping impedimenta in the shape of tents and so on is carried, must not be overlooked. A trailer is, of course, lighter and smaller than a caravan, and a good tent properly pitched can be an entirely satisfactory holiday home. In addition to the simple luggage-carrying trailer there

are various models which are actually folding caravans, the lid and sides being extensible to form the roof and the bed compartments.

Having outlined some of the general aspects of caravans and trailers we can now turn to a consideration of various well-known makes.

An ingenious form of caravan tent is made by the

The caravan in the heading picture is a "Car Cruiser." Models of similar type can be obtained in smaller sizes. (Top, left) A two-berth de luxe caravan made by Charles Roberts of Horbury Junction, Yorks. (Below, left) An Angela caravan being towed by an Austin Seven saloon. (Below) A Gibson trailer with a long tow bar for the conveyance of a canoe. (Right) The Rands and Jekell caravan with canvas extension.

Adaptable Trailer Co., 12, Albert Road, Romford, Essex. The arrangement takes the form of a box-like trailer which, when opened out, provides a basis upon which a special form of tent is erected. The two sections of the opened lid form the beds, which, of course, may be used as seats in the day time. In the erected position the tent is 8 ft. long, 6 ft. 6 ins. wide and 6 ft. high, whilst the trailer, closed for towing, is 6 ft. 6 ins. long, 4 ft. wide and 22 ins. high. The price is 38 guineas.

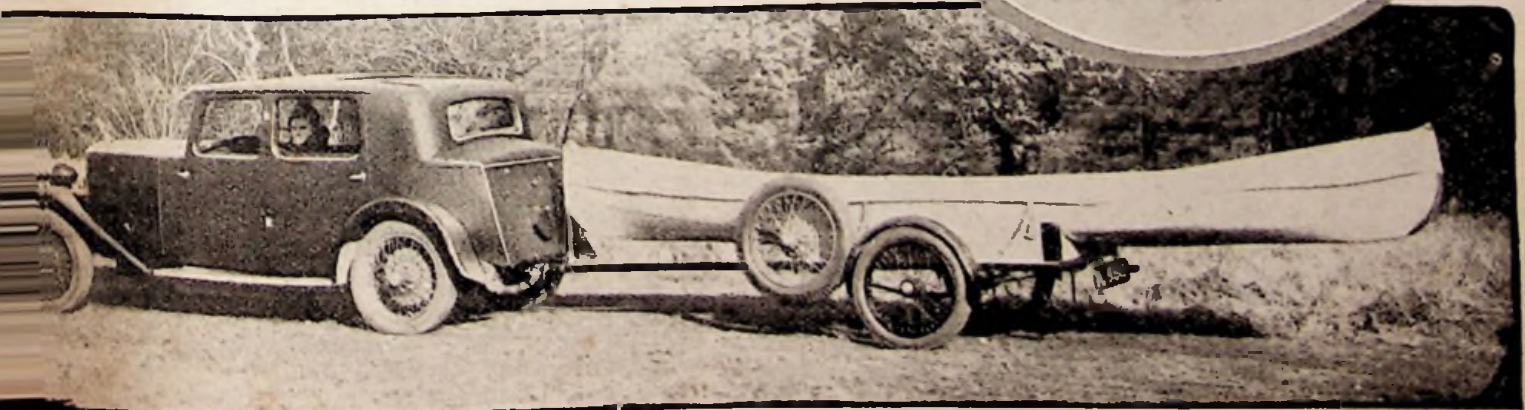
The Angela Caravan Co., Friars Wash, near Flamstead, St. Albans, Herts, markets a variety of types suitable for use with light cars, whilst the concern also has arrangements by which their caravans may be hired. Particular regard has been paid to the appearance of the Angela caravans, which are provided with bow sides and a bay window. For small cars there is the 8-ft. by 6-ft. 2-in. model priced at £70 complete with all usual fittings, including cooking apparatus.

For a larger car there is the 10-ft. model priced at £80, whilst the 12-ft. two-room model, to accommodate four people, is priced at 95 guineas.

The de luxe types are provided with an improved spring settee couch, which can be converted into a double bed. The prices of the 8-ft. and 10-ft. de luxe models are £90 and £110 respectively.

The company also makes an ultra-lightweight caravan for use with a 7 h.p. car; it is priced at £60. In addition, there is the Angelite trailer which has a carrying capacity of 6 cwt. to 8 cwt., and is fitted

ERING"



"CARAVANEERING" (contd.)

with automatic brakes. This is priced at £13. The company undertakes to fit towing bars to any make of light car at a cost of £1 5s.

The A.T.C. (Automatic Telescopic Caravan) is made by Messrs. Thomas Cook, James Street, Works, Maidstone, Kent, and is available in various sizes. The two most suited for light cars have a length of 7 ft. 6 ins. and 9 ft. respectively, whilst the weights are 4 cwt. and 5½ cwt. The point about the A.T.C. caravan is that it is collapsible for towing—that is, the top half can be closed down, thereby reducing the wind resistance. The smaller model is priced at £105 and the 9-ft. model costs £140.

There is also a 12-ft. de luxe model, weighing 8 cwt., and fitted with a double bed having a wire spring mattress. This model costs £225. The A.T.C. folk also make a trailer to carry a 7-cwt. load. Price £20.

J. Brockhouse and Co., Ltd., Victoria Works, West Bromwich, Staffs, supply their Gibson trailers in a wide variety of types, both with regard to the chassis and the bodies, all chassis being provided with automatic brakes and an ingenious form of self-locking and universally jointed drawbar.

A very useful trailer for carrying tents and luggage is available at 13 guineas, or, as a chassis only, at 10 guineas. This should prove useful to those who wish to build their own body of an individual type.

There is a larger chassis of from 6 to 8-cwt. carrying capacity which is priced at £17, the floor area available for body building being 5 ft. by 3 ft.

Car Cruiser Caravans, Ltd., North Hyde Road, Hayes, Middlesex, make a large variety of caravans, a special point in the design being that the vehicles are streamlined. Model No. 2 is suitable for cars of 8 h.p. It has a length of 10 ft. 6 ins., a width of 5 ft and a height of 7 ft. 8 ins. The price is £105.

Model No. 3, suitable for cars of 10 h.p., has a similar specification but is provided with three couch beds and may be divided by a curtain into two rooms. This model costs £137.

Finally, there is the four-bed model, which is 15 ft. 6 ins. long and designed for towing by a 12 h.p. car. It weighs 10½ cwt. and is priced at £157.

Car Cruiser Caravans may be hired from the makers at the following charges:—Model 4, £5 5s. per week; Model 3, £4 4s. per week; Model 2, £3 13s. 6d. per week, an extra charge of £1 1s. being made for the months of July, August and September.

Those who require a simple and well-made trailer for carrying camping kit will be interested in the D.-B. Super-trailers made by B. Dixon-Bate, Bridge Works, Tarvin Road, Chester. A useful model is the 4 cwt. truck, which is priced at £13 10s. The body has a length of 5 ft., a width of 3 ft. and a depth of 14 ins.

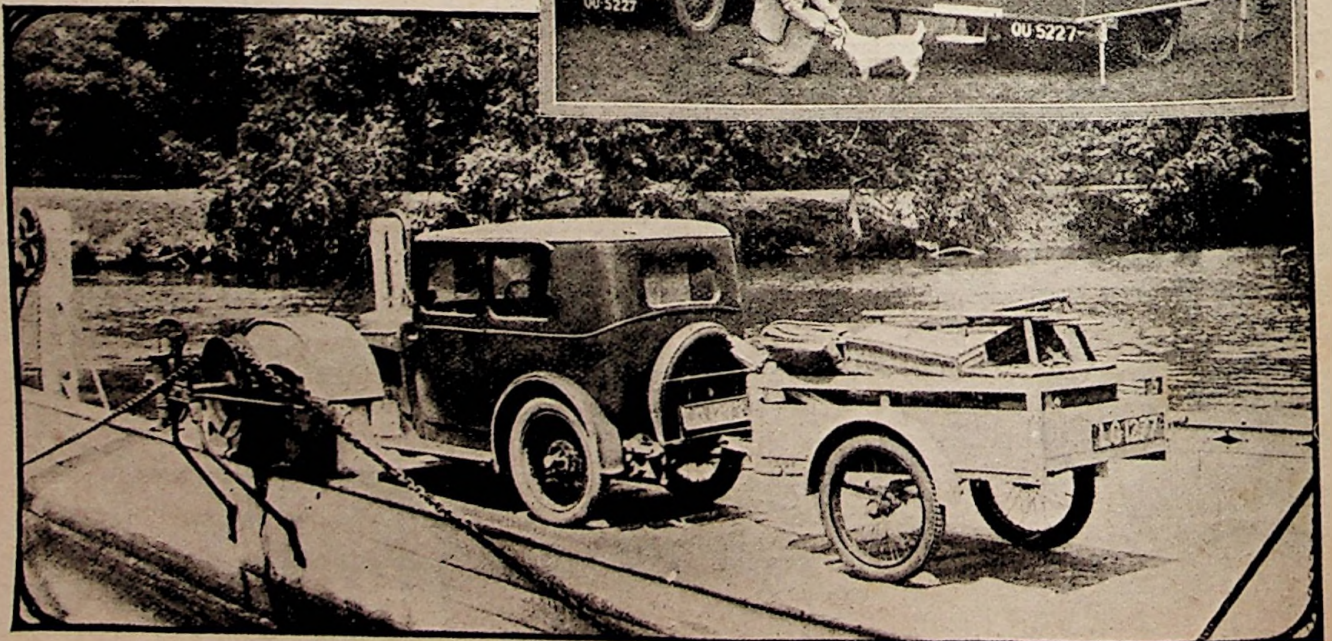
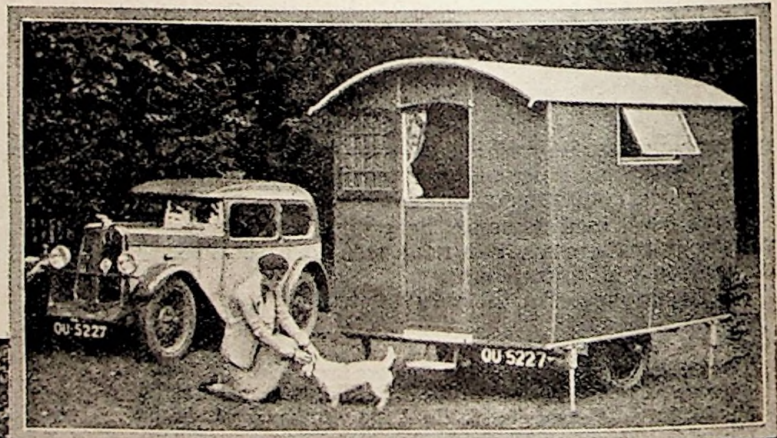
A box body is available on the same chassis and this, of course, has the advantage that the luggage carried will always be kept dry. The length and breadth of the body are 5 ft. and 3 ft. respectively, whilst the inside height from floor to roof is 3 ft. 2 ins. The price of this trailer is £25 10s.

There are also larger D.-B. trailers, two models of interest to light-car owners being the 6-cwt. type priced at £20 and the 8-cwt. model priced at £27. Each of these is fitted with automatic-brake gear.

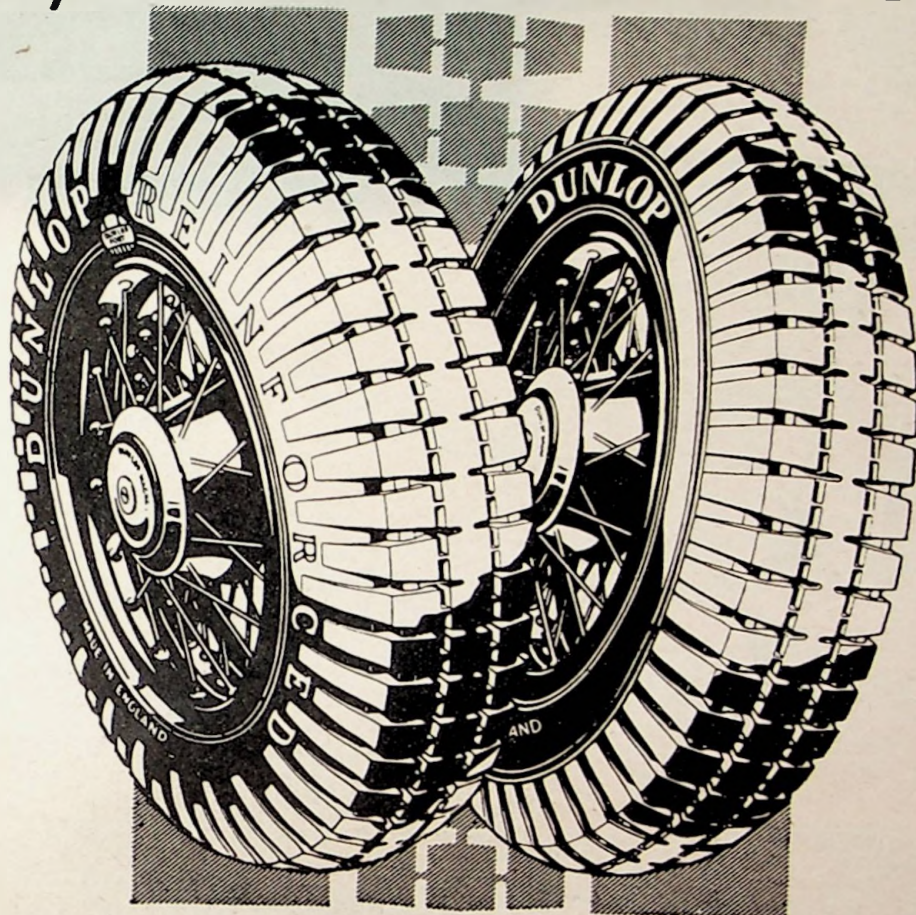
The latest Eccles caravans (Eccles Motor Caravans, Ltd., Stirchley, Birmingham) are of streamlined pattern, which minimizes wind resistance but at the same time does not restrict headroom. The caravans are wood-panelled and leaded windows are used. Model No. 10 is designed to accommodate four and has proved very popular. It has a length of 14 ft. and two rooms are provided with a door between. It is priced at £165.

For those who require something smaller there is the

(Right) A pleasant little scene with car, caravan and pet. The caravan in this case is the Hutchings Winchester. (Below) One of the large range of Dixon-Bate trailers—most useful vehicles for carrying equipment.



Do not judge tyre values
by first cost alone



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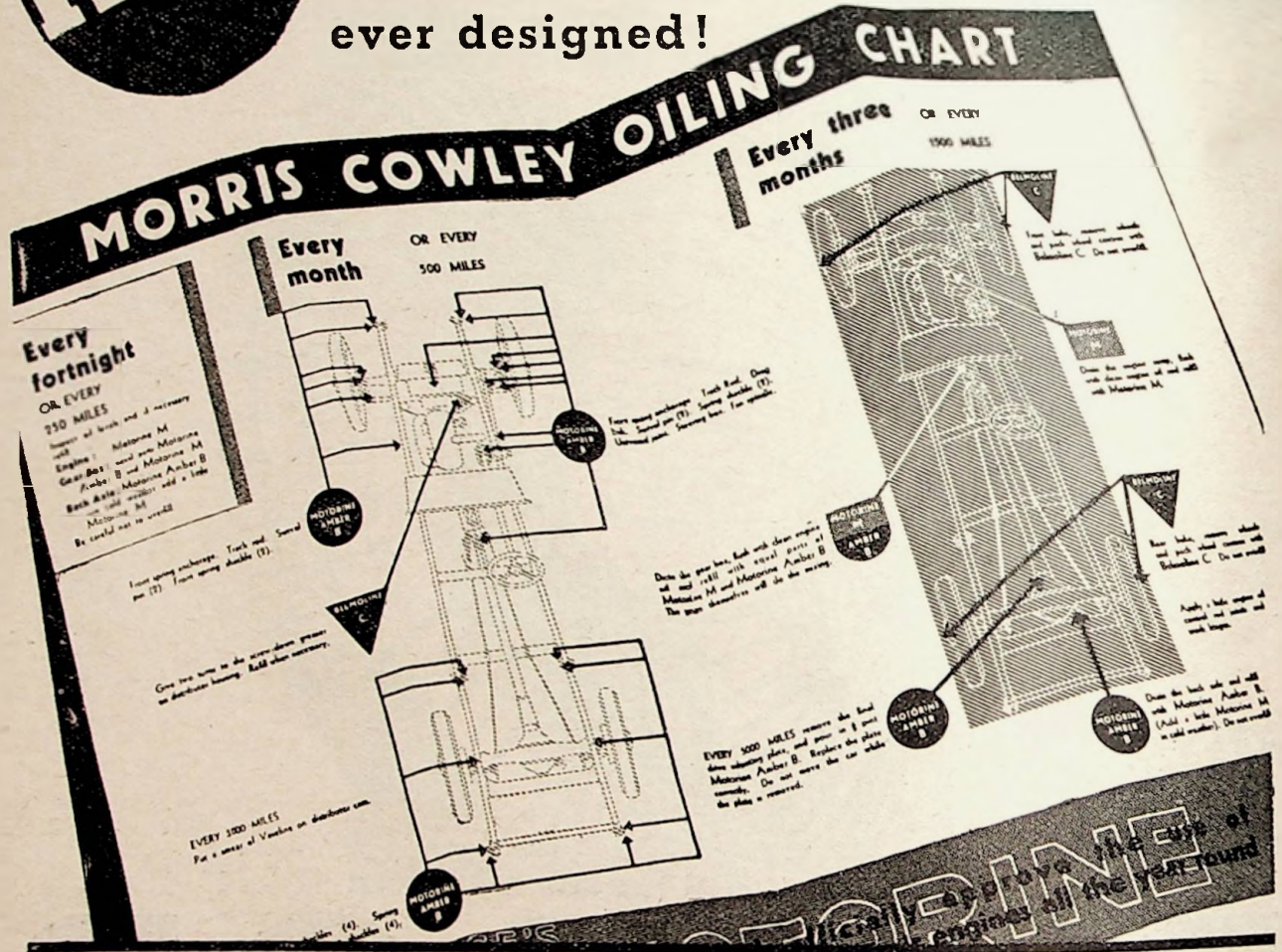
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"CARAVANEERING" (contd.)

Eccles No. 15, which is 11 ft. 6 ins. long but otherwise similar to Model No. 10. It has accommodation for three people.

The Eccles concern also makes a lightweight camping trailer 10 ft. 8 ins. long and 5 ft. wide. Actually the trailer is a miniature caravan because it is provided with a roof and sides. The roof is collapsible, thus enabling wind resistance to be reduced to a minimum when towing. The lower parts of the sides are wood-panelled whilst the upper parts consist of roll-down canvas blinds. Accommodation for two persons is provided and the beds are of the multiple-spring type. The price of the trailer is £75.

Hutchings trailer caravans are made by **Bertram Hutchings Caravans, Ltd., 5, Elm Road, Winchester, Hants.** They are of streamlined shape and the new 13-ft. Winchester de luxe model is of special interest to light-car owners. This caravan divides into two compartments at night; its weight is 11 cwt. and the price £165 with full equipment. The standard accommodation is for three people, the beds being one double and one single, but a fourth bed may be added.

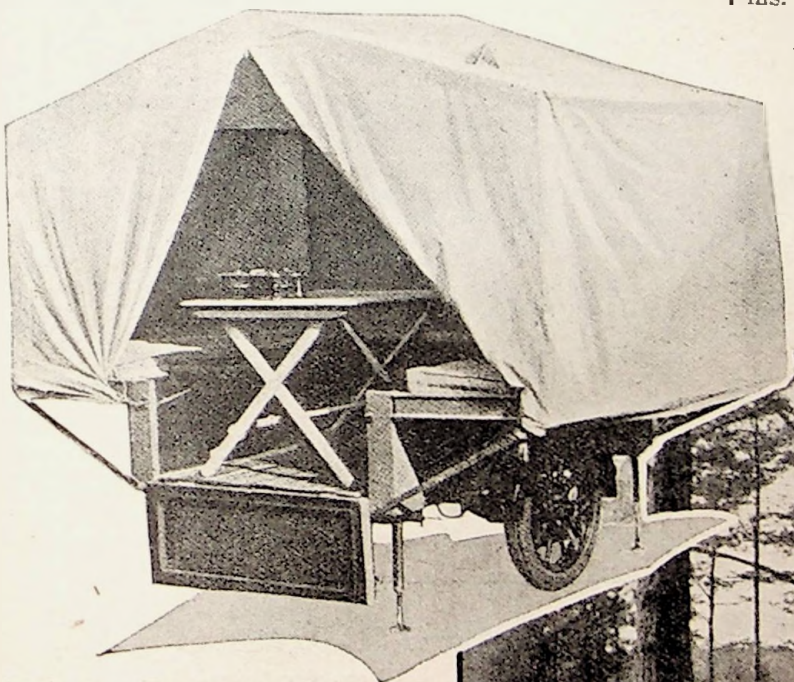
A smaller model, known as the "Nimblette," has a length of 8 ft. and is suitable for towing by cars of about 8 h.p. It has sleeping accommodation for two people. The price is £95.

Bertram Hutchings Caravans can be hired at prices ranging from £3 15s. per week for the "Nimblette" and £4 7s. 6d. for the "Winchester." The hire charges vary according to the period of hire and to the time of year, August being the most expensive month. The hire caravans are fully equipped.

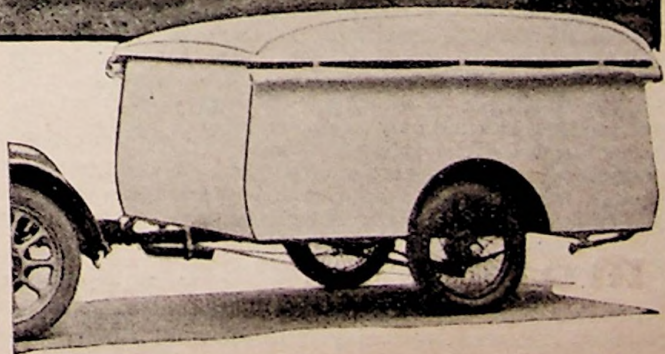
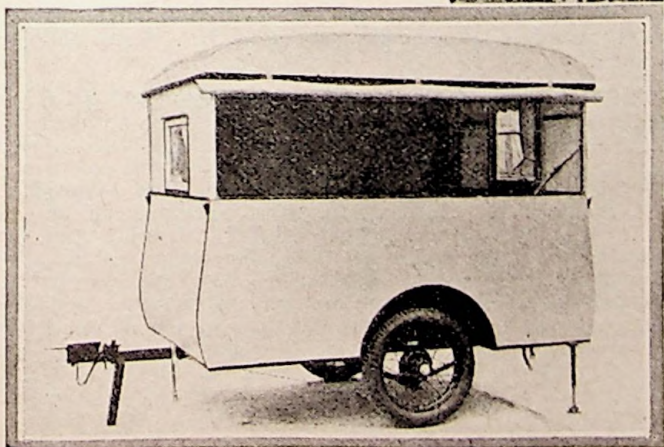
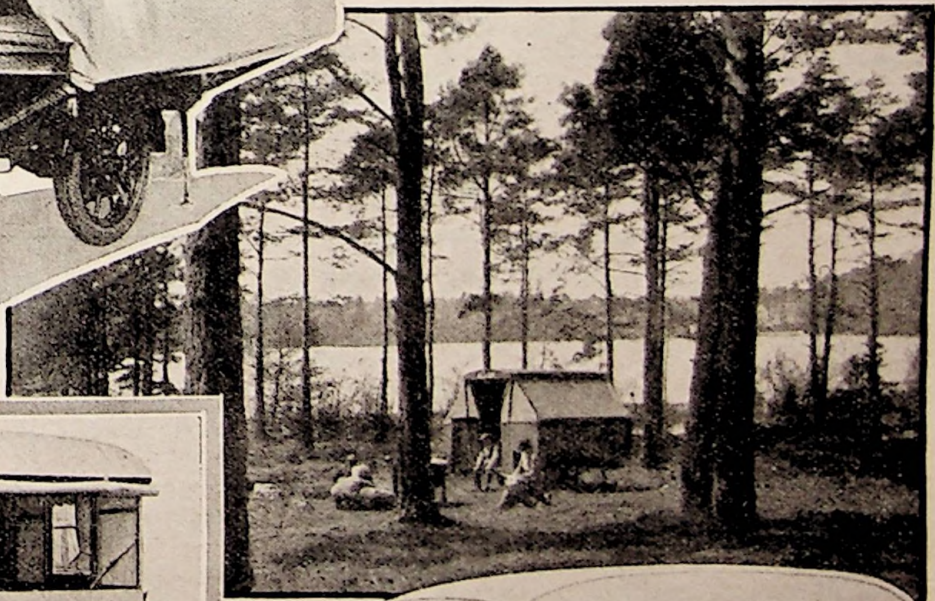
A folding caravan, or camping trailer, is made by **Rice Caravans, Ltd., Gargrave, Leeds, Yorks.** It shuts down to very moderate dimensions for towing but can be opened out to provide ample accommodation on the camping site. The caravans are completely equipped and all exterior fittings are chrome-plated. On the Major model, which is suitable for cars of 9 h.p. and upwards, there is one double and one single bed, whilst additional single or double folding bunks can be fitted. The total weight of the caravan is 7½ cwt. and the price complete with cooking stove is 88 guineas.

The overall width of the vehicle when opened out is 8 ft. 4 ins. whilst the total length is 10 ft. 11 ins., the length of the body being 8 ft. In addition to the foregoing there are the Long Standard model and the Standard model; these are suited to small cars, the respective weights being 5½ and 4½ cwt. and the prices 78 and 69 guineas.

