

# The Light Car & Cyclecar

3<sup>d</sup>

The Only  
Small Car  
Journal  
Founded 1912.

Head Offices:  
5-15, Rosebery Ave., E.C.1  
Telephone: Clerkenwell 6600

Vol. XL, No. 1021.  
Friday, July 1, 1932  
Registered at the G.P.O.  
as a Newspaper.



A CORNER OF WARWICKSHIRE.  
"Magpie-fronted" houses, presenting a striking contrast in blacks, whites and the vivid hues of the flowers with which they are bedecked, are frequently encountered in Warwickshire. Here is a typical example—with one of the new Standard Little Twelves in the foreground.

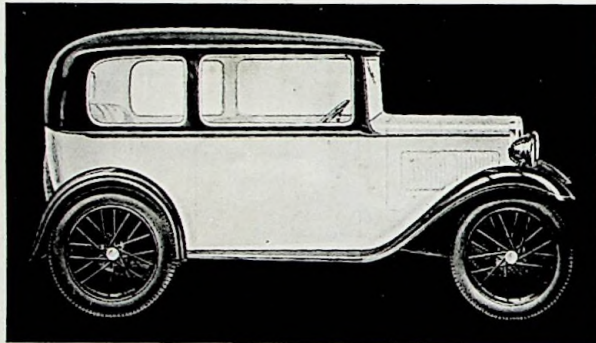


# 100 CARS IN STOCK for IMMEDIATE DELIVERY

**AUSTIN, MORRIS, ROVER  
STANDARD, TRIUMPH  
TROJAN, WOLSELEY**

**The AUSTIN SEVEN  
DE LUXE SALOON**

*Sunshine Roof, and Real Leather Upholstery*



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

**1 OF THE  
HUNDRED**

This new model with a wheelbase 6 inches longer than previous Austin Sevens further increases the interior accommodation and is a really beautiful miniature car. It has a sunshine roof, real leather upholstery, tip-up front seats and new pattern mudguards. See it in our showrooms.

Also the  
**AUSTIN SEVEN  
SALOON £118**

## BUY IT FROM NORMAND

# NORMAND GARAGE LTD

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

LIGHT CAR SHOWROOMS  
*Mayfair 6801/2*

OPEN EVERY  
SATURDAY  
Till 6 p.m.

**11, HAMMERSMITH  
ROAD . . . . W.14**  
TROJAN SHOWROOMS  
*Opposite Olympia - Fulham 3477/8*

**AVONMORE PLACE  
AVONMORE ROAD, W.14**  
SERVICE DEPARTMENT - *Fulham 4972*

OPEN EVERY  
SUNDAY  
*(Oxford St. Branch)*  
From 10 a.m.  
till 1.30 p.m.

**HIRE & DRIVE  
YOURSELF**  
Austin Seven  
and Morris  
Cowley Saloons  
**WEEK ENDS**  
From **£3-3-0**  
*TAXED AND INSURED*  
From  
**£4-10-0 WEEKLY**  
*UNLIMITED MILEAGE*  
HIRE DEPARTMENT,  
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S.W.7**  
FROBISHER . . . . . 3037





## BATTERIES

Guaranteed to be full capacity and suitable for starting as well as lighting. These Batteries must not be confused with cheap makes.

Ours are made by one of the oldest, and most experienced Battery manufacturers in the trade.

- |   |      |   |      |
|---|------|---|------|
| A. 6v. 56a. Austin 7, Coventry Victor, Citroen, Clyno, Morgan ..... | 24/6 | E. 6v. 72a. Ford, Essex, most American cars ..... | 28/- |
| D. 6v. 72a. Morris Minor .....                                      | 22/6 | F. 6v. 85a. Ford, Chrysler, Buick, etc. ....      | 31/- |
| C. 12v. 56a. Late Morris .....                                      | 30/- | G. 6v. 72a. New Ford .....                        | 30/- |
| Cowley .....  | 42/- | H. 6v. 85a. New Ford .....                        | 33/- |
| D. 15v. 70a. Late Morris .....                                      | 50/- | I. 6v. 100a. Buick, Chrysler, Hudson, etc. ....   | 36/- |

Batteries charged at our **EUSTON ROAD Depot**. Bring your Battery to us to be correctly filled and charged. LUCAS or EXIDE BATTERIES Supplied and Charged.

### "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.



25/-

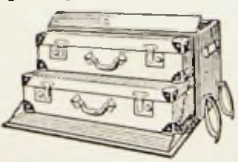
50 ft. length, 39/6. Indispensable to all Motorists. Write for Samples and Leaflets.

### STEP MATS



- Rubber in frame with scraper each **4/3**  
 Less Scraper .. .. . **3/6**  
 Rubber only .. .. . **10d.**  
 Specially tapered for Austin Pair **3/6**

### Best Quality MOTOR TRUNKS



3-ply birch foundations, covered black waterproof material, 3 locks, extra strong leather straps, for attaching to carrier, two INSIDE CASES with locks and handles .. **37/6**  
 Usually 15/- Car. 1/6  
 Size: 27" long x 14" deep x 14" wide.

### Crystal Clear CELLULOID



For Car Side Screens. 20" x 16" 1/4 25" x 20" 1/9 50" x 10" 1/9 50" x 20" 3/6 Car Side Screens repaired and fitted with New Celluloid. Quotations by Return on receiving Screen.

SPORTS GAMES

EST. 1876

The Original Motor-cycle and Accessory Firm.

# JAMES GROSE LTD.

Cycles and Accessories

379 Euston Road  
 Great Portland Street  
**LONDON N.W.1**

**LOOK!**  
 Genuine CALORMETERS FOR RADIATORS

The perfect temperature Indicator, visible by night and day.

9/6  
 Usual Price 17/6  
 Chromium Plated .. 11/6  
 Usual Price 25/-

"GOOD LUCK" MASCOT

Fits to the front of Radiator

1/6

### TENTS.

White Tent Cloth. **10/6**

SIZE: 6ft. long, 4ft. 3in. wide, 3ft. 6in. high, and 6in. walls 6in. walls.

THE "EASYPITCH" (suitable for 3 persons), 6 ft. long, 4ft. 3 in. wide, 3 ft. 6 in. high, and 6 in. walls **18/6**

GREEN ROTPROOF TENT CLOTH .. **20/-**

THE "TOURIST" (suitable for 4 persons), 7 ft. long, 5 ft. wide, 4ft. 6 in. high, and 1 ft. walls, WHITE DUCK (Asillus) **20/-**

GREEN WILLESSEN PROOFED CLOTH .. **27/6**

Fitted with jointed poles, runners, pegs, mallets, etc., overhanging eaves, and ventilators, packed into a neat bag. Weight 10 lbs.

THE "PARTY TENT," overhanging eaves, ventilators, jointed poles, pegs, mallet, etc., ridge pole packed in carrier. **32/-**

6ft. 6 in. long, 6 ft. wide, 6 ft. high, 3 ft. walls **42/-**

DIHO, GREEN WILLESSEN .. **42/-**

GROUND SHEETS. 6ft. x 3ft. 4/6; 7ft. x 5ft. 7/6; 9ft. x 6ft. 10/6.

Send for Camping List.

STUPENDOUS OFFER!

## SPRING ARM STEERING WHEELS

17 in. dia. **10/-**

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

JAS. GROSE LTD.

## RADIATOR RIBBON

for B.S.A. 3-wheeler

A Chromium Plated Strip, fits down the centre of Radiator **3/6**

HOLDTITE DISTRIBUTOR

Corner Protectors for Bonnet Set of 4 **1/-**

Lead Covers Per Set of 5, **1/9**

### 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/- **16/3**  
 Ditto with Kettle and Burner for 2 persons .. **29/6**  
 For 4 persons .. **40/-**

EXTRA SPECIAL OFFER!

### Folding Luggage RACKS

44 in. long **5/6**

56 in. long, 6/6. Usual Price 12/6.

### SPARE WHEEL COVERS

for 26 x 3-50 Tyres **7/6**  
 .. 27 x 4-00 .. **7/6**  
 .. 27 x 4-40 .. **7/6**  
 28 x 4-95, 29 x 5-00 .. **9/6**

JUST-IT

### CABLE Adjusters

for Austin 7, etc. Pair. **3/9**

### CLEARANCE LUCAS Festoon Dash Lamps

Usual Price 13/- **2/9**

With Switch and Bulb

### THE "ELMO" DOOR HANDLE LOCK FOR AUSTIN 7

CHROMIUM PLATED. **15/-**

With bolt for opposite door. State whether Fabric or Metal Body.

### HYDRAULIC JACKS

Super Quality, with Handle. **14/6**

Usual price, 25/-

### Double Purpose Licence Holder with detachable Ash Tray

**5/-**

AMAZING OFFER

Chromium Plated

### STORK MASCOTS

Usual Price 15/- **7/6**

The DESMO OIL GAUGE for Austin 7. **12/6**

Extension for Oil Filler for B.S.A. 3-wheeler **1/6**

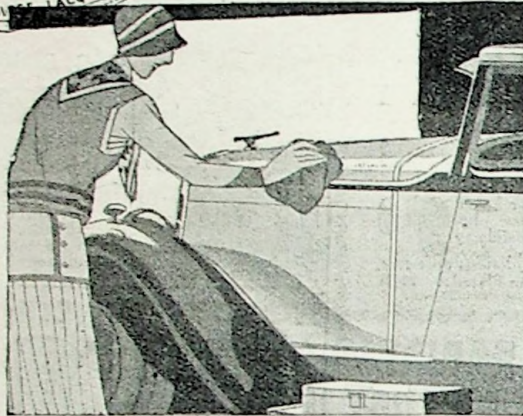
### LUGGAGE GRID

for B.S.A. 3-Wheelers **10/6**





**SIMONIZ**  
Easily applied



**A HIGH GLAZE AND PROTECTION**



A new car attracts universal attention. A few months pass and then the glass-like surface disappears.



Mechanically the car is perfect, but road dust, particles of flying flint, tar, the sun and rain, have had their effect on the finish. And yet the "show-room" finish is still there. UNDERNEATH THE GRIME.



SIMONIZ KLEENER will remove this grime, will take out the hundreds of minute scratches, will remove all blemishes. A light rub and travel stains are gone. SIMONIZ will PROTECT this fine surface and produce a LASTING glaze as only SIMONIZ can.



Even a new car should be SIMONIZED. Keep the weather off your cellulose. A coat of SIMONIZ is cheaper than a coat of paint.

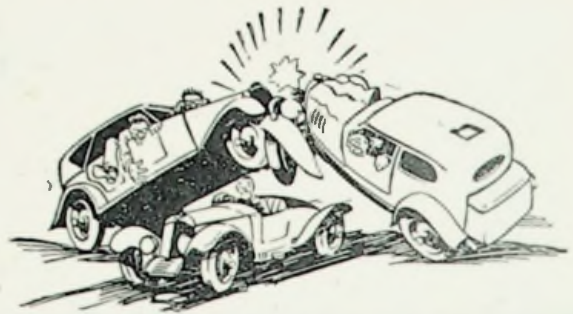
3/6 PER TIN  
SOLDEVERYWHERE

Sufficient for the whole season.



*Motorists Wise*  
**"SIMONIZ"**

SIMONIZ (England) LTD., LONDON, S.W.1.



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 6
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,  
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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



"We're Fluxite and Solder, the reliable pair, Famous for Soldering—known everywhere! Wherever there's Motorists—there you'll find us; For we solve their troubles—without any fuss!"

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

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

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

COMPLETE 7/6 or LAMP only, 2/6  
**FLUXITE LIMITED,**  
(Dept. 420),  
Rotherhithe, S.E.16

**ANOTHER USE FOR FLUXITE**  
Hardening Tools and Case Hardening. Ask for Leaflet on improved method.

**ALL MECHANICS WILL HAVE**  
**FLUXITE**  
—IT SIMPLIFIES ALL SOLDERING





# Floating power



It is part of our policy to leave no stone unturned to the end that Jowett cars may be rendered still more wonderful, and immediately we heard of floating power, we carried out the following expensive and exhaustive tests.

The New Jowett "Blackbird" was the car selected, and in it five adults were taken up Sutton Bank (maximum gradient 1 in 3'9). This task it performed with ease.

The "Blackbird" was then taken for a ride (not to bump it off) on a motor boat. On its disembarkation tests were made with brinnelling machine and litmus paper, but the physical change was so slight as to be hardly noticeable. Sutton Bank was then re-visited, *but there was absolutely no improvement.*

Send for our Catalogue, you'll enjoy reading it.

Buy a Jowett, you'll enjoy motoring.

Prices from £135. Tax £7.

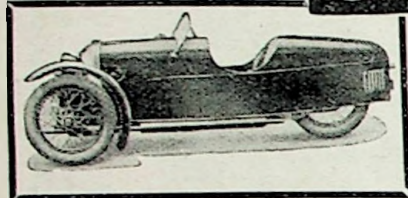
**JOWETT CARS LTD., IDLE, BRADFORD**

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



# LONDON'S HOMAC'S OFFICIAL MORGAN DEPOT

Homac's can give PROMPT delivery of 7 coachbuilt models from which to choose. Every one with a performance to satisfy the most critical



Homac's offer highest part exchange allowances, easiest terms, and always have full stock of Morgan spares. Their well-equipped workshop can undertake all Morgan repairs. Keenest prices—satisfaction guaranteed.

243-7, LOWER CLAPTON ROAD, E.5  
(Opposite Lea Bridge Rd., 2 mins. Clapton Stn.)  
WORKS: 46, LONDON ROAD, E.5.  
Tel.: Clissold 9616-7.  
BUSES—108, 106, 138, 38, 35, 42, pass the door, and  
TRAMS—Numbers 71, 83, 85, 87, 81, pass the door

For  
ECONOMY,  
SPEED,  
COMFORT,  
RELIABILITY,

the  
MORGAN  
every time!

PRICES FROM  
**£75**

# INVINCIBLE

MOTOR POLICIES  
QUARTERLY  
without extra cost.

BE SAFE! INVINCIBLE INSURANCE IS  
the SOUNDEST Quarterly Proposition.

Backed by an old established company having total assets exceeding £600,000 and Claims paid over £1,600,000.

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

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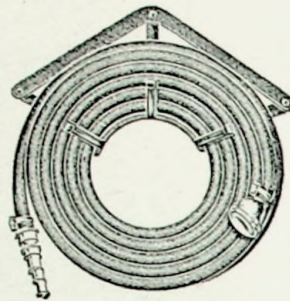
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| Birmingham  | 6, New Street                        |
| Blackpool   | 3, Yorkshire Penny Bank Chambers     |
| Cardiff     | 22, Queen Street                     |
| Croydon     | 36, High Street                      |
| Derby       | 17, Corn Market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

INVINCIBLE POLICIES LIMITED

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

AGENTS WANTED

## WASHING



### "Duco" Hose Outfit

This useful Outfit consists of 60' of corrugated non-kinkable hose, tap union, hose hanger and spray nozzle.

- |                  |    |         |
|------------------|----|---------|
| No. H12/13a, 1"  | .. | £1 10 0 |
| .. H12/13b, 3/4" | .. | £1 13 0 |
| .. H12/13c, 3/8" | .. | £1 19 0 |

The Hose can also be supplied in lengths up to 500'.

## & POLISHING

### Bripal Polish

Made by the manufacturers of Bripal Cellulose Lacquer especially for Bripal and all other cellulose finishes. Equally effective on stoved enamel and varnish surfaces. Will not rain spot or finger mark.



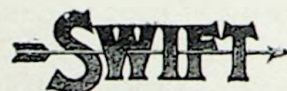
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|----------------------|-------|----------|
| No. P29/202, Small   | - - - | each 1/6 |
| .. P29/202b, Quarts- | - - - | each 5/- |

Obtainable from all Motor Dealers.

## Brown Brothers

(Wholesale only.)  
Head Offices and Warehouse:  
GREAT EASTERN STREET,  
LONDON, E.C.2.  
THOMSON and BROWN BROTHERS LTD 126, George St., EDINBURGH,  
BROWN BROTHERS MILWAUKEE LTD and Branches.

## Guaranteed SPARES FOR



## CLYNO

HAVE YOU A COPY OF  
OUR NEW COMPREHENSIVE  
"SWIFT" SPARES  
LIST?

It is the only complete list ever compiled and is invaluable.

Write to-day for copy—the price is only nominal—1/3 post free.

Colliers Spares for "Clyno" cars are now lower in price than ever but the quality and workmanship is maintained at the usual high standard.

Made from original Jigs and Specifications.  
Sole Manufacturers and Distributors

# COLLIERS

The Motor Engineers,  
R. H. COLLIER & CO., LTD.

(Successors to Swift of Coventry Ltd. and the Clyno Engineering Company (1922) Ltd.)

COVENTRY ROAD, SOUTH YARDLEY, BIRMINGHAM  
and at Green Lane, Wolverhampton.

\*Phone: Acocks Green 1331 (4 lines)  
\*Grams: "Colapar, Birmingham."

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



**Some Features of Next  
Tuesday's Issue of**

**The Motor**  
5th JULY

Illustrated Description and Road Tests of the  
Standard Six-Model Programme for 1933,  
with Art Supplement.

All About the Scottish Rally, with Entries  
and Maps

The Best Route to the South-East Coast  
Avoiding Traffic.

---

*Some Features of the Current Issue of  
"The Motor," 28th June.*

**"ROBOT" COMPONENTS.**

Conflicting Points of View on the Increasing Use of Automatic Devices  
which Facilitate Car Control.

**HOW TO NEGOTIATE CROSSINGS.**

Certain Simple Rules Which Should Be Observed by Drivers when  
Passing Through Intersections. By Henry Watson.

**PROLONGED TEST OF DASH-CONTROLLED SHOCK  
ABSORBERS.**

Good Results Obtained with the Andre Hydro-Telecontrol.

**TRUTH TO ORDER.**

Dash Control of the Speedometer.

**NOW ON SALE . . . PRICE 4d.**

Offices:—5-15, ROSEBERY AVENUE, LONDON, E.C.1.



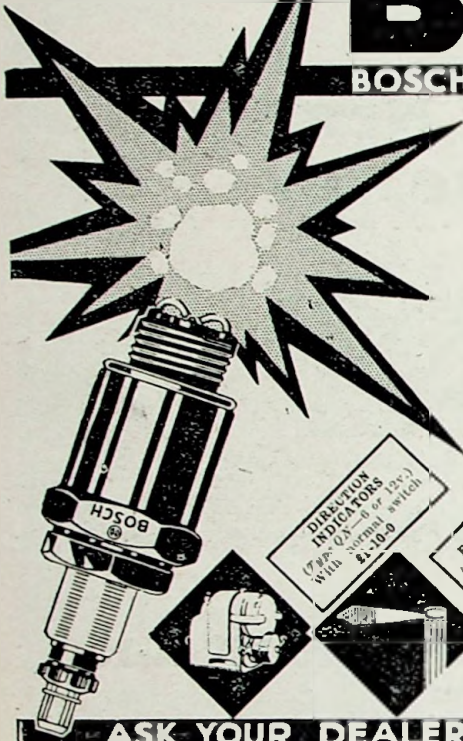
Scottish Depot:  
222, BOTHWELL STREET,  
GLASGOW, C.2

# BOSCH



**BOSCH LTD., LARDEN ROAD, ACTON, LONDON, W.3**

SOLE SELLING AGENTS IN GT. BRITAIN AND IRELAND FOR BOSCH PRODUCTS MANUFACTURED  
BY ROBERT BOSCH A.-G., STUTTGART.



## BOSCH PLUGS

Next time try a set of Bosch Plugs — and note the difference in performance! But choose the type suited to your engine — literature and chart free on request.

## FOR BETTER MOTORING

equip your car with Bosch refinements — aids to speed, safety and comfort. Not expensive but outstandingly efficient. Every one reveals that fine finish which only Bosch products possess. And they are made to last.

Thoroughness, dependability and value for money — that's BOSCH.

**ASK YOUR DEALER TO SHOW YOU THESE REFINEMENTS**



### EXAMPLE:—

Third Party Only.  
**AUSTIN SEVEN**  
OR  
**MORRIS MINOR**  
from  
**£2/15/0** Yearly  
**13/9** Quarterly

All types of vehicles  
including Motor Cycles.

Special attention is called to the unprecedented offer made by **STUARTSON (Insurance) LTD.**, the **PIONEERS of MOTOR INSURANCE** by **QUARTERLY PAYMENTS** without extra cost.

\*Phone, call or write for full particulars.

## STUARTSON (INSURANCE) LTD.

34, LEADENHALL STREET, LONDON, E.C.3.

\*Phones: Monument 2151/3, 2351/2 & 4270.

Send particulars of your offer as above and quote terms for—

VEHICLE..... H.P.....

NAME.....

ADDRESS.....

L.C.

## “COMPRESSION IGNITION ENGINES for Road Vehicles.”

*A New Manual on Oil Engines.*

### Summary of Contents:

- A Short History of the Compression-ignition Oil Engine.
- Explanation of the Working Principles.
- Notes Regarding the Combustion of Oil Fuel.
- Over 30 Modern Examples of Oil Engine Described and Illustrated.
- Specifications of the Compression-ignition Power Units now manufactured.
- Details of the various types of Injection Pump and Spraying Nozzle.
- Descriptions of Special Fittings which apply particularly to the Oil Engine.
- Fuels and Lubricants: Their Characteristics and Selection;
- The Working Costs of Oil-engined Vehicles
- Hints on the Maintenance of Oil Engines.
- The Results of Practical Experience.
- The Future of the Oil Engine.

**PRICE 2/6 NET**

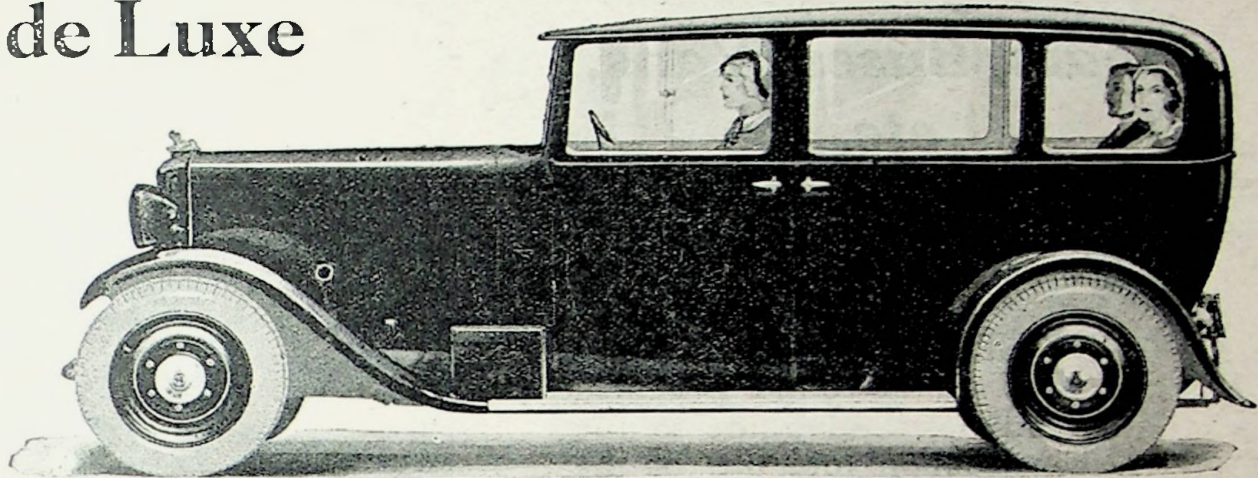
of all bookstalls or booksellers, or 2/9 post free  
direct from the publishers—

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

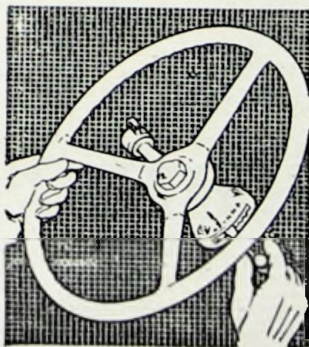


# The Light Car de Luxe



## Wonderful Point to Point Performance with the silent smooth **SELF-CHANGING GEAR**

The Self-Changing Gear puts the centre of driving control at your finger tips.



**12 H.P.**  
COACHBUILT  
**SALOON**  
for only  
**£260**

(ex works)

AMONGST things to remember about the TWELVE H.P. ARMSTRONG SIDDELEY is that it is a high-class car at a reasonable price. It is the production of a firm with a reputation for the building of fine, reliable carriages—the design is more up-to-date than that of any other car at its price on the market. It is fitted with the Self-Changing Gear, the most interesting modern development in motor car engineering. The coachwork is substantial, roomy, well-ventilated, and comfortable. The performance of the smooth-running, six-cylinder engine surprises and pleases the most experienced and exacting motorist. Economical in running and maintenance with lasting wear.

Let us send a car and driver to take you out, so that you can see these points all for yourself!

**ARMSTRONG  
SIDDELEY  
WITH SELF-CHANGING GEAR**

Write for Catalogue BE.32

ARMSTRONG SIDDELEY MOTORS LTD., COVENTRY.

London: 10, Old Bond Street, W.1.

Manchester: 35, King Street West.

Agents in all centres.

B.P.32

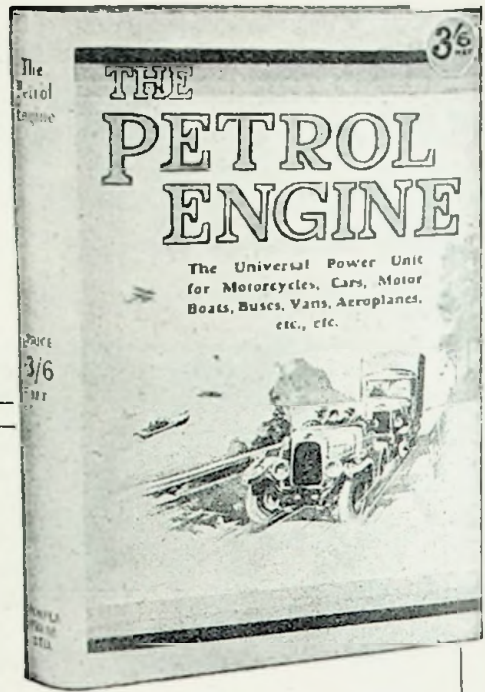
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

133



# All about the Petrol Engine for Cars, Motorcycles, Motor Boats, Buses, Vans, etc.



**“THE PETROL ENGINE”** is an all-round practical handbook and guide to the construction and use of the petrol engine in its many up-to-date types and applications.

The opening chapter treats of the development of the petrol engine, and succeeding chapters deal exhaustively with automobile engines, embracing engines for cars, motorcycles and commercial vehicles. These are followed by sections on motor boat engines, aircraft engines, petrol electric-lighting sets and stationary power engines. Numerous illustrations are included.

**PRICE 3/6 NET**

*Of all bookstalls and booksellers, or 3/10 post free from the publishers.*

## “THE PETROL ENGINE”

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

### Specialities . . .

A DIPSTICK for the 1932 STANDARD Little "9."



Calibrated in gallons and guaranteed accurate. Gives at a glance the amount of petrol in your tank.

**3/6**  
each.

No. 22. BULB HORN.

A special model for all light cars, particularly the Morris and Standard "9." Fits through the scuttle under the bonnet with the bulb fixed conveniently to the dash.



**15/-**  
each.

Specially designed to fit the cars for which they are intended, so there is no need to wonder whether they can be accommodated. Have you had a copy of our POCKET ENCYCLOPEDIA?

# DESMO

DESMO LTD., Stafford St., Birmingham.

OBTAINABLE FROM YOUR USUAL DEALER.

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



July 1, 1932.