A two-berth de luxe caravan is made by **Chas. Roberts and Co., Ltd., Horbury Junction, near Wakefield, Yorks.** It is suitable for use with cars of 12 h.p. or a little under. The body is 7 ft. 6 ins. long by 5 ft. 7 ins. wide. The seats are adapted for conversion into sleeping berths, the bedding being stored inside the seats during the daytime. Cupboards are provided for holding food, cutlery and cooking utensils, whilst the caravan is wired for electric light from the car battery. Prices on application.



(Left) The "Caravan Tent" a folding caravan made by the Adaptable Trailer Co., Romford, and (below) the Rice folding caravan in pretty surroundings. The bottom illustrations are of the Eccles folding caravan, open and shut.





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 WASTE "USED" OIL?

It is indeed a pleasure to read Mr. Mantell's clear exposition of the principles of lubrication and the stress he puts on the necessity of clean oil. The Hele-Shaw streamline

Week to Filter Five Gallons!

filter is so efficient that it will undoubtedly convert used oil into an oil at least as good as—and perhaps better than—the original product. But I fear the "bright soul" for which Mr. Mantell is looking to fit such a filter into the circuit of a car engine is up against a very serious problem. The Hele-Shaw system is efficient, but it is slow, and the more efficient it is made the slower it becomes, and if it were speeded up to the requirements of an engine filter its efficiency would show little, if any, advantage over many of the filters already in use.

The smallest oil-filtering unit made by the Streamline Filter Co. has a capacity of five gallons, and it takes the best part of a week to deal with this quantity. Incidentally, it weighs a cwt. or two and costs £16 10s.

There is a number of centrifugal separators on the market for dealing with oil, but so far as I am aware they are not particularly effective in dealing with the extremely finely divided impurities found in our sump oil, which are largely in what chemists call the "colloidal" form. The Hele-Shaw filter deals with this kind of impurity quite effectively provided it is not hurried.

At the moment I have in process of construction a small

oil filter working on the Hele-Shaw system with a capacity of a quart. Owing to circumstances which are being imposed upon most of us at the present time my design is not entirely unaffected by what I can find in my junk box, but I do not mean to sacrifice any essential principle.

The idea is that if an efficient unit with a capacity of, say, one gallon could be produced cheaply (and I see no reason why it should not), it would be the next best thing until Mr. Mantell's "bright soul" turns up. S.

With reference to Mr. Mantell's article on keeping the oil clean, I would point out that the Ariel motorcycle incorporates a centrifugal separator in the flywheel, and I believe the Jupiter aero engine has such a device as a separate unit. Most manufacturers pass all their oil from the running benches continuously through special oil separators, and all modern power stations clarify the transformer and switch gear oils by this method. Further, I believe the L.G.O.C. collects the crankcase drainings and purifies the oil in the same way.

I am now waiting for a small separator to be marketed capable of dealing with only one gallon, so that motorists could call at their garage and have the oil in their sump cleaned for, say, 1s., instead of throwing away a gallon and losing 5s.

A. R. TURPIN.

The Brooklands Mountain Record—T.T. Cars

It was with some surprise that I read of a new speed record being set up and acknowledged by you for the Brooklands Mountain course, the holder of which receives *The Daily Telegraph* Trophy. This record

Suggestion to Limit Attempts to Races.

was set up under conditions differing materially from those hitherto obtaining and favouring considerably the aspirant. I refer to the fact that this "record" was not set up during the course of a race, whereas all previous speed records were. The increased difficulty in these circumstances with numerous competitors on the course will readily be appreciated.

With the detailed conditions governing the awarding of the trophy I am not acquainted, but I feel that, as it has up to this instance been made for records established during races, it would not be unjust for this precedent to remain, giving greater zest not only to the competitors but also to the crowds watching these spectacular races; otherwise the more favourable conditions operating on non-race days will, without question, mean that all race-going habitués will never again have an opportunity of seeing the record made or the trophy change hands. As the last "record" was made by the holder, justice will still seem to be met.

D. M. K. MARENDAZ.

* * The fact that the previous Mountain records were made during races has no bearing on the point at issue. The

trophy in question goes to the holder of the record for the Mountain circuit—i.e., the driver who travels faster than anyone else round this particular course; the fact that a car competing in a race can be timed for this record is really an act of grace on the part of the Brooklands authorities.—ED.

Here are two points concerning motor sport which I think ought to be considered. We will first take the approaching Tourist Trophy race. The cars, for the first time, are to be run "stripped." Is this not going

Stripped Cars in the T.T.

toward the great race instead of the real gripping T.T.? I think that, by altering the rules and regulations, the event will lose its originality. My second suggestion is for cyclecars to be allowed in more important events, such as the Le Mans 24-hour race, the Tourist Trophy race, or the J.C.C. 1,000 Miles race. They would exhibit a fine performance and would prove a strong rival to some of the small cars. Imagine an M.G. Midget and a Morgan wheel to wheel at 100 m.p.h.!

MAURICE EUGENE REID.

* * The decision of the R.A.C. to permit stripped cars to run in the T.T. was made on the grounds of safety, as wings, lamps, and so on are dangerous at high speeds.—ED.

GOOD NEWS TRAVELS FAST!

Why do so many people go to Henlys for their cars? We decided to find out and, therefore, approached our most recent customers. Out of a remarkable number of replies, 99% said, in practically these words: "I was recommended by a friend to go to Henlys." And therein lies the real truth of success—satisfied and enthusiastic customers. Read what a few of our friends say:

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Mr. — wishes to express his appreciation of your letter and the promptitude in giving him a fair price for the exchange of his car for a new — He feels that he has received a square deal with a minimum of time spent on the matter.

Gentlemen, NEW MALDEN, SURREY.
In reply to yours of the 3rd inst., the reason why I bought a car from you was that dozens of friends of mine have bought cars from you, have received every satisfaction on and after sales; then your service, etc., after sale is all, and more than, what it is said to be. (Mr.) N.S.

Dear Sirs, LONDON, S.W.16.
I have owned many cars in my time but this is the first time I have dealt with Henlys. *Now I realise the mistake I have made in not coming before, and I must say I am more than satisfied.* I was recommended by Mr. E. and he has assured me of the good service you give after purchase. J.M.

Dear Sirs, ALTON, HAMPSHIRE.
I had approached other firms with a view to making a part exchange, and in spite of their various offers for my old car I always had the thought of going to Henlys before making my final decision. My reason for that is the knowledge that you are the largest Motoring concern in London, and, in my opinion, before a firm can attain that enviable position, a reputation for square dealing must be earned. *Your dealings with me have justified that opinion.* (Mr.) E. de M.

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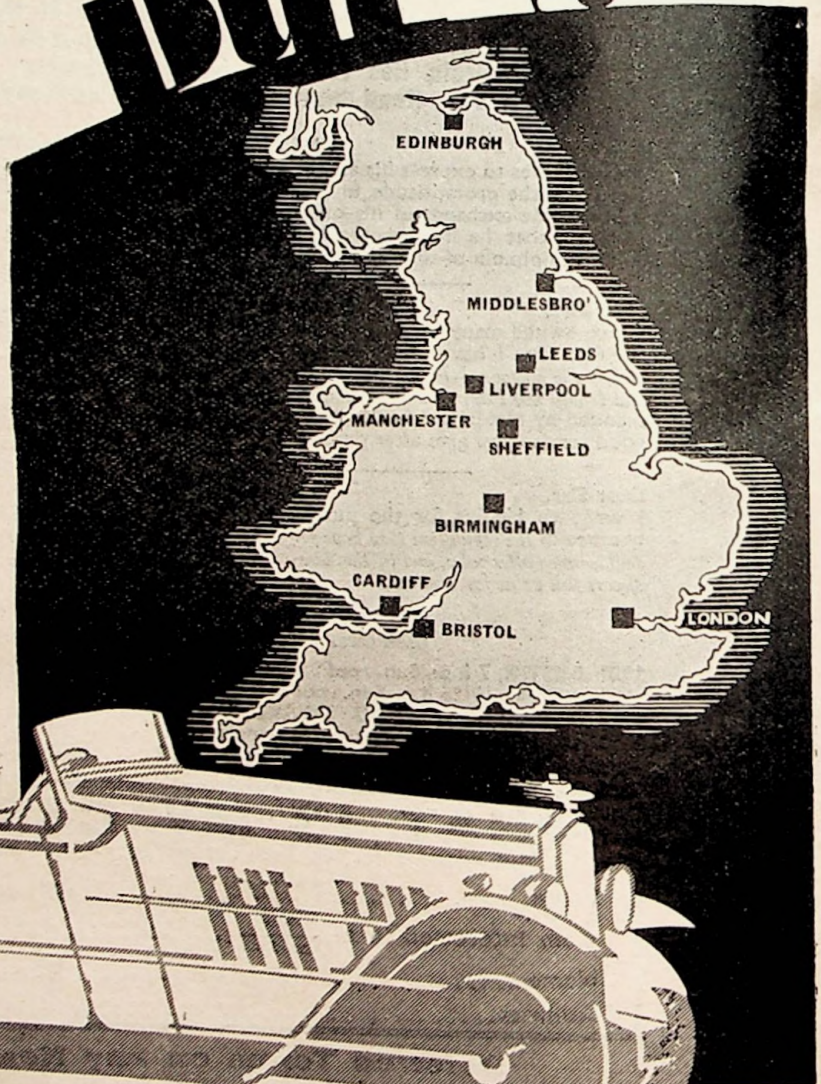
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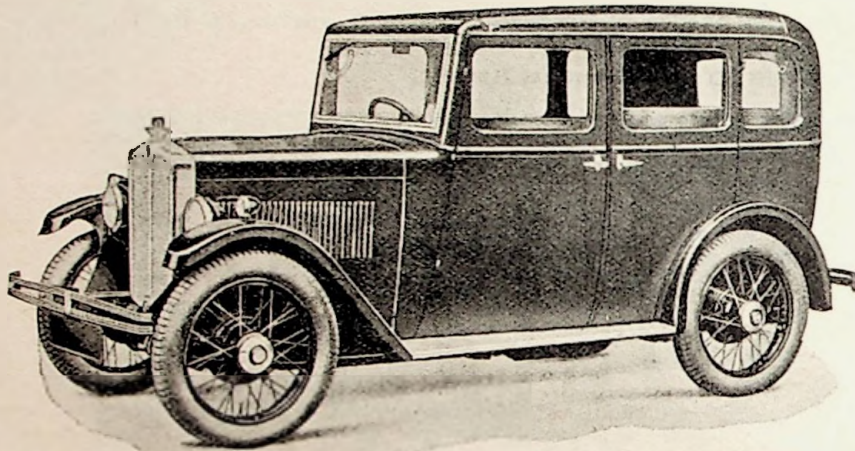
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OUR READERS' OPINIONS (contd.).

Does Maximum Speed Matter?

Your correspondent "L.L.C." has been struck, as I have, by the fact that the first question many people ask a man about his car is, "What will she do?" A high maximum speed is all important as regards a track racing car, but it is not so as regards a road car. The fastest road car was always, is, and can only be, the car that does its journeys in the shortest time. The difference as I see it, between the car of to-day and that of 20 years ago is that to average 40 m.p.h. now one need not exceed 45 m.p.h. or 50 m.p.h., whereas in the old days averaging 40 m.p.h. meant that a far greater maximum speed was necessary.

H. R. POPE.

"We Use Our Brakes Too Much."

I wonder how many drivers realize that, under average road conditions, they could drive without brakes without slightest risk to themselves or other road users? This somewhat surprising fact came to light during a little experiment I carried out recently to while away the monotony of a regular trip between Portsmouth and Southampton. I do not suggest that, in cases of emergency, a driver does not rely on his brakes, but a good 75 per cent. of the wear and tear on my brakes and transmission might well be avoided by making my experiment a habit.

As a matter of fact, I drove from Farcham, via Wickham, Botley, Bitterne and the Avenue Southampton without once using my brakes, yet in the ordinary course of events I

suppose that I use them very frequently, with consequent needless wear and tear.

I do not suggest endangering other road users simply for the sake of saying that a journey was made without braking, but I do contend that we use our brakes too much and that a little timely deceleration will enable braking to be greatly minimized or dispensed with entirely, with a consequent saving not only of brake linings but of the chassis and transmission generally.

G. PETTENCELL.

Unnecessary White Lines.

I have read "Focus's" interesting remarks on the confusion of the white lines and agree entirely with him. There is too much of this practice of dividing up the roads in a way never intended by law. Where it occurs at a busy cross-roads in the centre of a town the locals, perhaps, soon learn that they must filter into certain channels according to whether they wish to turn left, right, or keep ahead, but even under these conditions there is always confusion through someone getting between the wrong lines.

Confusing to Drivers.

It is surely quite wrong, however, to paint these lines at remote country places. I have in mind the well-known F'lim-well cross-roads, on the London-Hastings road. Travellers from London, approaching at a good speed (which is surely encouraged and intended by the great reconstruction works there), suddenly find that there are a number of white lines. To take the one not appropriate to the driver's direction is to invoke a black look from the road policeman who usually stands there in a non-helpful attitude. Some day it may be followed by a summons for "careless driving." But who is to know that the lines are there or what they are for?

SOUTHERNER.

Mainly About Touring

As a regular reader, I am always interested in your illustrated touring descriptions. Several references to East Huredred have often made me wonder why some of your talented staff have not written up the Lambourn Downs. At the far end, by Swindon, is some wonderful thatched-house country. The old Ridge road—probably the oldest known highway—runs all along the ridge of the downs to the Thames at Goring. Much of it can be traversed by light car.

The Lambourn Downs.

The ridge is a wonderfully healthy spot, as can be judged by the number of training stables which are to be found there, and a light-car enthusiast can spend a very good week-end in this district, which, incidentally, provides some very fair photographic studies. I enclose a photograph of a picturesque corner I struck recently in cutting through from Hungerford to Didcot. It is at Farnborough, near West Ilsley.

C. A. H. GIBBARD.

It was with great appreciation I read "The Call of the North" in your issue of June 17th. Mr. Allan Phillip has had one of the finest experiences a motorist can have in this country in his tour of the Western Highlands. There are one or two points, however, I should like to comment on for the benefit of those who may be contemplating such a tour, inspired by Mr. Phillip's article.

First, the impression given is that the roads generally west of Inverness are not suitable for touring with a "family" car, the inference being that only with a high-powered luxury car may the tour be comfortably accomplished. On the contrary, the finest scenery in Scotland may be enjoyed by the owner of the "family" car—family included—from roads which not only may be termed passable but may be favourably compared with most of our secondary roads in England.

As an example, the road from Inverness through Beauly and Dingwall into Strathpeffer, thence to Achnasheen and on to Gairloch, embracing Strath Conan and winding for miles round lovely Loch Maree, has a perfectly good surface and is sufficiently wide to permit of two large cars passing.

The second point I would comment on is the reference Mr. Phillip makes to the inclemency of the weather. Scotland generally, and the Highlands particularly, have the quite unmerited reputation of unceasing rain and blinding mist. This is quite wrong. In fact, it is very seldom that the Highlands experience "rainy days," as we know them in the

south of England. In touring in the Highlands one may encounter as many as six rainstorms in a day, but they are of short duration and are interspersed with bursts of glorious sunshine. The mists, too, sweep suddenly down the glens and as quickly rise, and it is no uncommon sight to see the mountains suddenly emerge from a cloud of mist, reflect the sunlight for a few moments and disappear again.

A. R. MACKENZIE.

Please give us more well-illustrated articles on beauty spots, old churches, castles, abbeys and so on. I feel sure that many of your readers must have the same tastes as I

More Touring Articles, Please.

have and are not interested in the technical side of motoring, or have no time to follow it up. The majority of motorists, like the majority of small garage owners, do not seem to know the least bit about the "innards" of a car. Your covers are invariably most attractive, and must help the sale of the journal quite a lot.

P. S. HUTLEY.

* *The views of other readers on this matter would be interesting.—ED.



A picturesque corner of Farnborough, a village near West Ilsley, in the Lambourn Downs (see letter from Mr. C. A. H. Gibbard).

OUR READERS' OPINIONS (contd.).

Carrying Holiday Luggage.

Your correspondent, "Marmaduke," no doubt finds the rear locker of his car useful for packages or a sack of dog biscuits, but I find that, for suitcases or a trunk, the locker is useless. Travelling luggage varies in size so extensively and never seems to fit in the locker. The only alternative is to have cases specially made. In my opinion, the most sensible motor luggage equipment is a chested trunk with suitcases inside, fitted to the grid.

Grid Preferred to Locker.

E.J.C.

Aiding the Police.

I should like to seek the views of your readers on a strange incident I witnessed the other night. At a cross-roads in town an old car went past, and a policeman noticed, when too late to hail it, that it had no rear light. Shortly afterwards another car came up and, as it slowed for the traffic, the policeman asked to be taken up to the first car. The driver took him on board, and the sequel, as I found out afterwards, was the capture of the old car and a notebook display.

Discretion versus Loyalty.

If the driver of the second car reads this, perhaps he will tell us what his feelings were. And I wonder how other of your readers would act in similar circumstances?

A SPORT.

Varying Petrol Consumption or—

From time to time one hears doubts expressed as to the accuracy of petrol pumps. Personally, I have never measured exactly the amount I have received, but I do find very frequently indeed that my petrol consumption varies by a quite extraordinary amount. The tank has a reserve supply, and my invariable practice is to reset the trip register of my speedometer to zero each time I come down to reserve. Then I fill up at the next pump, taking in three gallons, and continue until I have to turn the tap to reserve again.

—Inaccurate Pumps?

By so doing I should have each time a fairly accurate three gallons on which to measure the consumption, but I find that the actual number of miles covered from fill-up to fill-up ranges from about 72 to over 90, which means a variation of from 24 m.p.g. to better than 30 m.p.g.

Can any reader suggest how the very considerable difference can be accounted for except by a surplus or shortage of petrol from the pump? There is one way in which discrepancy may and does occur at times. If I have a steep hill to climb when the contents of the tank are getting low, the main supply will fail several miles earlier than it would

have done had I been on a journey along a level road at the time. Then the petrol will not really be as low as it appears, and this will help the mileage of the next fill-up.

But this does not solve the problem, as often I have come down to reserve on a level road, filled up and got a considerably better or worse result from the next three gallons.

Roads and weather may be taken as constant, since the car is used in much the same way week by week, and two successive fillings may give widely different mileages. It would be interesting to know if other readers experience this phenomenon and if they have any theories to account for it.

MARMADUKE.

Planning the New Roads.

I am all for straight roads. Five years or so ago, the best time I could make, with a certain car, between Grant-ham and London (Marble Arch), was three hours. It is now two hours and a half—thanks largely to the Barnet by-pass, but also the avoiding road at Wansford and the widening of the Baldoek-Welwyn section. I sympathize with your correspondent "D.H.M.S.," but, in my opinion, the advantages of straight roads in daytime outweigh their admitted drawbacks for night driving.

Straight or Slightly Curved?

JOHN ARTHUR FLETCHER.

Passing Tramcars.

Your editorial remarks on the subject of passing stationary trams are very much to the point. There is, however, not only the question of the conduct of intending passengers, but that of alighting passengers and the behaviour of the conductor that call for criticism. Many conductors do their best to prevent their passengers being run over when attempting to alight. Some do it in a sensible manner, holding back the passengers and waving on the cars when the circumstances justify it, and at other times stop the cars for setting down the passengers.

Autocratic Conductors.

Other conductors, on the other hand, seem to have no idea except to stop any and every vehicle—no matter how near it is or how fast it may be going—as soon as a passenger gets ready to alight. I have often been stopped when clearly I had the right to go past first; in fact, often the passengers have deliberately waited for me to pass, notwithstanding the conductor urging them to step down. At such times, if I do pass, there is much abuse from the conductor, and I can imagine how prejudiced would be the position were an accident caused or had a nearby policeman happened to be interested.

No doubt other of your readers have had similar experiences and have been as annoyed as I have.

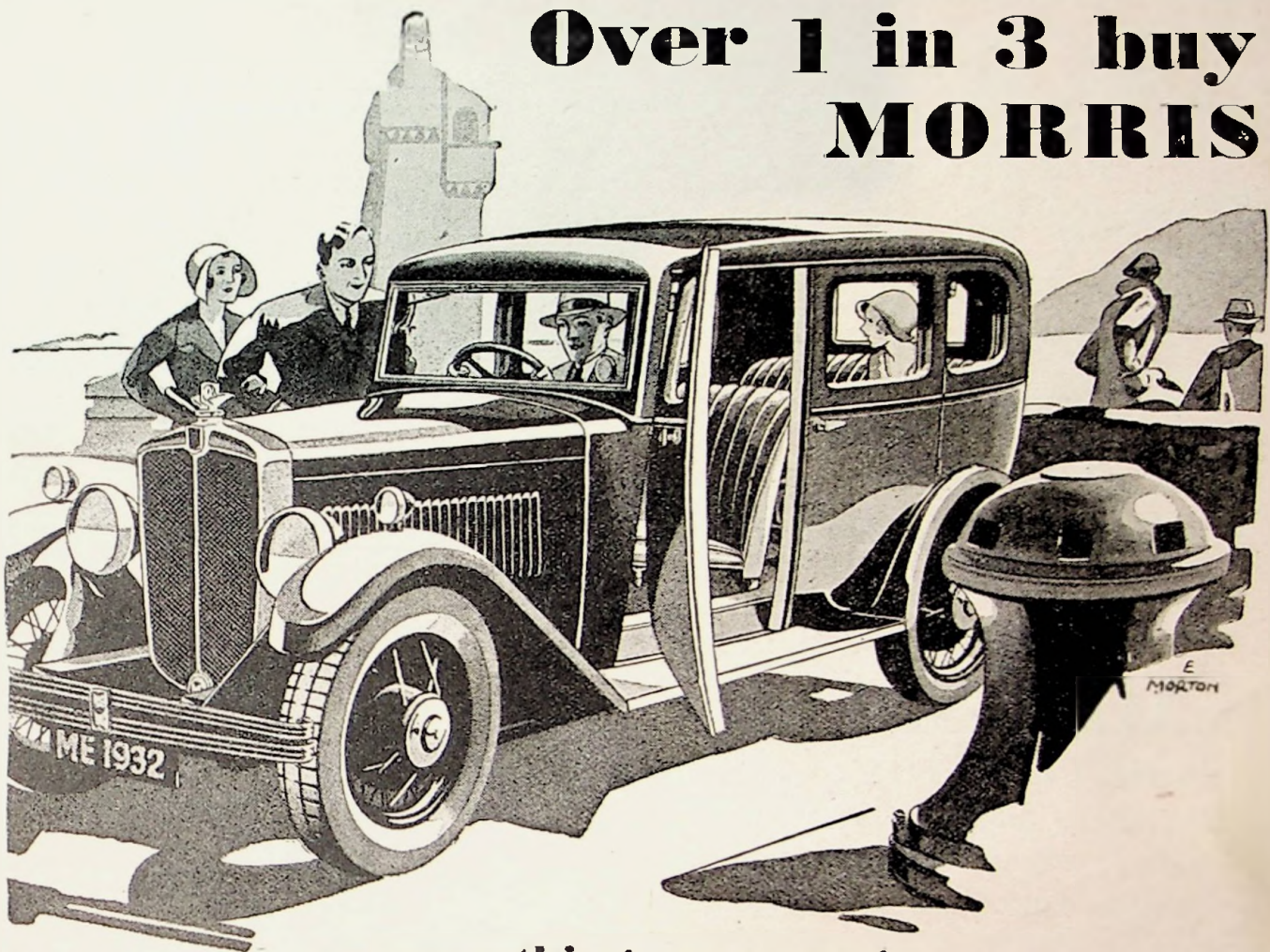
E. R. STOCKFORD.



'MID THE
LAKELAND
FELLS.

Lakeland guards some of its greatest charms by stiff gradients and poor roads, but those who scorn these difficulties reap a rich reward. Here is one, a view of Blea Tarn, with the rugged peaks of Conistone Fells in the background. The car is one of the new Austin Ten-Fours.