The Light Car & Gear 9

USE

# LODGE

THE FASTEST PLUG IN THE WORLD

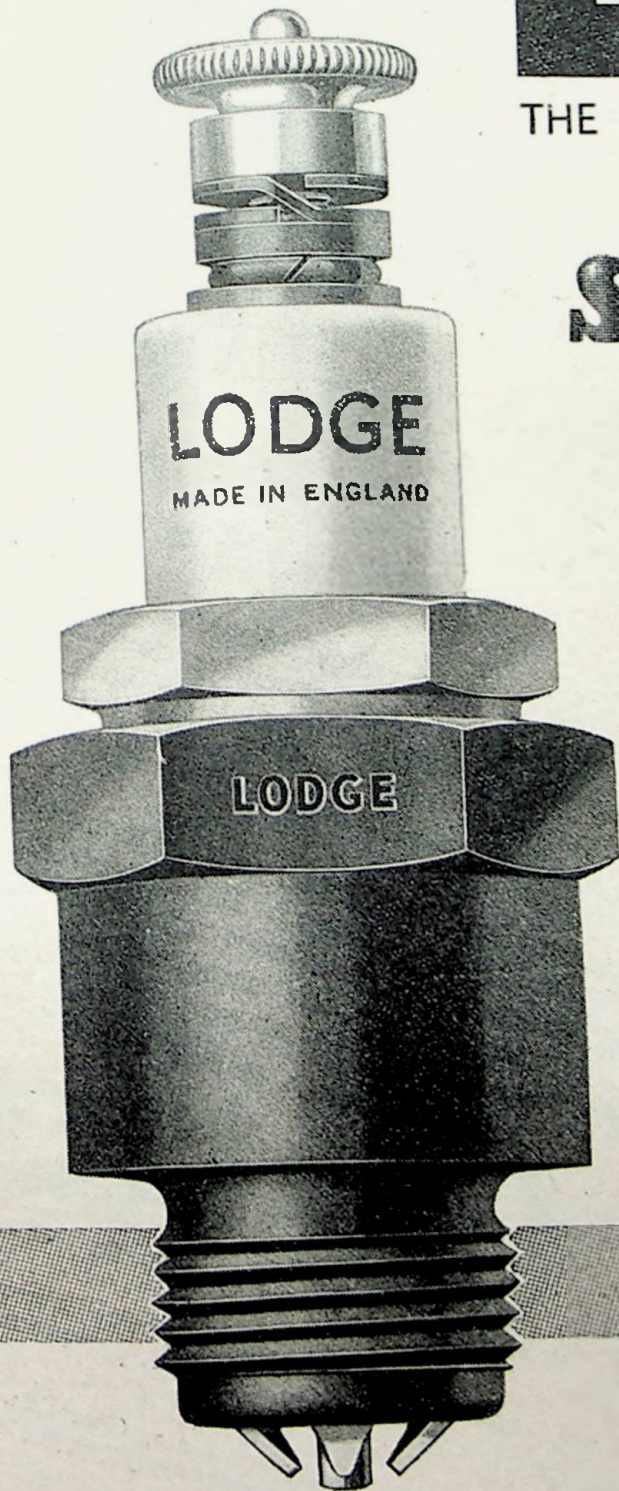
IN YOUR

# STANDARD

CAR

as approved  
by the

Standard Motor Co.

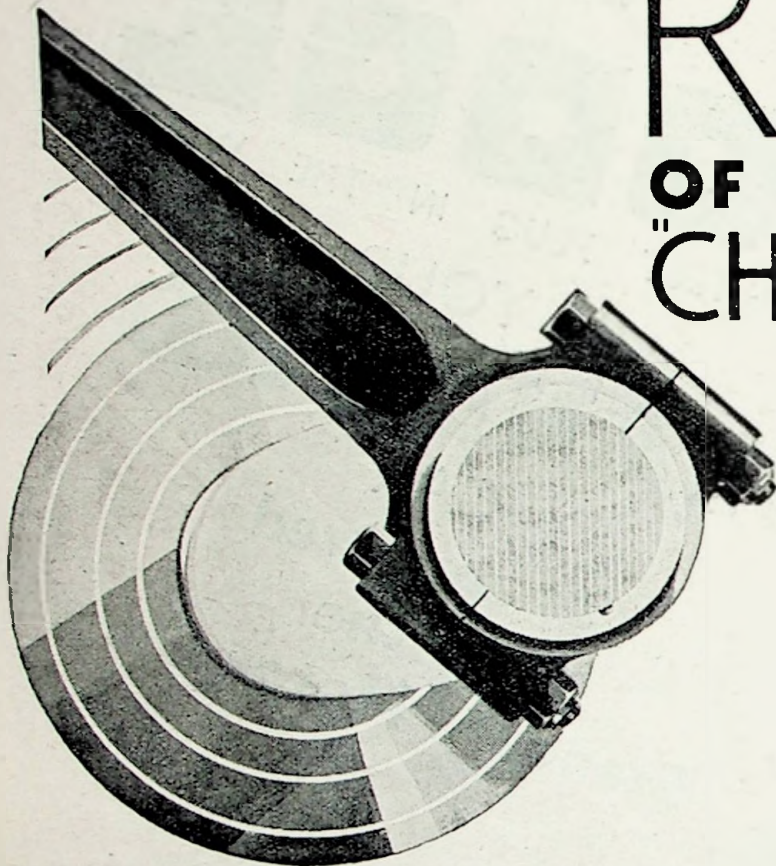


For Standard "Nine"  
LODGE CH3  
5/-

For Standard  
"Sixteen" and  
"Twenty"  
LODGE T83  
5/-  
In sealed metal boxes



# DO YOU REALISE THE RISK OF RUNNING ON "CHEAP" OILS



Oil is the smallest item of the year's motoring bill	
Average COST PER YEAR to run 10h.p. Car	
Tax ... .. £10	Petrol for 10,000 miles (35 m.p.g.) 214s per gal. £19.12.10
Insurance ... .. £12	Tyres (2 new or 4 half worn) £4. 4. 0
Garage at 5/- per week ... .. £13	Oil ... .. £3.15.10
Depreciation ... .. £30	
<b>TOTAL £92.12.8</b>	
Analysis of OIL COST (per year or 10,000 miles)	
Castrol XL of proved uniform quality	"CHEAP" OIL variable quality unguaranteed
5 gallons for "topping up" at 2/- per qt. £2. 0. 0	5 gallons for "topping up" at 11d per qt. 18. 4
5-gallon drum for use after draining sump £1.15.10	5 gallon drum 12. 6
<b>£3.15.10</b>	<b>£1.10.10</b>
	But remember the consumption of "cheap" oil will PROBABLY BE DOUBLED
Why risk disaster to "save" a few shillings!	

Broken piston rings, scored cylinders, bearings worn out long before their time—expensive troubles like these are what "cheap" oils will bring you. The money you hoped to "save" is only a fraction of the year's running costs. So why chance a big repair bill?

The safest plan—the *cheapest* plan—is to use nothing but **Castrol** in your engine. It has *never* failed—even under the most arduous tests. The first oil to fly the Atlantic (by aeroplane, airship and light aeroplane) is, above all, trustworthy.

WAKEFIELD  
**Castrol**  
MOTOR OIL

**A Further Economy** is effected by mixing **CASTROLLO**—the Upper Cylinder Lubricant—with your petrol. It improves performance, reduces wear and promotes easy starting. A pennyworth is sufficient to treat two gallons of fuel.

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

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





PLAYING TO AN AUDIENCE OF 10,000.

A vivid picture of the first acute left-hand bend at Shelsley with Lord Howe (Bugatti) making his first and most brilliant climb last Saturday.

## What's On . . .

### The Cream of the News

**EARL HOWE** made the fastest ascent of the day at Shelsley last Saturday in 44 secs. Von Stueck's 1930 record of 42½ still stands, therefore.

**THE LATEST SCARE.** Owing to the increase in the number of motor vehicles, the danger of poisoning by carbon monoxide is said to be a growing menace.

**ON "SAFETY-FIRST"** grounds, a motorist who fails to obey the signals of an R.A.C. guide or A.A. scout may be summoned and fined. This point was established recently at Maidenhead.

**TRIUMPHS** report a 30 per cent. increase of sales compared with last year. "To-day is the day of the light car, and the outlook in this market is particularly good," said an official of the company.

**THE BROADCAST** of Shelsley was the first. A commentator was situated at the bottom and another half-way up the hill. We understand that the B.B.C. were quite satisfied with the experiment and that it may be repeated.

No. 1021. VOL. XL.

**ROAD-SPRAYING** operations are in progress all over the country. Most accessory firms market excellent tar removers and kindred preparations.

**THE TATTOO** at Aldershot attracted 51,302 vehicles during the run, an increase of over 9,000 cars over the 1931 display.—R.A.C. Bulletin.

**NEW STANDARDS** are featured in this issue. The 1933 range includes a brace of very interesting six-cylinder light cars.

**THE RELAY RACE** has attracted 87 cars all told; this, of course, equals 29 teams. The event is due to take place at Brooklands on July 16th.

**DRIVING MIRRORS** should be carried by horse-drawn vehicles—recommendation by a deputation before the Chief Constable of Manchester.

**R. JACKSON** and **H. C. Lones** are the only two drivers to hold the Cyclecar Gold Star Badge awarded by the British Motor Cycle Racing Club for members who have lapped Brooklands in a race at a speed of 100 m.p.h. and over.

"**FOCUS**" will outline what he considers to be a few essentials on the new light cars of 1933, in our next issue.

**GUY'S GALA** day at Brooklands. The meeting starts to-morrow morning and continues right through the afternoon. More about it on another page.

**THE SCOTTISH SHOW** management report that applications for space at the Kelvin Hall, Glasgow, November 11th to 19th, are greater than ever in the past.

"**WHERE THE** necessities of traffic compel such a course, it is no offence to drive a car on the wrong side of the road." Mr. Douglas Cowburn, the Camberwell coroner.

**WE AGREE** with a correspondent to a Plymouth paper who complains that careless motorists leave the doors of their cars open when making business calls. Thoughtful folk do not do things like this.

"**HOUSEMAID'S KNEE**" and "tennis elbow" are out of fashion, the latest complaint being "policeman's arm!" It is pointed out that a considerable amount of physical effort is imposed on a point-duty policeman by the necessity for giving a continuous series of signals; it sometimes requires a considerable amount of mental effort to understand them.

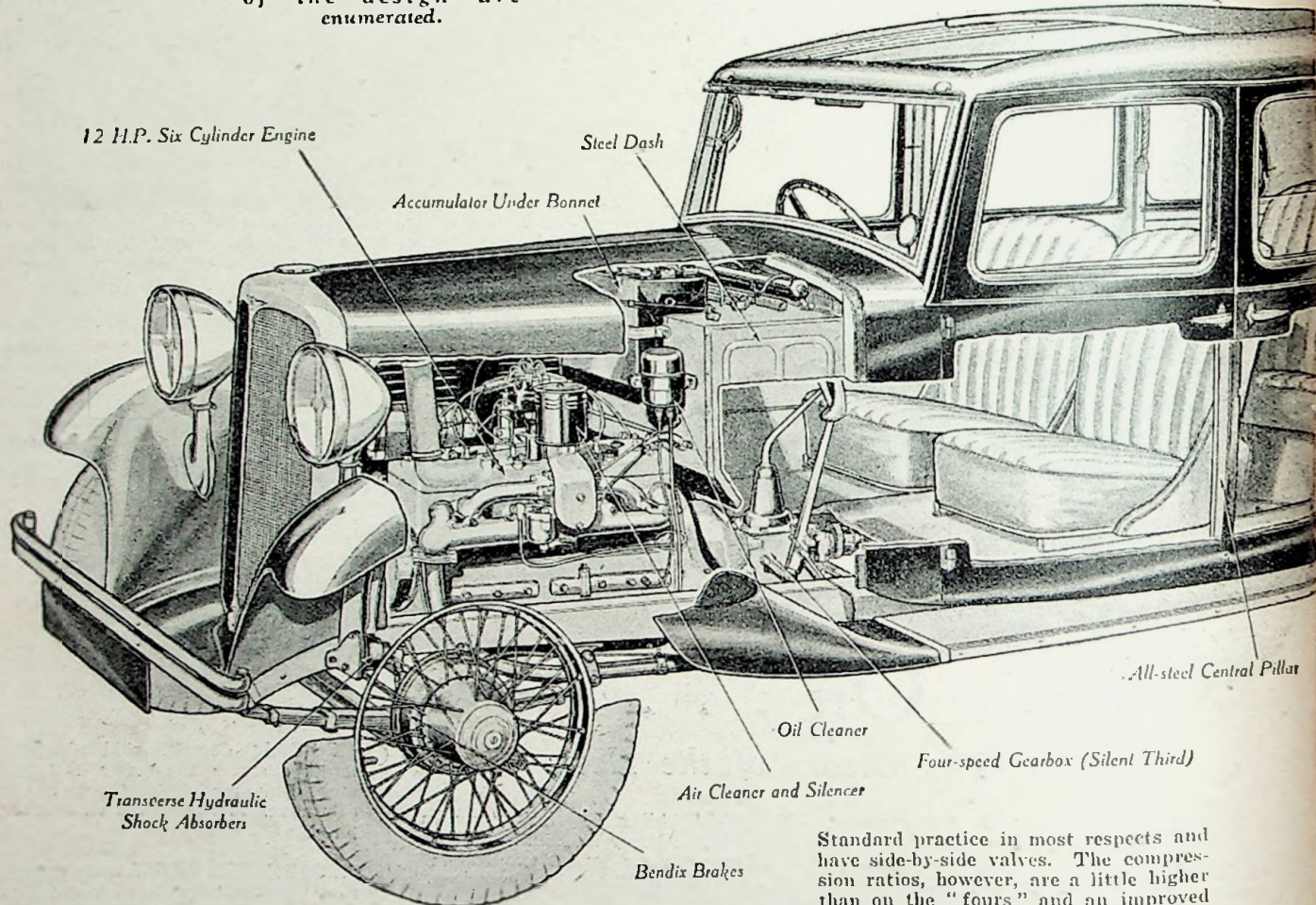


# THE 1933 STANDARDS

—THE

A part-sectioned drawing of the new Little Twelve saloon. The main points of the design are enumerated.

Flush-fitting Sliding Roof



**T**WO entirely new six-cylindered cars are announced by the Standard Motor Co., Ltd., for 1933, and it is an interesting fact that both of these are light cars. In addition the Big Nine and the Little Nine, together with the larger 1932 models, are retained, although all of them—and especially the smallest—have been improved in various ways.

An interesting fact which may well indicate a general tendency for the coming year is that the prices of some models are to be slightly higher. So far as the Standard range is concerned, this applies particularly to the open touring car.

Apart from the bore and stroke dimensions the two new engines are remarkably alike. These dimensions in the smaller of the two sixes are 57 mm. bore and 87.3 mm. stroke, giving an R.A.C. rating of 12 h.p. and a cylinder capacity of 1,337 c.c. The Big Twelve has the same stroke, with cylinders of 60.25 mm. bore, so that its R.A.C. rating is 13.5 h.p. and the

annual tax is therefore £14. Its cylinder capacity is 1,497 c.c. Both engines follow customary

Standard practice in most respects and have side-by-side valves. The compression ratios, however, are a little higher than on the "fours" and an improved form of combustion chamber is employed. The actual ratios are 5.4 to 1 on the larger and 5.6 to 1 on the smaller engine.

### New Lubrication System.

A change is to be found in the lubrication system. Skew gears on the crankshaft drive a vertical shaft, at the bottom of which is the pump submerged in the sump and totally enclosed by a large cylindrical gauze strainer. As on both the "fours" for 1933, an external by-pass type of oil cleaner is fitted.

So far as the chassis are concerned, that used for the larger engine follows very closely the lines of the Big Nine chassis. The wheelbase and track are 8 ft. 5½ ins. and 4 ft. 2½ ins. The bodywork on the two "Big" models is, in fact, identical.

Similarly the Little Twelve chassis is like that of the Little Nine, but the wheelbase is greater, the two figures being 8 ft. 1¼ ins. and 7 ft. 7 ins. respectively. Both "Little" models have a track measuring 3 ft. 8¼ ins., and again the bodywork is identical for the two.

### 1933 STANDARD PRICES

#### LITTLE NINE.

Saloon .. .. .	£159
Special saloon .. .. .	£174
Two-seater or four-seater tourer	£159

#### BIG NINE.

Saloon .. .. .	£205
Special saloon .. .. .	£225
Two-seater or four-seater tourer	£205

#### LITTLE TWELVE.

Saloon .. .. .	£189
Special saloon .. .. .	£204
Two-seater or four-seater tourer	£189

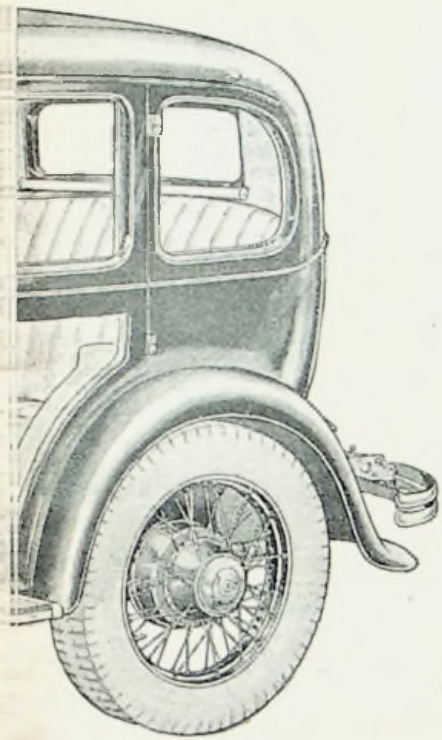
#### BIG TWELVE.

Saloon .. .. .	£215
Special saloon .. .. .	£235
Two-seater or four-seater tourer	£215



## EXISTING "FOURS" AND TWO NEW "SIXES"

*Full Description of a Fine Range of New Light Cars.  
Four Speeds to All Models. Big Improvements to the  
Little Nine*



are mounted transversely, the body of the shock absorber being bolted to the wing supports.

Under the bonnet, there are numerous changes. Foremost, perhaps, in technical interest is the use of the new small 14 mm. sparking plugs on all four models. These reduce the size of the hot spot invariably formed by the plug, and thus lessen the chance of detonation or knocking. In racing practice, especially on motorcycles, these small plugs have been very successful, but this is believed to be the first time they have been standardized on touring cars.

The "self-start" Solex carburetter also is employed on all four models and is fed by an A.C. petrol pump, this

being an innovation on the Little Nine. The dynamo is now located above the engine and its spindle is extended forward to carry a four-bladed fan. The fan blades, by the way, are not evenly spaced; this arrangement has been found to produce less noise. The drive is by belt.

The Little Nine is brought into line with the other models by equipping it with a 12-volt electrical system. At the same time, larger headlamps of the dip-and-switch type are fitted, exactly as on the Big Nine. This is an improvement which will be appreciated by many.

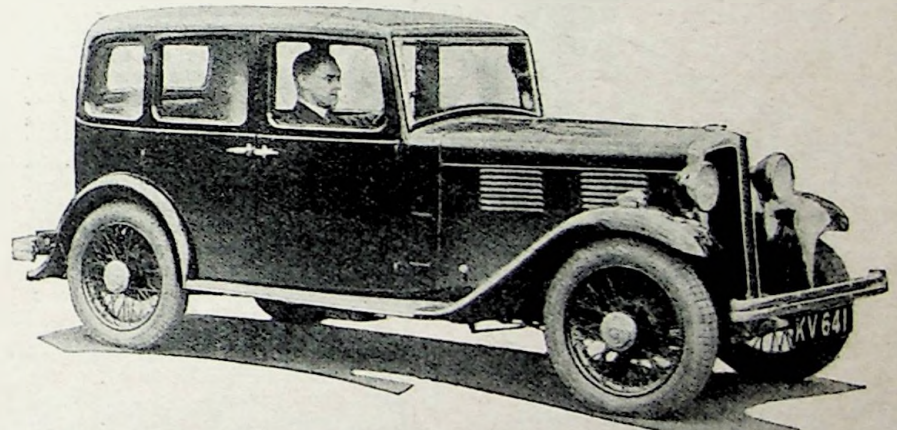
Other useful changes in connection with the electrical system are the new

Despite the fact that the Little Nine has not yet been on the market for quite a year, it is already remarkably well known. As it and the new Little Twelve are alike in almost every respect, with the exceptions already mentioned, it will serve a double purpose to describe the improvements which appear on the 1933 version of the Little Nine. Some of these, as will be indicated, apply also to the two larger cars.

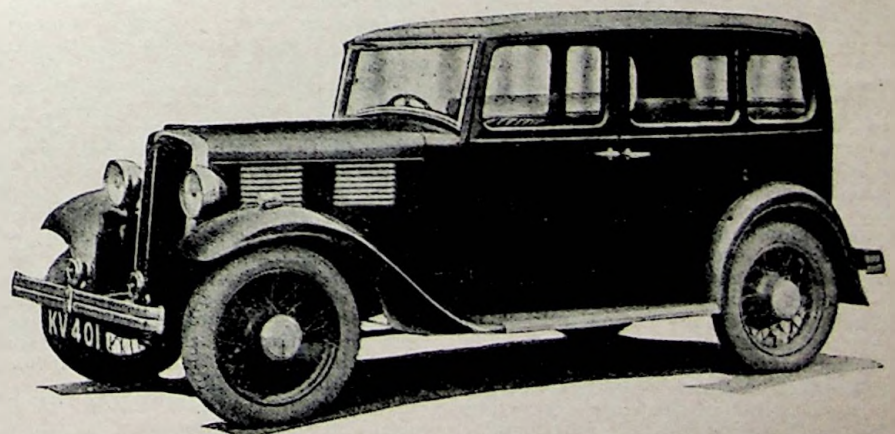
The frontal appearance of all models has been improved by giving the radiator shell rather more slope and by increasing its "vee" angle. The radiator is also carried a little further down and the front dumbiron apron is much improved. The front wings and their valances are now one-piece pressings without any seam and they are mounted on very rigid brackets. In consequence, no cross bar is now required, and its elimination results in a cleaner appearance.

### **Better Suspension.**

On the two "Little" models, the tyre-size is 4.50 ins. on 18-in. wheels. Both the Big Nine and the Big Twelve have the same rim diameter, but tyres of 4.75-in. section. Longer and softer springs are employed fore and aft, and are now controlled by Luvax hydraulic shock absorbers, instead of the friction type previously employed on the Little Nine. These



*The new Little Twelve saloon which has the same bodywork as the Little Nine, but a longer wheelbase.*



*The Big Nine and Big Twelve saloons are almost identical in appearance and are most imposing light cars.*



THE 1933 STANDARDS (contd.)

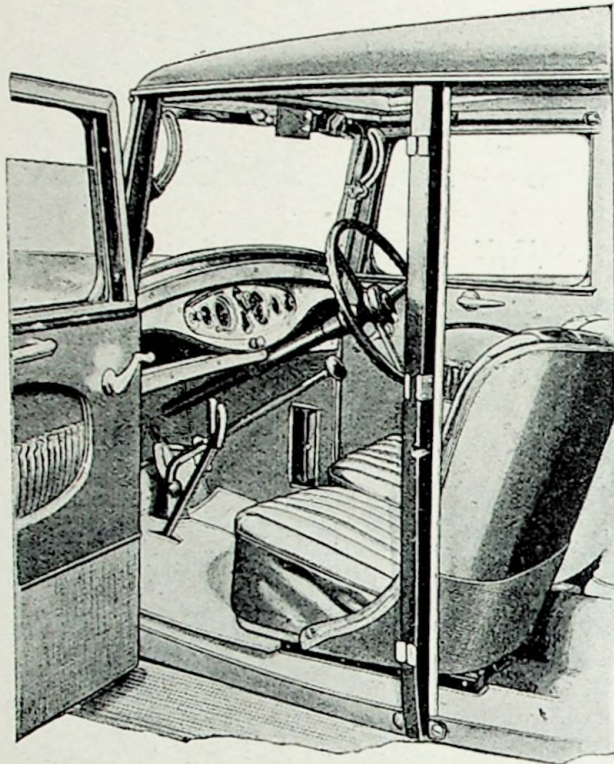
battery position and the provision of three charging rates for the dynamo.

Overcharging, of course, results in the need for more frequent topping up of the battery. Although this should be necessary at greater intervals with the new three-charge arrangement, it is a much easier job on the 1933 models, because the battery is now placed in front of the dash and is accessible by the very simple process of raising the bonnet. This applies only to the Little Nine and the Little Twelve.

Two other under-the-bonnet changes deserve mention. The engine mounting at the front is of the flexible type. Underneath each engine bearer arm there is a large rubber bush and above the arm is a helical spring with a bolt running up through the whole assembly.

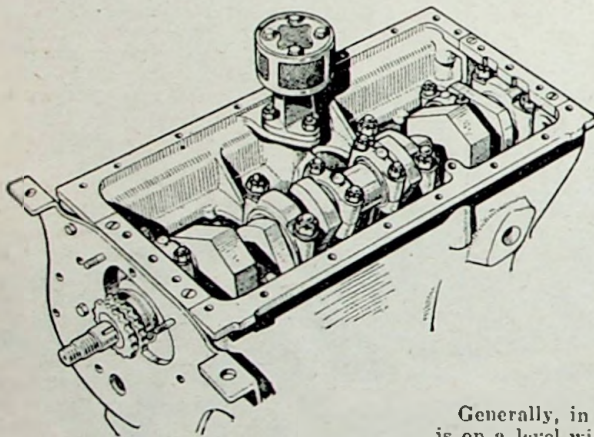
Possibly more important to the average owner is the grouping of the grease-gun nipples for the usually somewhat inaccessible spring shackles. Another point which is usually difficult to get at is the nipple for the ball joint at the bottom of the steering drop arm. This nipple is now accessibly placed at the near-side end of the transverse rod, and a tube anchored to that rod connects it with the drop-arm ball joint.

Internally the new four-speed gearbox is very similar to that employed on the

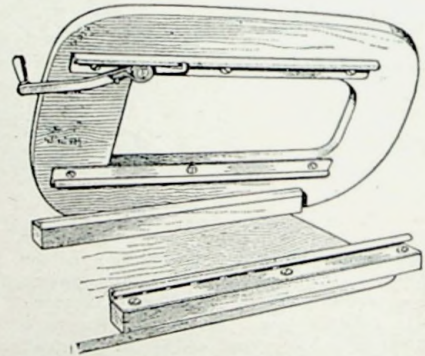


FOR THE  
DRIVER'S  
COMFORT.

The interior of the Little Twelve saloon. The gear lever is conveniently positioned, and just beneath the facia board there is a shelf running across the full width of the body. Both seats are adjustable.



(Left) The underside of the Little Twelve six-cylinder engine, showing the gauze filter surrounding the oil pump and (right) the new sliding seat mechanism which is neat and easy to operate.



1932 Big Nine, but the box itself is of cast iron and the flywheel bell housing is a steel pressing. Double helical gears are, of course, employed to give a silent third ratio.

The ratios employed on the four models are as follow:— Little Nine, 5.25, 7.3, 12.85 and 20 to 1. Big Nine, 5.33, 7.41, 13.05 and 20.3 to 1. Little Twelve, 4.62, 6.43, 11.32 and 17.62 to 1. Big Twelve, 5.11, 7.11, 12.51 and 19.46 to 1. In every case the reverse is the same ratio as the bottom gear.

A central ball-type gear lever is used and the selection of the various gears has been improved. In particular, the reverse stop is much more definite. The hand brake lever, too, is rather more convenient to use.

Instead of mounting the brake and clutch pedals on the engine unit as in the past, these are now carried on a bracket attached to the off-side frame member. The clutch pedal is connected by a short link to the clutch operating shaft. This applies to all four models. A change on the Little Nine is that it is now provided like the others, with a brake stop light.

B10

Generally, in fact, its equipment now is on a level with that of the Big Nine. It has, for example, an electrically operated petrol gauge on the instrument panel. The Big Nine, on the other hand, is now provided with an automatic as well as a hand control for the coil ignition timing, whereas the Little Nine has still the automatic control only, as before. In these respects the new sixes are equipped like the corresponding fours.

With regard to the chassis, it remains only to be said that the Little Nine has now a somewhat stronger rear axle and that both the six-cylindred models have air cleaners and silencers.