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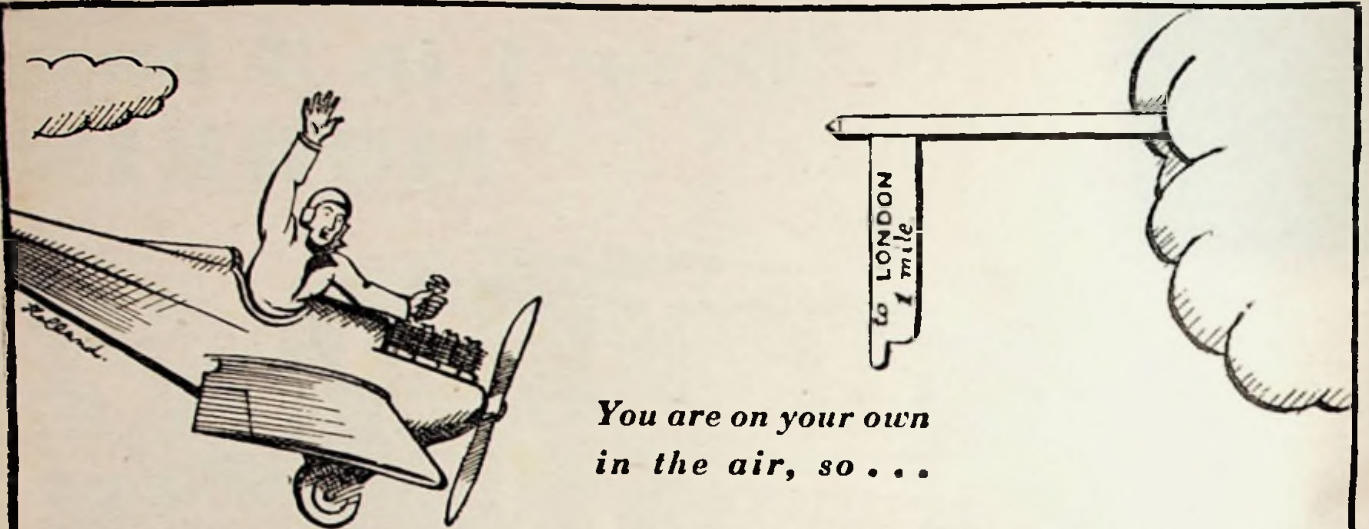
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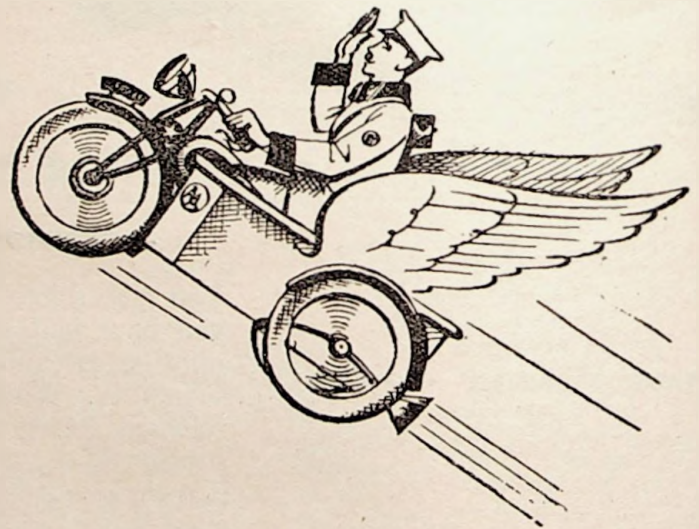
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OUR READERS' OPINIONS (contd.).

Two Suggested Improvements.

As most light cars require their cylinders rebored after about 15,000-20,000 miles, why cannot all new cars have steel liners put in them? Every motorist would willingly pay a little extra if cylinder wear were made much less rapid. It also seems to me that for a very small outlay tourers could have their hoods so arranged that the front part would fold back, so that in showery weather owners could open and close this part of the hood very easily. Why do not manufacturers include such an arrangement in their cars? Every owner of a tourer I have met would welcome it and would be only too pleased to pay a little extra for it when buying a new car.

A. NEEDHAM.

CONDENSED CORRESPONDENCE

Mr. G. W. Bond explains that a complaint which he voiced recently in our Correspondence columns concerning the loading of light cars and motorcycles on the same tray of cross-Channel ferries was not intended to apply to the services of the Southern Railway. Our correspondent further points out that he has just returned from the Continent on the

Autocarrier and that the very greatest care was used in loading and unloading cars.

Mr. F. M. Parkinson (Manchester) writes recommending the Clifford Arms Hotel, Great Hayward, near Rugeley, on the main London-Manchester road.

READERS' WANTS

HUMBER.—An instruction book for the 1926 9-20 h.p. model.—S. W. Woodroffe, 3, Primley Avenue, Wallington, Surrey.

BENZOYLE.—Readers' experiences of this upper-cylinder lubricant, particularly in relation to the formation of carbon deposit.—H. Lewis, 40, Aubrey Road, Small Heath, Birmingham.

PASSENGER FOR SCARBOROUGH RALLY.—George H. Strong, who has entered for the Scarborough Rally, would like to hear from any reader—or, better still, two readers—who would care to travel with him as passengers. He will be starting from Edinburgh at about 9 a.m. on Sunday, July 10th, and will arrive at Scarborough about 7 p.m. the same day; whilst the next day he proposes to continue his journey to London. Any reader who would like to act as a passenger either from Edinburgh to Scarborough, or for the entire journey, should get into touch with him without delay. His address is—1, Endersleigh Gardens, Hendon Central, London, N.W.4.

Questions Asked and Answered

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

Altering Carburettor Settings.—M.C. (Bristol).—On no account should carburettor jets be "opened out" by reamer-ing the orifices as the holes are very delicately calibrated and an amateur cannot rely on getting the proper size.

Inefficient Tyre Pump.—H.A. (Harrogate).—In all probability the reason why your tyre pump has become inefficient is because the cup washer is dry and hard. If this is so, you can set matters right by pouring a few drops of oil down the barrel of the pump or, better still, removing the plunger and smearing the washer with vaseline.

Early Singer Juniors.—P.R. (Nottingham).—The 1927 Singer Junior is quite a satisfactory car, its only disadvantages being that there are no front-wheel brakes and the cone clutch is apt to be rather harsh unless the leather lining is frequently "doped" with collan oil. If you can afford a few extra pounds you will find it well worth while to buy a 1928 model, in which neither of these drawbacks exist.

Twin-cylinder Magnetos.—N.U. (Landore).—It will not be possible for you to use a second-hand magneto from a Morgan engine in your Jowett, as all the engines fitted to Morgans are of the Vee-twin type and call for a magneto with a special arrangement of pole pieces and cams to suit the irregular firing order of an engine of this type. Your Jowett, on the other hand, has a horizontally opposed twin engine in which the sparks occur at equal intervals. It might be possible to have the magneto modified, but we doubt whether the conversion would be worth while.

Austin Twelve-Six Breather.—G.H.J. (Wrexham).—You are wrong in supposing that no breather is fitted to the crankcase of your Austin Twelve-Six. Instead of adopting the fairly common method of using the oil filler as a breather, the Austin Co. provides an ingeniously arranged annular gap behind the main rear bearing so that the crankcase fumes are exhausted into the clutch pit, whence they are rapidly dispersed by the revolving flywheel. The annular gap is so arranged that the liquid oil cannot possibly escape, but should the oily vapour condense after entering the clutch pit it can drain away through a hole at the base. You will see, therefore, that there is no point in drilling your oil filler neck in the manner that you suggest, more especially as this might tend to allow fumes to enter the body, whereas at present they are ejected beneath the floorboards.

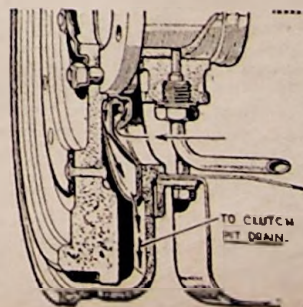
Choice of Car.—L.H. (Dewsbury).—We fear that we cannot help you in the choice of a car as you have given no indication of the price you wish to pay. If you will let us know this all-important fact we will endeavour to help you.

Engine Vibration.—L.C. (Blackpool).—As the vibration in your engine has developed comparatively suddenly and you are satisfied that it is not due to any defect in the ignition or carburation, we suggest you examine the engine mountings to make sure that they have not become slack.

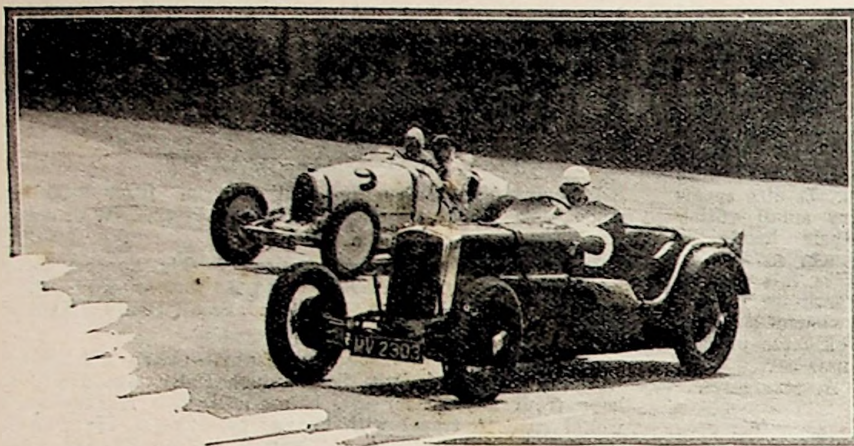
Dismantling Chains.—A.C. (Plymouth).—Although it is possible to remove the side plates of the driving chains of your Morgan by grinding off the heads of the rivets, you will find it well worth while to buy one of the special rivet extractors that can be purchased quite cheaply from any accessory dealer.

Valve Cap Rubbers.—G.C. (Gloucester).—The small pieces of rubber tube often found on the tyre valve caps of new cars serve no useful purpose. They are put on the caps when the tube is originally packed by the tyre makers in order to avoid any possibility of the sharp ends of the cap cutting the tube, and need not, therefore, be retained once the tube is in use. They have the advantage, however, of keeping mud off the key end of the cap.

Garage Pit.—E.N. (Crewe).—The dimensions of a garage pit are a matter for individual choice, and, naturally depend to some extent on the amount of money you propose to spend. We should say that the minimum size to be of any use in the case of a small car is 2 ft. 9 ins. wide by 4 ft. long by 3 ft. 6 ins. deep. A longer pit is an advantage, so that work can be carried out on both the front and back axles without moving the position of the car, but the width must be at least 8 ins. less than the track of the car; otherwise great precision in moving the car into position will be necessary. Incidentally, be careful about fumes when stooping down in the pit and on no account introduce a naked light.



The ingenious crankcase breather on the Austin Twelve-Six. (See reply to "G.H.J.")



IN THE
"INTER-CLUB."

A duel, during last Saturday's Brooklands meeting,
between H. J. Aldington's "Nurburg" model
Frazer-Nash and Miss Ellison's Bugatti.

SPORTS JOTTINGS

By "THE BLOWER"

THE MANS seems to have been a grim business this year, with crashes and pile-ups in all directions. I conjure up the superb vision of excited Frenchmen rushing wildly into the road to remove the wreckage and then rushing even more wildly for cover when the next competitor arrived. A thought which seems to occur is the amazing velocities at which one can crash a car in modern races without hurting oneself unduly.

All honour to the two Aston-Martins for putting up such an amazingly good show amidst such opposition. I gather that apart from picking their way past the ruins of other cars the A.M.s ran beautifully according to plan.

A very special bouquet to the M.G. Midget driven by Samuelson and Black for being very fast indeed for so small a car and creating a sensation among the Gallic spectators in the process.

At a time when the British entry was conspicuous by its pit-stops the little car was a revelation. It was lapping at over 60 m.p.h. with a little in hand, and after four hours of racing was the ninth fastest car on the course!

Also a bouquet of consolation to the Alta crew, making their debut—with all the pains and difficulties that implies—in a big road race.

THE Kent and Sussex L.C.C. held speed trials again at Lewes last Saturday, and there was the usual good entry. R. G. J. Nash seems to have got "The Terror" going really well and clocked 20.2 secs.—which, if memory serves me right, is pretty near his own record for the hill. J. C. Davis, in a 1½-litre Grand Prix Delage, did well with 24 secs., and A. M. Conan Doyle's Frazer-Nash "Slug" clocked times in the region of 24 secs.

The afternoon was enlivened by a demonstration run by F. K. Anderson on a Grindlay-Peerless motorcycle fitted with a dirt-track J.A.P. engine. It

would appear that Anderson's get-away was so terrific that the motorcycle promptly stood up on its rear wheel and looped the loop, casting its rider into the dust en route.

A second and less meteoric attempt—on a mere whiff of throttle, 'tis said—resulted in a time of 24 secs. For results see "Club Items."

By the way, I would like to know what the mysterious Mr. Lancaster was driving. A glance at the results shows him as being Blank Lancaster, driving a Blank—and running second at very excellent speeds in several events.

I PUT in a most enjoyable afternoon at the track last Saturday for the Inter-club meeting. The attendance was so small that it seemed confined to competitors and their friends, and the impression was that the meeting was quite private and for the enjoyment of the select few. The result was that one could move about easily, go where one wished and see what one wanted.

The W.A.S.A. are to be congratulated on running the J.C.C. so close for the Stanley Cup (18 points to 17 points, I believe), and Mrs. Petre deserves a special bouquet for her smart attire in the novices' race.

AND so to Shelsley. There is something almost continental about the enthusiasm which this famous hill-climb arouses. To-morrow's event is dealt with at length elsewhere in this issue, and the full list of entries is given under "Club Items."

A certain amount of misconception has arisen regarding this hill-climb and there are those who have the idea that this year will see the last climb at the famous venue.

Nothing quite so depressing will happen. In point of fact, the course is to be lengthened and otherwise altered, so that this year's climb will be the last in which the record for the existing

course can be attacked. A new Shelsley record will automatically come into being the first time a meeting is held on the longer, bigger and better course.

I have taken far too many wagers as to whether anyone will break Von Stück's magnificent record to-morrow and I hesitate to express in print a prophecy one way or the other. Somehow, I feel that the extraordinary run of that sleek Austro-Daimler will remain unbeaten unless the four-wheel-drive Bugatti does something phenomenal.

However, we shall see . . .

IN these days when speed trials are very few and regrettably far between the Berkhamsted and D. M.C. are to be congratulated on possessing venues both for a hill-climb and a flat event. The hill-climb will be held on Sunday (June 26th), at Dancers End, near Tring, and the speed trials will be run on an estate near Watford on July 9th.

The former event is open by invitation to several clubs, and any car not being what is commonly known as a racing car is eligible to run. The start is at 1 p.m., and public admission is by programme, 6d.

The event will definitely be worth watching, for my own experience was that the bend half-way up took a certain amount of getting round at speed.

The other event is limited to cars driven by Berkhamsted members only.

REALLY, there is no suppressing R. H. J. Aldington. If ever a manufacturer believed in his product and had the courage of his convictions, "Aldy" is that man. I think I mentioned recently that he had entered a perfect "production" Frazer-Nash model in the German Grand Prix and proposes to drive it immediately afterwards in the International Alpine Trial, thence returning post haste to Ulster to have it as a spare car in the T.T.

Last week-end he seized a 1930 touring model which I had returned to him after a hilarious week-end with it (of which more anon), cleaned it out, passed his magic hand over it and went to Brooklands for the "Inter-Club."

Here he ran in every race possible, lapping at well over 83 m.p.h., got a third and a fourth place in the teeth of a huge handicap and then motored it through the Brighton to Beer trial. In the course of the last bit of motoring he roared up Fingle Bridge in the acceleration test on that sinuous, 13-hairpinned hill and broke the record by no fewer than seven excellent seconds.

MORE and more people seem to be discovering that outboard motor boating is a fine form of motoring sport and speak with sparkling eyes of its own thrill—and of the absence of noise and fumes, side turnings and stupid drivers.

I have been, for many years, a secret devotee of outboarding, but until recently I had no idea it could be enjoyed so cheaply. I now hear of a man who—with a party of three others—hired an outboard on a South Coast river on a Friday night, motored it until the Sunday evening and returned it to owner—bill (outboard, use of), 4s. Fuel and oil (mixed, outboard for use of), 9d.!

SHOCKING EXAMPLE of reckless motoring



His friends would say he's a considerate driver
 Yet in one respect he's really reckless. He uses inferior oil—oil with no stamina to stand up to high speeds and changes of temperature. Then he wonders why he runs up so many bills for new bearings and other repairs—all due to excess friction caused by faulty lubrication.

Inferior oil is bound to let you down in the end. That is why more than 600 motor manufacturers say—Use Mobiloil. *Of no other oil can this be said.*

Mobiloil has stamina. It is graded scientifically to stand up to all conditions. Made by the oldest and largest firm of lubrication specialists in the world. Use Mobiloil in *your* car or motor-cycle. For the correct grade consult the Mobiloil Chart at any good garage.

MOBIL OIL "AF"

is the recommended Summer Grade for the following cars:

| | | | |
|------------|-----------|------------|---------|
| CHENARD- | DODGE | HUDSON | PACKARD |
| WALCKER | ESSEX | JOWETT | PANHARD |
| CHRYSLER 6 | FIAT | MARMON | PEUGEOT |
| CITROËN | FORD | 70, 88 | RENAULT |
| DELAHAYE | (Model A) | MARQUETTE | REO |
| DELAUNAY- | HISPANO- | MATHIS | ROVER |
| BELLEVILLE | SUIZA | NASH | STEYR |
| DE SOTO | HOTCHKISS | OLDSMOBILE | VOISIN |

More British workers are employed at the Vacuum Oil Company's works than in any other works handling lubricants only.

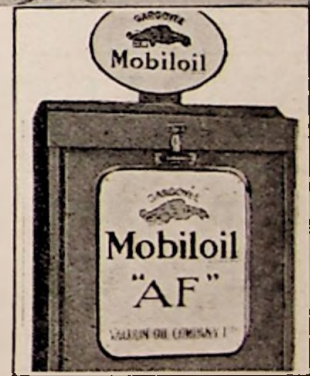
Mobiloil "AF"

A forward step in modern lubrication

Scientifically blended and refined to meet the lubrication needs of certain types of engines, Mobiloil "AF" will give:

- (1) Quicker starting—saving your battery;
- (2) Less carbon and wear—saving maintenance costs;
- (3) Immediate circulation from cold—saving your bearings;
- (4) Smoother running.

Consult the Mobiloil Chart at your Garage



Mobiloil

REGD. TRADE MARK

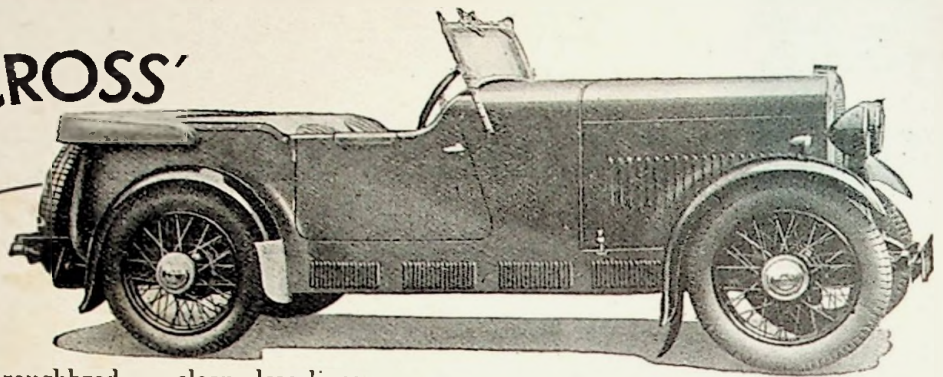


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**"WHOO.."
I'd like a
SOUTHERN CROSS'
TRIUMPH"**



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"You sound like a salesman, Bob"...

"No, merely quoting from their catalogue... an accurate description too... let's go and try one."

"I've tried one already and since you're so enthusiastic that can be my birthday present... whoo, how I crave one... beautifully fitted out, too!"

WITH

SUPER-NINE ENGINE

£225. With 12 H.P. 6 cyl. Engine £235.

You'll do
BETTER at



**MORGAN
HASTINGS LTD**

THE TRIUMPH DISTRIBUTORS

17, BERKELEY STREET, LONDON, W.1. Phone: Mayfair 5323. 212, NEW KING'S ROAD, FULHAM, S.W.6. Phone: Putney 7611.

NEW EDITION NOW READY

Save time and money by doing your own minor car repairs. **"THE MOTOR REPAIR MANUAL"** will show you how!

Every owner-driver who wishes to tackle reasonable repair jobs and adjustments at home should read "The Motor Repair Manual," the new (6th) edition of which is now on sale.

Detailed instructions are given. There are sections on the lathe and its use; descriptions of tools and how to use them, and of various mechanical processes and workshop practice; hints on fitting up a repair shop, and much other essential information. The book is written in non-technical language and is fully illustrated.



2/6 NET.

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

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

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

RILEY'S HAVE A LITTLE BOTHER —In Which an Owner Shares

I THOUGHT at first it was Riley's own particular fire (at their Service Depot, Wembley) on Monday morning; on approaching more closely, however, I found that it belonged to somebody else, but it was quite obvious that it was a big fire and that they wanted to share it.

I left my car outside, turned my face to the warm glow (as the morning was nippy) and made my way towards the Riley premises.

I was then treated to the unusual spectacle of seeing lots and lots of mechanics bowling brand new Riley wheels at tremendous speed and in incalculable numbers down the yard.

"I've brought my car for decarbonizing; where do I go?" I asked.

The sweating mechanic told me in two words, but he must have made a mistake in the name. He didn't stop to explain.

After the wheels came car after car. Many a Nine which its owner doubtless thought would never run under its own power again came shooting out of the great doorway; and I thought I saw one or two Riley owners who looked quite sad when they learnt that their cars had definitely been saved.

By now somebody had thoughtlessly told the fire brigade about it. The first

informant said (so I learn) that there had been a Riley back-fire; what he meant was that the fire was at the back of Rileys—which was silly because you could see exactly where it was from a mile or so all round. But it was too close to be comfortable, hence all the hurry.

The trouble actually took place more or less next door, at a waxed paper works. The wax started to run, so the whole thing soon became more like a well-run wax works.

I met my friend the mechanic again. "Where did you say I could put my car?" I asked politely. He jerked his thumb towards the fire.

"Oh! put it in *there*," he said wearily. Funny chaps these mechanics.

Later I heard over the 'phone that they had managed to get the fire under control and that I could bring my car along in a day or two to Wembley to have it decoked as they would soon have things shipshape again.

"To Wembley?" I asked. "Yes," came the reply.

"That wasn't where one of your mechanics said I was to go," I replied in an injured tone; but the man at the other end had hung up. SIMPLE SIMON.



In the Midland C. and A.C. 24-hour trial last week-end: W. H. Atkins (Morgan) going well on Lleyndrew Rise.

B.A.R.C. Wins Appeal.

The appeal of the Brooklands Automobile Racing Club against the judgment for damages arising out of the accident during the "Double-Twelve" Race in 1930 has been allowed. The Court of Appeal (Lord Justices Scrutton, Greer and Slesser), in quashing the jury's verdict, gave it as their opinion that spectators at all sports must expect to take risks.

A Question of Taste.

An interesting story is told by Mr. C. L. Cummins which clearly demonstrates the danger of taking an unbranded oil for granted. During a meeting at Indianapolis a drum of oil was brought up in a hurry by a mechanic, and Mr. Cummins noticed that it bore no name. Superficial examination appeared to indicate that it was all right, but, feeling suspicious, Mr. Cummins applied an original test; he tasted the oil and found that it was—maple syrup!

British Trade.

According to the latest statistics, the British motor industry maintains its favourable balance of exports over imports. In May the value of all motor vehicles exported showed an excess of more than £407,000 over imports, and in the first five months of this year the excess of exports over imports was more than £1,690,000. Cars alone accounted for an excess of £71,800.

The exports of cars in May of this year exceeded the same period of last year in value by £8,000, and the first five months of 1932 showed an increase of no less than £150,970.

Blowing Production Models.

M. A. McEvoy (London), Ltd., 146, High Street, Notting Hill Gate, W.11, are about to market a supercharger unit for M.G. Magnas, Midgets, Hornets and Morris Minors. A side-valve Morris Minor so equipped has just completed 3,000 miles of really hard driving without giving any trouble.

In the recent Birmingham-Holyhead 24-hour trial the car performed extremely well, and it will be seen at Shelsley to-morrow.

The unit will be sold for £75 complete. This price includes fitting, taking a drive off the front end of the crankshaft, new carburetter, pistons and controls, and a higher back axle ratio.

A CHAMELEON WINDSCREEN

AN invention of two Rochester scientists, Messrs. G. M. and G. K. Harkness, has now reached perfection and is ready for production by any interested car manufacturer.

The device in question is an ingenious system whereby the windscreen of a car can be changed in colour merely by pressing a small lever. By this means the screen can be turned blue or some other suitable shade for driving against sun or in the face of dazzling headlamps at night.

Briefly, the working of the device is

as follows:—Two sheets of safety glass in contact are surrounded by a reservoir carrying a suitable dye in methylated spirit. The driver operates a small pump which forces the glass plates slightly apart so that the reservoir floods the space between, thus turning the screen the requisite colour. When the pressure is released, the glass sheets spring back to their normal position and squeeze the dye back to the reservoir.

The invention will be handled by New Devices, Ltd., 16, Hanover Square, London, W.1.



OWNERS VISIT THE WORKS.

A large party of Jowett club members paid a visit last week-end to the factory at Idle, Bradford, where they were the guests of the Jowett concern. They are here seen at tea on the terrace of Esholt Hall, Bradford. (See page 114.)



THAT EXTRA PULL

at less cost!

That little bit of "pep" on a sharp rise, that instant acceleration in an emergency—How does your engine respond to these demands made upon it? Fill up with **Sternol WW Motor Oil** and the answer will never be in doubt. Fill up with the oil that not only costs less than many to buy, but gives more miles per pint than any—Sternol is the "economy" oil as well as the "quality" oil! Furthermore, it is the oil Officially Approved by Austin, Morris, and other leading motor manufacturers. Therefore, "When Down in the Sumps..."

USE Sternol WW THE BRITISH OIL

OFFICIALLY APPROVED BY AUSTIN,
MORRIS, AND OTHER LEADING
MOTOR MANUFACTURERS

STERNOL LTD., FINSBURY SQUARE, E.C.2
Works: London and Bradford.

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

AROUND THE TRADE



I cannot help reflecting -

that if I am as pretty as I look, the polish they cleaned the car with deserves full marks!

**SHELL
CAR POLISH
REALLY CLEANS
AS WELL**

No. 1. For Coach and cellulose finishes **1/0** per tin. No. 2. For Fabric Bodies

Send a card for copies of interesting booklets on Car Polishing and on Shell Household Oil for Motorists (see below).

Shell Household Oil is a splendid lubricant for magneto, dynamo, brake-gear and other car details. In handy oilers—1/- and 2/-



Sole Agents for Shell Household Products : TECHNICAL PRODUCTS LTD., 31, Ge. St. Helens, London, E.C.3

M.C.502

Mr. Frank G. Woollard has joined the board of **Rudge-Whitworth, Ltd.**, and has been appointed assistant managing director.

A new folder has recently been issued by **Lissen, Ltd.**, Lissenum Works, Worpole Road, Isleworth, Middlesex, containing details and a recommendation chart of Lissen plugs for cars, motorcycles and marine engines and also containing details of Lissen electric horns.

At the Eifel races which took place recently on the Nürburg Ring, **Bosch** ignition figured on the car (Caracciola's Alfa-Romeo) which put up the best run of the day and established a new track record, whilst Bosch ignition also figured on some of the class winners.

A very attractive booklet, entitled "Aluminium: Its Production, Properties and Applications," has just been issued by the **British Aluminium Co., Ltd.**, Adelaide House, London, E.C.4. The booklet makes very interesting reading, and is well produced and illustrated by excellent photographs.

"Accounting for the Milk in the Coconut" is the title of the latest folder issued by **South London Motors, Ltd.**, 516-522, Streatham High Road, London, S.W.16. It stresses the various strong points in their business and includes a short, current price list dealing with the 11 makes of car for which they hold agencies.


Members of the Chartered Surveyors' Institution recently inspected the **Armstrong Siddeley** and **Armstrong Whitworth** factories at Coventry. Amongst the interesting features of the works tour were an examination of the self-changing gear in various stages of manufacture, the production of aero engines and the assembly of complete **Armstrong Siddeley** cars, whilst, at the aircraft factory, the party was shown over the first of the new 1,400 h.p. four-engined monoplanes now being built for **Imperial Airways, Ltd.**

The annual outing of the employees of **Herbert Terry and Sons, Ltd.**, of Redditch, was held recently and proved very enjoyable. The venue was the Wye Valley, and the party, numbering about 600, was taken by a very pleasant route, including Worcester, Malvern, Ross (where a halt was made to look around the old town), Tintern (where lunch was taken in close view of the famous Abbey), Chepstow and Gloucester—a halt being called at the last-named city for tea. Finally, Redditch was reached again at about 11 p.m., after a really interesting and enjoyable tour. The directors, incidentally, made a handsome contribution towards the cost of the outing.

Everyone is familiar with Filtrate oil, but few realize what an old concern is behind its manufacture. Actually, **Edward Joy and Sons, Ltd.**, who produce it, were first established in 1787, and the manufacture of Filtrate oil has been continued to date under the care of four generations of the same family. It was not, of course, with motor oils that the concern was first connected, but with oils for the earliest locomotives. It is interesting to note, however, that Filtrate oils were used to lubricate the first **Armstrong Siddeley**, the first **Siddeley Deasy**, the first **Morris-Oxford**, the first **Ford** to leave the **Trafford Park** works and the first **Vanguard** omnibus.

The recent **Exide Service Convention** at Blackpool broke all records so far as attendance was concerned, and delegates were present from all parts of the British Isles and from France, Belgium, Holland, Denmark, Germany, India, South Africa, Burma, Egypt and Australia. **Mr. D. P. Dunne**, the managing director, stated in opening the proceedings that, in spite of the prevailing trade depression, the turnover of the company had increased during the past year in every branch of business, whilst reference was made to the importance, for the public protection, of branded goods. Many excellent papers were read, whilst illuminating discussions took place during the business sessions on all subjects connected with batteries.

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

AFTER 41,000 MILES,  MIDGET
STILL DOES 6,000 M.P.G.

ST. THOMAS'S HOUSE,
LAMBETH PALACE ROAD,
LONDON, S.E.1

March 31st, 1932

C. C. Wakefield & Co. Ltd.,
Wakefield House, Cheapside, E.C.2

Dear Sirs,

I rather think you may be interested in the history of my M.G. Midget 1931 2-seater, which I have run, since the day it was delivered, on **Castrol** XXL.

At the present moment, this car has covered just over 41,000 miles since April last year, and experts who recently examined the engine can find no trace of any appreciable wear. The pistons are rock steady, the compression still in the neighbourhood of 6,000 m.p.g., and the oil consumption still in the neighbourhood of 6,000 m.p.g., yet, beyond changing the engine oil every 1,500 miles and warming-up the engine carefully before using the car on the road, nothing other than the ordinary instruction book service has been done to the car.

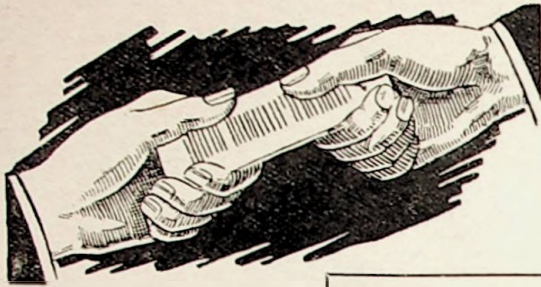
I have always found your oils excellent in every respect, but **Castrol** XXL is undoubtedly the thing for these small sports cars as it appears to do its work thoroughly, irrespective of r.p.m.—I always kept the engine of my Midget round about the 3,800 mark when touring. To-morrow I am taking delivery of a 1932 M.G. Magna, and, of course, the first thing I do will be to fill the sump with **Castrol** XXL. I am also intending, if finances allow, to race with one of these cars later in the year and will be sure to put my trust in **Castrol** XXL or **Castrol** R then.

Believe me, Yours gratefully,
J. F. BOYNE BUNTING (Signed)

The original of this unsolicited letter may be inspected at Wakefield House

ON **WAKEFIELD**
Castrol **XXL**

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



“Here, Sir, is your Written Guarantee”

YOU can buy a USED CAR with the same confidence as you would a New Car—if you come or send to NAYLOR & ROOT.

WE SPEND THOUSANDS OF POUNDS ANNUALLY ON RE-CONDITIONING OUR USED CARS.

Every car is thoroughly and conscientiously overhauled and re-conditioned before delivery, and to make your Satisfaction doubly sure we give you a

THREE MONTHS' WRITTEN GUARANTEE.

As regards Easy Payments you will find us unique in the facilities we offer for buying a Car without straining the exchequer. One-quarter down and the balance in monthly terms to suit yourself—not necessarily within 12 months.

THIS WEEK'S BIGGEST BARGAINS

| | | | |
|---|------|--|-----|
| 1931 AUSTIN 7, Ulster Special Sports, Black and Green, extras, as new | £125 | 1931 SINGER Junior, coachbuilt Saloon, sun roof, small alloyage, as new | £92 |
| 1931 STANDARD Big 9, Saloon, sunshine roof, wire wheels, new condition | £135 | 1931 MORRIS Minor, coachbuilt Saloon sun roof, one owner, Maroon | £85 |
| Another similar, Black and Cream | £129 | 1929 RILEY 9, Monaco Saloon, wire wheels, very good tyres, faultless cond. | £78 |
| 1930 M.G. Midget, sports Coupe, sun roof, many extras, as brand new | £125 | 1930 ROVER 10, de luxe Saloon, sliding roof, wire wheels, Black and Red | £89 |
| 1931 STANDARD 9, Avon Sports, 2-seater, host extras, absolutely as new | £159 | 1930 STANDARD 9, Teignmouth Saloon sun roof, wire wheels, as new | £98 |
| 1932 AUSTIN 12'6, de luxe Saloon, sun roof, leather, bumpers. Taxed | £185 | 1931 TRIUMPH Super 7, Tourer, duo tone Fawn, good tyres. Taxed Dec. | £82 |
| 1931 ROVER 10, Regal Saloon, sliding roof, wire wheels, Black and Red | £129 | 1929 M.G. Midget, sports 2-seater, good tyres, really first-class. Taxed | £85 |
| 1929 RILEY 9, Monaco Mark IV Saloon, sliding roof, new tyres. Taxed | £110 | 1929 ROVER 10, Midland 2-seater and dicky, Blue and Cream. Taxed Dec. | £69 |
| 1930 AUSTIN 7, Boyd Carpenter, o.h.v., special sports, host extras. Taxed | £98 | 1930 TRIUMPH Super 7, Saloon, good tyres, choice of three, duo tone | £78 |
| 1931 TRIUMPH Super 7, de luxe Saloon, sliding roof, Blue and Sporton | £95 | 1929 MORRIS Minor, Saloon, good tyres, completely overhauled. Blue | £52 |
| | | 1930 SINGER 9, Torlock sports 2-seater Green and Fawn, wire wheels. First | £69 |

Our 3 Months' Written Guarantee is of especial importance to those who cannot visit London, they can order by post with complete assurance of Satisfaction. We have in stock

100 USED CARS OF THE MOST POPULAR MAKES

and will gladly post you complete List with full details of Terms, how to buy through the post, etc. Any car will be sent up to 50 miles for free trial if you are genuinely interested.

CARS & MOTOR CYCLES TAKEN IN PART EXCHANGE

And the fairest price obtainable given without any haggling. Open 9-8 daily, Saturday, 9-8, also SUNDAY morning, 10-1. Phone: Battersea 6187-8-9. Always at the service of motorists!

NAYLOR & ROOT

LTD.

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



5 m.p.h. increase for AUSTIN 7

27/6

Complete with all fittings.

Satisfaction guaranteed or money returned.

Gives Greater EFFICIENCY, ACCELERATION and BEAUTIFUL TONE.

The C & W EXHAUST SET.

CHESWICK & WRIGHT, Gladstone St., SS., BLACKPOOL.

"I can now do hills on top which formerly necessitated a change down, and the general running is greatly improved."

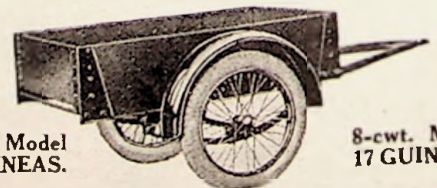
“THE MOTOR MANUAL”

“The Standard Work on Motors and Motoring.”

Of all booksellers and bookstalls, 2/6 net.

CAR RE-PAINTS AT HOME

One coat of Quickamel Quick Drying Enamel will renovate the bodywork of a 4-seater car at a cost of 7/-! Wings 4/-. Send 6d. stamps to Quickamel Works, Trevor Street, Birmingham, for complete illustrated Instructions Book. Quickamel is obtainable through Motor Dealers, Halford's, Curry's and Depots at: London, 99, Pancras Road; Bradford, 68, Leeds Road; Glasgow, 32, Brunswick Street, or C.O.D. from Works.



3-cwt. Model
10 GUINEAS.

8-cwt. Model
17 GUINEAS.

UTILITY TRAILERS

Fitted with 3'50 x 19 Tyres. All Steel Chassis. Complete with Body and Rear Lamp. No Extras. Interchangeable Parts. Demountable for Export.

Write for Catalogue.

BRUCE & HOLROYD LTD., FELTHAM, Middx.

Agents required in all Districts.

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

WE URGENTLY WANT

AUSTIN 7's
 B.S.A's
 M.G. MAGNAS
 M.G. MIDGETS
 MORGANS
 MORRIS MINORS
 RILEYS
 STANDARDS
 SINGERS
 WOLSELEYS

EXCEPTIONALLY HIGH PRICES
 OFFERED.

HIRE PURCHASE ACCOUNTS
 SETTLED.

**THIS IS A SPOT
 CASH OFFER**

WE WILL NOT TRY TO TALK
 YOU INTO A PART EXCHANGE.



**THE LARGEST
 LIGHT CAR BUYERS**

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

Telephone - - - - - Hampstead 6041 (6 lines).
 Telegrams - - - - - Rosmicarex, Haver, London.

HOURS OF BUSINESS:—
 Open all Weekdays 9-9 (including Saturdays)
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Why not have a
 Motoring holiday
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We have
 a Full Range of LIGHT
 CARS, MORGAN & OTHER
 THREE-WHEELERS
 Easiest Deferred Terms Arranged
 to Suit Yourself

"Three-Months'-Written-Guarantee"
 With all vehicles over £20 in value.

Exchanges. A few *Large Stock.*
 Selections below

- SINGER "Porlock," 1931, 8 h.p. Special Sports 2-seater, most attractive streamline sports body, 4-speeds, low mileage, tyres and general condition absolutely as new, tax paid (Paddington) £97
- SINGER JUNIOR, 1931, Full 4-seater Sportaman's Sunshine Coupe, 4-speeds, full dash equipment, large F.W.B.'s, very attractive car, 2-tone Blue cellulose finish, absolutely in showroom condition (Paddington) £92
- TRIUMPH, 1930, Super Seven Gordon England Saloon, luxuriously equipped, bucket seats, wire wheels, hydraulic brakes, chromium fittings, pneumatic leather upholstery, really attractive appearance, year's tax, genuine bargain (Paddington) £77
- MORRIS MINOR, 1930, 8 h.p., Brown fabric Saloon, chromium plating, exceptionally well kept (Paddington) £65
- SINGER JUNIOR, 1929, coachbuilt 4-door Saloon, usual equipment, F.W.B.'s, carefully used, attractive Dark Blue cellulose finish (Paddington) £59
- SINGER, 1930, 8 h.p., 2-seater, double sunken dickey, rigid all-weather equipment, F.W.B.'s, self-starter, luggage grid, magnificently finished 3-tone Brown (Highbury) £55
- MORRIS MINOR, 1929, 8 h.p., Sunshine Saloon, well equipped, splendid condition and appearance, Chocolate Brown finish (Paddington) £52 10
- Four others in stock from £50
- AUSTIN SEVEN, 1929 Model, "Wydor" Saloon, attractive Black fabric finish, Triplex glass, good condition, very smart appearance (Paddington) £48
- SINGER "Porlock," 1929, 8 h.p., Sports 2-seater, full dash, large F.W.B.'s, wire wheels, attractive 2-colour Buff cellulose finish, fast and sporting appearance, tax paid, real bargain (Highbury) £49
- AUSTIN, 1929, 7 h.p., "Wydor" 4-seater Saloon, fully equipped, speedometer, electric horn, windscreen wiper, a superior little car (Highbury) £48
- SENEGAL Sports, 1928 (late), 9 h.p., O.H.V., special streamline 2/3-seater, Hare wings, etc., two spare wheels, smart and sporting appearance, tax paid (Paddington) £45
- LEA-FRANCIS, 1927, 12 h.p., De Luxe 4-door Tourer, splendidly equipped, F.W.B.'s, attractively coach-finished Wine colour, leather upholstery to match, superb car (Paddington) £42
- ROVER, 1927-28, 9 h.p., special Sports 2-seater, F.W.B.'s, cycle type wings, bumpers, leather upholstery, fully equipped, hood, clock, speedometer, attractive finish Blue and Green, very fast and attractive (Highbury) £39
- AUSTIN, 1929, 7 h.p., Chummy 4-seater, rigid all-weather equipment, speedometer, original finish unscratched, very carefully used, one owner (Highbury) £39
- JOWETT, 1928, 7 h.p., Long Chassis Tourer, full equipment, rigid sidescreens, excellent condition and appearance, economical car, tax paid (Paddington) £35

22-49, PRAED ST., PADDINGTON, W.2
 'Phone: Paddington 6049 and 6892.

28-30-32, Highbury Corner, N.5
 'Phone: North 4784.

OPEN SUNDAYS—10 a.m. till 1 p.m.
 Weekdays—8 p.m.

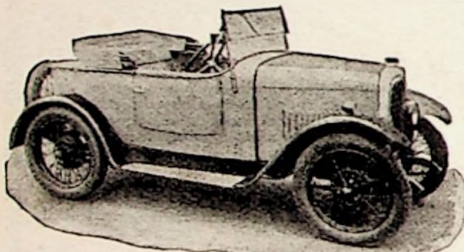


See the finest display in town... Under £100 !!

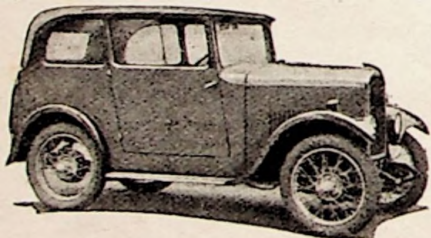
OR GET ILLUSTRATED LISTS
TO-DAY



AUSTIN "7" 1930 Special Mulliner Sunshine Coupe, £20 worth of extras. Superb throughout £79



TRIUMPH Super "7," 1929 30 Sports 2-str., cellulose finish, very well kept throughout. Very economical £69



TRIUMPH Super "7," 1930 Special Coachbuilt Saloon, absolutely as new throughout, all extras £99

Nearly 200 modern small cars like these few examples taken from to-day's stock, all under £100.

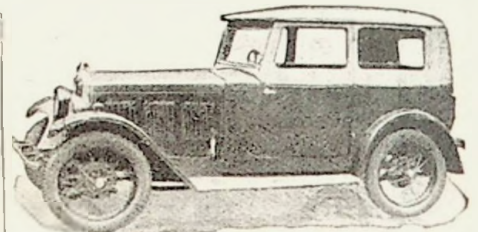
TWO-SEATERS.

- 79 Pounds. AUSTIN 7, 1928-9, Ulster super-charged sports, exceptionally fast.
- 99 Pounds. AUSTIN Swallow, 1931, 2-seater, very well kept, all extras. Choice 3.
- 59 Pounds. AUSTIN 7, 1929, Stadium sports, all extras, well equipped. Choice 3 others.
- 85 Pounds. ALVIS 12/50, 1928, de Luxe 2/3-seater, sunk dickey. Choice 3 others.
- 69 Pounds. FIAT 9, 1929, dome back Coupe, superb throughout. Choice 3 others.
- 69 Pounds. RUMBER 9/20, 1928, drop head Coupe, one owner. Choice 2 others.
- 59 Pounds. JOWETT 7, 1930, long 2-seater, very attractive dual finish. Choice 2.
- 79 Pounds. LEA-FRANCIS, 1928-9, 12/40 2-seater, sunk dickey. Choice 3 others.
- 99 Pounds. M.G. Midget, 1931, sports, new tyres, all extras. Choice 4 others.
- 45 Pounds. ROVER 10/25, 1928, de Luxe 2-seater. Choice 5 others.
- 65 Pounds. SALMONSON 10, 1928, grand sports, streamline body.
- 45 Pounds. SINGER 8, 1929-9, de Luxe 2-seater, tyres as new, fullest equipment. Choice 4 others.
- 69 Pounds. SINGER 8, 1931, Safety 2-seater, rear tank, 4-speed. Choice 3 others.

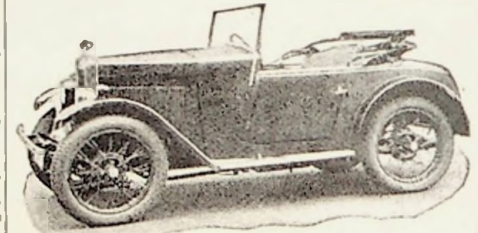
TOURERS AND SALOONS.

- 89 Pounds. ALVIS 12/50, 1927, sports tourer, beautifully kept. Choice 4 others.
- 75 Pounds. AUSTIN 7, 1930, special sunshine Wydor saloon, chromium fittings. Choice 8 others.
- 99 Pounds. AMILCAR, 9 h.p., 1930, 4-door low built saloon, superb throughout. Choice 3.
- 59 Pounds. CLYNO 8, 1929, special coach-built saloon, excellent tyres. Choice 9.
- 89 Pounds. FIAT 10, 1930, de Luxe tourer, late ribbon radiator. Choice 3.
- 89 Pounds. JOWETT 7, 1930, long chassis, Black Prince saloon, wire wheels.
- 98 Pounds. LEA-FRANCIS, 1928, special 12/50 sports tourer. Choice 2 others.
- 69 Pounds. MORRIS MINOR, 1930, fabric saloon, beautifully kept. Choice 5.
- 99 Pounds. ROVER 10/25, 1931, sport "sun"-Cape, sunshine roof, chromom fittings.
- 99 Pounds. RILEY 9, 1929, super sports tourer, specially tuned. Choice of 6.
- 79 Pounds. SINGER 8, 1930, coachbuilt saloon, dual finish, bodywork unmarked. Choice of 6.
- 75 Pounds. STANDARD 9, 1930, 4-door tourer, fullest equipment, very well kept.
- 69 Pounds. TRIUMPH Super Seven, 1929, fabric saloon, wire wheels, tip top. Choice of 4.
- 98 Pounds. TRIUMPH Super Seven, 1931, tourer, coachbuilt, dual finish, almost as new.

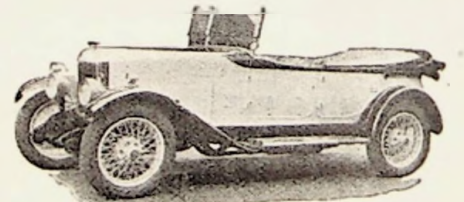
Etc., etc. Any car open to A.A. or R.A.O. examination willingly.



WOLSELEY HORNET, 1930, Sports, Coachbuilt Saloon, almost unmarked, Triplex, all extras £99



MORRIS MINOR, 1931, o.h.v. sports, 2-str., very small mileage, spare unused, one owner £89



RILEY, 12/50, 1928, Special Sports Tourer, dual finish, beautifully kept, 4-speed. £89 countless extras

POSTAL

Just choose your car from our illustrated lists and then let Benmotors deliver it to your door anywhere in England, Scotland, or Wales for only £2 10 0 extra (this price includes collecting your old one). Every car is guaranteed to specification and sold on 7 days' trial—write for details.

Benmotors

128-130, East Hill, WANDSWORTH, S.W.18.
Phone: Battersea 2425-2426.
Hours: 9.0-8.0; Saturdays 9.0-7.0.

EXCHANGES

If you cannot call we will quote you a definite exchange quotation through the post for your present car or motorcycle without obligation. Credit terms to suit all requirements—our Brochure "Ways and Means" will show you how easy and safely a postal deal may be completed.

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 Sic.)— | Condition of Engine— | Rated H.P.— If O.H.V. or Side-valve— | Type of Lighting— No. of Speeds— |
| Body Work— | Paint— | Upholstery— | Tyres— |
| NAME..... | | What Extras (if any) | |
| ADDRESS..... | | | |

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE

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

RATES.

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

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

REGULATIONS.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1/2 per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

WARNING.—Acknowledgements of deposits or instruction to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgement, 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 must be forwarded in sufficient time to allow of them being submitted and returned.