**Bodywork Improvements.**

There are numerous distinct improvements in the bodywork. Externally, the most noticeable are the neat flush-fitting sliding roof and the streamlined front of the head. The rear of the car, too, has been cleaned up by the use of a very neat fairing and a remarkably inconspicuous luggage grid.

Underneath the facia board, which carries an oval instrument panel, there is a wide but unobtrusive shelf running across the whole width of the car. This is certainly an advance on the

more usual rather small cubby hole.

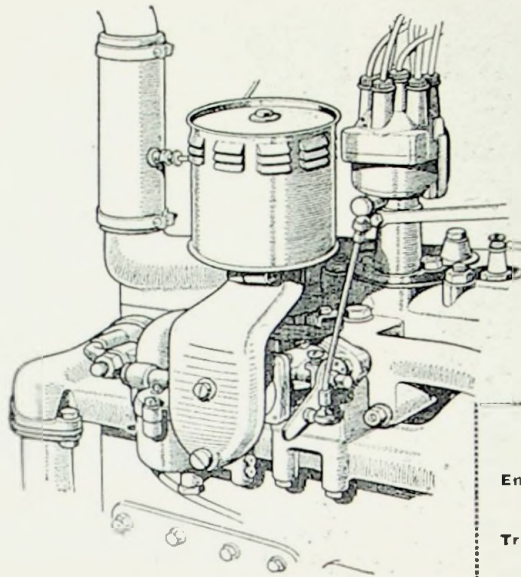
Self-centring hinges carry the doors and the other door furniture is of an equally practical type. The lock plates, for example, are machined from the solid and the dovetails are of a new spring-loaded pattern which should prevent any rattle; the rubber buffers are adjustable.

In general the upholstery is very much neater. The method of attaching it to the doors is unusual and ingenious. In place of a large number of screws, the upholstered panels are provided with what can best be described as concealed bayonet catches. The panels are locked in place by the window sills, which are themselves screwed down. It is, incidentally, possible to get at the window winding mechanism or the door locks—which are concealed—without undoing any screws except those in the sill.

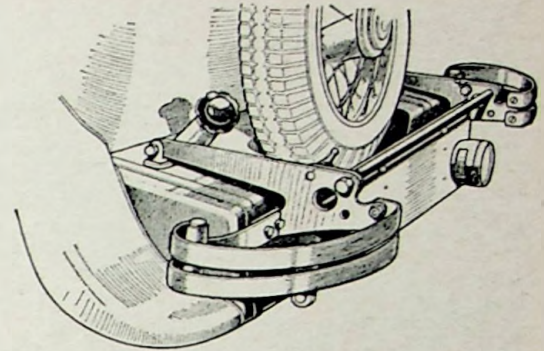
Much more generous padding than usual covers the rear wheel-arches and transforms them into genuine armrests, while the body sides above the arches are hollowed out to give more elbow room.

On all models, of course, the front bucket seats are adjustable, but the fittings are of a new type. Instead of





(Left) The Little Twelve has its distributor mounted in an accessible position. The carburetor is a self-starting Solex and has a large air cleaner. (Right) The rear mud-guards of all models are extended towards the back to join up with the rear-tank covering.



lifting a catch, a small lever is pressed to one side in order to release the seat for adjustment. In practice this is rather more convenient and the adjustment is also somewhat finer.

On the Big Nine and the Big Twelve is to be found a new form of foot well for the rear seats. Briefly this consists of the usual rectangular cavity but fitted with a lid which may either be arranged to close the well entirely so as to form a flush floor, or may be inclined from the front top edge of the well down to the bottom, so as to form a ramp on which the feet can comfortably rest.

In the closed position, this arrangement removes the usual trickiness of entering or leaving a car with foot wells.

Although a car was available only for an afternoon, that time sufficed to show that the new Little Twelve is a very attractive model. Like the Little Nine it handles very well. As a matter of fact, the suspension is even better than that of the 1932 models, but it is understood that this improvement is to be found on all the 1933 Standards to which, as has been stated, longer springs are fitted.

**AT A GLANCE.**

**LITTLE NINE.**

Engine: Four-cylinder, side-valve, 60.25 mm. by 88 mm. = 1,006 c.c. Tax, £9. Two-bearing crankshaft, force-feed lubrication.

Transmission: Single dry-plate clutch. Four-speed silent-third gearbox. Ratios, 5.25, 7.5, 12.85 and 20 to 1. Final drive by open Hardy-Spicer propeller shaft to spiral bevel back axle.

Dimensions: Wheelbase, 7 ft. 7 ins.; track, 3 ft. 8 1/4 ins.; overall length (with bumpers), 11 ft. 7 1/2 ins.; overall width, 4 ft. 5 1/2 ins.; height, 5 ft. 3 ins.; turning circle, 34 ft.

**BIG NINE.**

Engine: Four-cylinder, side-valve, 63.5 mm. by 101.6 mm. = 1,287 c.c. Tax, £10. Two-bearing crankshaft. Force-feed lubrication.

Transmission: Single dry-plate clutch. Four-speed silent-third gearbox. Ratios, 5.35, 7.41, 13.05 and 20.3 to 1. Final drive by open Hardy-Spicer propeller shaft to spiral bevel rear axle.

Dimensions: Wheelbase, 8 ft. 5 1/4 ins.; track, 4 ft. 2 1/4 ins.; overall length (with bumpers), 12 ft. 8 1/4 ins.; overall width, 5 ft. 1/2 ins.; height, 5 ft. 7 ins.; turning circle, 36 ft.

**LITTLE TWELVE.**

Engine: Six-cylinder, side-valve, 57 mm. by 87.5 mm. = 1,357 c.c. Tax, £12. Four-bearing crankshaft, force-feed lubrication.

Transmission: As Little Nine except ratios, 4.62, 6.43, 11.32 and 17.62 to 1.

Dimensions: As Little Nine except wheelbase, 8 ft. 1 1/4 ins.; overall length (with bumpers), 12 ft. 2 ins.; turning circle, 36 ft.

**BIG TWELVE.**

Engine: As Little Twelve, but 60.25 mm. by 87.5 mm. = 1,497 c.c. Tax, £14.

Transmission: As Big Nine, but ratios, 5.11, 7.11, 12.51 and 19.46 to 1.

Dimensions: As Big Nine.

The Standard Motor Co., Ltd., Coventry.

On all types of road surface, the Little Twelve provided comfortable motoring, and its steering is accurate and light. Even on the somewhat treacherous surfaces of one or two Midland trial hills there was no tendency to depart from the straight and narrow path. When cornering quite rapidly the little saloon refused to roll and maintained a commendably even keel.

When starting from cold, it is essential not to open the throttle too suddenly. With that precaution starting is simplicity itself. The clutch is light and smooth, and the gears can be engaged without any difficulty. The new reverse stop, by the way, is a distinct improvement.

At all speeds the six-cylinder engine runs very sweetly, and there is no trace of a vibration period throughout the range, which extends from about 4 m.p.h. to 61 m.p.h. or 62 m.p.h. in top gear. In the indirect gears, rather higher engine speeds can be reached; 50 m.p.h. in third and 30 m.p.h. in second can be attained without fuss or "over-revving."

**Acceleration Figures.**

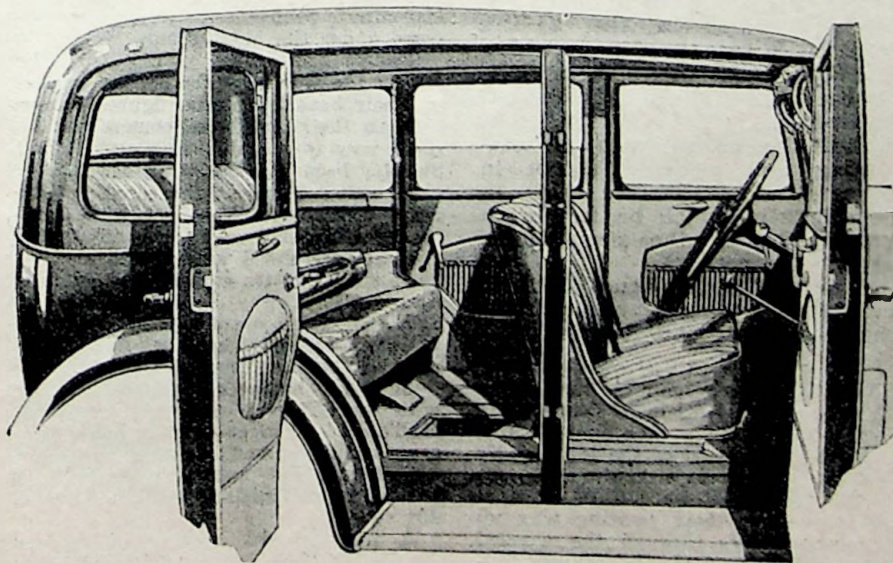
As to acceleration, 30 m.p.h. can be reached in 13 secs. from 10 m.p.h. using top gear, and in 9 secs. using the silent third ratio. From the same initial speed 50 m.p.h. was reached in 35 secs. on top and in 27 secs. in third. These figures represent a standard of performance which is certainly quite good for anything outside the sports class.

Braking is even better. The Bendix duo-servo system is already well known, and on the Little Twelve these brakes behave in very much the same way as on the Little Nine. That is to say, they are very effective, although perhaps a little abrupt. From 20 m.p.h. on a good, dry surface the car was stopped in 14 ft. From 40 m.p.h. the figure was 63 ft. and from 30 m.p.h. 32 ft.

The time available for the test naturally made it impossible to measure the oil consumption. The makers' figure for this is 1,500 m.p.g. and the sump holds 9 pints.

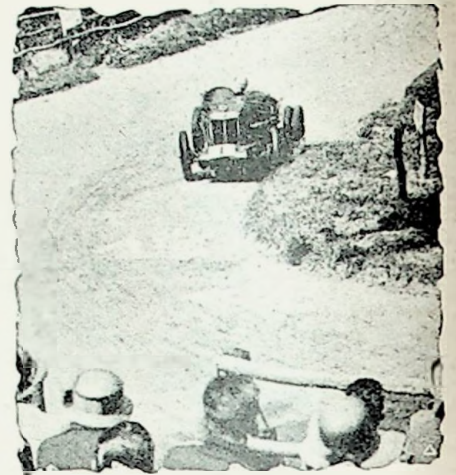
Petrol consumption was checked roughly and found to be about 30 m.p.g. As the petrol tank carries 8 gallons, the Little Twelve should be able to cover a couple of hundred miles without refilling. In other words, given a full tank at the start, there should be no need to think of petrol during a day's motoring.

Finally, thanks to a turning circle of 36 ft. to 37 ft., the car is a very handy one to use in congested cities. It is, in fact, a really good all-round car, and should prove quite as popular as has the Little Nine.



The saloon body fitted to the Big Nine and Big Twelve is very roomy and has a novel design of folding foot well for the rear seats. There is also a fold-up armrest.





Caught by the camera on the famous top bend: E. R. Hall (M.G. Midget) shaves the inside bank—

## STILL

Over 10,000  
Challenge

A fine sketch of R. G. J. Nash and "The Terror" canoning from bank to bank in one of the most sensational ascents ever seen at Shelsley. He is here seen leaving the last bend with the finishing line in sight.

A GAY crowd, estimated at over 10,000 thronged the steep, wooded slopes of Shelsley Walsh last Saturday, and for six hours watched with bated breath the skill and daring of Britain's finest drivers.

Time after time a well-judged climb and a cleverly handled car drew forth spontaneous applause, and time after time a narrow escape from disaster, when a driver dared too much, provoked the tumultuous cheering of relief.

The afternoon began in brilliant weather, with a hot sun and no wind, but finished under a doubtful sky with showers of rain, which turned a perfect course into a dangerous test of nerve.

Despite every effort the record for the course of 42.4 secs., set up by Hans Von Stück, in his wonderful Austro-Daimler, in 1930, remains unbeaten, but to the popular Earl Howe, in his glistening 2.3-litre supercharged Bugatti, goes the honour of making the fastest climb of the day in 41 secs, dead.

B12

The next fastest drivers were Raymond Mays (Villiers Supercharge), 44½ secs., and Norman Black—of "Midget" fame—in the 2½-litre Maserati, 46 secs.

R. G. J. Nash was able to make only one successful run in his famous Frazer-Nash, "The Terror," but startled the crowd with an ear-splitting and meteoric ascent in 46½ secs., despite terrific skids, in the course of which he lost much time by hitting the steep banks between the corners.

A day of thrills and skill, of screaming exhausts and sliding wheels—a memorable Shelsley.

FROM an early hour all roads converging on Shelsley Walsh were black with traffic. The huge R.A.C. car park at the foot of the hill rapidly filled up, and from eleven o'clock onwards streams of spectators on foot were threading their panting way up the steep slopes through the wooded banks which overlook the famous hill-climb course.

Down below, the orchard-paddock was bustling with activity. Cars were hav-

ing wings and lamps removed, engines were being warmed up, jets and plugs were being changed, and on every side last-minute preparations were going forward under the blazing sun.

Twelve forty-five p.m. Up the hill in the woods picnic parties packed up their baskets, supine figures scrambled to their feet, late comers jostled their way to a point of vantage, and Shelsley became silent, waiting. . . .

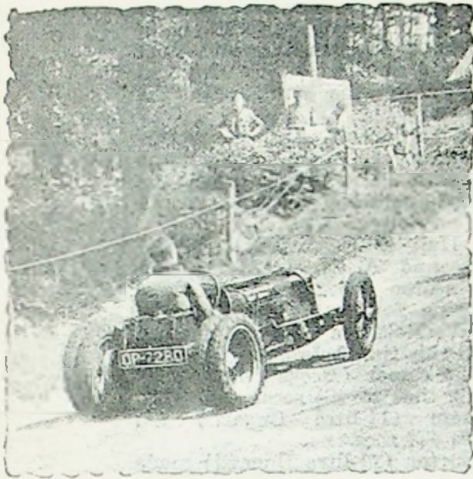
A whine down at the starting line was reproduced through the loudspeakers to the expectant thousands, died away, echoed again with the car itself streaking its way up the winding course. . . . it was A. C. Bertelli and S. H. Newsome, opening the proceedings with an "ascent of honour" in the winning 1½-litre Le Mans Aston-Martin.

Then the business of the day began with the 850 c.c. class, led by E. R. Hall's M.G. Midget—and a fine climb, too. Hall wasted no time in "spectacle," and his twin-rear-wheeled car zoomed to the finish in the good time of 49½ secs.

A bevy of six Austins of various degrees of "speciality" followed—that of I. Issigonis a mere skeleton, all engine and chassis.

Austin after Austin swept into the

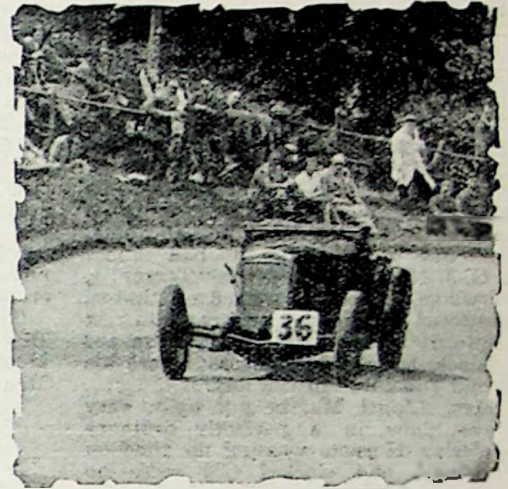




—P. G. Skinner, driving the Becke Power-plus, also favoured twin rear-wheels. He is seen accelerating between the "esses"—



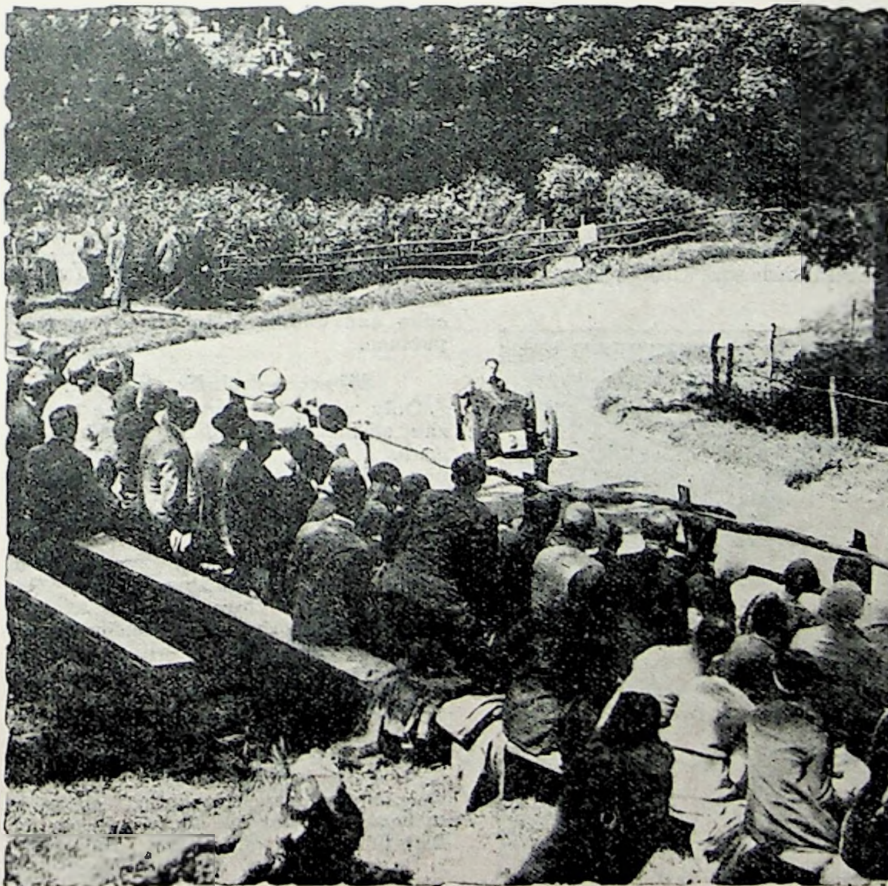
—Noel Carr (Bugatti), imperturbable as ever, correcting a vicious slide after his meteoric entry into the bend and—



—Mrs. Wisdom—the 1,000-Mile Race winner—making the fastest women's climb of the day in her Frazer-Nash.

# UNBEATEN

People Watch Earl Howe's Magnificent to Von Stück's Shelsley Record. Rain Spoils Sport



SPEED,  
SUNLIGHT,  
AND SHADE.

With nerves taut, 10,000 spectators watch as A. N. L. Maclachlan wrenches his supercharged Austin round the famous bend, the tyres screaming protest. A view from the Members' Enclosure.

famous (or infamous) S-bend at the top of the hill, with their inside wheels just lifting, and the crowd marvelled at the stability of the little cars driven at such break-neck speeds. A. N. L. Maclachlan took only 50 secs., J. Cary Elwes 50½ secs., and Issigonis 55 secs.

Then came Mrs. Wisdom—Shelsley's fastest woman driver—in a supercharged M.G. Midget, which clocked 58½ secs. G. G. L. Willis's Austin—which is so special and streamlined as to look like anything else but the make it is—took 59½ secs., and M. A. McEvoy, in a supercharged side-valve McEvoy Special Morris Minor, took 64 secs., his car leaping and bounding with slack shock absorbers.

### Those Amazing Freaks.

The 1,100 c.c. class—exclusive preserve of the G.N.-Frazer-Nash-cum-owner's-own-ideas machines—was productive of far greater noise and spectacle, although the fastest man, E. J. Moor (Wasp III), was but a second faster than the best "\$50."

R. T. Horton led the attack with the Horton Special (a vehicle which seemed to possess a Frazer-Nash chassis, an Alta engine, and someone else's radiator), and clocked 49 secs. dead. E. J. Moor (Wasp III) followed in 48½ secs., and J. V. Bolster, in the odd-looking little Bolster Special, made the good time of 51 secs.

Mrs. Harold Goodwin's Riley Gamecock was surprisingly the only Riley in the climb, and made a neat touring ascent in 71½ secs.

R. V. C. Bolster, in an overhead camshaft G.N. with a beautifully remodelled chassis, suffered from various annoying troubles, and reversed down the hill amidst the consolatory applause of the sporting onlookers.

S. H. Newsome, fresh from triumphs at Le Mans, took an old T.T. Lea-Francis up the hill in a rousing climb (52½ secs.) to open the 1½-litre class.

R. H. Eccles's trim green T.T. replica Frazer-Nash was a model of stability (54 secs.); Miss Eileen Ellison was quite good with her white Bugatti (60½ secs.); several other "Bugs" roused the echoes; P. G. Skinner, driving Becke's Becke Power-plus, clocked 49½ secs., and J. C. Davis, whose straight-eight Grand Prix Delage



**STILL UNBEATEN (continued)**

suffered from bad misfiring, managed 51½ secs.

Mrs. Wisdom again appeared, driving her supercharged Frazer-Nash, in this class, and clocked 51½ secs., and T. S. Pothringham, in Sir Malcolm Campbell's old 1½-litre Bugatti (which surely made more noise than anything else to date), took 51½ secs. after a bad start. R. G. J. Nash (Frazer-Nash "Terror"), for whom the crowd waited on tip-toe, spluttered off the line and came to rest within 100 yds. He returned to the paddock to rectify matters before his second run later in the day.

Mrs. Lionel Martin put up a very brave show in a perfectly ordinary Wolseley Hornet, wasting no time on her way, and clocked 65½ secs.—no sensational figure, certainly, but faster than V. W. Derrington's very special-looking supercharged Wolseley Hornet, which took 66½ secs.

T. H. Wisdom took over the Frazer-Nash from his wife and drove it up himself in 53½ secs.—some 2 secs. slower than Mrs. Wisdom's really fine ascent, he it noted.

**The Star Ascents.**

The 2-litre class, in which there were only five runners, was distinguished by that very rapid gentleman, Noel Carr, and his red 2-litre blown Bugatti. His sensational climb, in 46½ secs., replete with every Shelsley thrill, was (and looked) easily the fastest so far. D. M. K. Marendaz (Marendaz Special) was disappointing, and Miss M. Allen (Lagonda), in a car which looked too big for her, beat C. Morgan in a similar model by 4 secs.

The fastest event of the day came next, when the 3-litre cars streaked up the hill. Many really competent drivers who handled slower machines with the utmost efficiency were overshadowed by the three fastest cars on the course.

Earl Howe, in his 2.3-litre Bugatti, made what was probably the nearest climb seen at Shelsley since Von

Stück. He shot into the S-bend after a wonderful getaway, braked to about 20 m.p.h., and then, accelerating amidst a crash of exhaust which beat upon the car-drums screamed to the top, steady as a rock. Time: 44 secs.—which remained unbeaten all day.

Raymond Mays did his sensational best in the Villiers, which is quite the noisiest car ever built in this country, and with much blipping of the throttle on the bends, was gone in a welter of noise and dust. "Ooh!" breathed the crowd. Time: 44½ secs.

The other star in this class, Norman Black, drove the neat-looking black Maserati which holds the Brooklands Mountain record, and clocked 46 secs.

**Cheers for Young Bugatti.**

A tremendous ovation greeted the debonair young Jean Bugatti, who, instead of the crashed four-wheel-drive car, used a resplendent and very Continental 2.3-litre two-seater in red and black, with lamps, screens and wings all on. His time was 49½ secs.—splendid for a car in touring trim.

The 5-litre class was undistinguished except for the silent climb of a sparkling Ford (57½ secs.), several 30-98 Vauxhalls and three Invictas, of which Raymond Mays was easily the fastest (47½ secs.).

The three runners in the Unlimited class were interesting. First came the Gardner-Diesel-Bentley—a great saloon which was quite steady, fast and quiet, leaving behind the characteristic Diesel fuel odour—in 62½ secs. (faster than many).

Then came N. W. Gardiner (5-litre Delage), which was obviously too fast for its brakes (48½ secs.)—a monstrous car well driven—and last arrived Earl Howe's blue T.T. Mercedes, a huge, screaming, thundering monster, superbly driven—47½ secs.

At this juncture a tea interval was declared, and the crowd relaxed its taut limbs and sought solace in several marquees in meadows behind the woods—the whole entry had made its first run.

As an intermezzo, George Eyston and

E. R. Hall entertained the multitude by chasing each other up the hill in a couple of M.G. Midgets, in which duel Hall appeared to close on his rival as they whined up the straight to the finishing line.

Fortified no doubt by tea, one or two drivers improved on their times for the first run, but most people—until the rain arrived—cornered just too fast and lost time correcting direction.

E. R. Hall (M.G. Midget) clocked 49½ secs., and A. N. L. MacLachlan (Austin) scored the same time, these drivers tying for first place in their class. J. V. Bolster's G.N. got farther up the hill this time before misbehaving, and P. G. Skinner (Becke Power-plus) reduced his time to 45½ secs., and T. S. Pothringham (1½-litre Bugatti) did likewise, to 47½ secs.

J. L. Burton (1½-litre Bugatti) made a really beautiful ascent without wasting a fraction of a second and lowered his previous time from 48½ secs. to 46½ secs., making the fastest 1½-litre ascent of the day.

Heavy clouds, which had already signified their arrival by a short but harmless shower, now, unfortunately, decided to burst over Shelsley, and down came the rain in torrents just as the competitors were making their second runs. Rapidly the road turned from its erstwhile perfect condition into something dangerously like a death-trap, and gone were any hopes of improved times by the fastest cars on the second runs.

Before the rain had done its worst R. G. J. Nash made his long-awaited ascent in "The Terror"—and it was worth waiting for!

He shot off the line like a thunder-bolt, the tail of the car wagging from side to side. He arrived at the S-bend at a speed which brought the crowd as one man to its feet. Momentarily Nash cut out, then down went his foot as he changed gear, and the car snaked through the bend, clouted the bank, straightened, roared round the second half of the "S," clouted the near-side bank in a cloud of up-flung dust, bounced into the opposite bank, and shot away to the finish, the engine roaring flat out from first to last, and Nash calm and unfurried in his devastating passage.

**46½ secs.—Including Skids!**

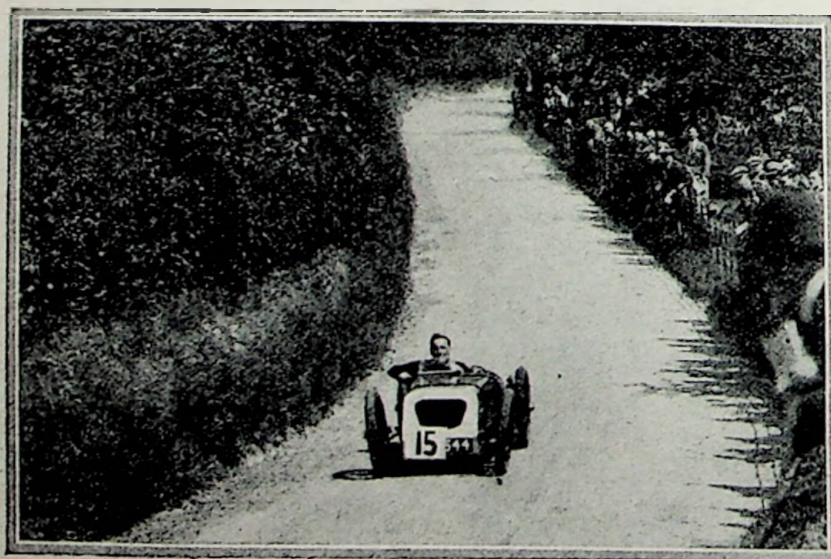
Only when the sound of the engine shut off at the finish did anyone breathe again. Then the loud-speakers announced his time—46½ secs. If only he had not lost time in his initial skid, Nash must have approached the time of Earl Howe.

Despite the rain, Noel Carr gave an exhibition of his amazing driving. On a wet road he tore into the corner faster than before, shot broadside round, and with his exhaust yowling flat out, clipped a full second off his time and a lot of earth off the bank.

Thereafter the rain put "paid" to very high-speed motoring. Frank Hallam (low-chassis Alvis) got out of control between the S-bends and had a very anxious time, cannoning from bank to bank with horrible slides and leaping high into the air off the last bank of all.