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

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

Head Offices:—5-15, Rosebery Avenue, London, E.C.1.
Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).
Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

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. 2-3-seater, good tyres, excellent condition, £12. Ball, 18 Vincent Rd., Wood Green. 20-d866
- ALVIS, 1927 12-50 o.h.v. 2-seater and dickey, £75.
- ALVIS, 1926 12-50 super sports 4 seater, £49; exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 20-788
- ALVIS. Special display under £100, see page 42. 20-761
- AMILCARS. Special display under £100, see page 42. 20-762
- AMILCAR, £47 10s., 1925 Grand Sports 2-seater, f.w.b., streamline body, many extras, 100% condition throughout; exchanges, terms. Warl and Co., Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-923
- AMILCAR. Grand sport, large sump, genuine surbaisse model, f.w. underslung chassis streamlined 2-seater, cycle-type mudguards, tax paid, nearly new tyres, wellbase wheels, £50, guaranteed; exchanges or deferred payments. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 20-842
- AMILCAR, Grand Sports surbaisse 2-seater, 1932 performance and appearance, recellulosed pale blue and red, rev. counter, petrol gauge, speedometer, genuine 70 m.p.h., very good tyres, cycle wings, streamlined body, any examination, 55 guineas. Below.
- AMILCAR, 1928, same specification as above, completely overhauled, 65 guineas. Below.
- AMILCAR, 2-seater super sports, black and red cycle wings, f.w.b., wonderful performance, 40 in second, 70 in top, £42 10s. Camden Motors (behind Underground Station), Amilcar specialists, 144, Buck St., N.W.1. Gulliver 4089. 20-87
- AMILCAR. J. K. Greenwood and Co., offer:—
£42 10s. Amilcar, 9hp Grand Sports, surbaisse 2-seater, taxed, black and green, Elbridge cowling, f.w.b., Rudge wheels, outside exhaust, torque cover, 150 k.p.h., speedometer, hood, etc., really fast and perfect car, 100% condition. Below.
£37 10s. Amilcar, 9hp super-sports 3-seater, taxed, pale blue, f.w.b., wire wheels cut out, all new tyres, good hood, etc., very fast and sporting car, 35 m.p.g., excellent condition throughout. Below.
£29 10s. Amilcar, 9hp super-sports 2-seater, taxed, grey and blue, cycle-type wings, spring steering wheel, wire wheels, Vee screens, good tyres, very fast. Below.
£20 10s. Amilcar, super-sports 3-seater, mahogany and aluminium, written guarantee; exchanges, deferred. J. K. Greenwood and Co., Ltd., 30 and 50a Highgate Rd., N.W.5. Gulliver 2251 and 2. 20-1723
- AMILCAR, 1925 3-seater grand sports, f.w.b., leather upholstery, in good condition, bargain, £29. Earl, 75 Heath St., Hampstead, N.W.3. 20-1
- ARMSTRONG SIDDELEY, 1929, 12-6-cylinder saloon, leather upholstery, £80. Dennmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1747
- AUSTIN authorized main dealers. Immediate delivery of all models, new and second-hand, in stock; exchanges and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-718
- AUSTIN 7s. Taylor's, of Kingston, for tourists and saloons, 1927 upwards, from £25, fine selection. 135 London Rd. Phone 1264. zzz-849
- AUSTIN, 1931 model coachbuilt saloon, excellent condition, any trial, tax paid to end of year, £75; 1930 saloons, coachbuilt, from £55. Cars supplied on repurchase basis on low deferred terms. Ask for particulars. Normand Garage, Ltd., 489 Oxford St., W.1. Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 Sundays. zzz-47
- AUSTIN 7, Taylors, of Kingston, 1928 chummy, excellent condition, choice of 2, from £29; 1930 7hp saloon, choice of 2, from £60. 135 London Rd. Kingston 1264. zzz-111
- AUSTIN 7, £50, quick sale. 1928 G.E. saloon. Andrews, Market Place, Buxton. 20-d330
- AUSTIN 7, brown fabric saloon, 1928, excellent order, taxed to end of year, £39. Lieutenant-Commander Casper Swinley, Eades Place, Farnfield, Sussex. 20-d759
- AUSTIN 7, 1930 saloon, good condition, recently overhauled, £60. Chafen, 267 Brockley Rd., S.E.4. 21-d799
- AUSTIN 7, 1928 coachbuilt saloon, newly upholstered and cellulosed, £40. Shorland, Fernleigh, Highbridge. 20-d796
- AUSTIN 7, 1928 saloon, good condition, £42. Stuaris, 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 20-732
- AUSTIN 7, 1931 royal blue 2-seater, Austin's own coachbuilt body, most carefully used by one owner, mileage 10,000, 5 splendid tyres, complete equipment, perfect in every way, £85, £20 deposit, easy monthly payments. Premier Motor Co., Aston Rd., Birmingham. 20-756
- AUSTIN 7, 1931 coachbuilt sun saloon, guaranteed new condition, taxed year, £85. Below.
1930 Austin 7 Mulliner sun saloon de luxe, hide upholstery, taxed year, £80; exchanges, deferred. Martin's Garages, Highgate, N.6. Phone, Mountview 1228. zzz-130
- AUSTIN. Reno's. 1927 sports 2-seater, dynamo lighting, starting, f.w.b., adjustable aero screens, special wings, speedometer, excellent condition, fast, smart, 33 guineas or £7 10s. down, 34s. 4d. monthly; highest exchanges. 232-3-4 Upper St., Islington, N.1. Near Tube. Phone, North 4467-8. 20-759
- AUSTIN 7 Brooklands, equipped for road, new tyres, general condition good, sell cheaply or exchange for chummy. 140 Southfield Rd., W.4. 20-d854
- AUSTIN 7 Mulliner coupe, 1930, cost £165, sliding roof, Alta aluminium cylinder head, tyres good, stoplight, spotlight, coupled brakes, £75. 107 Glenarr Rd., Lower Clapton, E.5. 20-d835
- AUSTIN 7 Mulliner, 1929 saloon, carefully used, excellent order, £57 10s. Pater's Motors, Bedford. 20-d832
- AUSTIN 7 tourer, 1926, bargain, £25. Whitby, 47 Oak Grove, Crickelewood, N.W.2. 20-d819
- AUSTIN 7 saloon, overhauled, replacements, tyres good, nice condition, £31. 105 Radstock Avenue, Keaton, Middlesex. 20-d847

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 7s. "There's no place like Holmes." Our cars this week are the cleanest and best stock we have ever offered, and we invite comparison with any other Austin 7s in London. All overhauled and thoroughly reliable. 1930 model sunshine coach saloon, £70, or £21 deposit, including 12 months' insurance; 1930 chummy, perfect condition, £59, or £18 deposit, including insurance; 1929 Wydor saloon, £55, or £18, including insurance; another, £52; 1929 sunshine saloon, £55, or £19 deposit, including insurance; 1928 Taylor 2-seater sports, £45, or £14 deposit, including insurance; 1928 tourer, very clean, £40, or £15 deposit, including insurance; exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414. 20-798

AUSTIN 7, 1931 coachbuilt saloon, £70; also—

AUSTIN 7, 1930 coachbuilt saloon, £60; also—

AUSTIN 7, 1929 Wydor saloon, taxed, £45.
A.Z. Motors, 180 West End Lane, Hampstead. 0525. 20-795

AUSTIN, 1930 Ulster model 2-seater, finished in cream and green, £95; exchanges, deferred. Bartlett, 27a Penbridge Villas, Notting Hill Gate. 20-786

AUSTIN 7, 1930 chummy, small mileage, practically brand new, £65. Below.

1927 Austin 7 chummy, splendid condition, £28. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 20-785

AUSTIN 7, late 1927 coachbuilt saloon, small mileage, in really excellent condition throughout, fully equipped, £30, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 20-778

AUSTINS. Special display under £100, see page 42. 20-765

AUSTIN 7 sports, £59!!! 1928 (March) Cup model, silver grey and black, with red wheels, many extras, etc., radiator shutters, one owner, taxed to end of year. H. Bath, 15 Kynance Mews, Gloucester Rd., S.W.7. Western 4078. 20-x71

AUSTIN 7, 1931 tourer, taxed year, moderate mileage, condition as new, £75. Below.

AUSTIN 7, 1927 tourer, taxed, excellent condition. £29; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 20-866

AUSTINS. Newsbams always have an excellent selection of Austins available; few examples below but full list on request.

1932 7hp de luxe coachbuilt sliding-roof saloon, faultless throughout, £98.

1931 7hp Wydor sliding-roof saloon, smart and generally attractive, £72.

1930 7hp Swallow sports saloon, exceptional appearance and general condition, £78.

1930 7hp chummy, dual colours, carefully used, one owner, £49.

1929 7hp Mulliner de luxe sliding-roof saloon, absolutely first-class, £48.

1928 7hp chummy, fitted several extras and really good, £52.

1928 late 7hp Wydor coachbuilt saloon, beautiful little car, £55.
Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 20-962

AUSTIN 7, 1931 coachbuilt saloon, colour blue, £75; 1930 Austin 7 2-seater, blue, £70. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 20-55

AUSTIN 7, 1929 Swallow 2-seater sports, green and cream, 55 gns.; 1927 Cup model, 38 guineas; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 20-47

AUSTIN 7, 30 Austin 7s in stock, taxed, insured, including

AUSTIN 7, practically new 1930-1 Mulliner coupe, sliding roof, etc., smartest Austin on the road, cost £200, accept £62. Below.

1930 4-seater, £42 10s.; 1928 4-seater, £32; 1927 4-seater, smart, very fast, £26; 1926 4-seater, £18 10s.

Saloons: 1929 Wydor, £39; 1927-8 c.b. saloon, taxed year, smart, £34. Several sports Cup 2-seaters, £29 to £42. Bottini, Back of 241 Maids Vale, W.9. 20-919

AUSTIN 7, £25, tourer. 1927, lighting, just overhauled, tyres practically new, see any time. Phone, Mus. 0666, or call 32 Esmond Rd., Bedford Park, W.4. 20-4864

AUSTIN 7, 1930 black saloon, Triplex, taxed year, £57. Prior, 258 Wimbledon Park Rd., S.W.19. 20-4867

AUSTIN. F. G. Smith Motors, Ltd., for Smith-conditioned cars. Austin 7s. 1931 saloons from £85, 1930 saloons from £70, 1927 tourers from £50, 1929 saloons from £55, 1929 tourers from £50.

F. G. Smith Motors, Ltd. Smith-conditioned cars. Austin 12-6 1931 coachbuilt saloon, in spotless condition, very low mileage, £155; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 20-885

AUSTIN 7, £9 10s. 1924; exchange saddle-tank motorcycle; evenings. Dairy, 128 Stonhouse St., Clapham. 20-d852

AUSTIN. F.O.C.H. 1929 Gordon-England saloon, black and yellow, leather upholstery, t.w.b., almost new tyres, automatic screen wiper, one-shot chassis lubrication, exceptional condition, taxed, 39 guineas. F.O.C.H., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 20-869

AUSTIN 7, £65, 1929 Stadium sports 2-seater, black-cream, splendid condition, numerous extras, taxed, view to-morrow evening, all day Sunday. 53 The Drive, Edgware, Middlesex. 20-4874

AUSTIN 7. £7 deposit. 75 guineas cash. 1931 coachbuilt sunshine saloon, one owner, very exceptional condition, taxed; exchanges. Rowland Smith. Below.

AUSTIN 7. £5 deposit. 49 guineas cash. 1929 model coupe, carefully used, exceptional condition. List free. Exchanges. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-875

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

AUSTIN 7 G.E. saloon, 1928, pneumatic upholstery, fully equipped, taxed year, £56. 158 Burlington Rd., Thornton Heath. 20-d856

AUSTIN, 1927 coachbuilt saloon, very nice condition throughout, taxed, £27 10s. Below.

AUSTIN 7, 1930 Mulliner saloon, Triplex glass, excellent condition throughout, good tyres, taxed, £45. Exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 20-1715

AUSTIN 7 tourer, 1929, magnificent appearance and order throughout, taxed, £42 10s. 548 King St., Hammersmith. 20-989

AUSTIN 7. Steele Griffiths. Selection of 15 saloons, 1928 to 1932 models, prices from £30-£100. Abbey House, Victoria St. (facing Westminster Abbey), Victoria O467-9, or Court Showrooms, Camberwell Green, S.E.5. Rodney 2201-4. 20-982

AUSTIN 7, 1928 touring cars from £32. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 20-1755

AUSTIN 7, 1931 saloon, small mileage, black and red, £75. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 20-1760

AUSTIN 7, 1928 c.b. saloon, £36; 1927 G.E. saloon, £35; 1927 chummy, good order, £28; 1927 G.E. Cup model, £35; exchanges. Prims Motors (Park O210), 2 Codrington Mews, Bleheim Crescent, London, W.11. 20-995

AUSTIN 7, 1927 Cup model, taxed, £29; exchanges. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 20-1742

AUSTIN 7, 1930 Brooklands special sports 2-seater, perfect condition throughout, genuine 75 m.p.h. very smart, £95. Bell Motor Mart, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149, 267. Open Sundays. 20-1712

AUSTIN, 1932 coachbuilt sunshine saloon, long chassis, new March, mileage 600, unscratched, taxed, £110. Below.

1931 (January) sunshine coachbuilt saloon, blue, leather upholstery, under 10,000 miles, one owner, taxed, guaranteed, £85. Below.

1931 (April) sunshine fabric saloon, black-red, small mileage, upholstery covers, exceptionally sweet-running engine, taxed, £85. Below.

1931 coachbuilt saloon blue, leather upholstery, attractive order, taxed, guaranteed, £78. Below.

1930 (March) sunshine saloon de luxe, maroon, upholstery covers, Triplex throughout, grid, one change, taxed, £68. Below.

1929 (July) Mulliner sunshine saloon, black-cream, new tyres, A.I. order, taxed, £57. Below.

1929 (April) Wydor saloon, black-red, leather, Triplex, disc wheels, A.I. lot, taxed, £48. Below.

1928 4-seater, repainted maroon, nearly new tyres, one owner, particularly sound, taxed year, £45. Below.

1928 (July) Mulliner saloon, blue, same owner since new, good tyres, splendidly kept, very complete, £40. Below.

1926-7 coachbuilt saloon (registered September, 1926), dark blue, very sound, extras, taxed, £30. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 20-946

AUSTIN 7 Cup model, taxed, insured and guaranteed, £28; deferred terms and exchanges. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 20-852

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

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

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 20-853

AUSTIN 7, £32, 1927 (April), Cup, black and green, new tyres, Bosch horn, spotlight, Aero springs, very fast, taxed, insured, year, perfect. Fraser, 33 Draycot Rd., Wanstead, E.11. 20-4860

AUSTIN, 1929, 7 saloon, perfect condition, recommended and guaranteed, £60, bargain. Ferguson's Garage, Crowborough. 20-4853

AUSTIN 7s. Max-Murray Motors for immaculate used Austins. 1931 black fabric saloon, as new, £62 10s.

1929 Swallow 2-seater coupe, very good, £52 10s.

1928 c.b. saloon, repainted, £39.

1928 chummy, very clean, £33 10s.

1927 chummy, new tyres, £28 10s.

1928 light van, 100% condition, £30; 1927 light van, good runner, £17 10s.

Exchanges and deferred terms. Max-Murray Motors, 70 High St., North Finchley, N.12. Hillside 3366. 20-d889

AUSTIN 7, late 1928 chummy, splendid condition, taxed, £32 10s. Below.

1930 Austin 7 chummy, taxed December, as brand new throughout, £56; seen any time. Hurkett's Garage, Codrington Mews, Bleheim Crescent, Ladbroke Grove, W.11. Park 5633. 20-893

AUSTIN 7, 1927 G.E. Cup, one owner, recollused, insured, 1931 condition and appearance, 26 guineas. 44 Eastfield Rd., Peterborough. 20-d878

AUSTIN chummy, 1928, full equipment, tyres good, 2 new Dunlops, has been very well kept and looks like new, 35 guineas, 12 Temple Sheen Rd., E. Sheen, S.W.14. Prospect 1872. 20-x65

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).

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

AUSTIN 7. Newnams, 136-138 Streatham Hill, S.W.2, offer: 1928 Gordon England saloon, sound and reliable, snip, £29. Streatham 8830. 20-820

AUSTIN. Newnams, 136-138 Streatham Hill, S.W.2, offer: 1931 7hp sliding roof saloon, one owner, excellent condition, £75. Streatham 8830. 20-816

AUSTIN 7s. Carlton Garage. 1929 saloons and sports, from 41 guineas; 1930 saloons, several from 55 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 20-65

AUSTIN 7, 1930 (September) fabric saloon, Triplex, chromium, taxed, insured, new condition, £60. 37 Russell Rd., N.7. 20-934

AUSTIN 7. Brooklands Motor Co. offers: 1930 supercharged sports 2-seater, very small mileage, exceptional condition, £145; written guarantee, exchanges and private deferred terms. 331 Euston Rd., N.W.1. Musum 3143-4. 20-814

AUSTIN 7. 1927 (September) tourer, taxed, above average, 25 guineas. 552 High Rd., Willesden Green, N.W.10. Willesden 2469. 20-871

AUSTIN 7, 1930, black and red fabric saloon, first registered August, large body, sunshine roof, taxed, £63. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, Macaulay 4433. 20-800

AUSTIN 7, 1928 G.E. Cup model, black and red, chromium plating, radiator guard, sports exhaust, good hood, side curtains, etc., in perfect mechanical condition, £45. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, Macaulay 4426. 20-802

AUSTIN 7 tourer, 1926, taxed, fine condition, £20. Manktelow, 12 Lauriston St., Deptford, S.E.8.

AUSTIN 7. Cass's Motor Mart, Ltd. (established 1911). 1932 shop-fitted de luxe coachbuilt sunshine saloon, maroon, full guarantee, £120; exchanges, extended payments. Cass's 114 Tottenham Court Rd., W.1. Museum 4110. 20-838

AUSTIN 7, 1930, large body saloon, finished black and red, licensed, £58; also 1928 Wydor fabric saloon, well equipped, licensed, £54; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2565. 20-825

AUSTIN 7. McCarthy's Motors (1925), Ltd., bargains:-
1930 Arrow sports coupe, cycle wings, £80.
1931 Austin 7 sunshine saloon, blue, perfect condition, £80.
1929 Austin 7 sunshine coupe, in very clean condition, £45.
1929 tourer, in very clean condition, £40.
Part exchange and deferred terms arranged.
McCarthy's Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 20-84

AUSTIN 7 saloon, coachbuilt, sunshine roof, de luxe model, first licensed March, 1930, guaranteed, mileage 950 only, black with cream wheels, extras include sun visor, luggage carrier, direction indicator, spot and stop light, parking lamps, battery indicator, bumpers, oversized tyres, etc., etc., all fittings chromium plated, undoubtedly the prettiest and most complete car on road, one owner, taxed, £110; exchanges. H. Bath, 15 Kynance Mews, Gloucester Rd., S.W.7. Western 4078. 20-x72

AUSTIN 7 chummy, overhauled, repainted, £22, or exchange, 17 Sheen Lane, Mortlake. Prospect 3303. 20-77

AUSTIN. Camden Motors for Austin sports.
Genuine Brooklands model, 1929 body, black and red, exceptionally clean, rev. counter, cycle wings, hood and flap-down screens, 75 m.p.h., ready road or track, £65. Below.
1929 Cup model, tuned, very fast, 45 guineas.
1929 Stadium, in perfect condition, attractive and fast, 47 guineas.
Camden Motors (behind Underground Station), 14a Buck St., N.W.1. Gulliver 4089. 20-82

AUSTIN 7. Norman Black (Sprosen, Ltd.). Eighty sports cars, fully guaranteed.

AUSTIN 7. 1931 model, special supercharged racing 2-seater, unscratched, £115; choice of two.

AUSTIN 7, 1931 K.C. super-sports 2-seater, 2,000 only, unscratched, £115.

AUSTIN 7. 1930 Swallow 2-seater, duo blue, one owner, small mileage, £85.

AUSTIN 7. Cup models, from £35, all guaranteed. Norman Black (Sprosen, Ltd.), 109 Gt. Portland St., London. Langham 1212. 20-85

AUSTIN 7, 1926, overhauled, new tyres, repainted, wonderful condition, 19 guineas. Below.

AUSTIN 7. 1931 special A.E.W. sports, used for demonstration only, as new, £85. Bedford Garage, Alexandra Park, Wood Green. 20-x69

AUSTIN 7, 1931 coachbuilt saloon, taxed, £79. Below.

AUSTIN 7, 1930 Wydor fabric saloon, taxed, £59. Below.

AUSTIN 7, 1930 model Swallow, many extras, taxed, insured year, £85. Below.

AUSTIN 7, 1928 G.E. saloon, overhauled, taxed year, £42 10s. Below.

AUSTIN 7, 1926 tourer, £20. Below.

AUSTIN 7, 1924 tourer, excellent order, £17. Below.

AUSTIN 7, 1924 model tourer, taxed, £14. Below.

AUSTIN 7, 1923 tourer, taxed, £12; low deposits; exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 20-5

AUSTIN 7. £72 10s. 1931 coachbuilt saloon, leatherette upholstery, one owner, positively as new throughout, choice of five; exchanges, terms. £75; deferred; cycles in part. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 20-924

AUSTIN 7, 1929 saloon, one owner, very little use, like new, £65. Penge Motors, Green Lane, Penge, Sydenham 0604. 20-8

AUSTIN 7, 1930 saloon, finished black and red, 1931 type body, chromium plating, superb condition throughout, £70. Below.

AUSTIN 7, 1929 saloon, brown and black, numerous extras, new tyres, taxed December, 100% condition all round, £58; exchanges, deferred payments. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. Phone. Museum 9515. 20-992

AUSTIN, 1931 7hp Swallow saloon, 2-tone grey, 6,000 miles only, £110. Also

1931 Austin 7hp 2 and 4-seaters, opal blue, £75 each. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 20-1728

AUSTIN 12. £177 10s. 1931 4-cylinder saloon, Triplex, spotless condition throughout, genuine bargain; exchanges, terms. Below.

AUSTIN 12. £56 10s. 1926 Windsor saloon, coachbuilt, leather upholstery, excellent condition throughout, bargain; exchanges, terms. Below.

AUSTIN 12. £147 10s. 1930 4-cylinder Burnham saloon, leather upholstery, one owner, spotless condition throughout; exchanges, terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-925

AUSTIN 7, 1927 Cup model, red fabric body, good tyres, taxed, £35. Below.

AUSTIN 7, 1927 chummy, kingfisher blue, in good condition, £27. Below.

AUSTIN 7, 1927 coachbuilt saloon, four new tyres, in clean condition, taxed, £30. Below.

AUSTIN 7, 1928 Wydor saloon, black body and red wheels, two new tyres, taxed December, £42. Below.

AUSTIN 7, 1929 Stadium 2-seater, finished red and black, Ricardo head, etc., £50. Earl, 75 Heath St., Hampstead, N.W.3. Open Sunday mornings. 20-2

AUSTIN 7 fabric sun saloon, 1929, £38; another, £28. 34a Hereford Rd., Westbourne Grove. 20-934

AUSTIN 7 special, 1929 sports 4-seater, twin carburettors, special brakes, rev. counter, etc., etc., 70 m.p.h., £49 10s. 221 Maida Vale, W.9. 20-920

AUSTIN. Naylor and Root, Ltd.,
Specialists in used Austin cars; three months' guarantee.
Deferred terms arranged and generous exchange allowances made.
£185. 1932 12-6 de luxe saloon, sun roof, leather upholstery, bumpers, black and green, as brand new.
£125. 1931 Ulster special sports, black and green, many extras, very fast car.
£95. 1930 Boyd Carpenter special o.h.v. super-sports, host of extras, black and green, super condition.
£82. 1931 coachbuilt saloon, sunshine roof, very small mileage, really nice condition.
£59. 1929 Stadium sports 2-seater, duo-tone fabric, one-shot lubrication, clock, etc., very smart.
£55. 1930 chummy tourer, side screens, very good tyres, loose covers, exceptionally nice car.
£48. 1928 Cup model sports 2-seater, clock, speedo, new tyres, tuned engine, attractive car, taxed.
£37. 1928 Mulliner fabric saloon, cloth upholstery, tyres excellent, finished maroon.
£29. 1927 chummy, choice of several, all fully equipped and in sound condition.
Buy an Austin for economy, but be sure you get it from Naylor and Root and ensure satisfaction.
Naylor and Root, Ltd., Austin specialists, 25 East Hill, Clapham Junction, S.W.11. Phone. Battersea 6187-9. Open 9 to 8, including Wednesday. Sundays 10 a.m. to 1 p.m. 20-918

AUSTIN 7, 1932 saloon, taxed year, mileage 4,000, condition as new, £105. Paul and Co., 114 Gt. Portland St. Museum 4117. 20-898

AUSTIN 7, 1930 sports, taxed to December, £60. Box No. 5018, c/o "The Light Car and Cyclecar." 20-875

AUSTIN 7. Whitby's, of Acton.
1932 Austin 7 saloon, long chassis, finished blue, in stock, £128.
1930 Austin 7 c.b. saloon, as new, £67 10s.
1929 Austin 7 Wydor saloon, £52 10s.
1929 Austin 7 Wydor saloon, £42 10s.
Whitby's welcome exchanges; highest allowances in London; easy terms with pleasure. 1-7 The Vale, Acton, W.5. 20-39

AUSTIN 7, 1931 coachbuilt saloon, taxed year, perfect order, £82 10s. Below.
1930 Austin 7 Wydor saloon, taxed year, perfect condition, £65. Below.
1930 Austin 7 Gordon England coachbuilt 2-seater, special exhaust, very smart, £72 10s. Below.
1930 Austin 7 K.C. special, exceptionally fast, £80. Below.
1930 Austin 7 tourer, perfect order, taxed, year, £65. Below.
1931 Austin 7 Swallow saloon, indistinguishable from new, taxed, £107 10s. Below.
1930 Austin 7 Swallow saloon, small mileage, excellent condition, £85. Below.
1929 Austin 7 Swallow saloon, fitted with oversize tyres, in good order, £75; deferred; cycles in part. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 20-25

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

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

AUSTIN 7, 1928 G.E. saloon, pneumatic upholstery, good tyres, eight-day clock, fast and reliable, taxed, £35. Green, 271 Lonsdale Rd., Barnes, S.W.3. Riverside 3066. 20-876

AUSTIN 7, 1929 saloon, in good condition and running order, taxed June, £49. Newhams, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071.