Raymond Mays, Norman Black and Earl Howe all found the course too slimy and were naturally unable to improve on their previous times.

So ended a splendid "Shelsley"—the last open meeting on what is now the old course.



A TYPICAL  
SHELSLEY CAR.

One of the many examples of the extreme in power-weight ratios which perform so well at the famous hill-climb—J. V. Bolster and his Bolster Special on the lower slopes.



# "ON THE AIR" AT SHELSLEY

Sidelights on a Novel Broadcasting Experiment

By "VOX"

GREAT minds think alike! Last March I approached Mr. Gerald Cock, the Outside Broadcast Director of the B.B.C., and suggested that Shelsley should be put "on the air" in order to give the great British public some idea of what a sporting event of this kind is like. Following a formal acknowledgment from Savoy Hill, I learned that the Midland Regional Director had already considered the possibilities of Shelsley, and had decided to include a running commentary in the National programme; Major Vernon Brook and myself were chosen as the commentators.

The result of the experiment was, I think, satisfactory, although I have since met people who have looked at me in absolute bewilderment and said: "What is Shelsley?"—but, after all, you often meet listeners who say much the same thing about opera!

I give the British Broadcasting Corporation full credit for making very elaborate preparations—not that these entailed a vast amount of correspondence in which I was involved. On the contrary, the number of letters probably did not exceed more than half a dozen, and the real business began when we met on the day previous to the climb for a "dress rehearsal."

The B.B.C. were, of course, present in force, and we all stood round in a circle, rather like a Salvation Army meeting, with Mr. Casey, that very active and vigorous lieutenant of the "M.R.D.," Mr. Percy Edgar, "laying down the law" with a degree of common sense which instantly commanded our respect. Of course, Major Brook was there, too, and Mr. Cooper, the B.B.C. engineer.

## A Double Broadcast.

It must be understood that the B.B.C. had to work, more or less, hand in hand not only with the M.A.C., but with Harrison and Norris as well, for the last-named people were responsible, as they have been in the past, for the local broadcast from the foot of the hill, and whereas one can quite easily imagine difficulties arising, they were all easily overcome.

Mr. Cooper, for example, placed his Rover saloon at my disposal as a broadcasting box (it soon became known as "Mike Mansion") from an early hour on Saturday morning until the climb was all over—despite the fact that the B.B.C. had finished their stuff a lot earlier.

From the foot of the hill I gave the usual "local" commentary to the 8,000-odd spectators gathered up above, and, having received due warning from Mr. Carlyle, the B.B.C. engineer appointed to keep a watchful eye on me, a pair of ear phones connected with a "portable" tuned in to the correct B.B.C. station was clapped over my head so that I should not only know the exact moment of our "taking to the air," but also hear precisely what Major



LOCAL H.Q. BROADCAST.

A few of the "broadcast staff" of the B.B.C., and Messrs. Harrison and Norris in front of the Rover Ten ("Mike Mansion"), the Riley Nine—which was used as a telephone centre—and the B.B.C. engineers' control van, at Shelsley.

Brook was saying higher up the hill when it came to his turn to talk.

The only fly in the ointment was the fact that the saloon car in which I sat had to be placed so that it was in the full glare of the sun, and that, owing to the sensitiveness of the microphones, I was allowed to have only one sliding window slightly open! It was rather like the engine-room of a battleship. Drawn up alongside was my own Riley, in which Mrs. Vox, who has long been my chief conspirator in affairs of this kind, sat complete with headphones and mouthpiece, faithfully transmitting to me by means of chits all the news from the headquarters' tent up the hill.

Our position on the little grass triangle just beyond the start was theoretically ideal, but, unfortunately, spectators would get in the way, although they were actually trespassing on forbidden ground.

It was then that Theo's wonderful "Oi!" was brought into full use. Theo, to look at, is one of the meekest, kindest and most inoffensive of men, but when he opened his mouth and bellowed "Oi!" it not only moved the offending parties, but was, I gather, heard well up the hill and all over the British Isles!

The Harrison Brothers did their bit wonderfully. As usual, they made themselves comfortable on Friday night in sleeping bags on the top of a hay rick, but this year the hay rick had dwindled almost to negligible proportions. Bob, in fact, recounted how, turning over in bed incautiously, he fell 5 ft. on to the ground, whilst his brother, pointing ruefully to the hump of square-cut hay they had occupied,

said: "You see, they have moved our suite this year."

Another unexpected little snag was due entirely to the ingenuity of Col. Loughborough, whose starting apparatus meant that I should be unable to see the official starting signal. So I prevailed upon my good friend, Pockney, to stand well behind the starting line, watch the sign and drop his programme when each man got away. Without that assistance I should have been stumped many times.

## Caught Napping.

I was certainly caught napping when Mr. Morris gave out his official message of thanks at the end of the climb, and I can assure my listeners that their appreciative cheers could be heard quite easily at the bottom of the hill. It was a very proud moment, but I really felt that there were others who deserved an equal share in it, notably the Harrison Brothers and their staff (not forgetting the Great Theo), Messrs. Casey, Cooper and Carlyle, and other officials of the B.B.C., and last, but not least, Leslie Wilson, the M.A.C. officials and the police, who all did their utmost to make things work as smoothly as possible.

After the day was over there was a very jolly little gathering at the White Hart Royal Hotel, Moreton-in-Marsh, where host Innes gave us a rousing welcome and a wonderful dinner with a special Shelsley menu ("Temple Press Sauce" was one of the items!).

And then—to bed! but I dreamed of a 6-ft. "mike" and a huge voice which would keep on bellowing "Oi!"



## BROOKLANDS EN FETE

### To-morrow's Racing Programme

**B**ROOKLANDS will be en fête to-morrow, Saturday, July 2nd, when the gala and race meeting in aid of Guy's Hospital is to be held, starting at 11 a.m.

A large and interesting entry has been received both for the racing programme and for the concours d'élégance, and their Royal Highnesses the Duke and Duchess of York have signified their intention of being present in the special Royal Enclosure.

Admission to the Public Enclosure will be 2s. 6d., to the Paddock 12s. 6d., and to the Fork grandstand 2s. 6d. Cars may either be parked at the entrances for 2s. 6d. or brought into the grounds for 10s.

The outstanding event of the day will be the race for the Duke of York's Trophy—a 20-mile race for 100 m.p.h. cars only. A ladies' race for the trophy presented by the Duchess of York will also be held.

The meeting opens in the morning with two handicaps for students of Guy's and a race for members of the Women's Automobile and Sports Association.

In the afternoon there will be, in addition to the Trophy races, a 15-lap Mountain race, a driving-skill contest, two handicap races and the Concours d'Elégance.

This last event will produce some dazzling cars, and prizes will be given for the best combination of car and lady driver's costume. One entrant—Henken Widengren has had his two racing cars an Amilcar and a 1½-litre O.M.—painted to match exactly the cream and black Alvis coupé which he will be showing.

During the afternoon there will be displays by aircraft, and it is certain that well-known air pilots will be taking part.

One item which should arouse much amusement will be a race (handicapped, no doubt) between the oldest taxi-driver in London, in the oldest taxi and the youngest in the newest taxi. An appropriate handicap might be to ask the younger man for change before he leaves the line!

There are 119 entries for the racing events and 24 for the concours.

Practically every name well known at the track is represented in the lists. G. E. T. Eyston will drive a 1½-litre Riley, L. P. Driscoll will pilot Capt. A. Waite's single-seater Austin, and other interesting entries are H. Widengren (Amilcar and O.M.), Brian Lewis (Talbot), Sir Henry Birkin (Bentley), Kayo Don (Bugatti), Norman Black (Maserati), H. J. Aldington (Frazer-Nash), Jack Dunfee (Ballot), John Cobb (Delage) and Mrs. Woolf Barnato (Bentley).

We give the entries for the Duke and Duchess of York Trophies

**Duke of York's Trophy** (20 miles, for 100 m.p.h. cars only).—J. Dunfee (2-litre Sunbeam, S.), B. Lewis (3-litre Talbot), G. E. T. Eyston (1½-litre Riley), T. E. Rose-Richards (2½-litre Talbot), J. H. Berger (4½-litre Invicta), R. O. Shuttleworth (2-litre Bugatti), A. F. Ashby (1,100 c.c. Riley), J. Cobb (10-litre Delage), L. P. Driscoll (Austin, S.), N. W. Gardiner (5-litre Delage), H. Widengren (1,100 c.c. Amilcar, S.), Sir Henry Birkin (4½-litre Bentley, S.).

**Duchess of York's Trophy** (6½ miles, for women drivers only).—Miss Fay Tylour (3-litre Talbot), Mrs. E. M. Wisdom (4½-litre Invicta), Miss G. Hedges (2½-litre Talbot), Miss I. C. Schwedler (2-litre Alvis), Miss H. M. Buckley (2-litre I.W.E. Alvis, S.), Miss P. Naismith (1,100 c.c. Salmson, S.), Mrs. Petrie (1,271 c.c. Wolsley Hornet), Miss K. Brunell (3-litre Rover), Mrs. S. Tolhurst (1,100 c.c. Riley), Mrs. R. A. Cookson (1½-litre Aston-Martin), Miss G. Spenser (1½-litre Frazer-Nash), Miss E. Ellison (1½-litre Bugatti), Lady de Clifford (746 c.c. M.G. Midget S.), Miss V. Worsley (2-litre Alvis), Hon. Mrs. A. D. Chetwynd (746 c.c. M.G. Midget), Miss Rita Don (1,271 c.c. Wolsley Hornet, S.).

("S" denotes a supercharged engine.)

### Your Licence.

Did you renew your Road Fund licence for the present quarter yesterday? If not...

### Another Concours.

On July 14th a Concours d'Elégance will be held at the Duke of York's headquarters, Chelsea, London, S.W.3, in aid of the Disabled Officers' Garden Homes Association. Full particulars are available from Miss Mary Pitcairn, 5, Regent's Park Road, Gloucester Gate, London, N.W.1

## All Ready for THE SCOTTISH Next Week's Big R-

**O**N Monday next, July 4th, 164 cars are due to set out from six of the largest cities of Great Britain en route for Glasgow in the Royal Scottish Automobile Club Rally.

Cars are divided into two categories—up to and over 1½-litres—but all will cover approximately 1,200 miles from start to finish. The small cars must average 22 m.p.h. and the others 25 m.p.h. throughout. The six starting points are London, Droitwich, Harrogate, Edinburgh, Glasgow and Aberdeen.

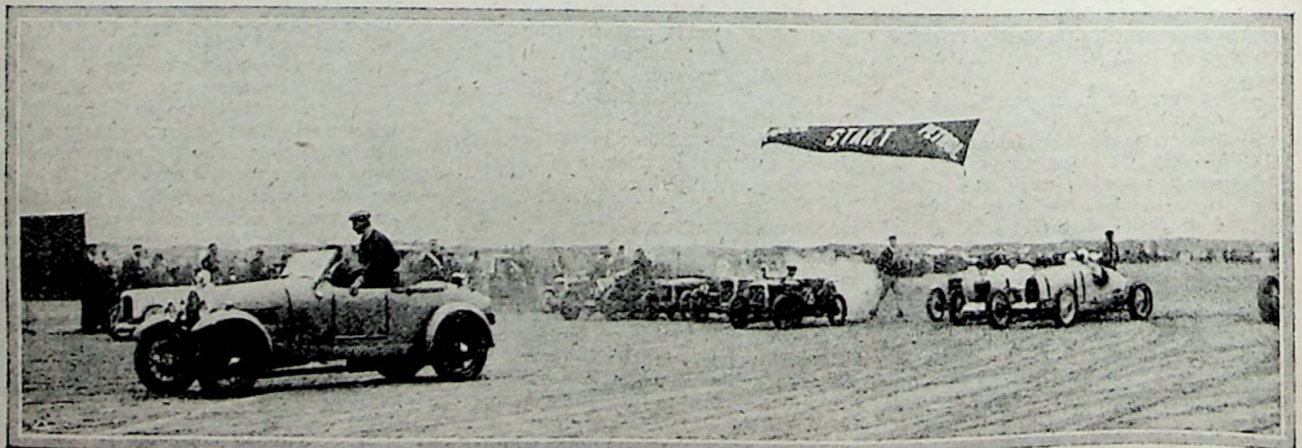
On Thursday next all competitors converge on Glasgow, where the R.S.A.C. will give a reception and dance. An acceleration and braking test and a test of driving skill will be held on the following day, and then the cars will proceed to Edinburgh for a stopping and starting test and the final scrutiny, which will take place about noon. In the evening there will be a Rally dance at the Plaza, Morningside. The concours d'élégance will be held on Saturday, July 9th, on the Castle Esplanade, at 10.30 a.m., and the presentation of

### Southampton Show.

The R.A.C. has made elaborate traffic arrangements for the Royal Show at Southampton, which opens next Tuesday, July 5th. Coloured labels will be issued to cars en route to the Show by special R.A.C. guides stationed on the main roads of approach. Copies of a map are obtainable from any R.A.C. office giving full details of the traffic arrangements.

### Eastbourne Gymkhana.

Intending competitors in the motor gymkhana to be held at Eastbourne on August 1st are reminded that entries close on July 16th. Entry forms and full particulars are available from the secretary, Mr. E. Edgerton, 49a, Terminus Road, Eastbourne.



LAST SATURDAY  
AT SOUTHPORT.

Shelsley robbed the Southport meeting of many entries, but a good crowd watched some interesting racing. Here the field is seen leaving the line in a 20-mile race. For results see "Club Items" in this issue.



## MOTOR RALLY

### A.C. Touring Event

prizes will be held in St. Cutbert's Hall at 3.30 p.m.

The London entrants—of which 28 are small cars and 25 in the large class—start from Somerset Street (behind Selfridges) from 5.30 p.m. onwards. The following are the numbers of cars starting from the other controls.

From London.—Under 1½ litres, 28 cars; over 1½ litres, 25 cars.  
From Droitwich.—Under 1½ litres, 7 cars; over 1½ litres, 14 cars.  
From Harrogate.—Under 1½ litres, 12 cars; over 1½ litres, 25 cars.  
From Edinburgh.—Under 1½ litres, 11 cars; over 1½ litres, 18 cars.  
From Glasgow.—Under 1½ litres, 5 cars; over 1½ litres, 10 cars.  
From Aberdeen.—Under 1½ litres, 3 cars; over 1½ litres, 5 cars.

Several teams (of three cars) are running in the Rally for the special team award. The W.A.S.A. has entered three teams, the Monte Carlo Rally British Competitors' Club three teams and the M.C.C. three teams. Other teams have been entered by the R.A.C., the A.A., Harrogate M.C., Vickers-Armstrong-Whitworth M.C., Hornet C.C., Riley M.C. and the R.S.A.C.



IN THE  
WINNING TEAM.

P. R. Glanville (B.S.A.) ascending Alms Hill in last Saturday's M.C.C. Team Trial for motor-cycles and three-wheelers. The trial was won by the Carshalton Motor Club team of which Glanville was a member.

## THE AMAZING M. LECOT

### A Truly Remarkable Performance

ALL France is talking of the amazing performance just completed—for the second time—by M. Francois Lecot.

He has driven a Rosengart (the French Austin Seven) for 100,000 kilometres (over 62,000 miles) in 105 consecutive days—six hundred miles a day for three months at nearly 37 m.p.h.!

You and I, writes our Paris correspondent, cover perhaps 20,000 miles a year and consider, quite rightly, that we have done a fair amount of motoring. Imagine, therefore, compressing all this into a month, and following it up with another month—and yet another. As a matter of fact, the average car owner drives about 10,000 miles a year at the outside.

Regarded as an endurance trial, this performance is particularly interesting. M. Lecot is within a short distance of his 55th birthday, but the physical strain entailed by driving over 600 miles a day for three months appears to have no effect upon him, whatever!

We all know what the Austin Seven can do in the way of endurance, and the Rosengart is, to all intents and purposes, the same machine. When it

comes to driving the car for such a period, however, the human element becomes important.

M. Lecot was able to snatch only four hours' sleep in every 24, and was practically all the rest of the time on the road—always under the control of one or another A.C.F. commissaire as passenger.

A great series of receptions followed upon M. Lecot's arrival in Paris on his last lap, but as a teetotaler and a non-smoker, Lecot was able to stand up quite well even to these.

The average speed maintained during three months was between 36 m.p.h. and 37 m.p.h. The speed of 45 m.p.h. was never exceeded at any time.

As for repairs on the road, had any serious ones been necessary, the performance could never have been made. Actually, only minor adjustments were necessary throughout the whole period.

Perhaps the most remarkable feature about a remarkable performance is that this is the second time M. Lecot has carried out the feat. After his first journey, so many people refused to believe what seemed an impossible claim that the hardy driver carried through the whole business again—but this time under official A.C.F. observation.

### The Minx in New Zealand.

The arrival of the first Hillman Minx in New Zealand has created a very favourable impression among dealers and public alike, according to a report received by the manufacturers from the distributors, Todd Motors, Ltd.

Mr. F. G. Todd, a director, described in the report a long and arduous journey with the Minx in which he demonstrated its powers to dealers and agents.

The little car negotiated thick mud,

ruts and pot-holes at a steady 30 m.p.h. over which small cars were usually reduced to less than 10 m.p.h. In every way the Minx acquitted itself in a manner comparing favourably with the large American cars which are so popular in the Dominion.

### Stelvio Open.

The highest road in Europe—the famous Stelvio Pass, in North Italy—is now open to summer traffic.

### For Your Delight

The following famous gardens will be open to the public on Sunday, July 3rd, on payment of a small fee in aid of the Queen's Institute of District Nursing.

**BUCKS.**—Chartridge Lodge, Chesham. Denham Place, Denham.

**CHESHIRE.**—Bostock Hall, Middlewich. Mottram Hall, Prestbury. West House, Hartford.

**DEVON.**—Stoke House, Exeter.

**DORSET.**—Compton House, Yeovil. Trent, Yeovil.

**KENT.**—The Priory, Orpington.

**LANCS.**—Ribby Hall, Kirkham. Whiteholme, near Preston.

**LONDON.**—The Firs, Spaniards Road, Hampstead Heath.

**NORTHANTS.**—Aynhoe Park, Banbury.

**NOTTS.**—Colston Barsett Hall, Bingham, Nottingham.

**OXON.**—Bucknell Manor, Bicester. Shelswell Park, Bicester.

**SOMERSET.**—Barley Wood, Wrington, near Bristol.

**SURREY.**—Pain's Hill, Cobham. South End, Ockham.

**E. SUSSEX.**—Brambletye, East Grinstead.

**WILTS.**—Charlton Park, Malmesbury. Fonthill House, Tisbury, near Salisbury.

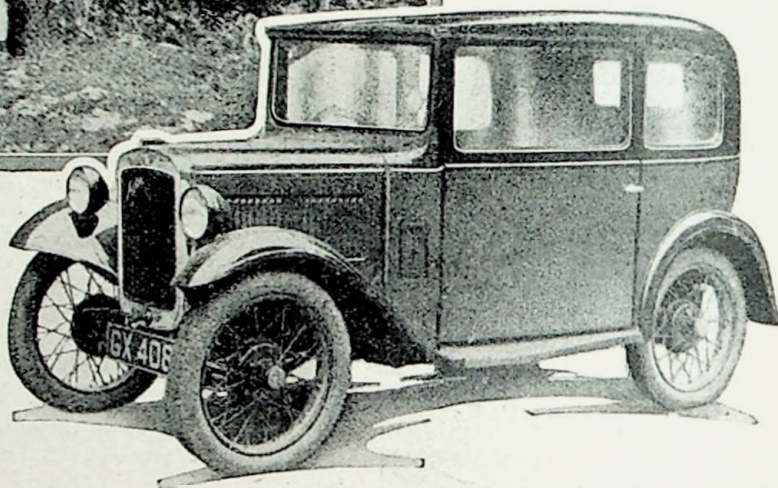
**WORCS.**—Astley Hall, Stourport. The Pool House, Astley, Stourport.

**YORKS (East Riding).**—Watton Abbey, Driffield. Langton Hall, Northallerton.





(Left) The meeting place on Exmoor of the Austin and the farmer who had never seen a car so far on the moor before. So amazed was he that he took its number!



The increased wheelbase and wider track at the rear have enabled a large, comfortable body to be fitted.

Get to Know

THE  
AUSTIN  
SEVEN  
DE LUXE SALOON

*Reliable, Comfortable and Economical Transport*

"MAN and boy, these 23 years, have I bin in these parts an' never afore have I seen a motorcar this fur up on the moor—an' such a little 'un, too!" So spake an Exmoor farmer when we were testing the new de luxe Austin Seven saloon. There were two objects in view. First, to prove that the "Seven," even in its largest form, is definitely a go-anywhere car and, secondly, that it goes anywhere at the very minimum cost.

It was in the course of a ramble across wildest Exmoor that we met this native of the West, and the point had been reached after an hour's climbing up moorland tracks, including the plunge through a hub-deep stream. No wonder, then, that he was amazed. The incident should have brought home to him the fact that no longer is it necessary to be dependent on horses for transport when living in outlandish places. In 1932 even the smallest and cheapest car can be used with perfect assurance by those living off the beaten track.

**Over 700 Miles in the Week-end.**

And now, this point of economy. On a week-end run (Friday until Sunday night) 775 miles were covered. This is a far greater distance in just over two days than most people would care to go, and it enabled most of the famous beauty spots of the West to be visited. The total amount spent on petrol and oil was under 28s.! Middlesex, Buckinghamshire, Wiltshire, Somerset, Devon, Dorset and Surrey. Seven counties laid at one's feet in the week-end for an outlay of 28s. What other form of transport can compare? This charge, by

B18

the way, can be spread over several persons—for this latest Austin provides accommodation for four full-sized occupants. During our test the load consisted of two and a large amount of heavy baggage, so that the car was carrying very nearly maximum weight.

When first taken over, the Austin had done some 2,000-odd miles. The engine had been carefully run in and could therefore be driven hard. On the first stretch of the journey, London to Bristol, an average of 30 m.p.h. was maintained through mid-morning traffic. In one hour 35 m.p.h. was clocked and in another 38 m.p.h. Surely a remarkable performance.

**Off the Beaten Track.**

Later the main roads were forsaken for the byways and an afternoon's exploring undertaken in North Somerset. The little car took well-known hills, such as Porlock and Lynmouth, in a brave fashion and only on some of the very much steeper acclivities in the heart of the moor was it necessary to shed the passenger.

During these strenuous tests the sun was pouring down relentlessly, so that the Austin may be forgiven for occasionally boiling. On ordinary roads the engine temperature, if anything, remained on the cool side—a desirable feature.

Having spoken so well of this little car, it would, perhaps, be as well to go over its main details, as it differs in many respects from previous Austin Sevens.

The type was introduced at the Olympia Show last year, but did not come on to the roads in any great



numbers until a month or two later. In order to provide better accommodation the wheelbase was lengthened by 6 ins. and the rear track by 3 ins. These changes have had a marked effect upon the riding and road holding.

Pitching on wavy surfaces has practically vanished and the stability on corners has been materially increased. On long journeys this added steadiness makes the driver's lot a far easier one; in fact all the occupants derive a distinct benefit. The gear ratios have been lowered to give the willing little engine a better chance to deal with its increased load.

The new top ratio of 5.25 to 1 (as opposed to 4.9 to 1 on the standard models) gives increased flexibility, whilst the other ratios, having been lowered in proportion, help acceleration considerably. It was often found that on long main-road hills the car would overhaul others that were pulling a higher ratio. For general purposes the new gearing would seem to be the more suitable, especially as the maximum speed on the level is still in the neighbourhood of 53-54 m.p.h.

**A Comfortable 50 m.p.h.**

Such is the capacity of the engine to rev. that on three occasions on a slight downward gradient 60 m.p.h. was reached. All day long, on about three-quarter throttle, between 47 m.p.h. and 50 m.p.h. could be maintained, and at this speed any trace of roughness in the engine disappeared.

The body is altogether larger, the distance between the rear wheel-arches being increased from 33 ins. to 34½ ins. and the total width of the rear compartment being 44½ ins. instead of 42 ins. On a small saloon these differences mean a great deal to the comfort of the passengers—who get additional room in the Austin from wells cut in the floorboards.

In spite of these alterations the Austin concern has cleverly contrived to keep the car almost as small and

compact as before, so that persons with scant garage accommodation should not be inconvenienced.

The interior of the body is tastefully finished. The pneumatic upholstery is carried out in blue leather and the rear seats are really comfortable. The front bucket seats tilt forward and can be adjusted in a fore-and-aft direction. The windscreen opens and the doors have winding windows. With the sunshine roof, windscreen and windows open the occupants keep remarkably cool even on a scorching hot day.

**Good Suspension.**

There is a cubby hole at each end of the fascia-board, pockets in the doors, and the tools are carried in compartments under the rear seats. Triplex glass is fitted all round and there is a rear blind with a remote control by the driver's side.

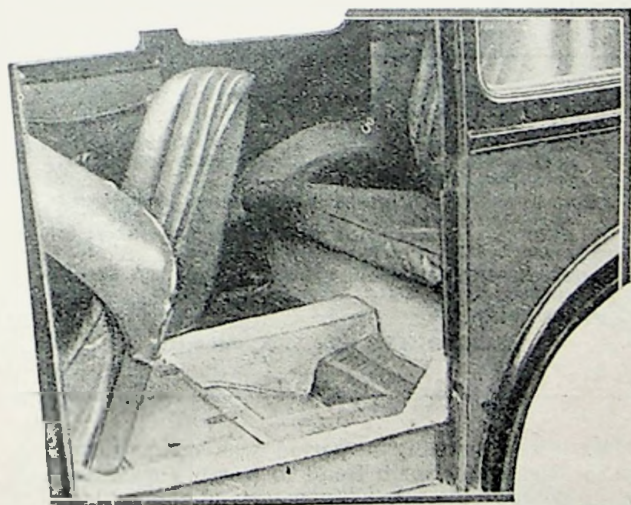
The long gear lever is a great convenience and the hand-brake lever is on the driver's side of it. The brakes on the Austin under review were hardly up to the severe conditions of our trial, but were satisfactory for ordinary going.

The suspension, bearing in mind the limitations of wheelbase and track, was very good indeed. The transverse front spring gave better riding if the shock absorber was kept on the tight side, and the rear springs, with automatically controlled dampers, have a pleasant, easy motion. The clutch took up its load sweetly and showed no signs of slipping, even under great provocation on acute gradients. On top the transmission was silent when driving but had a slight hum on the overrun; the indirect ratios were reasonably quiet.

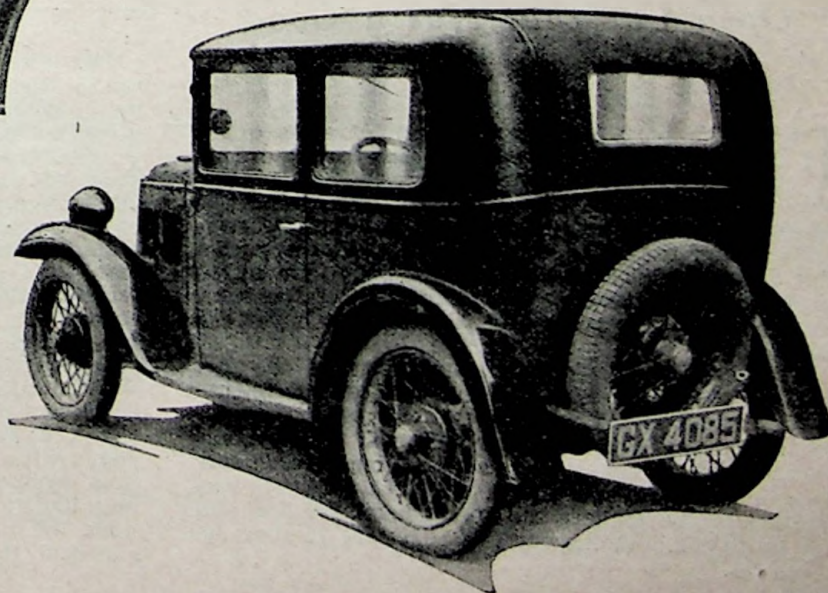
There is no doubt that during the period the car was in our hands it received a very thorough testing—it was given a much more strenuous time than it would normally get in the hands of a private owner; but it emerged triumphant and gave not one ounce of trouble. The engine kept absolutely clean and one pint of oil was sufficient to restore the level. The petrol consumption worked out at about 40 m.p.g.—sometimes more, sometimes less, according to local conditions.

Over 700 miles, through seven counties and propelled by only seven willing horses at a cost of just seven shillings per passenger. What more can be said?

The Austin Seven was remarkable 10 years ago; it is just as remarkable to-day—of how many cars can that be recorded?



(Left) The rear seats are quite roomy and have comfortable pneumatic upholstery. With the front seat tilted there is plenty of room for getting in and out. (Below) The car taken from an angle which emphasizes the wide track at the rear.



**AT A GLANCE.**

**ENGINE:** Four-cylinder, water cooled. 56 mm. x 76 mm. (747 c.c., tax £3). Two bearing crankshaft, aluminium pistons.

**TRANSMISSION, Etc.:** Three-speed gearbox. Ratios: 5.25, 9.65 and 17 to 1. Central ball change. Helical bevel drive in rear axle. Brakes on all wheels operated by hand or foot.

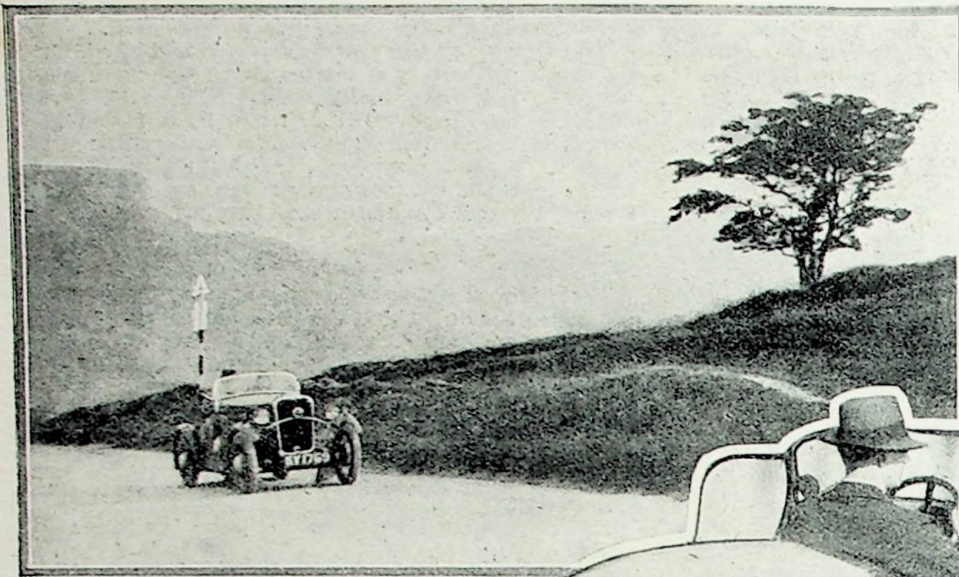
**SUSPENSION:** Front, transverse. Rear, quarter elliptic.

**DIMENSIONS:** Overall length, 9 ft. 8 ins.; overall width, 4 ft. 5 ins.; wheelbase, 6 ft. 9 ins.; ground clearance, 8½ ins.

**PRICE:** De luxe saloon, £128.

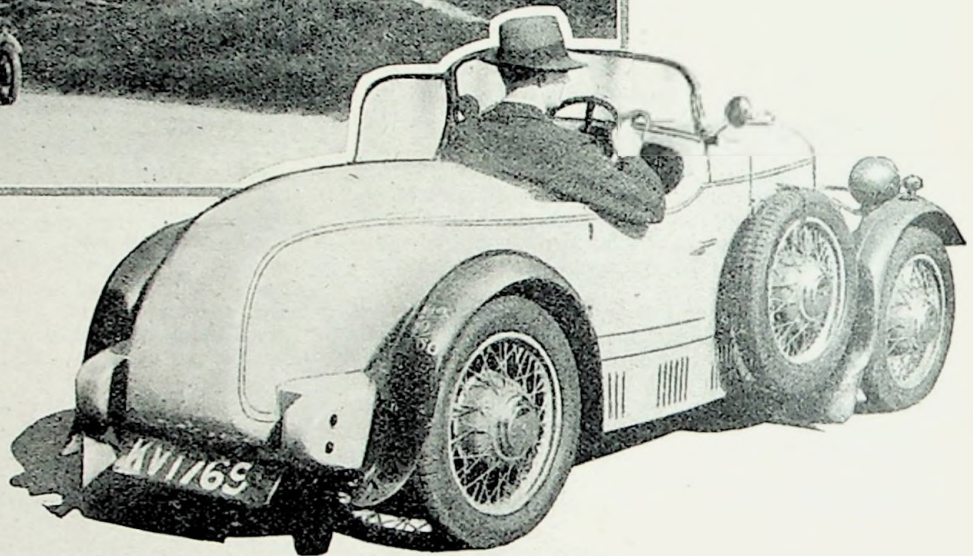
**MAKERS:** THE AUSTIN MOTOR CO., Ltd., Longbridge, Birmingham.





(Left) The car on Sutton Bank, Yorkshire, which it climbed in second gear with a passenger—an extremely good performance.

(Right) A business-like appearance from the rear is a characteristic of the car.



Get to Know

# THE SINGER NINE SPORTS

*An Attractive and Inexpensive  
Open Car that Has a Good  
Performance on Hills*

**F**OR the past few years Singer cars have not figured to any very great extent in sporting events, but of late several trials successes have been scored by the new 9 h.p. sports two-seaters. This type takes the place of the Junior Sports model, the chassis being similar to that used for the 9 h.p. saloons, except that a few modifications are carried out to the engine to obtain extra power. The body is after the same style as the Junior two-seater, but its lines have been improved.

In view of its performance in trials and the fact that, at £150, it is one of the lowest-priced sports cars on the market to-day, an example was taken over for test with more than ordinary interest. The model concerned was comparatively new, having covered only 277 miles, and was somewhat stiff, but before it was returned to the makers the speedometer reading had gone up to 952, and the car was beginning to show its real paces.

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### AT A GLANCE

**ENGINE:** Four-cylinder, o.h. camshaft, 60 mm. x 86 mm. = 972 c.c. Tax, £9. Two-bearing crankshaft, force-feed lubrication.

**TRANSMISSION:** Single dry-plate clutch. Four-speed silent-third gearbox. Ratios, 5.25, 8.35, 12.08 and 21.41 to 1. Final drive by open propeller shaft to spiral bevel rear axle.

**DIMENSIONS:** Wheelbase, 7 ft. 6 ins.; track, 3 ft. 8 ins.; turning circle, 41 ft.

**PRICE:** £150.

SINGER AND CO., LTD., Coventry.

The initial running-in period was completed by a run up the Great North Road to North Yorkshire, and there, amongst the sweeping moorland ups and downs it was made to work as a sports car must. During the whole of the time it behaved perfectly, and the most prominent impression left was that, where freak gradients are concerned, the Singer Nine Sports must be classed above the average run of inexpensive cars.

Its performance on Park Rash illustrates this point best. As those who study the behaviour of cars in the London-Edinburgh trial know well enough, this hill can cause many a modern car to come to rest. When it was visited with the Singer it was in distinctly worse condition than when M.C.C. members tackled it at Whitsun, the stretch up to the corner being more sea-beach-like than ever.

Yet, in spite of this, the Singer made a first-class climb, with more power available at the back wheels than could be transmitted to the road; the throttle, in fact, had to be continually eased to minimize spin.

On the rough grassy stretches of the Upper Rash and over the miles of moorland that follow, the car



showed conclusively that rough going holds no terrors for it, the suspension ironing out the humps in a surprising manner, with a pleasant freedom from undue pitching and swaying. On main roads the springing was equally satisfactory, the car sitting down to its job quite well and taking corners excellently.

The road over the moors from Park Rash was later covered in the reverse direction and the descent of the famous hill provided an opportunity to confirm the previous good impression that the brakes had given. Needless to say, bottom gear was engaged for the descent as a precaution, but at various points on the hill the clutch was disengaged and pressure on the brake pedal increased slightly; on each occasion the car came to rest in a few feet—a most reassuring performance.

Later the car was taken up Sutton Bank, which boasts of a considerable stretch of 1 in 5, and is reputed to be 1 in 3.9 in one place. On this the Singer surprised its occupants by making a perfectly easy climb in second gear.

In the matter of acceleration the car is very satisfactory if one makes full use of the four-speed gearbox, which, incidentally, provides quite quick upward changes. From rest, 40 m.p.h. was reached in 19½ secs.

The gearbox deserves full marks on all counts, as the change is one of those in which it seems impossible to make a mistake, whilst the silent third is a silent third in name and fact. Second and bottom gears also are commendably quiet.

**Cruises Happily at 45 m.p.h.**

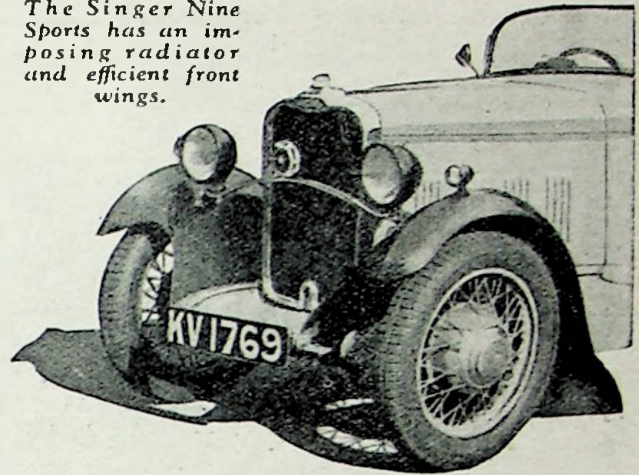
So far as speed is concerned, a 45 m.p.h. gait (just over 3,000 r.p.m.) was found to suit the car best and could be maintained hour after hour without the least sign of complaint. Slightly favourable conditions were required to reach 60 m.p.h., but even when the car was returned to the makers it was still by no means fully run in, so that the mile-a-minute mark should be within fairly easy reach once all traces of initial stiffness have disappeared. On third gear 45 m.p.h. is obtainable.

Steering, which is by worm and wheel, is positive, and the car shows no tendency to wander when travelling fast, but on the model tested was distinctly on the stiff side; much of this, however, was doubtless due to newness.

Checked over close on 700 miles, the petrol consumption worked out at 33 m.p.g., whilst oil was used at the rate of 2,000-2,500 m.p.g.

So much for the performance—now for a few words about the car itself. There is no need to refer to its pleasing lines, as these are obvious from the accompanying photographs. Seating accommodation is quite comfortable, as witnessed by the fact that precisely 675 miles were covered in two days without any trace of aches and pains on the part of either driver or

The Singer Nine Sports has an imposing radiator and efficient front wings.



passenger. A pneumatic seat cushion and well-placed controls doubtless contributed much towards this end.

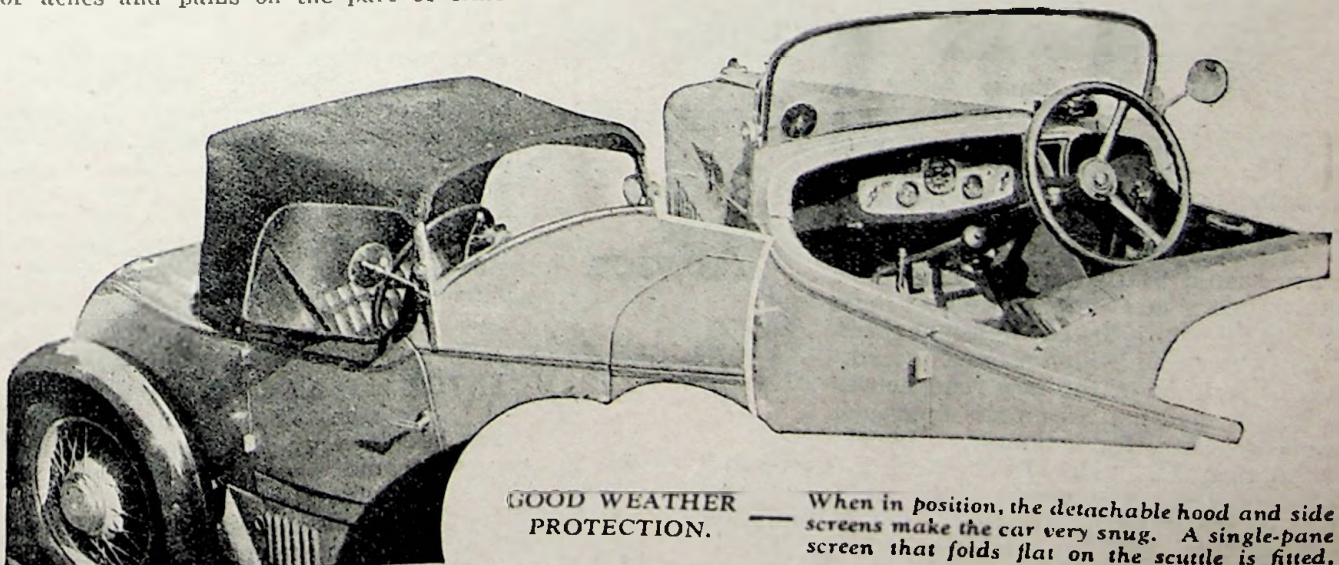
There are, however, two small criticisms that can be put forward; one is that considering the size of the chassis—the wheelbase is 7 ft. 6 ins.—just a little extra room might with advantage be given to driver and passenger. The other point concerns the screen, the top rail of which is a little inclined to interfere with the line of vision of a tall driver who likes to sit in an upright position.

The hood is of the completely detachable type, but is a rather more workmanlike job than the majority of hoods of this kind and does not restrict the vision to any serious extent when erected. Well-fitting side-screens, with signalling flaps, are provided, so that complete protection is given from the elements.

When not in use the hood is stowed away in the tail, which, incidentally, provides quite a large amount of space for luggage and contains a special locker for tools. It is reached by tilting the squab forward.

Chassis details include a 972 c.c. overhead-camshaft engine with force-feed lubrication and coil ignition, internal-expanding four-wheel brakes, semi-elliptic springs and friction shock absorbers all round, and Magna-type wheels shod with 4.00-in. by 18-in. tyres. The rear petrol tank has a capacity of 6½ gallons, with a two-way tap, accessibly fitted in an external position on the fairing between the near-side rear wing and the tail.

To sum up, the latest Singer Nine Sports should make a strong appeal to sporting drivers of limited means, as it is a car that is very roadworthy in every respect and shows up distinctly above the average when faced with anything out of the ordinary in the way of hills.



**GOOD WEATHER PROTECTION.**

When in position, the detachable hood and side screens make the car very snug. A single-pane screen that folds flat on the scuttle is fitted.





A beautiful stretch of highway in the Dukeries, near Carburton.

# RICH MIXTURE

## *Cheap Wayside Meals.*

"LUNCH, 2s. 6d.; dinner, 3s. 6d., at any Trust House anywhere," is a fine slogan, and one which I am sure will bring greatly increased trade to this vigorous organization. Other suppliers of meals for motorists should not let it escape their attention. Its message to them should be that folk like to know how much a meal is going to cost them before they park the car and find themselves ensconced behind the menu card.

If I kept one of the new road houses I should have notices on the approach roads reading, for example, "Lunch, 2s.; dinner, 3s. 'The Bee's Knee' (licensed)." I believe that they would bring me much more business than the usual type of notice, and that for those who were not too hungry I could provide

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## Light Car Comment and Advice

by  
*Focus.*

quite acceptable and popular meals at the prices mentioned. The new road houses, of course, are nearly all better able to provide cheap meals than are pukka hotels, one reason being that their rates are low and another that they cater for a different public, which is content with very simple fare provided that it is nicely served in cheerful surroundings.

### *Slid—Shut!*

WHY have all the sliding heads one sees been so firmly shut during the few hot days we have had this year? The answer is because when they are open the draught inside is intolerable. I have yet to meet a sliding head that causes no draughts, and I have yet to meet one that has tempted me to keep it



open except in dense traffic where one's progress is slow. With a touring car hood or a head that folds right out of the way, like the Tickford, the position is different—one can get that open-car feeling which is quite unobtainable when only a part of the head can be moved out of the way.

A natural line of development in my opinion will be for sliding heads to slide more comprehensively—uncovering a greater width and taking back with them all the heavy, cumbersome stuff from above the screen, which at present they leave in place.

#### *Plug Gaps Which Grow.*

**A** CAUSE of difficult starting and misfiring which not everyone understands is the habit which the points of most plugs possess of getting farther apart. I find that the gaps of touring plugs often widen by as much as 3 thou. per 1,000 miles in the case of an engine which is driven hard, whilst even sports plugs are not entirely free from the fault of enlarging their gaps.

Here, by the way, is a good tip for preventing grit and dead flies from falling into the cylinders when taking out the plugs of a s.v. engine. After using the tyre pump to blow away the lighter foreign bodies from around the base of the plug, pour a little thick oil into the recesses in the casting into which the plugs screw. This can be wiped away complete with any accumulations there may be after the plugs have been taken out.

#### *How Fast is That?*

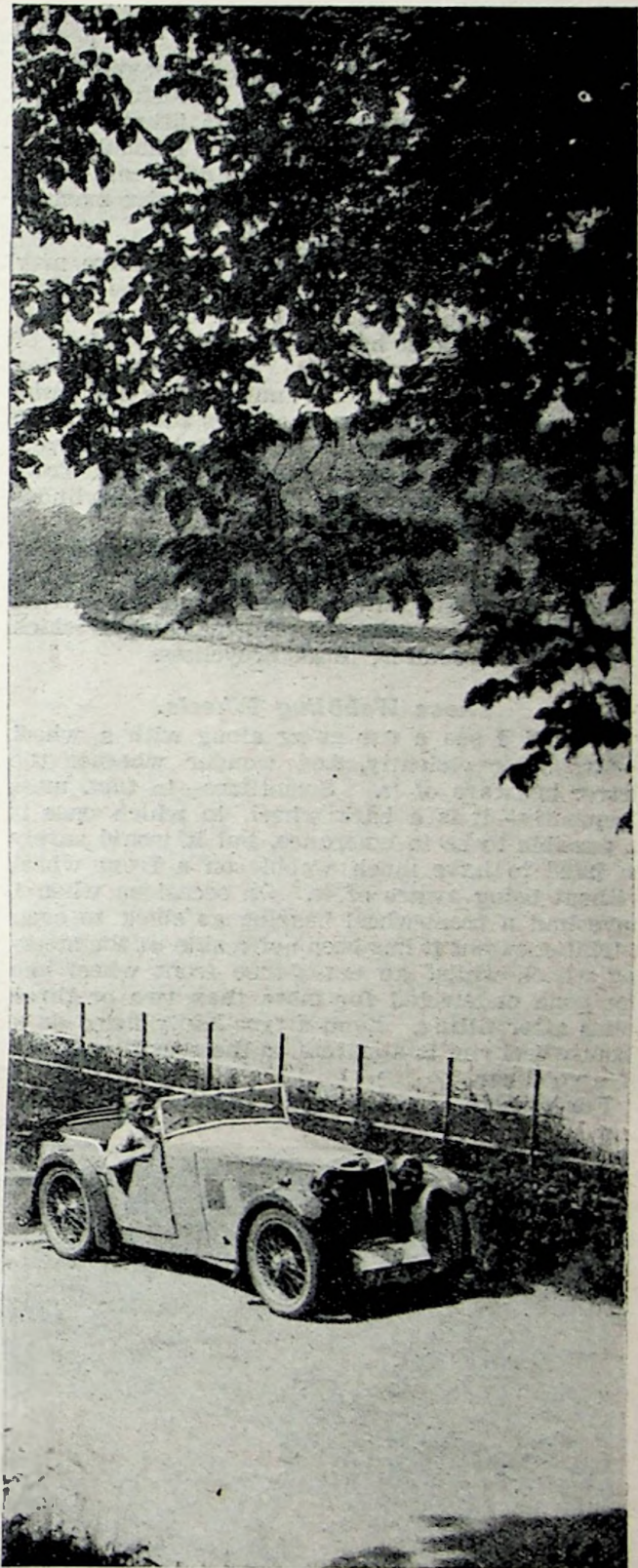
**I**T is remarkable how few people are familiar with the various simple little calculations which have to be used for working out average speeds. I often meet quite experienced drivers who are not aware that at 20 m.p.h. it takes 3 minutes to cover a mile, and that at 40 m.p.h. the time is halved, whilst probably not half of the drivers on the road could convert a time of 2½ minutes for a mile into terms of m.p.h. without elaborate calculations on paper. Actually this little problem, of course, is most elementary mental arithmetic resolving itself into 60 divided by 2½.

These sums become a little more complicated when the time is not so convenient as 2½ minutes—for example, 2 mins. 35 secs.—as the number of seconds have to be reduced to a fraction or a decimal of a minute before one can go ahead. This is not hard, however, in one's head. I should tackle this example by converting the 35 secs. into thirty-five sixtieths of a minute—or, in less cumbersome form, seven twelfths. Dividing 60 by 2 7-12ths is surely not a very serious problem in mental arithmetic.

#### *Snags of the Single.*

**T**HE suggestion that a single-cylinder four-wheeler might be worth producing in view of its many apparent advantages stirred up memories of similar suggestions of the past. One needs, however, to take a look at the other side of the balance sheet before becoming enthusiastic and it is worth remembering that attempts have been made by small concerns to market cars of this type, but without any degree of success.

My own feelings in the matter are that the first big drawback of a single is its irregular torque, which calls for a very robust transmission system



*In the northern part of Sherwood Forest there is a large track of woodland known as the "Dukeries." An M.G. Magna beside a lake in Welbeck Park, in the heart of the Dukeries.*

in which a shock absorber is incorporated. The weight and cost of this might well remove the price advantage which a single-cylinder car would seemingly enjoy. The second important failing of a single-cylinder engine is that it requires a great



RICH MIXTURE (Cont'd.)

deal of effort to bounce it over compression for starting. It would need a very powerful starter motor even if a decompressor were fitted. These are such serious disadvantages that I should very much doubt whether a single-cylinder car would find anything more than a very diminutive market.

**For Cheapness.**

**F**OR three-wheeler purposes I think there may very well be a useful future for the single. The man who buys a three-wheeler does not necessarily insist upon it having all the good points of contemporary four-wheelers. He buys it to enjoy a lower tax and reduced running costs all round and is prepared to make sacrifices towards those ends. Further, it must be remembered that three-wheeler owners are recruited to some extent from motorcycleists who already have a single-cylinder and chain-drive complex.

There is certainly room for three-wheelers of car type and possessed of car advantages, but equally there has always been a useful market for more humble types, the principal aim of which is to give car comfort to motorcycleists.

**Those Wobbling Wheels.**

**O**FTEN I see a car going along with a wheel wobbling violently, and wonder whether the driver is aware of it. Sometimes—in fact, most frequently—it is a back wheel, in which case it is possible to be in ignorance, but it would surely be hard to have much wobble on a front wheel without being aware of it. On occasions when I have had a front-wheel bearing go slack to even a trifling extent it has been noticeable at the steering wheel, whilst an out-of-true front wheel has not gone undetected for more than two or three miles after fitting. Even a tyre badly fitted on a front-wheel rim is apparent to the sensitive driver of a good car.

For owners of oldish cars, however, I think it

would be good advice to suggest that they should either test their wheels from time to time by spinning them when jacked up or, alternatively get a friend to watch them as the car is driven along a road.

**A Bonnet Worth Copying.**

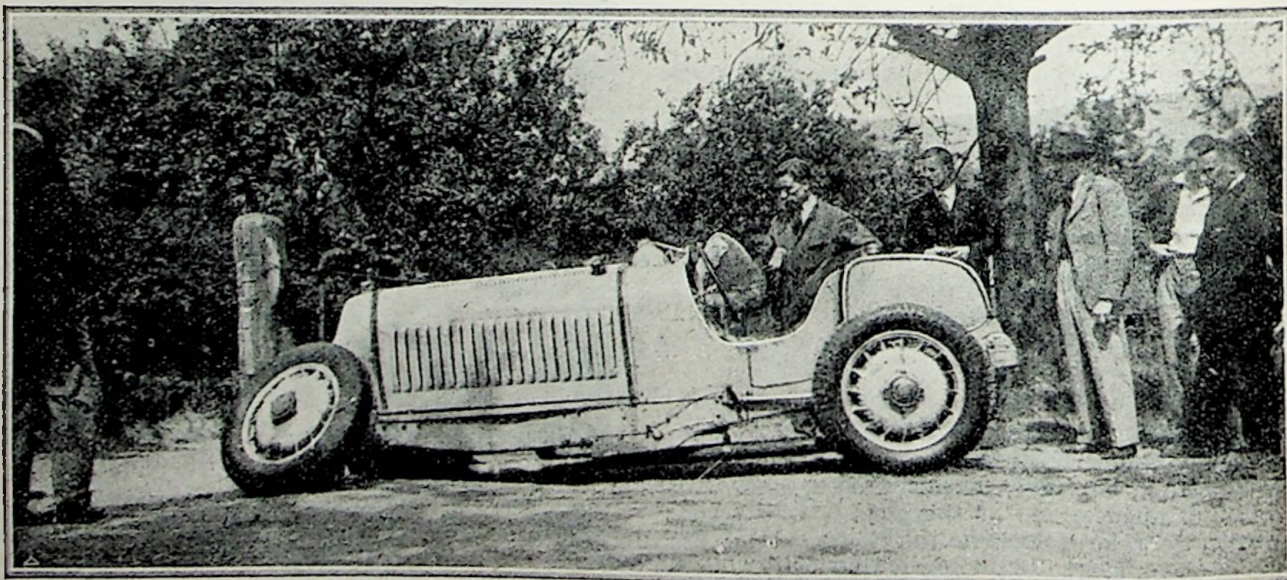
**I** WONDER how many 1933 models, if any, will have an arrangement of the bonnet and wings like that of the 8 h.p. Ford? The design, you may recall, eliminates the usual bonnet boards and wing valances and provides bonnet sides only a few inches deep as they shut on to inward extensions of the wings.

I liked this idea immensely when we first saw the little Fords at the Albert Hall, and it is certainly well worth copying as it greatly simplifies cleaning, makes the bonnet more easily handled, and cuts down the area of sheet metal. I do not see why it should interfere with accessibility, and it would certainly not do so if the wings were readily detachable—as all wings should be.

**Near-side Steering.**

**MAJOR MONRO**, of Watford, who has had his Morris Minor steering converted from right-hand to left-hand after finding, from Continental touring with a British car, that near-side steering is best, has evidently acquired the Frenchman's complex in this connection.

The arguments for and against near-side steering are numerous and well known, with an overwhelming majority against it—but only in England and the United States. In some European countries one sees quite as many cars with right-hand steering as with left-hand, although the rule of the road is almost everywhere to keep to the right. Even Parisian motorists, who know every bit as much about crowded streets as we do, have a fondness for right-hand drive, and in Paris one sees thousands of vehicles which are rarely taken outside the city and which have the wheel on the right.



**A REMARKABLE  
CRASH OF A  
REMARKABLE CAR.**

Jean Bugatti escaped miraculously without injury when his famous four-wheel-drive Bugatti got out of control on the first left-hand curve at Shelsley during practice, and crashed into the bank. The photo gives an excellent impression of the business-like lines of the car—even allowing for damage at the front. The photo was taken about ten minutes after the accident.