AUSTIN 7. Ruffells Motors for used Austin 7s. We specialize in used Austin 7s, chummies and saloons, from £20 to £60, taxed and insured and guaranteed.
We also specialize in Austin repairs and replacements.
Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 20-42

B.S.A. Hackford Motors, the B.S.A. 3-wheeler specialists. Eighteen months to pay, good prices in part exchange; trade supplied. Write for catalogue. Below.
Hackford chromium luggage carrier, sports 32s. 6d.; de luxe and family, 29s. 6d. Below.
Hackford's for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.
Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062. zzz-85

B.S.A. Family 3-wheeler, black mileage 5,000, taxed, £80, no dealers. Stagg, 49 Lovel Avenue, Welling, Kent. 20-862

B.S.A. Daw. 1931 3-wheeler sports, black, red wheels, year's licence, £75.
Daw for new and used B.S.A. cars; exchanges, service. 114 Brixton Hill. 20-799

B.S.A., £8 deposit, 79 guineas cash, 1932 model 3-wheeler, small mileage, practically new, taxed; list free; exchanges. Open all week-days, including Saturdays, 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-876

B.S.A. Naylor and Root, Ltd.
B.S.A. Specialists
Largest selection of new and used models in England; special sports, £115; sports, £105; Family, £105; standard model, £100. Deferred terms on new models over any period up to 24 months.
Generous allowance will be made for your present vehicle in exchange for new or used model; deferred terms on used over 18 months. We shall be pleased to quote. Send us your inquiry to-day.
No matter where you live, our outside representative will be pleased to call and discuss these wonderful vehicles with you, give a demonstration run, and arrange everything on the spot. Send details of any machine you have for exchange and state price expected.
£92. 1932 B.S.A. sports, V screen, Blue Star engine, chromium lamps, mileage 6,000, black and red, taxed December, selection of three.
£92. 1932 B.S.A. Family, black and red, chromium lamps, mileage 5,000, side screens, spare unused, taxed December.
£85. 1931 B.S.A. special sports, chromium lamps, Blue Star engine, shock absorbers, spare unused, small mileage, taxed.
£82. 1931 B.S.A. Family, blue and red, mileage 10,000, very good tyres, side screens, absolutely first-class condition, taxed.
£78. 1931 B.S.A. de luxe, black and red, good tyres, flat screen, splendid condition, one owner; also two others, finished blue and red.
£65. 1930 B.S.A. sports, V screen, blue and cream wheels, one owner, very good tyres, taxed December.
Get in touch with us to-day for one of these red-hot bargains. A phone call will bring one to your door.
Naylor and Root, Ltd., B.S.A. Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 to 8 (Wednesday 1 p.m., or by appointment); Sundays, 10 a.m. to 1 p.m. 20-914

B.S.A., 1931. 3-wheelers, always a good selection; exchange; inquiries receive prompt attention. Whitby's, 1-7 The Vale Acton, W.3. Phone, Shepherds Bush 1513. 20-40

B.S.A., 1931. 3-wheeler, Family model, mileage 5,000, as new, taxed, £80; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 20-10

B.S.A. Sales! Service! Satisfaction! Harry Nash offers you these with the £100 B.S.A. 3-wheeler. All models in stock. Call and inspect them to-day. Exchanges and terms from ¼ down.
1931 B.S.A. sports 3-wheeler, very fine condition, any trial, £68. Several others in stock from £65. 348 King St., Hammersmith. 20-988

B.S.A., 1931 (July) 3-wheeler, splendidly kept, one owner, mileage 8,700, taxed, any trial, £78. Smith, 407 Edgware Rd., Ambassador 1011. 20-947

BUGATTI super sports 1½-litre 2-seater, recently repainted, nearly new tyres, tax paid, perfect condition throughout, exceptionally fast, terrific acceleration, £22 10s., guaranteed; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 20-841

BUGATTI. J. K. Greenwood and Co., offer:—
80 m.p.h. Bugatti, 11.9hp, modified Brescia 2-seater, taxed, fitted brand-new 1932 streamline body, finished black and red, wire wheels, spring steering wheel, Vee-screen, etc., wonderful acceleration, really push motor, written guarantee, genuine snip at £49; exchanges and deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2261 and 2. 20-1722

BUGATTI, 1929 model 40 sportsman's coupe, extra occasional seats, £95. Denmans, 132-3 Long Acre, W.C. Open week-ends. 20-1756

CITROEN 7, clove-leaf, 1926, new tyres, battery, overhauled, taxed, insured, small mileage, exceptional condition, £16. 76 Olive Avenue, Leigh-on-Sea. 20-843

CITROEN 7hp 2-seater, coachwork, upholstery like new, mechanically perfect, had very little use, new tyres, genuine sacrifice for quick sale, £6; seen Sunday. 19 Forest Rd., Forest Gate, E.7. 20-875

CITROEN. £3 deposit, 12 guineas cash, 1924-25 7.5hp 2-seater, practically unworn tyres, exceptional condition, taxed. List free. Open all week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-878

CLYNO, 1928 fabric 2-seater, chassis warranted O.K., fabric slightly torn, no reasonable offer refused. Bayley, Smockham Farm, Tunbridge Wells. 21-0545

CLYNO. £25. 1928-9 2-seater, coachbuilt, new tyres. Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1763

CLYNO touring, 1926, all tyres nearly new, 11hp, good condition, £12 or offer. 27 Avondale Rd., Mottingham, S.E.9. Telephone, 1565 Eltham. 20-868

CLYNO. £25 10s. 1927 de luxe coachbuilt saloon, f.w.b., excellent condition; exchanges, terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-926

CLYNO saloon, 1927, f.w.b., 3 new tyres, wonderful condition, taxed June, 19 guineas. 5 Victoria Avenue, Surbiton. 20-882

CLYNOS, touring and saloons, £10 to £30, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.
Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.
Example: Clyno, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase.
Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 20-854

CLYNO special super-sports streamlined long-tailed aluminium 2-seater, late 1927, cycle-type wings, Ace discs, numerous extras, an entirely special job, exceptionally fast, guaranteed, £25; exchanges. 5 Putney Bridge Rd., S.W.18. Putney 2728. 20-840

CLYNO 10, 1925, de luxe touring, £10. Page, 199b Upper Richmond Rd. Putney 7671. 20-11

COVENTRY-VICTOR 3-wheeler, 1930 family model, w.c. engine, starter, reverse, side screens, absolutely sound and economical, maroon, £42; exchanges and deferred. Naylor and Root, Ltd., 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 20-917

FIAT, 1927 9hp coupe, taxed end of year and insured, ready to drive away, one owner, excellent condition, Laystall's pistons, new bearings this week, seen in London, £25 cash, no offers. Phone, Hop 7194. 20-1758

FIATS. Special display under £100, see page 42. 20-764

FIAT. £35. 9hp coupe, like new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1745

FIAT 8, 1930 Weymann saloon, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1758

FIAT 8, 1929 (September) 4-seater two-tone blue, taxed year, full equipment, wonderful condition throughout, £45. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 20-1738

FIAT, 1929 9hp 4-door touring, beautiful running car, £38. Newhams, 257 Hammersmith Rd., W.6. Riv. 4646. 20-971

FIAT. Barnick's. 1927 model 9hp 2-seater, very clean, good mechanically, £20. Kirchen Rd., West Ealing, W.13. Telephone 6378. 20-74

FIAT 8 touring, 1927, full dash, perfect condition, taxed, £22. 138 Burlington Rd., Thornton Heath. 20-887

FIAT. £7 deposit, 69 guineas cash. Sept., 1930, 10-50hp fabric sunshine saloon, carefully used, very exceptional condition, taxed; list free; exchanges. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-880

G.N., clean condition, 5 new tyres, electric light, £5. 132 Inderwick Rd., Hounsey. 20-8743

HILLMAN Minx, 1932 coachbuilt sunshine saloon, positively unscratched, guaranteed, taxed, £139. 516-522 Streatham High Rd., S.W.10. Phone, Pollards 4444. 20-736

HUMBERS. Special display under £100, see page 42. 20-765

HUMBER, 8-18 2-seater, new battery, dipping headlamps, leather upholstery, 4.4 balloons, good hood, runs perfectly, tax, £20. Clark, 154 Gt. Titchfield St., W.1. Museum 9270. 20-53

HUMBER, coachbuilt saloon, 8-18, taxed, 1926, balloon tyres, in excellent condition, £28. 34a Hereford Rd., Westbourne Grove, W.2. 20-935

HUMBER, 1925, 8hp 2-seater and dickey, engine just overhauled, balloon tyres, leather upholstery, smart, sound and serviceable little car, cheap, £15. Beechnings, Ltd., Farborough, Hants. Telephone 279. 20-9

JOWETT. Manchester. 1929, 1930, 1931 saloons and touring always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxton Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETT, 1930 (June), Black Prince, short chassis, 11,500, splendid condition, £75. Goodland, 20 East St., Tonbridge. 20-830

JOWETT, 1931 (November) saloon, fabric, excellent condition throughout, unrepeatable bargain, £25; also 1928 long chassis fabric saloon, excellent condition, £50. Paters Motors, Bedford. 20-831

"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).

JOWETT, 1931 (September), long chassis saloon, taxed, insured till September, £85. Reeves, 5 Bath Rd., Swindon, Wilts. 20-d848

JOWETT, 1930 (June), long saloon, excellent condition, one owner, £75 cash or near offer, death cause of sale. Still, 52 Oak Avenue, Wickham Rd., Shirley, Croydon. 20-749

JOWETT, £10! 1924 7hp 4-seater, new hood and side screens, good tyres, excellent appearance and running order. Parwood, East Hill, Wandsworth. 20-751

JOWETT, 1929 4-seater, one owner, new condition throughout, £35; exchange motorcycle. Phone, Elmbridge 1274. Tippett, 37 Arlington Rd., Surbiton. 20-d885

JOWETT, F. G. Smith (Motors), Ltd. Jowett 1931 long-chassis coachbuilt saloon, in really as new condition, £120; extended payments. Goodmayes, Essex. Phone, Seven Kings 1000 (7 lines). 20-889

JOWETT, £3 deposit, 15 guineas cash. 1925 long 4-seater, very good condition, taxed, list free. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-877

JOWETT, £32, 1927 long saloon, splendid condition, taxed. Wells, 96 Springfield Rd., Southborough, Tunbridge Wells. 20-d875

JOWETTS, used models on offer, cheap, at Gibsons Garage, Jowett Agents, Leicester. 20-900

JOWETTS, Special display under £100, see page 42. 20-766

JOWETT, 1931, long chassis 4-door saloon, excellent condition, £87 10s. Below.

1929 Jowett, long chassis 4-door saloon, leather upholstery, £57 10s.; deferred; cycles in part. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 20-22

JOWETT, 1928, 7hp 2-seater, £25; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney 7671. 20-12

JOWETT, 1928, 7hp coachbuilt saloon, long chassis, 2-door model, balloon tyres, very sound mechanical order, a cheap light car, £30. Beechings, Ltd., Farborough, Hants. Telephone 279. 20-5

JOWETT saloon, 1931-2 8hp 4-door long chassis, in exceptional condition, large wide door at rear, concealed, used for sleeping in, suit campers, looks, runs as new, appearance as de luxe model, £87 10s. 69 St. Paul's Avenue, Willesden Green, London. 20-985

JOWETT long saloon, exceptional bargain, 1927 model, really divine body, interior restrimmed, whole car in excellent condition, £35. Huntings, Harrow. 20-1713

JOWETT, 1931 (January) saloon, mileage 7,300, same owner throughout, 100% order, £80. Smith and Hunter, 407 Edgware Rd. Ambassadors 1011. 20-948

JOWETT, 1924-5 2-seater, splendid order, £14. Park 0210. 20-996

JOWETT, 1931 de luxe sunshine saloon, finished black and green, beautiful condition, one owner, £105; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 20-85

JOWETT, 1931 coachbuilt saloon, blue, special oversize tyres, excellent condition, one owner, £98; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 20-89

JOWETT, F.O.C.H. Ltd., established 20 years, Jowett distributors and second-hand specialists. All 3 months' guarantee; 14 in stock. Below.

F.O.C.H. 1931 (late) 7hp de luxe Black Prince 4-door fabric saloon, sliding roof, green line, and wire wheels, f.w.b., dipping headlamps, electric wiper, luggage carrier, one owner, small mileage, practically new condition, year's tax, 105 guineas. Below.

F.O.C.H. 1930 7hp Silverdale long chassis de luxe 4-door saloon, beige, moquette upholstery, f.w.b., wire wheels, one owner, very carefully used, superb condition throughout, taxed, 75 guineas. Below.

F.O.C.H. 1929 7hp long chassis 4-door fabric saloon, Pytchley sliding roof, f.w.b., rear luggage container, many extras, one owner, very carefully used, superb condition throughout, year's tax, 69 guineas. Below.

F.O.C.H. 1929 (June) 7hp long chassis 4-door tourer, blue, f.w.b., new hood and side curtains, many extras, small mileage, very carefully used, magnificent condition throughout, taxed, 56 guineas. Below.

F.O.C.H. 1925 (August) 7hp long chassis commercial van, very large fabric body, about 60 cub. ft. capacity, good condition throughout, 19 guineas. F.O.C.H., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 20-870

JOWETT tourers and saloons, £20 to £65. Ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3532. 20-855

JOWETT, Grey Knight saloon, wire wheels, practically new condition, taxed, insured, guaranteed, £90; deferred terms and exchanges. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 20-856

JOWETT, long 4-seater, 1928-9, one owner, little used, as new, unscratched, spare unused, all-weather equipment, genuine sacrifice, 29 gns. Write, 26 Aldridge Rd., Villas, Bayswater. 20-d855

JOWETT, Newnhams, 136-138 Streatham Hill, S.W.2. offer 1929 7hp tourer, sound and economical, bargain, £32. Streatham 8870. 20-824

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

LAGONDA, 1926 4-door coachbuilt saloon, pneumatic upholstery, four-wheel brakes, very serviceable, £34. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 20-826

LEA-FRANCIS, 1927, 12-22hp 4-seater, taxed, repainted, £35. Paul and Co., 51 The Mall, W.5. Ealing 4633. 20-794

LEA-FRANCIS, Special display under £100, see page 42. 20-767

LEA-FRANCIS, 11hp, 1927 4-seater, all-weather equipped, excellent condition, £26; exchanges. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 20-827

LEA-FRANCIS, £77 10s., exchanges!!! 1925-6 de luxe 4-seater, really lapping condition, new battery, taxed, any test welcome. Chidley, 579b High Rd., Tottenham. Phone 2920. 20-37

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

£39!!! Mathis, 11.9hp competition model 2-seater, taxed, first registered August, 1929!! Fitted Meadows 1,496 c.c. engine and 4 speed gearbox, cream and green finish, fitted f.w.b., 5 new tyres, new hood, outside hand brake, Vee screens, etc., very fast car, in splendid condition throughout, just overhauled, bargain; written guarantee, exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 20-1719

MERCEDES, £22 10s. 1924 1½-litre sports 2-3-seater, fitted for supercharger, wire wheels, Triplex screen, bargain, needs little attention. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney. S.W.15. 20-927

M.G., 1930, late-type Midget, specially tuned engine, blue fabric 2-seater body, outside spare wheel, chromium-plated fittings, etc., £80; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 20-787

M.G. Midget, £97 10s. 1930 2-seater, small mileage, "Double-Twelve" camshaft, exceptionally fast; exchanges, terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-928

M.G. Midget 1932 coachbuilt sports 2-seater de luxe model, black and red, mileage under 500, brand new, makers' guarantee, cost £190, a wonderful opportunity at 159 guineas. Welford's Motors, Brighton. 20-806

M.G. Midget 1931 2-seater, black and red, one owner, rebored recently by Laysalis, Double 12 camshaft, rev. counter, remote control, luggage grid, windscreen wiper, mud flaps, almost as new, genuine bargain, £110; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 1688, 2182. 20-837

M.G. Midget, 1930, black and red, mechanically perfect, recently overhauled and tuned, 4 new tyres, £85. Manley, 76 High St., Winchester. 20-d859

M.G. Midget 1930 model coupe, sun roof, excellent order, £120. W. T. Dunn, Ltd., 307 Euston Rd., N.W.1. Museum 5591. Exchanges, deferred terms. 20-845

M.G. Midget 2-seater, 1932 model, black and red, open to any examination or trial, £155. Rose and Young, Ltd., 97 Streatham Hill (using "Locarno"). Tele., Streath. 9520. 20-849

M.G. Midget, 1931, taxed and insured December, blue and red, £125 or offer. J. A. Steer, Box Grove, St. Cross, Winchester. 20-844

M.G. Midget, £65, 1929, 2-seater sports, red, excellent condition, bargain. Adnams, Bloomfield, Morden Rd. Merton. 20-d863

M.G. Midget, 1932, 2-seater, 3,000 miles, black-green. Crookson, 29 Purley Avenue, N.W.2. Alter. 7 p.m. Phone, Gladstone 4111. 20-d771

M.G. Magna. Cooke's Motors offer 1932 4-seater, mileage 600 only, used very carefully, bargain £220; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. Phone 3800. 20-1734

M.G. Magna, 1932 Magna tourer, black-red, in excellent condition, small mileage, £215. Central Motor Institute, Finchley Rd., N.W.3. Phone, Primrose 1161. 20-932

M.G. Magna, 1932 Four-ome coupe, cost £305, sun roof, practically new car, 255 guineas. Denmans, 132-3 Long Acte, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1749

M.G. Midget, 1932 coachbuilt sports coupe, sunshine roof, 3,000 miles, as brand new, £185. Below.

1931 M.G. 2-seater, coachbuilt sportsman's coupe, sunshine roof, very low mileage, exceptional condition, £135. Below.

1930 M.G. Midget 2-seater, blue, very fast car, perfect condition throughout, large sump, taxed year, £95. W.J.C. Motors, 225 Hammer-smith Rd., W.6. Riverside 4788. 20-1717

M.G. Midget, Meos and Meos, Ltd. (Est. 1893), for used cars of higher grade, offer 1932 M.G. Midget special sports 2-seater, black and green, aluminium discs, stone-guard, rear petrol tank, S.U. down-draught carburetter, rev. counters, exhaust, other extras, practically new, £165; deferred and exchange. 144 Gt. Portland St., Museum 4244. 20-758

M.G. Midget, F. G. Smith (Motors), Ltd. 1931 sports 2-seater, very nice condition, £115. High Rd., Goodmayes. Phone, Seven Kings 1000. 20-890

M.G., 1931 Midget 2-seater, blue, very fast, any trial, taxed June, insured November, £110. Smith and Hunter, 407 Edgware Rd. Ambassadors 1011. 20-949

M.G. Midget, 1930, £84, good condition, taxed. Blake, 84 Chelmsford Rd., Walthamstow 20-d633

M.G., 1930 model Midget, blue, very nice car and fast, 79 guineas; terms, exchanges. Cronland, London Rd., Bromley. 20-754

M.G., 1932 2-seater, as new, £125; 1931, £98; exchanges. 70 Anglesea Rd., Shirley. Phone, 72218 Southampton. 21-505

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

- M.C.** Special display under £100, see page 42. 20-768
- M.C.** Midset, 1930, 2-seater, engine overhauled, £82 10s. A.Z. Motors, 180 West End Lane, Hampstead 0525. 20-26
- 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** 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 355
- MORGAN.** 1929 Aero sports, taxed, perfect condition, 58 guineas. Terms, exchanges. A.Z. Motors, 180 West End Lane, Hampstead 0525. 20-796
- MORGAN** 1929 Family, w.c., starter, new tyres, chains, repainted original colour, taxed December, £42 10s. Ford, 20 Phipps Bridge Rd., Merton. F 20-x67
- MORGAN.** super-sports, 1929, o.h.v., black and green, overhauled and in sound condition, £65.
- MORGAN,** Aero, 1926, 10hp o.h.v., black and red, hood, new tyres, repainted, taxed and insured, £50. Sydney Hall, Catherine St. St. Albans. Tel. 636. 20-897
- MORGAN,** 1931 super sports, done 3,000, as new, 94 m.p.h., extra-wide wheelbase, cost £185, accept £90; deferred terms. Wooding, 9 Arcade, Aldershot. 20-d757
- MORGAN.** 1926, de luxe 2-seater, dynamo lighting, good order, bargain, £12. Barton, Hart St., Henley-on-Thames. 20-d741
- MORGAN,** Aero, 10-40, J.A.P., 1927, geared steering, 5-lamp dynamo lighting, many extras, any trial evenings, £40. Stanford, 52 Grace Avenue, Maidstone. 21-d797
- MORGAN.** List free. Exchanges. Rowland Smith. Below.
- £8 deposit. 79 guineas cash. 1931 super-sports, specially tuned racing J.A.P., blue, cycle-type wings, straight-through exhausts, hood, carefully used, almost new, taxed. Below.
- £6 deposit. 65 guineas cash. 1932 Family, 8hp w.c. J.A.P., one owner, very small mileage, practically brand new, year's tax. Below.
- £5 deposit. 15 guineas cash. 1924 Family, 8hp Blackburne, dynamo, very good condition, taxed. Below.
- 7 guineas. 1922, 8hp J.A.P., lamps, speedometer. Below.
- £6 deposit. 62 guineas cash. 1930 Aero, racing o.h.v. J.A.P., reduced steering, foot accelerator, straight-through exhausts, spotlight, carefully used, very exceptional condition, taxed. Below.
- Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-882
- MORGAN,** 1929 family model, superb condition, repainted, f.w.b., etc., insured to November, £39. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161 and 2. 20-956
- MORGAN,** 1931 (June) 10hp family J.A.P. blue, one owner, Al mechanically, taxed year, £60. Smith, 407 Edgware Rd. 20-950
- MORGAN,** 1927 Super Aero. 10-45 J.A.P. engine, overhauled, fast, nice condition, extras. Stannard, 16 West St., Reigate, Surrey. 20-d884
- MORGAN,** Family, 1928, J.A.P., w.c., dynamo, completely overhauled, £22 10s. 305 Church St., N.9. 20-8879
- MORGAN,** Aero, 1928, J.A.P. 10-40hp engine, exceptionally good condition, licensed, £45; also 1927 Aero, well equipped, £35. Below.
- MORGAN** de luxe, 1928 model 2-seater, starter, very little and carefully used, licensed, exceptional offer, £34; exchanges, terms. Noringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 20-828
- MORGAN.** F.O.C.H., second-hand Morgan specialists. All carry written 3-months' guarantee. Below.
- F.O.C.H. 1931 (reg. 1932) Aero, 8hp water-cooled J.A.P. primrose and black, cycle-type wings, dynamo lighting, f.w.b., very small mileage, almost new condition, taxed, 63 guineas. Below.
- F.O.C.H. 1930 Family, 8hp water-cooled J.A.P., f.w.b., rigid side screens, speedometer, one owner, small mileage, practically brand-new condition, taxed, 48 guineas. Below.
- F.O.C.H. 1926 (July) Aero, 10hp o.h.v. water-cooled Blackburne, red and cream, dynamo lighting, balloon tyres, lavishly equipped, recently overhauled and repainted at cost of £24, super-magnificent condition, extremely smart, taxed and insured for the year, 39 guineas.
- F.O.C.H. 1925 (late) Family, 8hp water-cooled J.A.P. blue, dynamo lighting, stone guard, rigid side curtains, very carefully used, exceptionally fine condition, taxed, 19 guineas. F.O.C.H., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 20-871
- MORGAN** 1927 Aero, 8hp J.A.P., w.c., exceptionally good condition, Hartfords, f.w.b., damper, speedometer, dynamo, leatherette hood, just repainted, £37 10s. Riches, Lynwood, Churchill Rd., North Cheam, Surrey. 20-d865
- MORGAN,** 1928 Family model J.A.P. engine, f.w.b., taxed year, £32 10s.; exchanges. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 20-1743
- MORGAN,** 1931 super-sports, 10-40 racing J.A.P., M chassis, black and cream finish, very fast, mileage 7,000, absolutely like new, bargain, £88. Phillips, 239 Bethnal Green Rd., E.2. 20-d531
- MORGAN,** £18, 1925 Grand Prix, 8hp J.A.P. engine, s.v. dynamo, w.c., good condition. Jackson, 43 Tufnell Park Rd., London, N.7. 20-9935

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

- MORGAN.** Naylor and Root.
- MORGAN** Specialists. We always carry a full range of new and used Morgans. We offer a generous allowance for your present machine and arrange deferred terms over 12, 18 or for new models 24 months. Send for full list and quotation, no matter where you live, we can still do business.
- 128 Guineas, 1932 super-sports, 10-40 o.h.v. racing J.A.P., 3-speed and reverse, starter, attractively finished, duo-tone green, mileage under 500 taxed and under makers' guarantee.
- 94 guineas, 1931 super-sports, 10-40 o.h.v. racing J.A.P., M chassis, starter, speedo, Bosch, bumper bars, mileage 6,000, absolutely in faultless condition, taxed.
- 65 Guineas, 1929 super-sports 10-45 o.h.v. special K.M.C. racing Blackburne, cycle wings, speedometer, geared steering, etc., really very fast, taxed.
- 59 Guineas, 1931 Family 4-seater, s.v. J.A.P., M chassis, starter, sidescree, speedometer, electric horn, 3 brand-new India cords, finished maroon, taxed.
- 39 Guineas, 1929 Family 4-seater, s.v. J.A.P., f.w.b., dynamo, speedometer, geared steering, side screens, good tyres, starter, electric horn, pneumatic seats, good condition, taxed.
- 52 Guineas, 1929 Aero, o.h.v. Anzani, f.w.b., dynamo, speedometer, geared steering, electric horn, 3 brand-new tyres, finished sage blue and red, taxed.
- 46 Guineas, 1928 Aero, 10-40 o.h.v. racing J.A.P., f.w.b., speedometer, hood, geared steering, good tyres, electric horn, finished black and red.
- 58 guineas, 1927 Aero, s.v. J.A.P., f.w.b., gear-driven dynamo, speedometer, electric horn, good tyres, splendid engine, dark blue, taxed.
- 40 Guineas, 1929 de luxe 2-seater, w.c. J.A.P., f.w.b., dynamo, speedometer, electric horn, pneumatic seats, side screens, good tyres, taxed December.
- Without the slightest obligation, we shall be pleased to arrange for our outside representative to call with one of these bargains. May we do so?
- 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. or by appointment). Sundays, 10 a.m. to 1 p.m. 20-915
- MORGAN,** 1930 Family, 9-12 J.A.P., geared steering, f.w.b., mileage only 6,200, as new, taxed December, £45. Lari, 75 Heath St., Hampstead, N.W.3. 20-999
- MORGAN,** standard, a.c. J.A.P., geared steering, bargain, £20. 53 Maxilla Gardens, North Kensington. 20-d936
- MORGAN** Aero. 42 guineas!!! 1929 10-40 J.A.P. latest two-colour finish, every conceivable accessory, taxed, choice of 4 other cheap Aros; terms, exchanges. 368 Hornsey Rd., N.19. Archway 3294. 20-64
- MORGAN.** 1932 super-sports, 3 speeds and reverse, 10-45 o.h.v. J.A.P., starter, finished black and red, many extras, cost £100, taxed year, mileage 571, £130.
- 1927 de luxe, 8hp w.c. J.A.P., dynamo, starter, geared steering, speedometer, side screens, new tyres, taxed year, £35.
- 1925 de luxe, 8hp w.c. J.A.P., dynamo, good tyres, exceptional engine, excellent order, taxed, £19 10s.
- 1925 Aero, o.h.v., dynamo, good hood and tyres, perfect, taxed, £24 10s. Exchanges or deferred.
- Homac's, Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 20-19
- MORGAN,** 1930, Aero, o.h.v. Anzani, mileage 4,000, brand-new condition, £65. Below.
- MORGAN,** 1924, Grand Prix, J.A.P., w.c., dynamo, £20; low deposits, exchanges. Page, 193b Upper Richmond Rd., Putney 7671. 20-13
- MORGANS.** F. H. Douglass, St. Mary's Square, Ealing, sole West London distributors; trade and retail. Exchanges arranged on new or second-hand; deferred terms, new or second-hand. Lists post free. Specialists in Morgans.
- £15. 10hp A.C., M.A.G., semi-sports, repainted.
- £22. 10hp w.c. M.A.G., 1925, de luxe, new hood and recellused, dynamo lighting.
- £29. 1926 8hp J.A.P., Family, recellused, all good tyres, side screens.
- £39. 1928 8hp J.A.P., Family, all good tyres, recellused, side screens, f.w.b.
- Send your inquiries to me, I will guarantee a square deal; 21 years' experience of these famous cars. Every chassis part in stock, and I carry the biggest stock in London. Save money and try me first. Hundreds of second-hand engine spares for Anzani, Blackburne, J.A.P., M.A.G., to suit all engines as fitted to Morgans. Official repairer to engines and chassis for the makers and leading insurance companies.
- F. H. Douglass, St. Mary's Square, Ealing, W.5. Telephone, 6470 Ealing. Telegrams, "Mordug, Ealux." Hours, 9 to 8 every day, Sundays 10 to 1. 20-61
- MORRIS** Minor. Taylors of Kingston. 1930 saloon, 8hp, blue and black, exceptionally good condition, one owner, choice of 2, £62, tax free, any trial. 135 London Rd., Kingston 1264. zzz-873
- MORRIS** Minor, 1931, o.h.v., sunshine saloon, sound throughout, unique deferred terms, £77. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 20-735
- MORRIS** Minor, 1932 (January), sunshine coachbuilt saloon, black and green, mileage 3,000, spare unused, condition as new throughout, £100; Bedford district, Box No. 5012, c.o. "The Light Car and Cyclecar." 20-d742
- MORRIS** Minor, 1932 tourer, taxed, insured, mileage negligible, 82 guineas; terms, exchanges. Cronland, London Rd., Bromley. 20-755

"THE MOTOR SHIP REFERENCE BOOK FOR 1932." An Authoritative Handbook
for All Interested in Motor Shipbuilding. 5s. net. 5s. 6d. post free.