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**An Insurance Hardship.**

MOTOR insurance was in the limelight last week when a prominent daily paper called attention to the fact that a number of insurance company's do not accept Jews, actors, bookmakers and Air Force officers at the usual rates. They charge them heavier premiums, presumably because their claims experience is that folk who fall within these classes are not such good risks as others. On the face of it the companies seem capable of escaping criticism in connection with the broad principle. Obviously a bad risk must pay more than a good risk. But are all Jews bad risks, and are all Air Force officers reckless? Is every actor a careless driver and every bookmaker a man who courts accidents or makes unreasonable claims when he suffers one? That is where the rub comes in. Amongst these special sections of the community there must be very large numbers of really careful drivers who are called upon to pay higher premiums than their neighbours just because in their particular flock the insurance companies have found there to be a specially large proportion of black sheep. This is a hardship from which thousands have always suffered in insuring their cars, and it is one which the companies only quite recently have seen and adjusted by generous sliding scales of no-claim bonuses. These aim at rewarding the individual who is careful and penalizing the individual who is not. This is cricket, and we look forward to the idea dominating all motor insurance. The risk for which a man pays should always be his own risk and should take no collective account of his profession or his creed.

**Fair Measure.**

"MARMADUKE'S" letter last week, explaining that his consumption varies from 24 m.p.g. to 30 m.p.g. when tested by the admittedly rather rough-and-ready method of setting the speedometer trip reading to zero immediately the reserve supply in the tank is called into use, is not by any means the first we have received which has cast a doubt upon the accuracy of petrol pumps. Their measure has often been questioned by "Focus," and has been remarked upon on this page. It is unfortunate that this should have been necessary, and the matter is one which should

certainly exercise the attention of the trade because so soon as the accuracy of petrol pumps becomes widely doubted the public will insist upon some incontestable method of measuring which may cause delay, inconvenience and expense. The position as we see it at the present time is that all pumps in general use are capable of giving very accurate measure when properly handled and when in good condition. Mishandling, wear and tear or some derangement, however, may cause short measure to be delivered, but, so far as we are aware, cannot result in the instrument erring in a motorist's favour. We have never known a pump deliver generous (that is, excess) measure and no case of such an occurrence has ever been reported to us. Car owners accordingly are beginning to feel that from the garage man's point of view it is "heads I win, tails you lose." This will not do. It creates distrust in people's mind, and is a bad thing for everybody concerned.

**Negligence Defined.**

NEGLIGENCE is a word which has always been of consequence to all motor drivers, yet there are very few who would venture to define it. Particular interest is lent, therefore, to the utterances of Judge Crawford at Edmonton County Court recently when he remarked:—

The test of negligence on the part of a motorist is not what the superman would do under certain circumstances, but what the ordinary individual gifted with the normal faculties of human beings and their limitations would do. The person who drives a motor vehicle in London to-day must possess the necessary skill and experience, but there are very few who possess that rapidity of thought and action which may sometimes be required to avoid an accident. The test is, therefore, the ordinary skill, care and control which an ordinary driver might be expected to possess and exercise.

These words deserve to be remembered for negligence creeps into so many motoring cases. It is easy for a clever counsel to make a driver appear to have been negligent when actually he was exercising every reasonable care, and it has always been hard for a jury to make up its mind as to what is negligence and what is not. Judge Crawford's definition is a common-sense definition and deserves the widest possible publicity.

Topics of the Day



Technical Aspects

## SPRING-MOUNTED ENGINES

An Efficient Method of Cutting Out Vibration  
—Metallurgical Progress—Cellulose Valeting

I AM very pleased indeed to see the attention that is being given to the springing of the engine for the purpose of isolating its vibrations from the chassis. Many attempts have been made in the past to spring the engine, but, apparently, they have been of the unstudied, hit-or-miss variety only, because those bygone efforts that I have seen and tested attained smoothness only under one condition of driving, at the expense of an intensive oscillation at other loads and speeds.

I have but little knowledge of the technicalities of this subject myself and my attention was redrawn to it only recently by the unique sensations of driving certain modern cars, having spring-mounted engines, with results which surprised me.

There is evidently a little farther to go yet, however, before a four-cylinder engine can be made in all respects to imitate a "six" or an "eight," but I have been in one or two "fours" recently which were almost indistinguishable from the more multi-cylindered types at all ordinary driving speeds and revealed their identity only at certain critical periods low down in the acceleration curve.

I am told, however, by a well-known designer who has lately made an intensive study of engine springing that even these isolated periods can be cut out if the suspension and springing are correctly carried out. There are, he says, three different kinds of oscillations. Two are already recognized and more or less provided against, but the subtle one is the third, and in none of the various springing systems is provision made for its absorption.

But I have been assured, with confidence, that calculations are possible by which the precise positioning, springing and number of the supporting points can be accurately arrived at, and I feel quite thrilled to think that apparently methods of suspending and springing "fours" in such a way as to cut out their torque and other vibrational periodicities are almost, if not quite, within reach, because I am still one of those incorrigibles who persist in thinking that small "sixes" are not really necessary.

IT is rather a mistake to imagine that a "six" is more efficient than a "four," because it is not. The reasons for the development of the "six" and the "eight" are twofold, thus: (1) the splitting up of pulsations into a larger number at smaller amplitudes for the purpose of making more easy the absorption of the resultant vibrations, and (2) the provision of a

By  
L. MANTELL

higher maximum speed by reducing the weights of the reciprocating masses; that is, pistons, con. rods, and so on.

For purely racing purposes the last-named qualification is certainly very valuable; in fact, it is indispensable, if ultra-high revs. are intended, but to multiply units, with the added constructional expense, derangeability, fuel cost per b.h.p. and difficulty of keeping in tune, from an amateur's standpoint, for the sole purpose of absorbing low-speed periods seems strange to me.

Do not imagine either that from a balance point of view a "six" is all "jam." It is true that there is a much greater freedom from periodic torque reaction, and that the crankshaft arrangement eliminates, to a great extent, vibrations due to what is termed transverse inertia or "twisting" couples which result in the "four" from the opposed position of the crank throws. Against that, however, there is another kind of vibration which is almost inseparable from long shafts, namely, a torsional period which takes the form of a kind of shudder; it is often very difficult to cure.

THE same trouble, only more so, occurs with "eights," which, I think, are not a suitable type for use in small cars. They are not so well balanced as "sixes" and, owing to their great length, torsional vibration is even more difficult to avoid, but the principal trouble is carburation.

An "eight" is, in effect, two "fours" in tandem, but for balancing purposes the crankshaft is generally arranged with one four-throw in the middle and the other divided into halves, one of which is placed at each end with the crank webs at right angles to those of the centre part.

Now here is the trouble: A single central carburetter cannot be used efficiently because with no possible arrangement of cams can the inspirations from the front and rear group of four cylinders respectively be made strictly alternative, which they must be for correct distribution.

If two carburetters are used one must supply the central group of four and the other must deal with cylinders 1, 2, 7 and 8, which, of course, involves a vile induction pipe. In short, to distribute correctly in an "eight" either four carburetters or supercharging are necessary.

And again I ask—to what purpose, if correct suspension will answer instead?

I AM very fond of preaching the inadvisability of using or even implying the word "finality" in relation to scientific progress in this wonderful age, and yet a few weeks back I was guilty of suggesting in "Technical Aspects" that the limits of tensile resistance to the demands of reciprocating stresses must be almost reached.

Within a very few days of penning that short-sighted sentiment my ideas, which had been straying in the "finality" direction, were pulled up with a jerk by hearing of a new Sheffield-made steel with almost unbelievable properties. Not only has this amazing product a tensile strength of 135 tons per sq. in., but it is, at the same time, capable of being bent sharply through 180 degrees; i.e., *double; without breaking!* It can also be machined up to 95 tons after heat treatment—the ordinary machining limit being 65 tons. As I do not know if this steel is available for general sale I feel that it would not be in order at the moment to name it.

AS disconnected scraps seem to be the order of this discourse, I may as well devote the remainder of my space to airing a pet wish of mine, which I hope to see materialized one day.

We hear a good deal nowadays of valeting services for cars, mainly in respect of lubricating. May I suggest the equal necessity for a service for the care of cellulose. While the respraying of a body is an expensive matter, there is no reason why small but periodic attentions by skilled hands should not keep the original coat in good condition for a long time very cheaply.

Anyone who troubles to note the exact procedure of the senile decay of cellulose finishes cannot fail to see that the trouble seldom commences in the middle of a panel, or any other tolerably extensive area of sprayed surface, but almost invariably at the edges. Very minute cracks first start and the damp which penetrates under the coating quickly undermines the surrounding anchorage, and, once started, the trouble soon spreads.

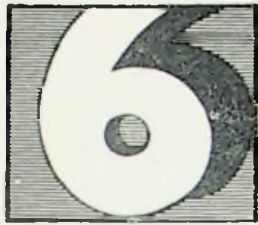
My suggestion is that if a body is periodically inspected a very light touch of lacquer on the cracks, as they appear at the edges, with a fine brush would seal them, and if the spraying was originally of good quality its life could be doubled, or even trebled, by this little attention at the right time. Colour matching is unnecessary at this microscopic stage; clear lacquer only would be used, and half an hour once a month would do wonders.

Now what about a Cellulose Valeting Service? It is badly wanted.

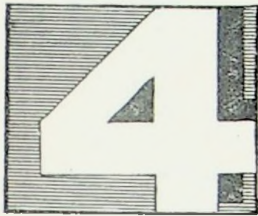


July 1, 1932.

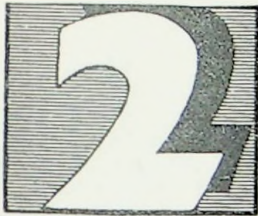
The Light Car & Cyclecar



CYLINDER

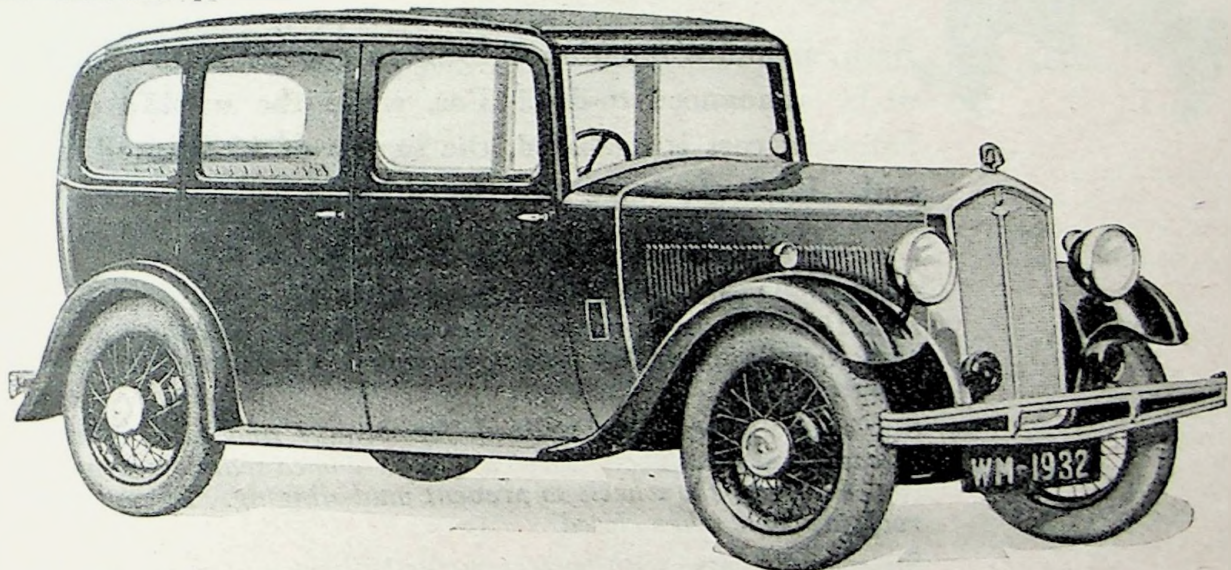


SPEED GEARS



YEARS' GUARANTEE

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B27



World's clamorous demand for Standard cars causes immediate announcement of 1933 models!



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With six more months of 1932 to go, the 1933 Standards had to be announced to-day! For, while the world's demand for Standard cars is unabated, the supply of 1932 models is at an end. *With six more months of 1932 to go!*

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*Six splendid cars—So new that the world has not yet seen them. So up-to-date that they have raced the calendar by six months. So economical that they bring really luxurious motoring within the reach of every motorist.*

*Six splendid cars—streamlined for beauty and easy cleaning, roofs streamlined for silence. Deep and fully-domed seamless wings, following the contour of the wheels to prevent mud-slinging. Flush fitting sliding roof, invisible when closed.*

*Six splendid cars—with perfect engine balance and re-designed luxurious road springs. Never has the motorist's comfort been so cared-for in cars so moderately priced. Never has driving ease received such consideration.*

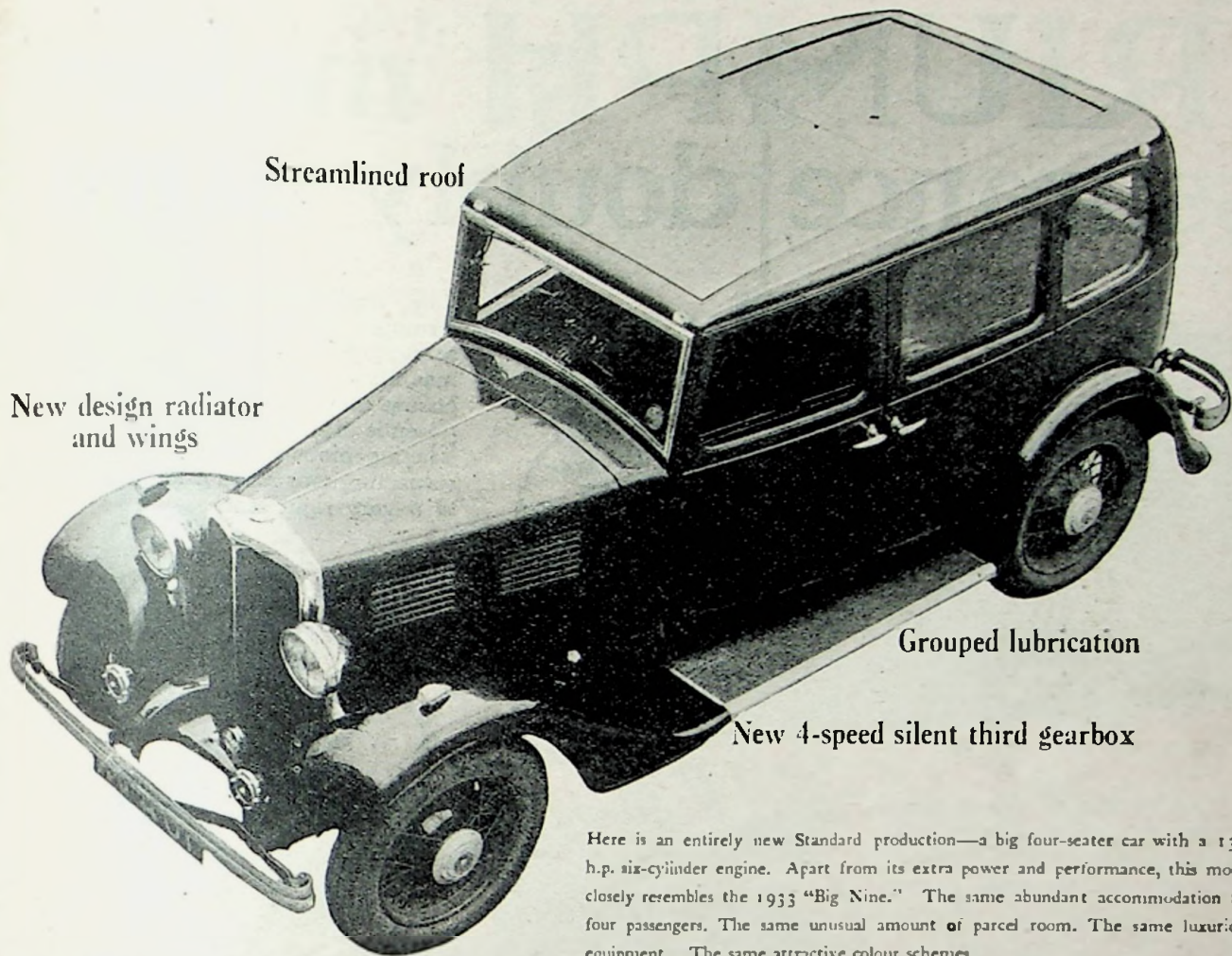
**SIX SPLENDID CARS**—with every refinement of modern engineering practice. All models now have the new four-speed gearbox, providing silent third gear. Grouped-nipple lubrication. Twelve-volt lighting and starting set. Solex Self-Start Carburettor. Petrol pump fuel feed. Oil cleaner. Hydraulic shock absorbers.

# STANDARD

Send postcard for your free copy of the magnificent 1933 catalogue to: The Standard Motor Company Ltd., Canley, Coventry

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





Streamlined roof

New design radiator and wings

Grouped lubrication

New 4-speed silent third gearbox

Here is an entirely new Standard production—a big four-seater car with a 13.5 h.p. six-cylinder engine. Apart from its extra power and performance, this model closely resembles the 1933 "Big Nine." The same abundant accommodation for four passengers. The same unusual amount of parcel room. The same luxurious equipment. The same attractive colour schemes.

**THE STANDARD "BIG TWELVE"** Saloon £215 Special Saloon £235 2 or 4-Seater Tourer £215

This also is a newcomer to the Standard family—a car built on the lines of the Standard "Little Nine" yet with the added power and performance of a six-cylinder engine, developing 29 brake horsepower from an R.A.C. rating of 12 horsepower. In common with all the other Standard models for 1933, it is very trim and ship-shape in appearance, this new four-seater saloon. Equipped with a smooth power unit, and the new four-speed silent third gearbox, it is amazingly vibrationless, even at high speeds over the roughest roads.

**THE STANDARD "LITTLE TWELVE"** Saloon £189 Special Saloon £204 2 or 4-Seater Tourer £189

Now equipped with the new four-speed silent third gearbox, 12-volt lighting and starting set, larger head lamps, hydraulic shock absorbers, petrol pump, electric petrol gauge, oil filter, etc., etc.

**1933 STANDARD "LITTLE NINE"** Saloon £159 Special Saloon £174 2 or 4-Seater Tourer £159

The car which built the Standard reputation—in its 1933 form!

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All prices ex works.

All 1933 models fitted with Dunlop tyres.

Also 1933 editions of the Standard "Sixteen" and "Twenty"

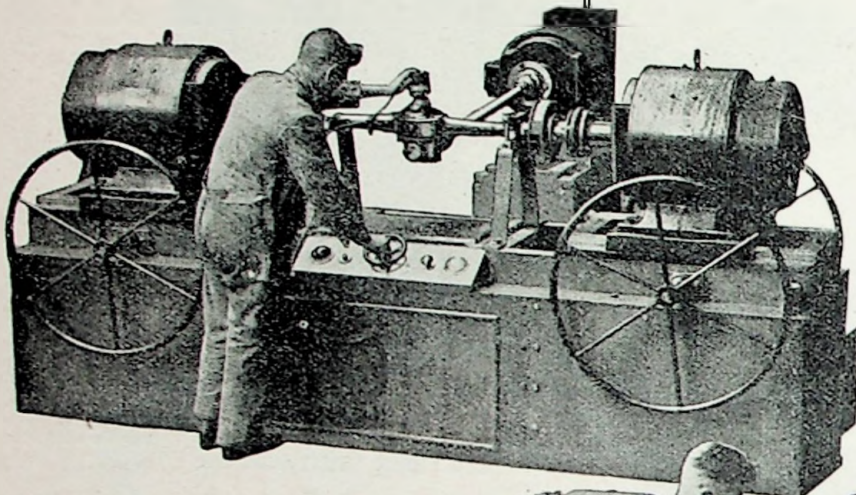
# STANDARD

West End Showrooms: The Car Mart Ltd., 46-50 Park Lane, London, W.1 and 297-9 Euston Road, N.W.1

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

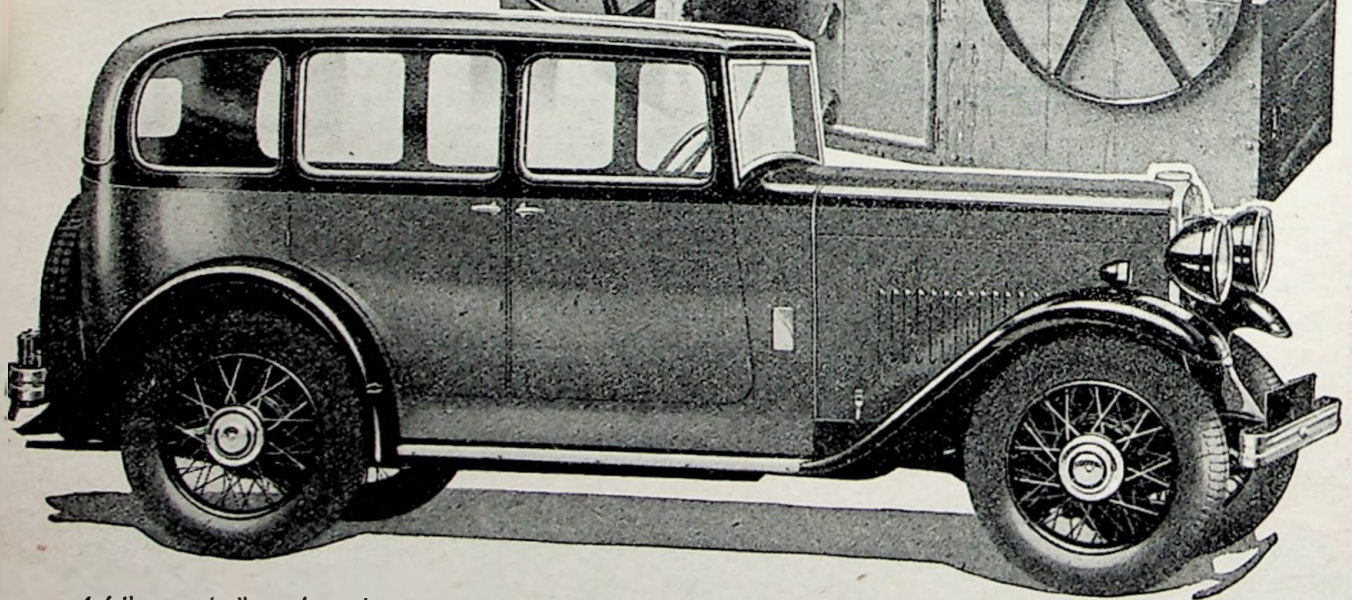
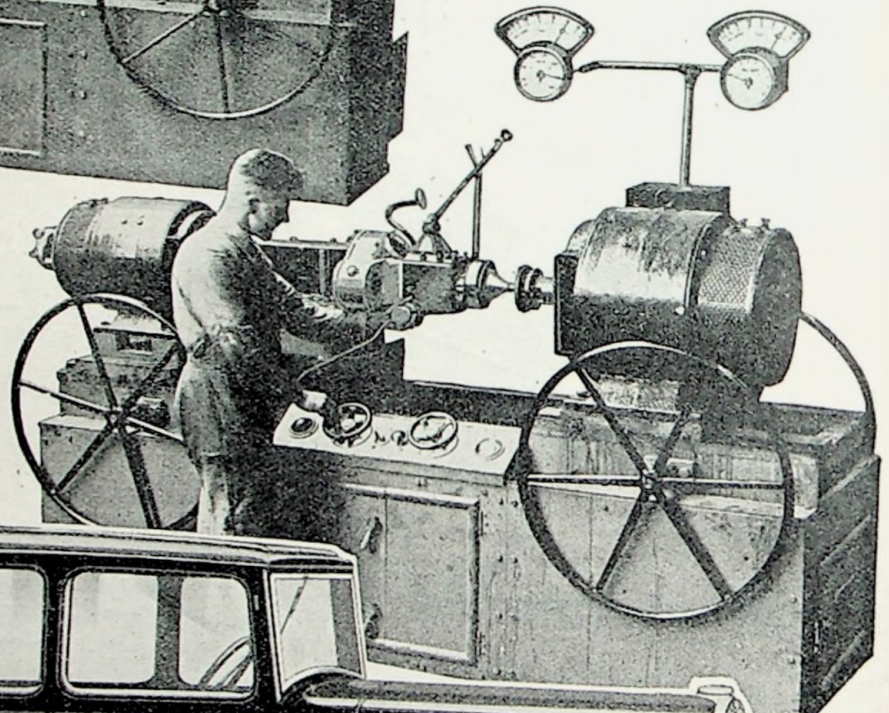


# TRIUMPH makes assurance doubly sure



The meticulous care of skilled Triumph workers is not your only safeguard. Uncannily accurate machines test again and again to ensure silence, smooth running and absence of undue friction. The ingenious machines shown are subjecting rear axles and gearboxes to a very rigid test.

Write to-day for full details of the wide range of cars. There are Triumph Super Seven models from £140, Super Nine models from £179, "Scorpion" 6-cylinder models from £185 and "Twelve-Six" models from £198. Dunlop Tyres and Lucas Electrical equipment standard.



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Mirg in Hastings Ltd., 212, New King's Road, Fulham, London, S.W.6; and 17, Berkeley Street, London, W.1. Ratcliffe Bros., 200, Gt. Portland St., London, W.1. Newnams, Newnham House, 237, Hammersmith Rd., London, W.6.

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

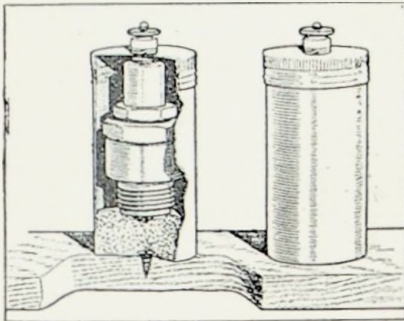
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



# OTHER READERS' IDEAS

## Carrying Spare Plugs.

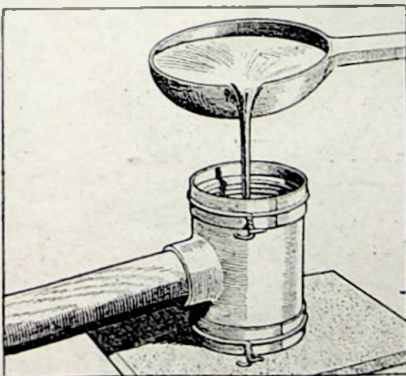
CERTAIN types of shaving-soap container can be used very effectively for carrying spare plugs. The containers are secured to a strip of wood which, in turn, is mounted on the engine side of the dashboard. It will be seen from the sketch that a central screw in the base of each container fixes it to the board whilst a piece of sponge rubber is used to protect the plug points.



If clip-on terminals, instead of nuts, are used normally on the plugs it will not be necessary to provide nuts for holding the plugs in the container lids; each lid must be drilled to take the terminal shank, but if enough sponge rubber packing be used the plug will be clamped securely when the container lid is screwed down.

## Making a Lead Hammer.

MOTORISTS who do their own repairs will find a lead-faced hammer to be a valuable addition to their kit. A simple method of making the hammer is to obtain a gas-pipe tee-piece with a main "bore" of about 2 ins. or 2½ ins., the branch socket being about ¾ in. "gas." A length of pipe to form the handle is screwed into the socket, but



the end of the pipe must first be plugged. Alternatively, a wooden handle can be used.

Two strips of tin are wired round the ends of the tee; they should stand about ½ in. beyond the ends. The tee-piece is then supported with one face flat on a piece of metal or asbestos, whilst molten lead is poured into it. Continue pouring until the lead is level with the edges

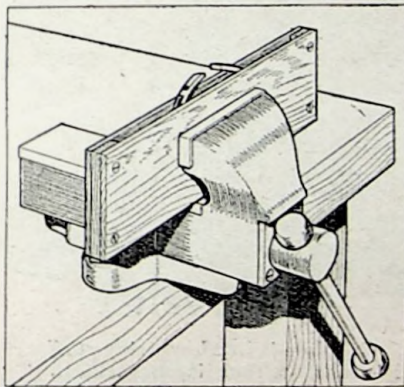
*THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.*

*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.*

of the strip. When it has cooled and set the tin strips can be removed and the faces of the lead ends filed true.

## Holding Piston Rings.

WHEN fitting new piston rings it is usually necessary to file the ends for setting the gap. Care must be taken not to damage the faces of the rings; thus, holding them between hard vice-



jaws is bad practice. The ordinary type of lead or brass vice clamp can be used safely, as a rule, but a better scheme is to make a wooden holder of the kind shown in the sketch. Cigar-box wood is very suitable. The length of the sides should be about 8 ins., whilst a depth of 3 ins. will be about right for normal sizes of ring. The distance pieces at the ends should be of a thickness which makes the rings a light push fit into the gap thus formed.

To hold a ring for filing slip it into the "box," with the ends projecting a little, then grip the "box" in the vice. The wood will give enough to hold the ring firmly, but without any risk of damage to the faces.

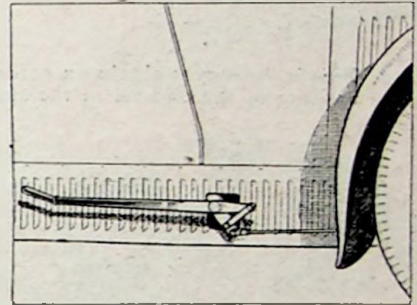
## THE PRIZE WINNER FOR JUNE

The winner of the guinea award offered for the best "Idea" published during the month is Miss K. COATES, The Gables, Cross Lane, Burniston Road, Scarborough.

Her "Idea" entitled "For Use when Refuelling" was published in our issue of June 24th.

## M.G. Midget Brake Control.

AN outside brake lever, which will prove useful when making a restart on a steep hill, can easily be fitted to most types of M.G. Midget. The lever used by the sender of this "idea" is one from a Model T Ford. The bar which is attached to the lever is cut off about 6 ins. from the boss; it is inserted in the tubular cross-member of the drop arm, which operates the off-

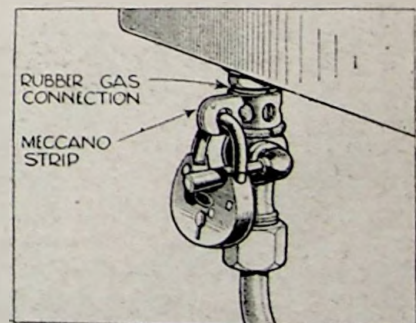


side front brake. It will probably be necessary to bush the tube.

The next step is to cut a strip of mild steel 3½ ins. long by, say, ¾ ins. wide and ¼ in. thick. Holes on 3-in. centres are drilled in the strip, which is then bolted to the end of the lever and to the drop arm, using the upper of the two existing holes. The strip holds the lever in position, and, of course, conveys its movement to the brakes.

## Locking the Petrol Tap.

WHERE a normal type of lever petrol tap is fitted in the fuel-supply system it is easy to arrange a simple device for locking it in the off position. A piece of rubber—part of a gas-tube connection will serve quite well—is fitted round the petrol pipe above the tap, and over it is clipped a strip



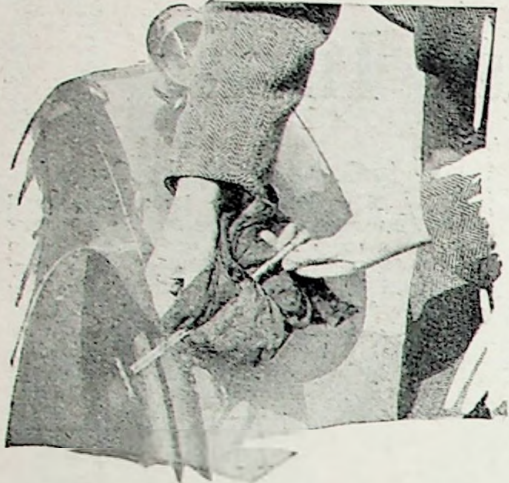
of metal with the ends drilled to take the hasp of a small padlock. As a rule, a piece of Meccano strip can be used for the clip. Its position must be so arranged that the padlock will embrace the tap lever, as shown in the accompanying sketch.

It is suggested that when parking the car the tap should be turned off and locked, the engine being stopped by allowing the float chamber to be run dry.



# WHY NOT DO IT

— and Save Temper, Time and  
which will Assist Towards More



This is the way to obtain an accurate reading of the oil level in the sump.

**N**O man can claim to be efficient who does jobs the wrong way, and, as we all hug to ourselves the delusion that, as it applies to us, the word can be spelt with a capital "E," it might be as well to find out whether or not we really bring efficiency to bear on the little things connected with our daily motoring.

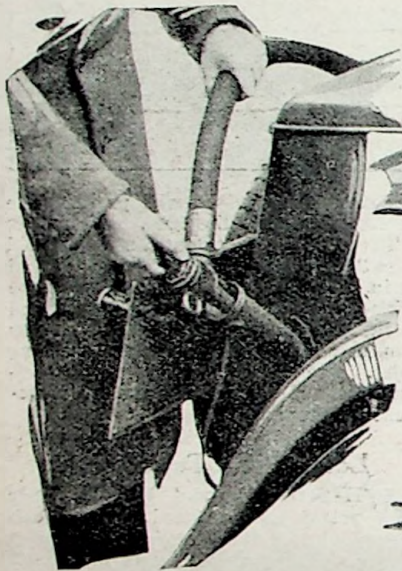
In other words, we can act on the assumption that if we look after the little things the big things will look after themselves.

Words are weighty things, so take a peep at the accompanying photographs; they show how just a few ordinary little jobs connected with motoring and car maintenance should be tackled. The methods shown are designed to save time, money or temper—in some cases, all three! A word of explanation concerning each may, perhaps, be warranted.

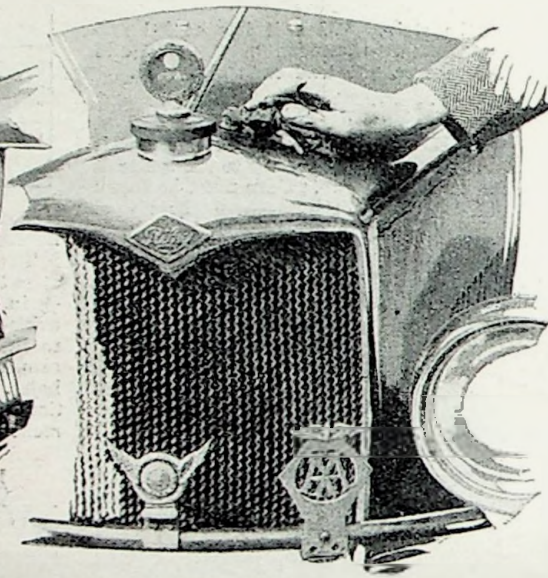
Let us begin in the top left-hand corner and work round the pages. First of all, checking the level of the oil in the sump. You can obtain a false reading by pulling the dipstick straight out and examining it. The proper thing to do is to wipe it clean, replace it, withdraw it and then take the correct reading.

When filling up from a pump do you stand at the business end of the hose, or do you let the garage man usurp your position? You can save your paintwork and also cut off the supply should the tank overflow if you do it yourself.

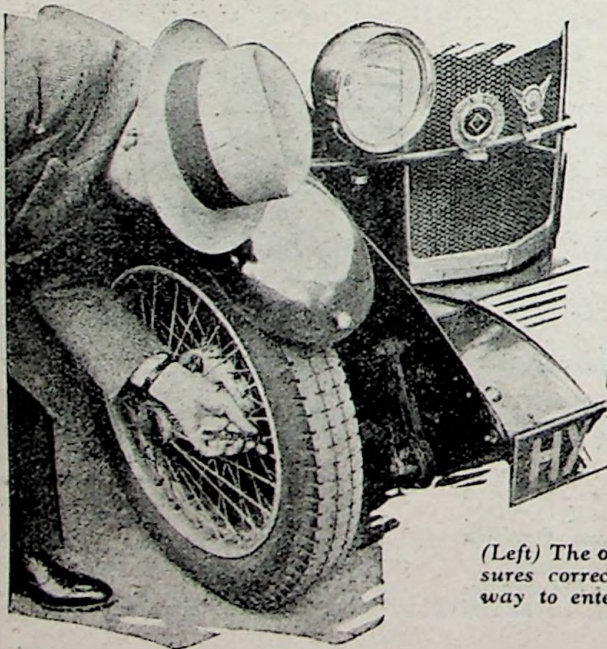
Cellulose is stout stuff, but do not rub it down "dry" too often. Use a damp leather, especially on the bonnet. As to tyres, a gauge is the only



You should be at this end of the filler pipe.



Cellulose is hard wearing stuff but do not take liberties with it.



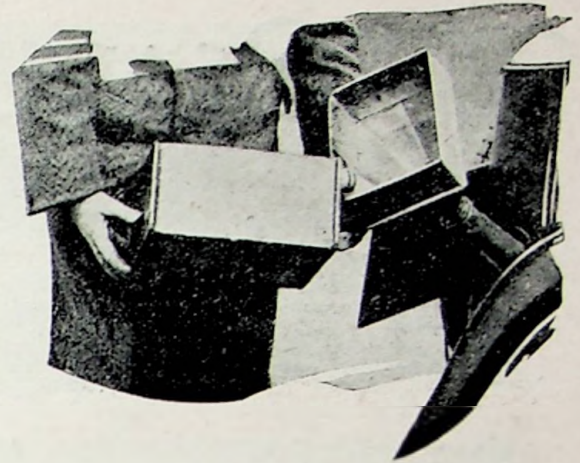
(Left) The only way to set tyre pressures correctly. (Right) The easiest way to enter a small car—"sit in backwards."



(Above) of the filled a few Lift th to a valar your thur



# THE RIGHT WAY?



So old a tip that it has nearly been forgotten — but it is a valuable one all the same.

## Money? A Few Simple Pointers Efficient Maintenance and so on

certain way of ascertaining the correct pressure, whilst, when it comes to getting in or out of a small car, remember that it is nearly always easier to "do it backwards."

Do not use a jug to top-up your battery. You are bound to spill some of the distilled water. A patent cork can be obtained quite cheaply, which simplifies the job and saves both time and temper.

Do your front-wing valances bear evidence of the careless way you have lifted the bonnet? Get into the habit of lifting the side almost vertically; and here is a tip which will help you to maintain equal adjustment of your shock absorbers. Do not grasp the spanner in the ordinary way. Apply it to the nut, and with the pressure of one finger or thumb lift it or press it down, as the case may be.

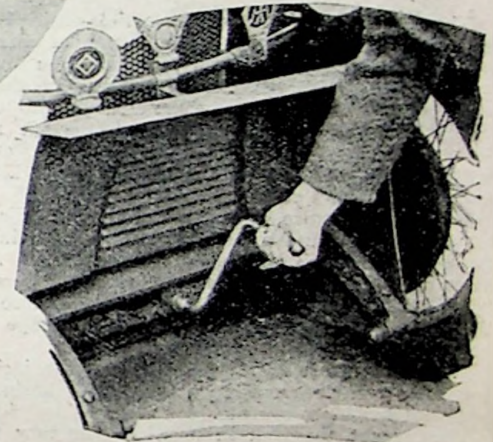
Starting handles have almost gone out of date, but when you do have to use yours, do not make the mistake of having the thumb over the handle. The thumb must be underneath—in case of a backfire.

The little picture on the left of the one just described tells its own story—and do not forget that this is the signal to give when you are turning right.

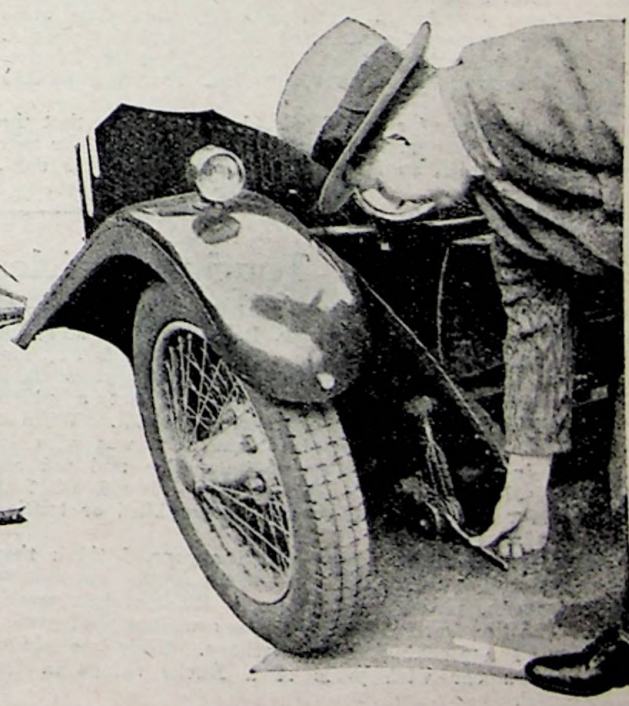
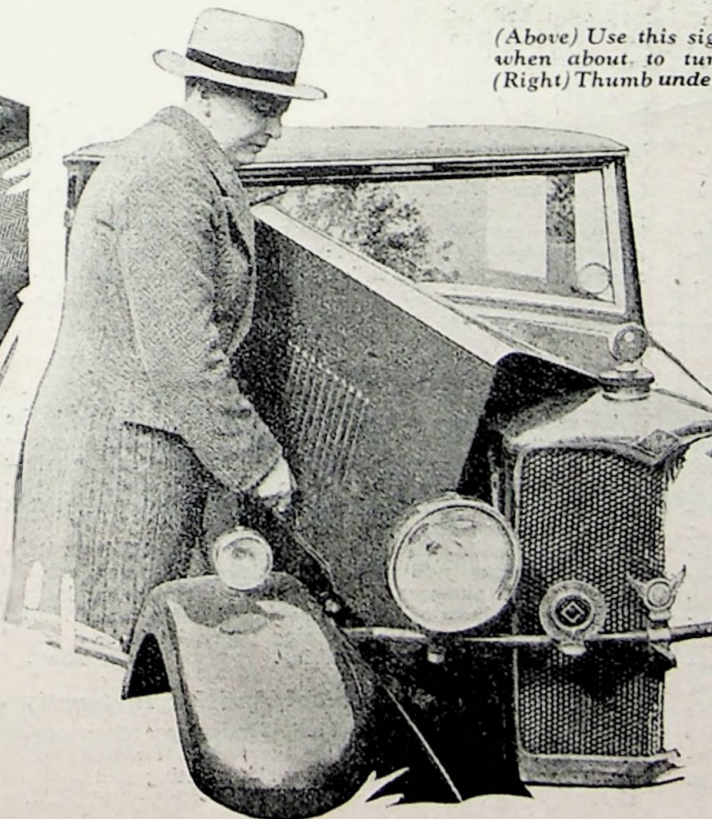
Finally, a very old tip—so old that it has nearly been forgotten. When emptying a petrol can have the outlet uppermost. If you have never tried it, test it for yourself next time.



(Above) Use this signal only when about to turn right.  
(Right) Thumb under, please!



A "pouner" kind for distiller costs only mce. (Right) bonnet like this thl scratching and adjust tters by using or finger ssure.





# OUR READERS' OPINIONS



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

## TOOL KITS WHICH CAUSE DELAYS

I have read with interest your article entitled "Pit Work," in which you mention the inefficiency of owner-drivers in such matters as wheel changing. Do you not think that the greater portion of this inefficiency

**Reason for Poor "Pit Work."** must be handed to the car manufacturer? How would pit mechanics in the 1,000 Miles' Race care to make necessary adjustments with a standard tool kit as supplied with popular cars of to-day?

Take, for instance, a rear-wheel change. To get the jack in position you use a handle about 24 ins. in length with the square section an extremely loose fit. After several attempts you manage to locate it under the axle, although "locate" is hardly the correct word, because the pad on the jack screw is usually of such a shape that it fits nowhere with definite security.

In some cases it is impossible to use the jack at all until you have run your car up a convenient kerbside to obtain sufficient height to operate.

Having got the jack in position, you now find that the 24-in. handle should be, say, 8 ins. longer, to miss the luggage grid, wings, etc., when being turned, so one must be patient and operate in half-turns. By this time one's clothes are needing the attention of the local dry cleaner. Finally, we proceed to remove hub nuts with a wheel brace, which is fouling the wire spokes and removing all the enamel.

In the removal of a cylinder head one discovers that the very nice box spanner is too long to fit certain of the rear holding-down nuts, so an ordinary small spanner is used,

which either spoils the nuts or becomes bell-mouthed after little service.

The foregoing are just two of the irritations which happen when using standard tool kits, and it does appear to the owner-driver that the average kit is just an afterthought, the selection of which is left to a mind not mechanically trained. Surely the chief designer of a car should be the man to devote a little time to the issuing of the specification for all accessories.

WILLIAM PALMER.

The criticism of the inefficient way ordinary motorists tackle such jobs as wheel changing, which was contained in your article "Pit Work," is undoubtedly merited. But you must remember that—apart entirely from the question of skill—private owners have not the facilities for snappy adjustments that are enjoyed by mechanics and drivers in a race. Quick-lift jacks and knock-off hub caps make all the difference when it comes to changing a wheel against time, just as an array of tools—and good tools at that—all set out on the pit counter, makes all the difference where other jobs are concerned.

Personally, I think car makers might well pay a little more attention to making it easier to carry out wheel changing, tyre inflation, plug changing and all those other jobs that are called for before or during a journey. Surely we can be given better tool kits, stored so that every item is readily accessible, jacks permanently attached to the axles and knock-off wheels instead of the present tiresome affairs with "dinner-plate" hubs.

L.A.R.

## Touring Articles or Technicalities?

I cannot entirely agree with the letter which appears in your issue of June 24th, by Mr. P. S. Hutley, asking for "more well-illustrated articles on beauty spots . . . and so on." In my opinion, yours is a

**The Car in the Picture** motoring journal and not a photographic or touring journal. When I commenced to take it, it was with the view of increasing my motoring knowledge and not my geographical or touring knowledge, and when I want to increase the latter I shall consult geographical or touring (not motoring) books.

Regarding the illustrations which appear, I think they display little photographic knowledge. As an example of what I mean, please refer to pages 122-3 of last week's issue. The illustrations on these pages are not photographs of parts of a Buckinghamshire village. They are photographs of a car with parts of a Bucks village in the background.

E34

These photos are all right to show to friends with the remark: "See our car at a Bucks village," but they are not suitable for a motoring paper, and a photographic paper would scorn them. I have been a keen amateur photographer for 39 years and a motorist for 20 years, but I have never yet taken my car in a landscape.

I think *The Light Car and Cyclecar* is best left as it is, containing some good motoring articles and a few records of tours with photographs of places of interest, but let the photos be of places of interest, not photos of "our car." As the paper is primarily a motoring paper, let it be a paper for instruction in better motoring.

YORK.

### Technical Articles Instructive.

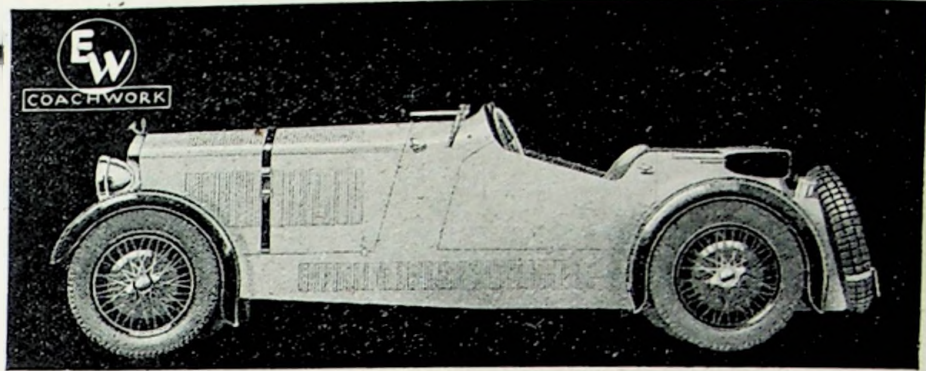
I quite agree with Mr. P. S. Hutley regarding touring articles, but I should not like the technical articles to be discontinued, as I find them most interesting and instructive.

W.H.M.

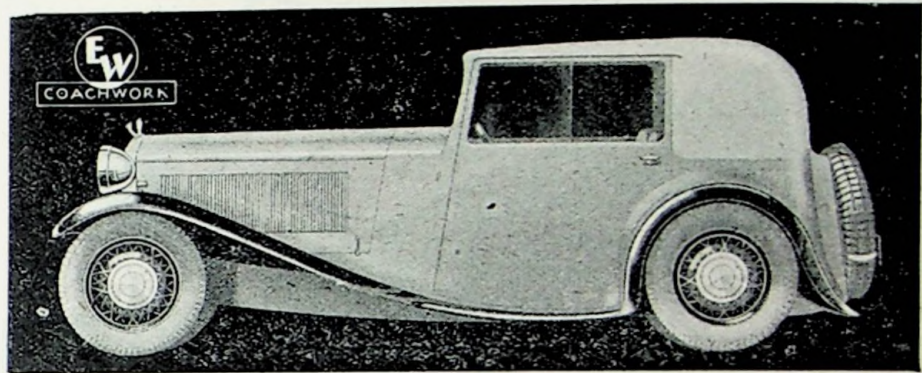


JULY 1, 1932.

**YOU  
 MUST SEE  
 THE NEW  
 E.W.  
 BODIES ON  
 THE NEW  
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 HORNET  
 'SPECIAL'**



E.W. "DAYTONA" on the new Hornet Special Chassis £275



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- The same car with full folding "Tickford" head - £285
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- The same car with full folding "Tickford" head - £260

**OUTSTANDING FEATURES OF THE NEW  
 "HORNET SPECIAL" CHASSIS.**

When you buy your car from Eustace Watkins Ltd. you have the benefit of a unique after-sales service, which is of incalculable benefit to the modern motorist. And Eustace Watkins, Ltd. offer the highest possible allowance in exchange for your present car, and very generous deferred terms.

Speed and Acceleration unsurpassed and unapproachable by any car of its class on the road to-day, in a great measure due to the perfectly tuned and beautifully balanced twin carburettors.  
 Track, rear 3ft. 6in. front 3ft. 9in., consequently Road holding qualities and cornering are a revelation to the Sporting Motorist.  
 Lockheed Hydraulic brakes, 12in. ribbed Brake Drums giving perfect and marvellous braking, a most necessary feature in this class of car.  
 Special radiator for oil cooling enabling the Sporting Motorist to continuously maintain high road speeds for long distance running.

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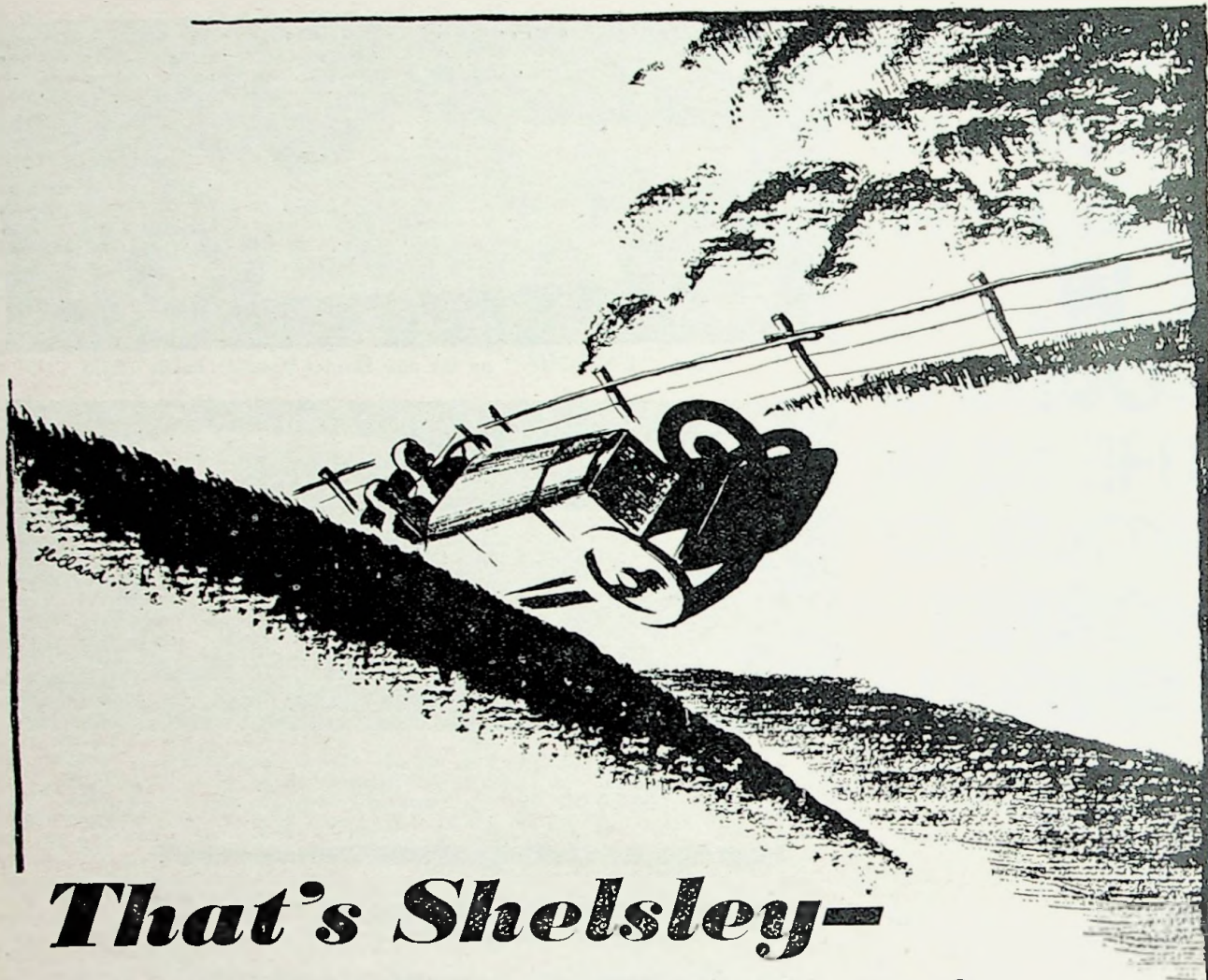
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***That's Shelsley—  
that Walsh!***

***Fastest time of the day***

by EARL HOWE on a 2300 c.c. Bugatti  
(Time 44 seconds)

*using*

**SHELL Lubricating OIL  
and SPECIAL\* SHELL PETROL**

\* It must be understood that this special spirit is not suitable for the ordinary car on the road and is not obtainable at garages, but we are glad to have contributed to Earl Howe's fine performance by providing the fuel.

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



**OUR READERS' OPINIONS (contd.)**

**A Four-track Car.**

In the Mall the other day I saw what must have been the result of a particularly hefty wallop. The vehicle concerned was a Singer Junior saloon, and, following immediately behind it, I found that I could see, along their axes, all its four wheels.

After a Smash.

The car appeared to have four separate tracks, those of the front wheels being some six inches leftward of the aft ones, and the crablike movement of the car had to be seen to be appreciated. The driver certainly could have looked forward by peering through his off-side window—and yet the car still went! Has any reader ever driven a car so out of truth as this one? His experiences would be interesting.

C.R.

**The 1927 Singer Junior Clutch.**

Referring to your answer to "P.R." (Nottingham), I have found, after experimenting with collan oil, engine oil, paraffin, a mixture of engine oil and powdered graphite, and also graphite, in powder form, by

Overcoming Fierceness.

itself, that a mixture of motor grease and paraffin kept the clutch from becoming fierce for a period six or eight times longer than could be obtained by the use of any of the previously tried materials. The motor grease mixture is fed to the clutch by means of a long brass tube which has a cup, fitted with a tap, screwed to its upper end.

This tube is passed through a hole in the floorboards and then through a hole in the aluminium clutch housing cover, these holes being so positioned as to allow the grease to pass between the two faces of the open clutch and on to the lower side of it. If "P.R." cares to write direct to me for full details I shall be pleased to reply.

R.C.B.