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

MORRIS Minor. F. G. Smith (Motors), Ltd. Smith-conditioned Morris Minors. 1929 saloons from £65; 1930 saloons from £70; 1931 saloons, sliding roof, from £95; extended payments, any trial. Goodmayes, Essex. Phone, Seven Kings 1000 (7 lines). 20-885

MORRIS Minor 1932 saloon, sunshine roof, mileage under 1,000, as new, 99 guineas. Comerford Motor Exchange, Portsmouth Rd., Thames Ditton. 20-59

MORRIS Minor 1932 saloon, green, several extras, perfect condition, small mileage, £105. G.L.M. Motors, 18 Worple Rd., Wimbledon. Telephone 6026. 20-56

MORRIS Minor coachbuilt sunshine saloon, 1931 o.h.v. model, £72 10s.; also a 1930 open 4-seater Morris Minor tourer, £52 10s.; and a 1929 4-seater tourer, £47 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 20-48

MORRIS Minor, 1930 o.h.v. saloon, finished blue, chromium plating, Triplex, small mileage, magnificent condition throughout, taxed, £55, or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 20-780

MORRIS Minor 1930 sunshine saloon, beige, new tyres, taxed, £65. Sydney Hall, Catherine St., St. Albans. Tel. 636. 20-896

MORRIS Minor, 1930, G.B. tourer, £55. Stuaris, 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 20-753

MORRIS Minor, 1930 saloon, low mileage, new condition throughout, £55; exchange motorcycle; deferred. Phone, Elmhurst 1274. Tappett, 37 Arlington Rd., Surbiton. 20-887

MORRIS Minor. £9 deposit. 95 guineas cash. 1932 coachbuilt sunshine saloon, one owner, practically new, taxed; exchanges. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 20-881

MORRIS Minor. £43 10s. 1929 saloon, taxed, Triplex, good tyres, bargain; exchanges, terms. Below.

MORRIS Minor. £87 10s. 1932 2-seater, 3,000 miles only, one owner, definitely as new. Below.

MORRIS Minor. £69 10s. 1931 s.v. 2-seater, small mileage, excellent condition throughout. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-929

MORRIS Minors. Newnham always have an excellent selection of Morris Minors available; few examples below, but full list on request. 1932 8hp coachbuilt sliding-roof saloon, absolutely faultless, £98. 1930 8hp coachbuilt opening-roof saloon, exceptionally nice order, £62. 1929 8hp fabric saloon, blue, good appearance and general condition, £38. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 80-963

MORRIS Minor, 1931 (April) sunshine saloon, o.h.v., blue, shop-soiled condition only, guaranteed 3,000 only, virtually a new car, taxed, £97. Below.

1931 (March) coachbuilt sunshine saloon, side-valve, grey, well-kept order, guaranteed, taxed, £82. Below.

1931 (July) coachbuilt 2-seater, side-valve, tyres very good, in most attractive order, £68. Below.

1930 (April) fabric saloon, blue, serviceable tyres, exceptionally sound and well kept, £65. Below.

1929 saloon, blue, good tyres, nearly new battery, sound throughout, taxed year, £54. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 20-951

MORRIS Minor, £53. 1930 fabric saloon, completely equipped, low mileage, exceptional condition throughout; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 20-d871

MORRIS Minor, 1930 tourer, blue, one owner, exceptional condition, £55; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4363. 20-865

MORRIS Minors tourers and saloons, £50 to £75. Ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65. Exchanges and simplest hire-purchase; neither references nor securities required; drive away same day. Example:—Morris Minor, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £5. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone. Prospect 3532. 20-857

MORRIS Minor, Cass's Motor Mart, Ltd. (Established 1911). 1932 coachbuilt sunshine saloon, taxed, insured, £110; written guarantee; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 20-839

MORRIS Minor, 1931 safety saloon, chromium plating, finished blue, small mileage, £72; also 1930 saloon, licensed, excellent condition, £48; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 20-829

MORRIS Minor, 1930 coachbuilt sunshine saloon, condition almost as new, £65; exchanges, terms. Yarwoods, Stonoley South, High Rd., Tottenham. Phone 3122. 20-1744

MORRIS Minor, 1930 fabric saloon, blue, taxed, excellent condition, £55. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 20-1739

MORRIS Minor, Cooke's Motors offer 1932 2-seater, as new, mileage only 2,000, £79; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. Phone 3800. 20-1735

MORRIS Minor, 1930, o.h.v., blue, tourer, four full seats, whole car in absolutely new condition, owner giving up motoring, £59. 21 Rosebery Rd., Cheam, Surrey. 20-d938

MORRIS Minor, 1931 2-seater, very fast and sound, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1765

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

MORRIS Minor, 1930 tourer, taxed, £62; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 20-14

MORRIS Minor, late 1931 saloon, small mileage, condition like brand new, £77 10s., tax paid year. 69 St. Paul's Avenue, Willesden Green, London. 20-20

PEUGEOT (England), Ltd., 75 Filmer Rd., S.W.6 (Phone, Putney 4621-2), have for sale the following: 7hp 4-seater, £20; 1929 7hp cabriolet, £35; 12hp saloon, £25; 12hp sportsman's coupe, £50; also 1930 10hp saloon, £85; 1931 10hp saloon, £115; 1932 brand-new, only shop-soiled, saloon, £170. Trials, exchanges, easy payments. 20-733

PEUGEOT 7 coupe, taxed, insured, starter, wiper, new leather hood, perfect condition, £18 or near. Wood, 6 Thrale Rd. Streatham 5604. 20-d858

PEUGEOT, 6.4hp, grey fabric tourer, 1927, economical, £13 10s. 36 Earlsfield Rd., Wandsworth. Battersea 5917. 20-d862

PEUGEOT, 1928 7hp coupe and dickey, 5 new tyres, extremely smart appearance, just overhauled, £22. 181 The Grove, Shepherd's Bush. 20-63

PEUGEOT 1928 2-seater, with dickey, new hood, repainted, smart car, £24. Pond Car Mart, 781 London Rd., Thornton Heath. Phone, Thornton Heath 5456. 20-30

RALLY, 1928 super-sports 2-seater, £55, taxed. Park Garage, Skelton Lane, Leyton. Leytonstone 1437. 20-51

RENAULT, 1928, 9-15hp, coachbuilt saloon, £27 10s. Paul and Co., 51 The Mall, W.5. Ealing 4633. 20-791

RENAULT, 1927 9-15 coachbuilt saloon, smart and sound, £18. Newnham, 237 Hammersmith Rd., W.6. Riv. 4646. 20-970

RENAULTS. Special display under £100, see page 42. 20-769

RENAULT 9, 1927 4-seater, 4-door, l.w.b.s., etc., splendid condition in all respects, one owner, £20. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4366. Open Sundays. 20-d870

RENAULT, £20, 9hp touring car, l.w.b., 1927. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1753

RENAULT, 1928 9 2-seater, 9hp, drive away, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1751

RENAULTS. The following cars, together with several others, carry our usual guarantee. Deferred terms, part exchanges. Welham, Renault Sales and Service Distributor, Surbiton Hill Rd., Surbiton. Elmhurst 1873.

1932 12.5 light six saloon, blue, shop-soiled only, list £250, £175. 1930-1 12.5, as above, leather upholstery, wire wheels, £120. 1929-30 12.5 sunshine saloon, bumpers, carrier, £70, taxed; also "fixed" head Weymann or coachbuilt, £65 each. 1929 9-15 saloon de luxe, coachbuilt, bumpers, overhauled, new batteries, £60. 1928 9-15 saloons as above, £35 to £45 each; tourer, £30. 1927 9-15 saloons and tourers, overhauled, from £20 to £35. 20-60

RHODE Hawk and Rhode standard saloons, £36 to £48. Ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65. Exchanges and simplest hire-purchase; neither references nor securities required; drive away same day. Example:—Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £5. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone. Prospect 3532. 20-858

RILEY 9, £55; 2-seater, coachbuilt, fast, sports engine, overhauled, fine condition. Cooper, Sydenham 4273. 20-x63

RILEYS. Special display under £100, see page 42. 20-770

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY 9, black and cream, Monaco saloon, 1930, taxed till December, still fitted with original tyres, in almost new condition throughout, £138. Clapham Automobiles, Ltd., 72 Park Hill, Clapham. Mawulay 4426. 20-801

RILEY, 1930 Biarritz saloon, black and red, special engine with two carburetors, numerous extras, including sun visor, spot lamp, fog lamp, decarbonized, radiator thermometer, bumpers, etc., exceptional condition throughout, £150. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 20-809

RILEY 9, Mark IV, 1929 2-seater and dickey, faultless condition, year's licence, £92. Below.

RILEY 9, 1929 sports 4-seater, almost new tyres, exceptionally fast, well equipped, £90; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 20-830

RILEY Redwing, super-sports streamlined 2-3-seater, in really 100% condition throughout, brand-new set of tyres, tax paid, pneumatic upholstery, guaranteed, £52 10s.; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 20-843

RILEY 9, 1930 Monaco saloon, Triplex, most beautiful condition, £140; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 20-868

RILEY 12, 1927-8, sports, special low 4-seater, helmet mudguards, large l.w.b., 4 speeds, rev. counter, taxed, £45. 63 High Rd., Loughton. 20-d883

RILEY, F. G. Smith (Motors), Ltd. Smith-conditioned Riley 9s. 1929 Monaco saloon, blue and red, twin carburetors, £130; 1930 2-seater, special series engine, twin carburetors, £150; extended payments. Goodmayes, Essex. Phone, Seven Kings 1000 (7 lines). 20-887

RILEYS. Carlton Garage, 1930 Monaco saloon, sun roof, 129 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 20-66

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

- RILEY**, 1931 9 hp Monaco sliding-roof saloon, really beautiful condition, £185. Below.
1929 9hp Monaco saloon, dual colours, most attractive throughout, £98. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 20-969
- RILEY**, Cooke's Motors offer 2 excellent 9 saloons, 1930 Monaco, really like new, £145; 1930 Biarritz saloon, grey and blue, exceptionally smart, £148; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. Phone 3800. 20-1729
- RILEY** 9, 1932, 1931, 1930 Monaco saloons at Denmans, including practically new Plus Ultra, 1952, twin carburettor, 1931 Plus model and a grey 1930 saloon, prices from £135 upwards. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135 6-7. 20-1757
- RILEY** 9 1929 Monaco, £92. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 20-54
- ROVER** 9, super, f.w.b., 1926-27, taxed and fully insured, good condition, £12. 38 Sydney Rd., Hornsey. 20-x64
- ROVER** 10, 1932, coachbuilt sunshine saloon, small mileage, private owner, as new throughout, written guarantee, unique deferred terms, £148. 516-522 Streatham High Rd., S.W.15. Phone, Pollards 4444. 20-741
- ROVER** 1927 9-20 de luxe 4-seater, 2-colour finish, exceptionally smart and complete, bargain, £26; exchanges or deferred. Cummings, Rover Agent, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 20-905
- ROVERS**. Special display under £100, see page 42. 20-771
- ROVER** 10, 1927-28 2-seater and dickey, f.w.b. and full equipment, exceptionally good condition, taxed, £50; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 20-d869
- ROVER**, 1932 10hp coachbuilt sunshine saloon, blue, Magna wheels, mileage 5,000, spare unused, usual guarantee, £150. Below.
1929 10 sportsman's coupe, black-cream, wire wheels, leather upholstery, just thoroughly overhauled, £73. Below.
1929 10hp 4-seater, blue, new balloons, sound and well kept, one owner throughout, any trial, £48. Below.
Smith and Hunter, Ltd., 407 Edgware Rd. (Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 20-952
- ROVER**, F. G. Smith (Motors), Ltd. Smith-conditioned Rover 10 coachbuilt saloon, 1931, as new, choice of 2, £120; Rover, 10-25, 1931 sportsman's coupe, black and red, £117 10s.; extended payments. Goodmayes, Essex. Phone, Seven Kings 1000 (7 lines). 20-884
- ROVER** 10, 1930, sportsman's 4-seater sunshine coupe, one owner, wire wheels, really excellent throughout, taxed, guaranteed, £98. 516-522 Streatham High Rd., S.W.15. Phone, Pollards 4444. 20-742
- ROVER**. Newnham's, 136-138 Streatham Hill, S.W.2, offer 1928 10-25hp saloon, exceptional order, any trial, £49. Streatham 8830. 20-818
- ROVER** 10, 1929 sunroof 4-door saloon, very well kept, good tyres, small mileage, licensed, £69; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 20-831
- ROVER**, 1931 10hp coachbuilt de luxe 4-door saloon, wire wheels, as brand new, £105. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streatham 9520. 20-850
- ROVER**, 1931 10hp coachbuilt sunshine saloon, excellent condition, one owner, £118; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 20-876
- ROVER**, 1931 10hp saloon, finished black and red, exceptionally fine condition, one owner, £110; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 20-888
- ROVER** sports 2-seater, 1927, dual colours, red and cream, f.w.b., starter, etc., full equipment, very good order, 35 guineas. Camden Motors (behind Underground Station), 14a Buck St., N.W.1. Gulliver 4089. 20-80
- ROVER** 1927 9-20hp sports 4-seater de luxe, fawn and brown, good tyres, excellent condition, £30. Leeds and Oxley, 1b Maida Hill West, W.2. Paddington 3843. 20-76
- ROVER**, 10hp sunshine saloon, 1928, first-class condition, 45 guineas; exchanges or deferred. Elite Motors, Garratt Lane, Tooting Broadway, Wimbledon 2925. 20-75
- ROVER** 10, 1931 4-door coachbuilt saloon, excellent condition, £115. Frank Norrington, 65 Gt. Portland St., W.1. Phone, Langham 3852. 20-980
- ROVER** 10, 1931 sportsman's coupe, black and red, like new, £120. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135 6-7. 20-1750
- ROVER** 10, £95, 1930 sunshine, very smart, overhauled and rebored at makers. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135 6-7. 20-1761
- ROVER**. Cooke's Motors offer 1932 10hp Regal coachbuilt saloon, sliding roof, bumpers, safety glass, £155; 3 months' guarantee, exchanges and extended payments, Cooke's Motors, Ltd., Sutton, Surrey. Phone 3800. 20-1730
- ROVER** 10 saloon, 1931 de luxe model, hardly used, £125; deferred; cycles in part. Broadway Motors, 18 and 19 Wodstock St., Oxford St., W.1. Mayfair 5489. 20-23
- ROVER**, £12 10s., taxed and insured, 1926, 9-20, 4-door 4-seater, lighting and starter, f.w.b., genuine bargain, any trial. Barnes, The Garage, 36 Leigham Avenue, Streatham. Phone 9221. 20-38
- ROVER** 10, £187 10s. 1932 de luxe coachbuilt 4-door saloon, unused, shop-soiled; exchanges, terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-930
- ROVER** 10 bargains!!! 1931 saloons. Some with sunshine roof, at prices ranging from £100. Wilson Motors, 4 Eccleston St., Victoria. Sloane 7201. 20-57

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

- ROVER** 9 sports 4-seater, £48, ready to drive away, taxed, insured and guaranteed 3 months; 100 popular makes in stock, from £10 to £65.
Exchanges and simplest hire-purchase. Neither references nor securities required; drive away same day.
Example: Rover 9, taxed, insured and "self-financed" hire-purchase guaranteed, £54, or £18 deposit and 12 monthly payments of £3.
Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 20-863
- ROVER** 10-25 de luxe saloon, 1931, absolutely as new, licensed December, £125; several others. Buntings Exchange, Harrow. 20-1714
- ROVERS**. Newnham's always have an excellent selection of Rovers available; few examples below, but full list on request.
1932 10-25 Regal coachbuilt sliding-roof saloon, blue, absolutely faultless, £169.
1931 10-25 Regal opening-roof sports coupe, exceptionally nice condition throughout, £115.
1929 10-25 opening-roof saloon, particularly smart and first-class mechanically, £72.
1928 10-25 4-door tourer, smart and really beautiful runner, £38. Newnham House, 236 Hammersmith Rd., London, W.6. Riv. 4646. 20-964
- SALMSON**, 1931 Grand Prix underslung special sports 2-seater, 80 m.p.h., £125, as new; exchanges. 70 Anglesea Rd., Shirley. Phone, 72218 Southampton. 21-504
- SALMSON**, 9hp, overhauled, £15, or near offer, or exchange for Morgan. 35 Arvon Rd., N.5. 20-d794
- SALMSON**, 1932, 10-30 S.4 saloon, shop-soiled, chromium plated, cellulose finish, bargain, £200. S.M.S., Ltd., Church Wharf, Chiswick, W.4. Telephone, Chis. 3531. 20-746
- SALMSON**, 1928-9 10hp 4-door saloon, exceptionally good mechanically and of excellent appearance, open to any examination, £37 10s., or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 20-781
- SALMSONS**. Special display under £100, see page 42. 20-772
- SALMSONS**. Vadum Co. specialize in 9.5hp Salmsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g.; A.A. or R.A.C. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.
87 Guineas. Superb 1930 model (one owner), underslung Grand Prix, large f.w.b., beautifully low maroon long-tail body, cream wire wheels, Vee screens, 12-volt starter, concealed hood; taxed.
67 Guineas. 1929½ underslung long-tail Grand Prix, immaculate appearance, really fast (54 m.p.h. in second), flexible, taxed.
55 Guineas. 1928½ Grand Prix, black streamline body, red wings, fast.
39 Guineas. 1927 Grand Prix, beautifully coach-finished streamline body, close-up wings, large steering wheel, prettiest 1927 on road.
35 Guineas. 1927 o.h.v. streamline 3-seater, Vee screens, large f.w.b., balloons, very smart indeed.
19 Guineas. 1926 o.h.v. 4-seater, balloons, f.w.b., tonneau cover.
Also 1928 Grand Prix, special hood and screen, 54 guineas; 1927½ Grand Prix drop-head coupe de luxe, 39 guineas. Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 20-812
- SALMSON**, J. K. Greenwood and Co., Ltd. offer:—
£23!!! Salmson 10hp super-sports 2-seater, black and cream, beautiful condition throughout and very fast, 1927 model, wire wheels, 4 new tyres, Vee screens, etc., etc., 35 m.p.g., over 60 m.p.h.!!! Written guarantee; exchanges, deferred. 50 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 20-1720
- SENECHAL** 2-seater sports, 8hp, fast, taxed, just had £10 overhaul, bargain, £16. Dell House Garage, Clarendon Rd., Middlesbrough. 20-d842
- SENECHAL** sports 1928 (late) 9hp o.h.v. special streamline 2-3-seater, bare wings, etc., two spare wheels, smart and sporting appearance, tax paid, £45. Three-Months-Written-Guarantee, Exchanges, terms, 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. Paddington 6049. 20-70
- SENECHAL**, J. K. Greenwood and Co., Ltd. offer:—
£25!!! Senechal 8hp streamlined super-sports 2-seater, black and red, long tail body, special engine and gearbox, 65 m.p.h., 40 m.p.g., genuine bargain, coil ignition, Vee screens, wire wheels, etc., in beautiful condition, guarantee; exchanges and deferred. 50 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 20-1721
- SENECHAL** sports 2-seater, exceptional chassis, long tail, £20. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135 6-7. 20-1759
- SINGER** Junior, 1930, coachbuilt sunshine saloon, taxed; perfect order £37 10s.; free tax over £50; good selection; 7 days' trial; A.A. inspection invited. 135 London Rd. Kingston 1264. zzz-875
- SINGER** Taylors of Kingston. 1930 Junior tourer, choice of 3, from £52. 135 London Rd. Kingston 1264. zzz-102
- SINGER**, 1932 Junior 4-door coachbuilt/sun saloon, mileage 1,200, cost with extras £160 in March, unscratched, £118. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streatham 9520. 20-846
- SINGER** 9, 1932 special Kaye Don saloon, as brand new, mileage 800, taxed, £135. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streatham 9520. 20-847
- SINGER** 8, 1929 4-seater all-weather, exceptional condition, £42; also 1928 tourer, year's licence, £38. Below.
- SINGER** 8 Junior, 1931 coachbuilt saloon, sliding roof, most attractive car, £85; also 1927 Singer, 2-seater and dickey, £18; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 20-832

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

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

SINGER 10, 1932 4-door coachbuilt 4-speed saloon, as brand new, mileage 1,200, cost £200, price £132. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streatham 9520. 20-848

SINGER. Newnham's, 136-138 Streatham Hill, S.W.2, offer 1929 8hp Junior 2-seater, blue, appearance, mechanical condition, tyres excellent, £39. Streatham 8830. 20-823

SINGER Junior. Brooklands Motor Co. offers:—1931 4-door coachbuilt saloon, colour blue and maroon, very small mileage, taxed, £95; written guarantee; exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 5143-4. 20-815

SINGER. 67 guineas. 1930 Junior 4-door coachbuilt saloon, good order; exchanges. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176, 8177. 20-803

SINGER Junior, 1930, coachbuilt sunshine saloon, taxed, perfect, £69. Paul and Co., 51 The Mall, W.3. Ealing 4633. 20-792

SINGER, 1929 Junior 4-seater tourer, blue, excellent condition, new tyres and hood, taxed year, trial week-ends, £40. Scudder, Budo Cottage, Picardy Hill, Belvedere, Kent. 20-4846

SINGER, 1927 4-seater, taxed, f.w.b., all accessories, excellent condition, £16. 16 Kepler Rd., Clapham. 20-4844

SINGER, 1932 8hp special Kaye Don saloon, unregistered, cost £185, bargain, £150; deferred or exchange. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 20-784

SINGER, 1931 Junior sunshine saloon, finished maroon and cream, beautiful condition throughout; also choice of two others, black and red, and blue, £95; best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 20-87

SINGER Junior. 8hp 1929 4-seater tourer, practically new condition, finished in blue, full equipment, open to any examination, £37 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 20-779

SINGER Special 1928 sports long-tail Swallow 2-seater, new tyres, taxed, insured, £32 10s. 221 Maida Vale, W.9. 20-921

SINGERS. Special display under £100, see page 42. 20-773

SINGER Junior, 1930 saloon, 11,500 miles, green-cream wheels, taxed, beautiful condition, £65. 85 Station Crescent, Ashford, Middlesex. 20-4872

SINGER Porlock sports, £54 to £68, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65. Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day. Example: Austin 7, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 5332. 20-859

SINGER Junior tourers and saloons, £35 to £65; ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65. Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day. Example: Singer Junior, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. 'Phone, Prospect 5332. 20-860

SINGER. Cooke's Motors offer 1932 special 9hp Kaye Don saloon, used few demonstrations only, as new, makers' guarantee, list price £185, clearance price £150; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. 'Phone 3800. 20-1731

SINGER. Cooke's Motors offer several bargains in light cars. 1930 Porlock sports 2-seater, £55; 1930 8hp saloon, £67; 1931, £88; 1932 saloon, used few demonstrations only, £114; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. 'Phone 3800. 20-1732

SINGER 8, 1930 touring car, taxed, unrolled £60. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1764

SINGER, 8hp saloon, September, 1930, one owner, low mileage, as new, £72 10s. Penge Motors, Green Lane, Penge, Sydenham 0604. 20-7

SINGER, 1927 Junior tourer, taxed, £22. Below.

SINGER, 1927 10hp 2-seater, £18; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 20-15

SINGER 10hp. Cooke's Motors offer 1931 saloon de luxe, mileage only 6,000, equal brand new, £112; also 1932 10hp saloon, unscratched, as new, £140; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. 'Phone 3800. 20-1733

SINGER 1926 touring car, f.w.b., £15. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1764

SINGER Junior 1930 sportsman's coupe, black and red, a very clean little car, exceptional engine, £65. Below.

SINGER Junior 1932 coachbuilt sunshine 4-door saloon, 4 speeds, 4,000 miles only as new throughout, taxed, £125. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. 20-1718

SINGER 1929 8hp tourer, wire wheels, 5 new tyres, taxed year, very exceptional car, one owner, £47 10s. 348 King St., Hammersmith. 20-991

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

SINGER Junior 1931-2 coachbuilt saloon, sliding roof, 1,600 miles only, £105. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 20-1727

SINGER 1930 8hp coachbuilt 4-door saloon, dual green finish, chromium plating, taxed December, very small mileage, in new condition throughout, £72 10s. Below.

SINGER 1929 8hp tourer, finished maroon and black, tyres as new, really exceptional condition throughout, taxed, £40; exchanges, deferred payments. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. 'Phone, Museum 9515. 20-993

SINGERS. Our special show of new models, June 17th-25th. Come and see these and our service facilities. Show-week offers of used cars. 1925 10hp tourer, artillery wheels, clean, £10. 1931 8hp saloon, low mileage, one owner, £88. 1932 Kaye Don 9hp saloon, demonstrator, taxed, and as new, list £185, offered at £145. Murphy, Singer Specialists for 8 years, 17 Sheen Lane, S.W.14. Prospect 3503. 20-79

SINGER Junior, 38 guineas. 1929 4-seater, in particularly nice condition; exchanges, terms. Maynards, 241a High Rd., Wood Green. 1148 Palmers Green. 20-62

SINGERS. Newnham's always have an excellent selection of Singers available; few examples below but full list on request. 1932 9hp coachbuilt sliding-roof saloon, dual colours, almost as new, £132. 1931 8hp coachbuilt sliding-roof saloon, smart and generally attractive, £80. 1929 8hp coachbuilt saloon, fitted several extras, exceptional opportunity, £52. 1930 8hp tourer, dual colours, very good example, £46. 1927 10-26 tourer, blue, fitted f.w.b., special clearance offer, £9. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 20-966

SINGER 10, 1926 coachbuilt saloon, leather upholstery, splendid condition, taxed year, £22 10s. Bell Motor Mart, Ltd., Barb Rd., Crippenham, near Slough. 'Phone, Burnham 149, 267. Open Sundays. 20-1711

SINGER, 1932 Kaye Don 9 sunshine saloon, used few demonstrations, mileage 200, full guarantee, £159. Below. 1932 Junior sunshine saloon, dark blue, used few demonstrations only, makers' full guarantee, £125. Below. 1931 Junior sunshine saloon, black-cream, wire wheels, privately owned, taxed, £90. Below. 1929 Junior 2-seater, dicky, good tyres, A.1 lot, taxed year, £45. Below. 1928 (June) 4-door saloon, brown, coachwork, just reconditioned, good tyres, very sound, taxed, £45. Below. 1928 (March) Junior 4-seater, maroon, one change only, sound all-weather equipment, £32. Below. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 20-953

SINGER Porlock, 1931 8hp special sports 2-seater, most attractive streamline sports body, 4 speeds, low mileage, tyres and general condition absolutely as new, tax paid, £97. (Paddington.) Kirk. Below.

SINGER Junior, 1931 full 4-seater sportsman's sunshine coupe, 4 speeds, full dash equipment, large f.w.b.s. very attractive car, 2-tone blue cellulose finish, absolutely in showroom condition, £92 10s. (Paddington.) Kirk. Below.

SINGER Junior, 1930 8hp 2-seater, fullest equipment, double sunken dicky, f.w.b.s. wire wheels, etc., original maroon cellulose finish, £50. (Highbury.) Kirk. Below.

SINGER Junior, 1929 coachbuilt 4-door saloon, usual equipment, f.w.b. carefully used, attractive dark blue cellulose finish, £59 10s. (Paddington.) Kirk. Below.

SINGER Porlock. 1929 8hp sports 2-seater, full dash, large f.w.b. wire wheels, attractive 2-colour buff cellulose finish, fast and sporting appearance, tax paid, £49. (Highbury.) Three-Months-Written-Guarantee. Exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2 (Paddington 6049); and 28-30-32 Highbury Corner, N.6 (North 4784). 20-72

SINGER Junior, 1931 (late), small mileage and nice condition throughout, £88. Newnham's, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 20-34

SINGER Junior 1932 coachbuilt saloon, 1,700 miles, as new, taxed June, £125. Newnham's, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 20-32

SINGER Junior, 1932 saloon, mileage under 400, guaranteed, as brand new, 119 guineas. Whitbys, 7 The Vale, Acton, W.3. 20-41

SINGER 1932 8hp coachbuilt sunshine saloon, £120; including year's tax and extras. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 20-49

SINGER, 1929, 8hp 2-seater, double dicky, excellent condition, four brand-new tyres, 39 guineas; deferred. Miller's, 95b Mitcham Lane, Streatham. 'Phone 5159. 20-46

S.S. H. A. Saunders specializes in carefully used S.S. 1932 Little 9 sportsman's coupe, low mileage, very attractive and as new, list price £210, my price £185. 330 Euston Rd., N.W.1. Museum 4511. 20-3

JUNE 24, 1932.

(Supplement xi).

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

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

TRIUMPH, 1930 Super 7 Gordon England saloon, luxuriously equipped, bucket seats, wire wheels, hydraulic brakes, chromium fittings, pneumatic leather upholstery, really attractive appearance, year's tax, genuine bargain, £77 10s. Three-Months-Written-Guarantee. Exchanges, terms, 100 other cars. 22, 49 Praed St., W.2. Paddington 6049. 20-71

TRIUMPH, 1930 de luxe tourer, practically new condition, bargain, £85. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 20-782

TRIUMPH, 1930 Super 7 saloon, maroon, chromium fittings, fully equipped, excellent condition, £65. Batterby, 35 Blackfriars Rd., S.E.1. Hop 3989. 20-845

TRIUMPH, £40, 12-57 super 7 tourer, very clean and in perfect mechanical condition. King's Garage, Kingsley Rd., Hounslow. 20-747

TRIUMPH, 1929, super 7 saloon, sound condition, tyres good, any trial, £53 51s-52s Stratham High Rd., S.W.16. Phone, Pollards 4444. 20-738

TRIUMPH super 7. Premier offer an exceptional bargain. Practically new very latest model 4-door coachbuilt saloon with bumpers, Magna wheels, sun visor, concealed-type sliding roof, finished black with green interior, very small mileage, exactly as new in every way, £130; £25 deposit, easy monthly instalments. Premier Motor Co., Aston Rd., Birmingham. 20-757

TRIUMPH, £68, 1930 super 7 G.E. saloon de luxe, colour maroon, upholstered red leather, safety glass, splendid condition (taxed); exchanges, deferred terms. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. Phone 2600. 20-902

TRIUMPHS. Special display under £100, see page 42. 20-776

TRIUMPH 7, 1930, saloon de luxe, black and green, taxed year, beautiful condition throughout, £72, exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 20-867

TRIUMPH tourers and saloons, £50 to £65, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65. Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day. Example: Triumph, taxed, insured and guaranteed, £54, or £18 deposit and 12 monthly payments of £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 20-861

TRIUMPH, 1929 (March) 4-seater, maroon, good tyres, complete equipment, repainted, taxed year, £48. Smith and Hunter, 407 Edgware Rd., 20-955

TRIUMPHS. Newnham's always have an excellent selection of Triumphs available; few examples below, but full list on request. 1932 Super 7 4-door pillarless saloon, carefully used, moderate mileage, £138. 1930 Super 7 coachbuilt saloon, attractive appearance and general condition, £72. 1929 Super 7 tourer, maroon, very exceptional throughout, £45. 1932 Super 9 de luxe coachbuilt sliding-roof saloon, absolutely faultless, £158. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 20-968

TRIUMPH, £42 10s., 1929 2-seater, many extras, bargain; exchanges, terms. Ward and Co., Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-932

TRIUMPH 8, 1931 de luxe saloon, sun roof, taxed year, as new, £105. Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 20-938

TRIUMPH, 1932 12-6 coachbuilt saloon, sliding roof, pneumatic upholstery, colour blue and grey, used only for demonstration runs, condition throughout as brand new, reduced to £165; list price £198; carries makers' full guarantee; easy payments. Motorcycle considered as deposit. Colmore Depot, 77 Station St., Birmingham. 20-1706

TRIUMPHS. H. A. Saunders specializes in carefully used Triumphs. 1932 9hp coachbuilt sunshine saloon de luxe, taxed, negligible mileage, list price £197 10s., my price £165. 350 Euston Rd., N.W.1. Museum 4511. 20-4

TRIUMPH 7. Harry Nash offers:- 1931 2-seater fabric special sports, blue and black, twin carburettors, flexible wheel, detachable screen, chromium, taxed, amazing performance, £62 10s. 1929 Triumph super 7 de luxe tourer, taxed year, perfect equipment and mechanically, one owner, £45. 348 King St., Hammersmith. 20-990

TRIUMPH 7, Steele Griffiths. Selection of 5 saloons, 1929 to 1932 models, prices from £50. Abbey House, Victoria St. (facing Westminster Abbey), Victoria O467-9. Or Court Showrooms, Camberwell Green, S.E.5. Rodney 2201-4. 20-984

TRIUMPHS: £65!!! 1930 7hp de luxe fabric saloon, leather upholstery, safety glass, taxed. £95!!! 1931 7hp de luxe, 2-seater and dickey, duo grey, small mileage, taxed, exceptional condition. £125!!! 1932 7hp 4-door coachbuilt saloon, sliding roof, negligible mileage. £120!!! 1931 6-cylinder Scorpion de luxe sunshine saloon, safety glass, leather upholstery, excellent condition, cost £240. £155!!! 1932 12.6 de luxe coachbuilt saloon, sliding roof, safety glass, leather upholstery, bumpers, luggage grid, foglight, traffic indicators, cost £225, bargain. Morgan Hastings, Ltd., Triumph Distributors, 17 Berkeley St., W.1 (Mayfair 5323); and 212 New King's Rd., S.W.6 (Putney 7611). zzz-132

TRIUMPH, 1929 super 7 de luxe tourer, £48; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 20-18

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

WOLSELEY Hornet, 1931 coachbuilt sunshine saloon, taxed, perfect condition, £115. Paul and Co., 61 The Mall, W.5. Ealing 4633. 20-793

WOLSELEY, 1931 specially tuned twin-carburettor Swallow super-sports 2-seater, finished in black and red, one owner, small mileage, cheapest ever offered, £119. Also choice of three 1931 Hornet Eustace Watkins sports, from £115; exchanges, deferred. Bartlett, 27a, Pembroke Villas, Notting Hill Gate. 20-...

WOLSELEY 1932 Hornet coachbuilt sun saloon, mileage 4,000 only, taxed year, £175. Paul and Co., 114 Gt. Portland St. Museum 4117. 20-899

WOLSELEYS. Special display under £100, see page 42. 20-777

WOLSELEY Hornet, 1931, coachbuilt saloon, large body, sliding roof, one owner, excellent order, guaranteed, £95. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 20-810

WOLSELEY Hornet. Brooklands Motor Co. offers: 1932 model, saloon, exceptional condition, £135; written guarantee, exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 5143-4. 20-813

WOLSELEY, 1932, Hornet saloon, as brand new, mileage only 2,700, taxed, £170; exchanges and deferred. Larsson and Gadsden, 18-19 Warren St., W.1. Museum 5201-2. 20-854

WOLSELEY Hornet, 1932 International sports 2-4-seater, has been well kept, many extras, £170. Rose and Young, Ltd., 97 Streatham Hill, facing "Locarno." Tele., Street. 9520. 20-851

WOLSELEY Hornet, 1930, coachbuilt saloon, blue, exceptionally nice car, £75; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 20-864

WOLSELEY Hornet fabric saloon for sale, splendid last car, in perfect running order, £90. Telephone, Ripon 202. Ure Bank Works, adjoining Ripon Station. 20-892

WOLSELEY Hornet. F. G. Smith (Motors), Ltd. Smith-conditioned Wolseley Hornet, close-coupled coupe, 1931, Hoyal body, as new, £140; extended payments. Goodmayes, Essex. Seven Kings 1000 (7 lines). 20-888

WOLSELEY Hornet, £150 10s., 1931 Swallow sports 2-seater, cream and green, small mileage, several extras, 100% throughout; exchanges, terms. Below. **WOLSELEY** Hornet, £95 10s., 1930 coachbuilt saloon, small mileage, excellent throughout; exchanges, terms. Below. **WOLSELEY** Hornet, £137 10s., 1931 Hoyal 2-seater, small mileage, 100% throughout; exchanges, terms. Ward and Co. (Putney), Ltd., 5 Upper Richmond Rd., E. Putney, S.W.15. 20-935

WOLSELEY, 1931 (March) coachbuilt sunshine saloon, maroon, wide body, all new tyres, as new throughout, taxed year, £115. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 20-956

WOLSELEY, 1932 Hornet saloon, sun roof, taxed, condition as new, £170. **WOLSELEY**, 1931 Hornet Abbey 4-seater, cream and green, taxed year, perfect condition and appearance, £155. Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 20-940

WOLSELEY Hornet, late 1931, fabric saloon (large body), excellent condition, privately owned, 2 new Ford Dunlops, taxed, £95, near offer. 53 College Court, Hammersmith. Riverside 2234. 20-937

WOLSELEY. Carlton Garage. 1926 10.5 saloon, new tyres, 19 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 20-68

WOLSELEY Hornet, 1932 coachbuilt coupe, sunshine roof, spotless and absolutely as brand new, £145. Below. 1932 Wolseley Hornet 2-seater, 3,000 miles, absolutely as brand new, £175. Below. 1931 Wolseley Hornet coachbuilt saloon, blue, sunshine roof, condition as new, £105. Below. 1931 Wolseley Hornet 2-seater, 5,000 miles only, as new, £125. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Deferred. Exchanges. 20-1716

WOLSELEY Hornet, 1930 saloon, taxed, very good condition, £65. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 20-1740

WOLSELEY, 1930 Hornet saloon, coachbuilt, new order, £80. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 20-1748

WOLSELEY, 1932 and 1931 International sports 4-seaters, from £145 to £165. Denmans, 132-3 Long Acre, W.C. Open week-ends. 20-1752

WOLSELEY, 1931 Hornet saloon, coachbuilt model, sun roof, Triplex glass, 110 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 20-1762

WOLSELEY Hornet saloon, 1931, excellent order, taxed year, large type coachbuilt body, £115. Below. 1931 Wolseley Hornet close-coupled coachbuilt 4-seater, Abbey body, taxed, in an attractive maroon colour, rear petrol tank, oversize tyres, many extras, £160; another in blue. 1931 Wolseley Hornet Swallow 2-seater, cream and green, unscratched, beautiful order, £150. Below. 1931 Wolseley Hornet Hoyal 2-seater, 4-speed gearbox, rear petrol tank, taxed year, excellent condition, £140; deferred; cycles in part. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 20-24

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

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AUSTIN 10.4. Immediate delivery of Austin 10.4. Lamb's, Ltd., 245 High Rd., Ilford, and opposite Hoe St. Station, Walthamstow. 20-931

AUSTIN 10.4 blue saloon in stock, £168. Prior, 258 Wimbledon Park Rd., S.W.19. Putney 1694. 20-868

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AUSTIN. Bruton Garages, Ltd., authorized agents; early delivery all models; exchanges and terms. 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 20-1725

AUSTIN Swallow. Manchester. Lancashire main distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 20-943

AUSTIN. Newnham's 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); 164 Fulham Palace Rd., W.6 (Fulham 0071). 20-972

AUSTIN, 10hp sunshine saloon in stock, £168. Terms up to 24 months. All other models available. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 20-957

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DERBY. Morgan Hastings, Ltd., sole concessionaires for the new front-wheel-drive 9hp Derby. Spare parts for all previous models. 17 Berkeley St., London, W. Mayfair 5323. zzz-672

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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 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 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, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

JOWETT. Liverpool. Immediate delivery out of stock, long coachbuilt saloon de luxe, £162 10s. Hire-purchase or exchange. Main agents, The Rodney Motor Co., Ltd., 39-43 Berry St. Royal 5736-7. Telegrams, "Motomart." zzz-781

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JOWETT. Croydon. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-985

JOWETT. Farnham, Surrey. Sales and service. Barnett and Small, West St. Phone 216. 30-112

M.G. Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

M.G. Midget and Magna cars. C.M.I., Ltd., Finchley Rd., Hampstead, N.W.3, and Hermitage Rd., Hitchin. Trial runs any time, immediate delivery, deferred terms, liberal exchanges. Phone, Primrose 1161 and Hitchin 494. zzz-96

M.G. F.O.C.H., Ltd., agents, 1932 models, immediate delivery from stock. Highest allowances. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week days, including Saturdays, 9-8; Sundays 9-1. zzz-601

M.G. Jarvis of Wimbledon for M.G.s. Early delivery of the Jarvis Magna 2-seater, immediate delivery of other Magna models and Midget Occasional Fours in several colours. Demonstration runs at any time. Jarvis and Sons, Ltd., M.G. Distributors, Victoria Crescent, Wimbledon. Phone 2626. zzz-807

M.G. Rowland Smith Motors, Ltd., M.G. agents. Immediate delivery. Deferred terms. Highest exchange allowances. Open all week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. zzz-703

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MORRIS Minor. No deposit, from £5 10s. monthly. Inspect the Arrow Foursome body at Normand Garage, Ltd., 439 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-951

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MORRIS Minor and Family 8. Part exchange, hire-purchase terms. Sole London distributors, Stewart and Arden, Ltd., Morris House, 105 New Bond St., W.1; Morris House, The Vale, Acton, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15; Morris House, Finchley Rd., Golders Green, N.W.11. zzz-4

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

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MORRIS. Earliest delivery all models, some from stock. Terms up to 24 months; exchanges. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. zzz-958

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ROVER. Henlys, London distributors for Rovers. 155 Gt. Portland St., W.1. Museum 7754. zzz-650

ROVER. Immediate delivery from stock, 10-25 and the new 12hp 6-cylinder models; exchanges or deferred. Satisfaction guaranteed. Cummings, Rover Agent, 101 Fulham Rd., London, S.W.3. zzz-903

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SALMSON. Sole concessionaires. Spares and repairs Depot. S.M.S., Ltd., Church Wharf, Chiswick, W.4. Chiswick 3531. zzz-202

SINGER. Croydon Service Depot, wholesale and retail. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-986

SINGER. Spikins (Twickenham), Ltd., all models in stock. zzz-27

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NEW LIGHT CARS AND CYCLECARS
(continued).

SINGER. Immediate delivery from stock. New Singer 9s at £167 10s. ex works, and Standard Little 9s at £155 ex works. Chantry Motors, Ltd., 50 Uxbridge Rd., Ealing W.5. Ealing 4161 and 2. 20-937

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S.S. Manchester. North Lancashire distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 20-945

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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. Open till 7 p.m. week-days, 6 p.m. Saturdays, 10-1.30 p.m. Sundays. zzz-962

STANDARD. Taylor's, of Kingston, immediate delivery of Little 9s. 155 London Rd., Kingston. Phone 1264. zzz-79

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

STANDARDS. Conard Motor and Carriage Co., Ltd., Chase Rd., Acton, N.W.10. Standard Little Nine chassis, with most attractive sports 2-4-seater Calshot body, two-tone grey, blue leather, chromium finish, luggage grid, hood, cover, £186; immediate delivery. Phone, Willesden 6441. zzz-55

STANDARD. Naylor and Root for 1932 Big 9s. and Little 9s. Immediate delivery. Best exchange allowances and deferred terms. 25 East Hill, Clapham Junction, S.W.11. 20-912

STANDARD. Bruton Garages, Ltd., special Standard agents; deliveries from stock; exchanges and terms. 32 Bruton Place, Berkeley Square, W.1; also 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 20-1724

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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); 164 Fulham Palace Rd., W.6 (Fulham 0071). 20-976

TRIUMPH. Liverpool delivery all models, exchanges. Hire-purchase up to 2 years. Authorized agents. The Rodney Motor Co., Ltd., 39-43 Berry St. Royal 5736-7. Telegrams, "Motomart." zzz-700

TRIUMPH. Ratcliffe Bros., specialists and distributors for London, Middlesex and Essex, offer immediate delivery of all 1932 models, including the Royston drop-head coupe and Abbey sports models. A special range of models on view and demonstration cars are at your service. 200 Gt. Portland St., W.1. Museum 8603-4. zzz-880

TRIUMPHS. Morgan Hastings, Ltd. The largest and oldest distributors for London, Surrey and part Middlesex, offer immediate delivery of all the latest 1932 models. Demonstration cars available at 17 Berkeley St., W.1 (Mayfair 5323), and at our Sales, Service and Spares Depot, 212 New King's Rd., Fulham (Putney 7611). zzz-65

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WOLSELEY. Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All models Horwets on view. Weybridge. Phones 255-6-7, Reading Depot: Caversham Rd. Phone 5140. zzz-401

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WOLSELEY Hornet Swallow. Manchester. Lancashire main distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 20-944

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 OR any other makes.
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HIRE.
PURCHASE accounts settled and we pay you the balance in cash.
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NORRINGTONS are cash buyers of all modern light cars, including Austins, Jowetts, Fiats, M.G.s, Morris Minors, Rileys, Rovers, Standards, Singers, Talbots, Wolseleys, Triumphs, B.S.A. 3-wheelers and Morgans (all models); definite offers on sight; full value obtained. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 20-836

URGENTLY required, B.S.A. 3-wheelers and super-sports or Aero Morgans, wanted for spot cash; highest prices paid. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 20-835

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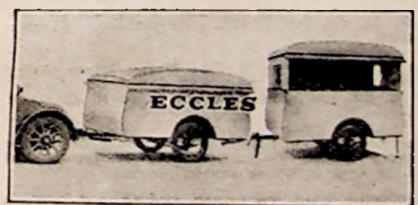
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KIRK AND CO. Write, phone or call, or we will collect free anywhere in British Isles.
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A GOOD light car or 3-wheeler wanted immediately; cash waiting. Chidley, 579b High Rd., Tottenham. Phone 2920. 20-36

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TRACK 3 ft. 9 ins. (that's the car), caravan 6 ft. wide. Result—one long agony for the driver. Rice folding caravan gives you 8 ft. 4 ins. width and yet folds smaller than your car. For comfort, space, air, economy and easy towing you must hire or buy the Rice folding caravan. From 69 guineas. Write or call one week end. Rice, Caravans, Yorks. zzz-91

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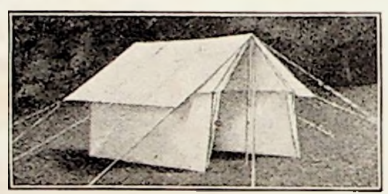
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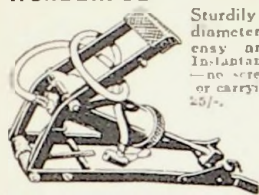


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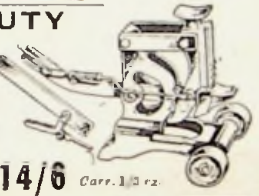


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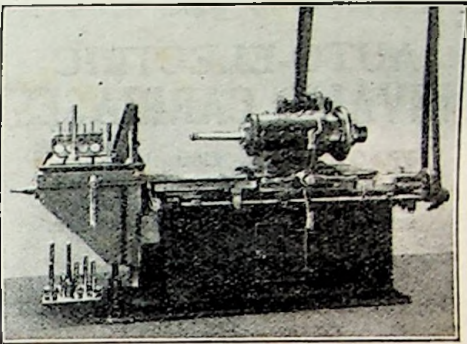
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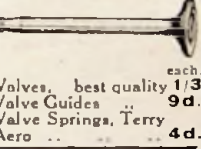


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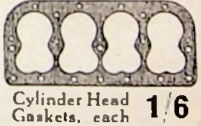
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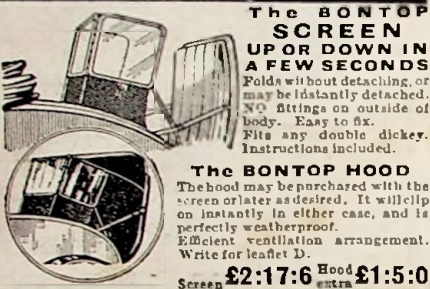
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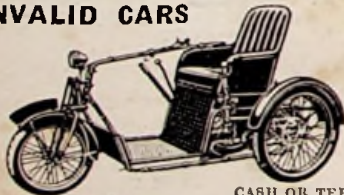
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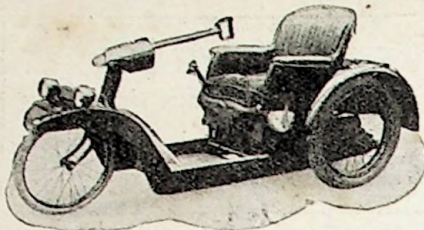
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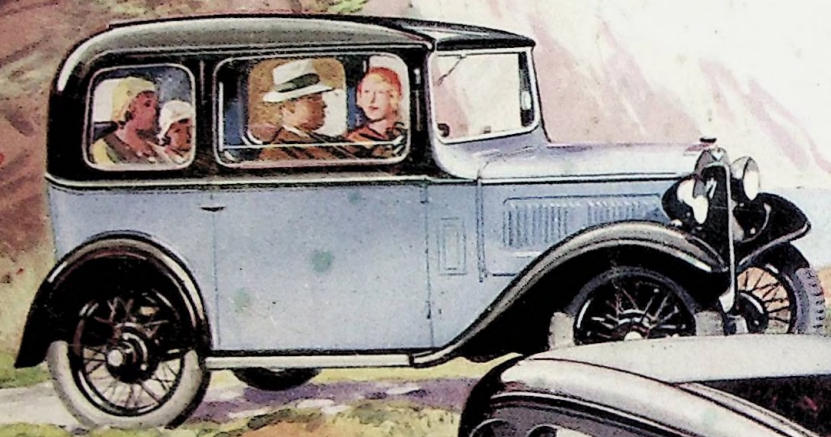
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