**Stripped Cars in the T.T.**

In last week's issue of your excellent journal, Mr. Maurice Reid makes the following amazing statement: "Is this not" (i.e., the removal of wings, lamps, etc., in the T.T.) "going to produce a Grand

The Grand Prix Atmosphere.

Prix atmosphere toward the great race instead of the real gripping T.T.?" I read this sentence through, I read it again and then once more to make sure that my eyes had not deceived me. Alas! they had not. Here is a person, apparently in his right mind, who fears that a G.P. atmosphere could spoil a T.T. race! To enthusiasts who have followed motoring sport, if only from 1918 onwards, these words are really astonishing.

Modern sports-car racing, of which the T.T. is typical, has much to condemn it. In the first place, it discourages advance in design. Manufacturers, forced as they are to sell to the public replicas of machines entered, dare not make any important, and hence risky, modifications to their cars. Secondly, the handicap system, based, as it is, on class performances of the preceding year, cannot, and does not, ensure that the best car wins. This, of course, is partly due to the fact that price is given no consideration.

These reasons—and I could give many more—are, I hope, sufficient to show that sports-car racing is only tolerated by enthusiasts because, in this time of depression, few manufacturers can afford to build thoroughbred racing machines.

M. S. SOAMES.

**How Far Without Reboring?**

Can your correspondent, Mr. A. Needham, explain what he means in his letter in your issue of June 24th, when he says that most light cars require their cylinders reboring after about 15,000-20,000 miles? I daresay you will have many readers asking this question. (REV.) IVOR EVANS.

**Why Waste Used Oil?**

I expect that your contributor, Mr. Mantell, whilst experiencing a certain degree of satisfaction that he has arrived at the correct solution for cleaning lubricating oil independently, is at present kicking himself for not having kept more up-to-date in contemporary engineering.

**Efficiency of Centrifugal Cleaners.**

Centrifugal oil cleaners have been on the market for years and will be found in power stations and ships, both turbine and Diesel, and in garages where the number of cars make it worth while, the smallest-size cleaner having a capacity of about five gallons per hour. The cleaning is done perfectly, and my experience with car engines confirms that used oil that has been cleaned, apart from its lower viscosity, is quite as good as—and less liable to gum than—new oil. When mixed with the petrol (for lubricating the supercharger) it gives a rather cleaner exhaust than new oil.

For details of centrifugal cleaners, Mr. Mantell cannot do better than refer to the June issue of the *Journal of the Junior Institution of Engineers*.

C. E. SQUIRE, M.J.I.E., M.I.Mech.E., M.I.A.E.

**High or Low-gear Steering?**

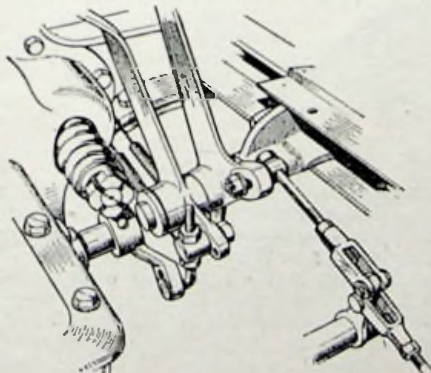
I was very surprised to read, a week or so ago, in your excellent journal, a statement by your contributor "The Blower," saying that after he had got used to it, he liked ultra-low-gear steering. I drove one

**Question of Skid Correction.**

car with ultra-low and another with ultra-high-gear steering, and can quite truthfully say that I consider it nothing short of suicidal to progress at anything more than a crawl when the roads are greasy in a car with low-gear steering—especially a light car: they don't skate very often, but when they do they usually do it very suddenly, especially on greasy tramlines. Even on a dead straight road and with good tyres, I defy anybody to catch up a sudden skid with low-gear steering. Whereas with the high-gear variety, one flick of one's wrist and the car is straight again. Why this craze for ultra-light controls? I may be ham-handed, but I can get far more delicate control if things feel a bit heavy.


I take off my hat to the car referred to in "The Blower's" article, as, apart from its one fault, I consider it a very fine little motorcar.

PHILIP LEES.

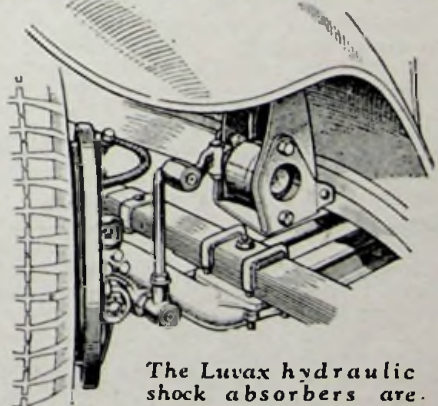


The clutch and brake pedals are now insulated from the power unit, being mounted on a bracket attached directly to the chassis frame.

**FEATURES OF THE NEW STANDARDS.**  
(Full details elsewhere in this issue).



Horizontal and vertical baffles in the sump prevent the oil from surging when cornering, braking or accelerating.



The Luvox hydraulic shock absorbers are mounted on the very rigid wing supports. Note the accessible brake adjustment at the top of the drum.



OUR READERS' OPINIONS (contd.).

READERS' WANTS.

CLYNO.—An instruction book for the 1928, 11 h.p. model.—A. Sapsford, 89, Seventh Avenue, Manor Park, London, E.12.

STANDARD NINE.—An instruction book for the 1929 Teignmouth saloon.—L. M. Clifford, 32, Chisholm Road, East Croydon, Surrey.

BACK NUMBERS.—Copies of this journal for November 15th and 22nd and December 6th, 13th and 20th, 1929, containing articles dealing with the tuning and maintenance of Rover Eights, together with readers' hints on the running of this car.—W. H. R. Temple, Albert Lodge, Hope Road, Shanklin, Isle of Wight.

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.

Electric Car Taxation.—T.D. (Nottingham).—Private electric vehicles are taxed at a flat rate of £6, irrespective of type or weight.

Dented Wing.—E.M. (Dublin).—It is surprising what can be done by a good panel beater, and from your description of the dent we believe that any good coachbuilding concern could beat out your wing so skillfully that after repainting it will be indistinguishable from new.

Sparkling Plug Gap.—P.H. (Stockport).—A gap of .020 in. is suitable for most sparking plug points, but with coil ignition .025 can often be used with advantage, whilst, where a rather old magneto giving a somewhat weak spark is concerned, it is a good plan to close the points up to .018 in.

Valve Bounce.—E.F. (Berkhamsted).—The clatter which suddenly develops in your engine the moment you exceed 35 m.p.h. in second gear is almost certainly due to valve bounce. If this is so, it can be cured by fitting stronger springs, but as the car is not in the sporting class there is not much point in doing so, because it is inadvisable to exceed this speed frequently.

Best Running Temperature.—M.L. (London, N.10).—Provided that there is a sufficient safety margin so that the car is not liable to boil on hills or in heavy traffic, the nearer an engine runs to boiling point the better. If you have a thermostat on your car, therefore, you should set it to maintain the engine at 90-95 degrees centigrade. Where no thermostat is fitted and blanking off has to be relied upon, a slightly greater safety margin is desirable and 85-90 degrees centigrade is a suitable temperature.

Camping Sites.—O.D. (Crewe).—If you contemplate camping extensively, we suggest that you cannot do better than become a member of the Camping Club of Great Britain and Ireland. The annual subscription is a comparatively nominal one (7s. 6d.), whilst there is a small entrance fee (5s.). The club issues an excellent handbook containing information on all subjects dealing with camping, whilst lists of sites are supplied dealing with any part of the country. The address of the club is 2 and 3, Greville Street, Hatton Garden, London, E.C.1.

Battery Acid Gravity.—N.M. (Tring).—In the absence of any data to the contrary, sulphuric acid for batteries should have a specific gravity of 1.250, but, if possible, it is best to obtain the battery maker's recommendation, as some manufacturers use acid of a slightly different density. If you have to mix up the acid yourself, you will find that 4½ parts of distilled water to 1 part of acid will give you an approximately correct solution, but it is desirable to check the actual density with an hydrometer and correct it by adding more acid or water if necessary. When dealing with neat acid, incidentally, always remember that acid must be added to water, and not vice versa, as there is otherwise a risk of the solution spurting up and, possibly, causing facial injuries.

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CONDENSED CORRESPONDENCE.

Writing on the subject of tool kits, "W.A.C." (Bristol) complains of the comparative inefficiency of the greasegun supplied with his present car. He states that the old hook-on type which was provided with his previous five-year-old car was much more satisfactory and efficient from every point of view.

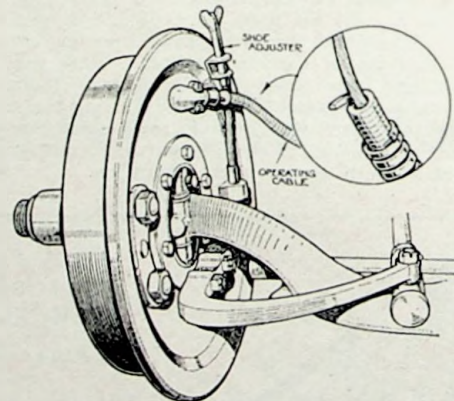
Mr. Jeffray Burn (London, W.C.2) writes a long letter dealing with the excellent results he has obtained from two Triumph Sevens and concludes, "I say, without hesitation, that for the average man who wants a consistent and absolutely reliable 'baby' car fitted with most refinements such as finger-tip control, hydraulic brakes, three-bearing crankshaft, and so on, the Triumph Seven offers really fine value for money."

Repairing Cast Iron.—R.G. (Harrogate).—Soldering cast iron is a difficult job, whilst even brazing is tricky except to an experienced mechanic. In our view, your best course would be to have the fracture repaired by welding.

Wheel Discs.—B.B. (London, S.W.14).—If you wish to fit discs to the wheels of your Morris Minor s.v., you cannot do better than fit Ace discs, made by Cornercroft, Ltd., Ace Works, Vecqueray Street, Coventry. These discs are of seamless aluminium and are extremely well made; a set for your car costs £5 10s.

Heavy Oil Consumption.—R.B. (Hastings).—Although an oil consumption of 700 m.p.g. is rather on the heavy side we scarcely think that a complete engine overhaul is warranted on this account alone. In our opinion it is not worth having the cylinders rebored and new pistons and rings fitted until the consumption becomes heavier than 500 m.p.g., provided, of course, that the performance in other respects is still good.

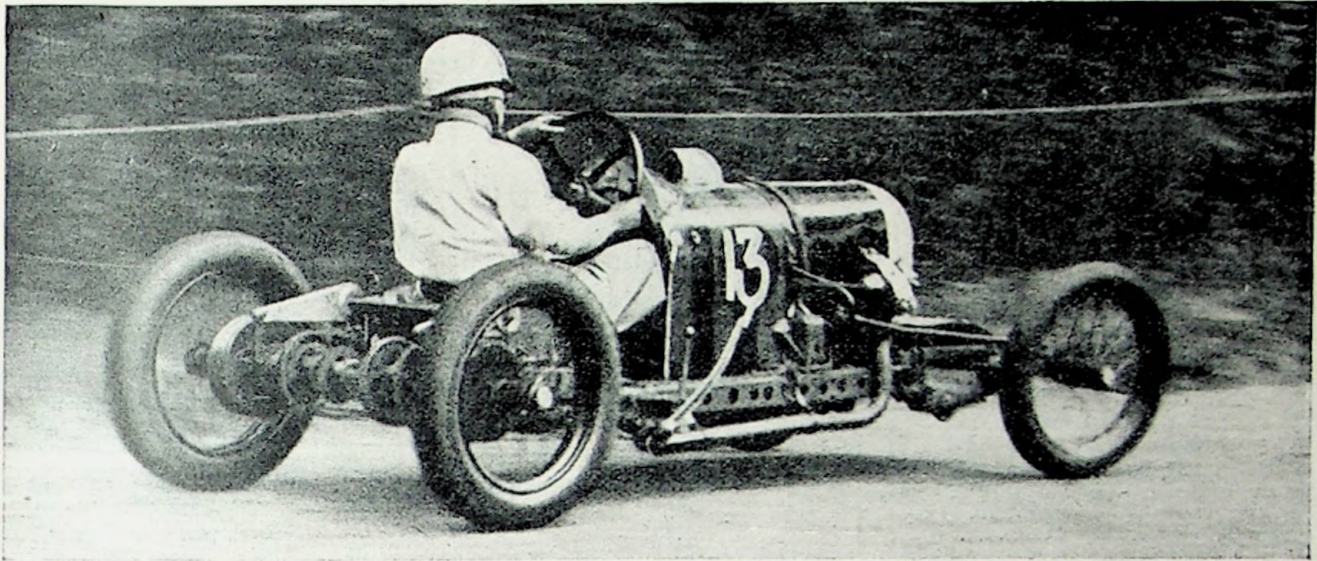
Ignition Timing.—F.E. (Glasgow).—Only a few examples of the make of car you mention were produced, and we regret that we have no data regarding the ignition timing. You can always take it as a safe rule, however, that if you time the magneto or coil so that the spark occurs at top dead centre with the ignition control fully retarded, you will not be far wrong. You might, however, find it worth while to make one or two experiments with a little more advance and a little more retard alternately to arrive at the setting which gives the very best running.



A Bendix Duo-servo front brake, showing the adjuster. (See reply to "M.H.")

Bendix Duo-servo Brakes.—M.H. (Goole).—You are mistaken in thinking that no provision is made for individual wheel adjustment in the Duo-servo brakes of your car. A reference to the accompanying illustration will show that there is a wing-nut adjuster on the back plate of each drum, and this serves to increase or reduce the clearance between the two shoes and the drum by an equal amount. The shoes in these brakes, as you are probably aware, are of special design and, instead of taking a bearing on a common pivot pin at the ends opposite the actuating mechanism, are linked together by a right and left-hand screw through articulating pins; the wing nut serves to turn this screw, which either draws the ends of the shoes together or forces them apart, after the manner of a turn-buckle.





A fine close-up of a typical "Shelsley special"—E. J. Moor in his 1,100 c.c. Wasp III. This driver defied superstition by running under No. 13—and won his class!

I THINK that every hat should be raised extremely high in the air to R. G. J. Nash for going through that wicked top S-bend at the most hair-raising velocity ever seen at Shelsley—which means something. I never saw a finer instance of a man sitting with his foot hard down where ordinary brave men would have eased up a trifle, and he just held that thrashing Frazer-Nash through all its frantic attempts to get out of control—and the noise . . . !

My own impression of the climb as a whole last Saturday is that both cars and drivers are getting much faster. Several people found a lot of concentration necessary in getting through the bends on the lower slopes of the hill just after the start—and a year or two ago few drivers realized that there were any bends here at all!

Full honour must go to J. L. Burton and his 1½-litre supercharged Bugatti for beating Nash's time by ¼ sec., and for making one of the neatest and best-judged climbs to score the fastest light-car ascent of the day.

After sweeping into the S-bend at a prodigious speed, Burton gave a display of terrifically powerful brakes, and cornered beautifully.

It must not be forgotten, however, that at last year's open meeting Nash made best climb of the day in "The Terror" in 43.2 secs.—not far behind Von Stück's 42.4 secs. record!

Spent a little while strolling round the paddock, where all was noise, and bustle, and fumes of dope and screaming of engines. Here one sees the fruit of who knows how many months' eager work by enthusiastic "home" builders—strange hybrids created for one purpose—going up Shelsley faster than anyone else.

Note, for instance, the Monkhouse Special, which had two engines—one for motoring up Shelsley, the other for driving the Cozette blower.

By the way, you will be glad to hear that W. E. Harker, who upset his Harker Special in practice, is not so

## SPORTS JOTTINGS

By "THE BLOWER"

badly hurt as was feared at the time. No bones are broken, and I understand that the internal injuries are not serious.

The Harker Special, it will be remembered, is a supercharged 1½-litre V-eight (basically two Austin Sevens) which develops about 75 b.h.p.—and weighs 5 cwt.!

P. G. Skinner, who drove the Becke Special instead of Becke himself, only took the wheel at the last moment, for, unfortunately, Becke had a contretemps with a horse which left him with a damaged arm and hand. Young Skinner—whose sister also drove, in a wonderful Morris-Cowley called the T.C.S. Special—is the son of Mr. Carl Skinner, of S.U. Carburettors.

THAT classic of all classics—the French Grand Prix—takes place on Sunday over the new Rheims circuit, which is claimed to be that awesome thing, the fastest road circuit in existence.

The entries appear to be confined to an assortment of Alfa-Romeos and Bugattis, and driving will doubtless be fast and furious. So far as I can gather there will be no 1½-litre cars racing.

MY latest information is that there will be no fewer than 29 teams of three cars in The Light Car Club International Relay Race. I have not yet seen the entry list, but I think we can expect a fine race—indeed, it may well be one of the best and brightest at the concrete saucer this year.

WITH the prospect of a new Shelsley for next year, when the present 1,000-yard course is to be lengthened, would it be an idea to time the fastest cars over the existing course as well as over the full distance?

It could then be seen whether Von Stück's 1930 record had been approached or beaten, for otherwise the Austrian's record stands for all time—a monument of magnificent motoring (ahem!).

THIS year's London-Barnstable trial (Mid-Surrey A.C.) will take place on July 29th, starting from a point near Kingston-on-Thames at 11 p.m.

The course is the same as last year, and full particulars can be obtained from Mr. W. B. Reeve, 49, Cotterill Road, Surbiton, Surrey.

THE regulations are now out for the M.C.C. London-Scarborough trial (a new departure this year) on July 30th—and worried members are going about asking each other what Rosedale is liable to be like.

The "Scarborough" has the makings of a very nice trial. It starts at midnight on Friday, July 29th, it is of the right length, and there are six observed sections—White Horse, Bolthby Bank, Old Byland, Little Blakey, Rosedale and Little Beck in that order. The time limits for a premier award are: Not early and not more than 10 minutes late at Harrogate (breakfast), and not more than an hour late at Scarborough.

The route will be the same as for the "Edinburgh" so far as Harrogate, after which it will swing eastwards through Ripon, Thirsk and Coxwold, followed by a visit to the hills already mentioned.

Entries (cars £1, three-wheelers 10s.) close on July 15th and must be sent to Mr. J. A. Masters, 22, Norland Square, London, W.11.

A NOTHER excellent event due in the near future is the Druids' Trial of the N. London M.C. on July 17th. This is open to three-wheelers and cars driven by members of clubs affiliated



## CLUB ITEMS AND SPORTING EVENTS

with the S. Midland and Southern Centres of the A.C.U. and The Light Car Club.

The start will be from the junction of the Colnbrook by-pass and the Bath Road at Longford, at 11 a.m., and the finish is, of course, at Stonehenge. The route is about 100 miles in length.

Entries close on July 5th (fee 5s.) and must be sent to Mr. G. S. Wright, 21, Newnham Road, Wood Green, London, N.22.

**WHICH** reminds me—the Madresfield Speed Trials (Worcestershire M.C.), due to-morrow, have had to be cancelled, owing to difficulties of organization. Things are not so bad as they seem, however, for the event may be run off early in September.

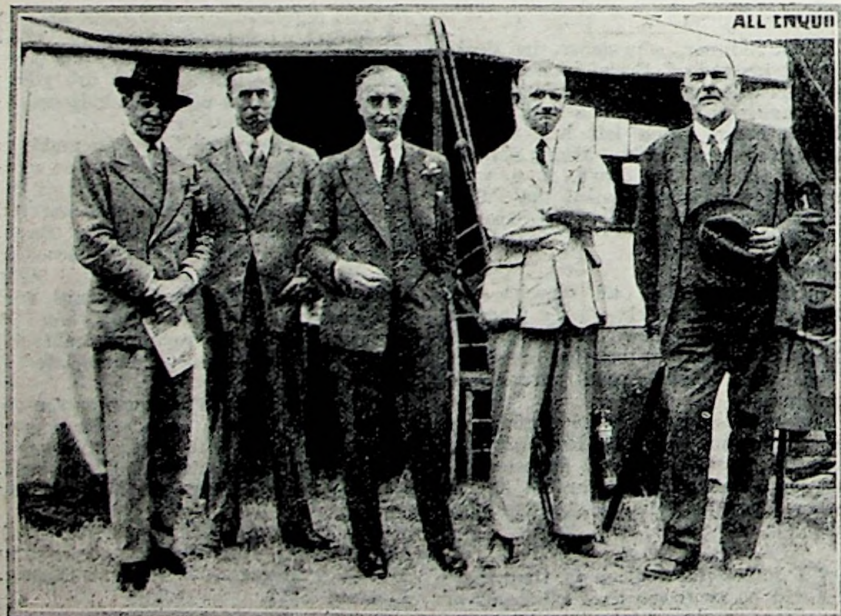
**THE** R.A.C. has now issued a leaflet giving the seating plan and full particulars of the official grandstand at the Ulster T.T. on August 20th.

As in past years, the stand will be opposite the line of pits, where the start and finish will be in full view.

In addition to a seat under cover in the stand, a ticket admits the holder to the enclosure behind the pits—where motorcars can be seen in process of repair and much strange language may be heard—and to the other R.A.C. enclosure on the bend at Quarry Corner, where people have been known to upset before now.

**I** REALLY do sympathize with the Berkhamsted club. A nice hill for their hill-climb (at Dancers End, Tring, last Sunday), a fine entry, permits all O.K.—and then the R.A.C. suddenly discovers that the day is a Sunday, and bans the climb—on the day before.

However, the disappointed competitors should attend at the car speed trials near Watford on Saturday, July 9th, and let off whatever steam they may be bottling up.



**PERSONALITIES AT SHELSLEY.** (From left to right) Messrs. F. Bell-Scott, C. A. Bird (a one-time Shelsley record holder) E. L. Morcom (President, M.A.C.), Leslie Wilson (Secretary) and J. A. Harper.

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### FORTHCOMING EVENTS.

July 2nd.  
Brooklands. Guy's Gala Meeting.  
July 2nd-3rd.  
"Sunbac." Reliability Trial.  
Carshalton M.C. Malvern Trial.  
July 3rd.  
Brighton and Hove M.C. Social Run.  
London M.C. Run to Pangbourne.  
Norwood M.C. Run to Cliftonville.  
Triumph M.C. Junior Trial.  
London Eagle M.C. Captain's Mystery Run.  
July 4th-9th.  
R.S.A.C. Scottish Motor Rally.  
July 9th.  
Berkhamsted and D. M.C. Car Speed Trials, Watford.  
W. Middlesex Amateur M.C. Midnight Picnic.  
Middlesex County A.C. 100-Mile Trial.  
July 10th.  
Triumph M.C. Run to Triumph Factory.  
July 16th.  
The Light Car Club. International Relay Race, Brooklands.  
July 30th.  
M.C.C. London-Scarborough Trial.  
August 20th.  
R.A.C. Ulster T.T. Race, Belfast.  
September 24th.  
B.R.D.C. 500-Miles Race.

### SHELSLEY WALSH HILL-CLIMB.

#### PROVISIONAL RESULTS.

Class I (up to 850 c.c.).  
Racing.—1, E. R. Hall (747 c.c. Midget, S) and A. N. L. MacLachlan (747 c.c. Austin, S), 49 1-5 secs.; 2, I. Issogonia (747 c.c. Austin, S), 55 secs.  
Sports.—1, E. R. Hall (747 c.c. Midget, S), 49 1-5 secs.; 2, J. Cary Elwes (747 c.c. Austin, S), 50 2-5 secs.  
Class II (851 c.c. to 1,100 c.c.).  
Racing.—1, E. J. Moor (1,086 c.c. Wasp III), 48 1-5 secs.; 2, R. T. Horton (1,074 c.c. Horton Special, S), 49 secs.  
Sports.—No runners.  
Class III (1,101 c.c. to 1,500 c.c.).  
Racing.—1, J. L. Burton (1,496 c.c. Bugatti, S), 46 2-5 secs.; 2, R. J. G. Nash (1,496 c.c. Frazer-Nash, S), 46 3-5 secs.; 3, T. S. Fotheringham (1,493 c.c. Bugatti), 47 2-5 secs.  
Sports.—1, T. H. Wisdom (1,496 c.c. Frazer-

Nash, S), 52 secs.; 2, S. H. Newsome (1,496 c.c. Lea-Francis, S), 52 3-5 secs.

#### Class IV (1,501 c.c. to 2,000 c.c.).

Racing.—1, N. Carr (1,990 c.c. Bugatti, S), 45 3-5 secs.; 2, R. A. Hossell (1,518 c.c. Bugatti), 53 4-5 secs.  
Sports.—1, C. Morgan (1,954 c.c. Lagonda, S), 64 secs.; 2, D. M. K. Marendaz (1,863 c.c. Marendaz Special), 84 5-5 secs.

#### Class V (2,001 c.c. to 3,000 c.c.).

Racing.—1, Earl Howe (2,300 c.c. Bugatti, S), 44 secs.; 2, R. Mays (2,990 c.c. Villiers Supercharge), 44 3-5 secs.; 3, N. Black (2,750 c.c. Maserati, S), 46 secs.  
Sports.—1, Jean Bugatti (2,300 c.c. Bugatti), 49 1-5 secs.; 2, L. G. Bachelier (2,261 c.c. Bugatti, S), 51 3-5 secs.

#### Class VI (3,001 c.c. to 5,000 c.c.).

Racing.—1, R. Mays (4,467 c.c. Invicta), 47 2-5 secs.; 2, R. Hughes (4,526 c.c. Vauxhall), 58 secs.  
Sports.—1, R. Mays (4,467 c.c. Invicta), 47 2-5 secs.; 2, A. H. L. Eccles (4,467 c.c. Invicta) and C. M. Needham (4,467 c.c. Invicta) each 54 secs.

#### Class VII (5,001 c.c. and over).

Racing.—1, Earl Howe (7,060 c.c. Mercedes-Benz, S), 47 1-5 secs.; 2, N. W. Gardner (5,140 c.c. Delage), 48 1-5 secs.  
Sports.—1, Earl Howe (7,060 c.c. Mercedes-Benz, S), 47 1-5 secs.; 2, J. H. A. Gardner (5,606 c.c. Gardner Diesel Bentley), 52 2-5 secs.

#### THE CHIEF AWARDS.

Shelsley International Championship Cup and £105 (for fastest climb of the day).—Earl Howe (2,300 c.c. Bugatti, S), 44 secs.  
M.A.C. British Championship Cup and £25 (for fastest climb by a British sports car).—R. Mays (4,467 c.c. Invicta), 47 2-5 secs.  
M.A.C. "T.T." Cup (for fastest climb by a driver who has driven in or is entered for any of the events on the 1931-32 International Calendar).—N. Black (2,750 c.c. Maserati, S), 46 secs.

M.A.C. Open Cup (for best aggregate time made on two runs).—R. Mays (2,990 c.c. Villiers Supercharge, S), 44 3-5 secs. and 49 2-5 secs.

The C.P. Type Challenge Cup (for best time by a sports car up to 1,500 c.c.).—R. Hall (747 c.c. Midget, S), 49 1-5 secs.

The Garvagh Challenge Cup (for best time by a four-seater sports car over 1,500 c.c.).—Earl Howe (7,060 c.c. Mercedes-Benz, S), 47 1-5 secs.

M.A.C. Ladies' Cup (for fastest time by a lady with any type of car).—Mrs. T. H. Wisdom (1,496 c.c. Frazer-Nash, S), 51 3-5 secs.

Fray Team Challenge Cup (for best aggregate time by a team of three racing cars).—Bugatti Owners' Club (Earl Howe, 44 secs.; N. Carr, 45 3-5 secs.; and J. D. Jevons, 63 secs.; total, 152 3-5 secs.).

### THE SOUTHPORT RACE MEETING.

**EVERYTHING** seemed set fair for a really good afternoon's racing at Southport on Saturday last, June 25th, but, unfortunately, the number of entries for the various classes were not up to those usually obtained; this may have been due to the alternative great attraction of Shelsley Walsh.

All the same the big crowd of onlookers appeared thoroughly to enjoy themselves and although the speeds at which both the straight mile and "lap races" were run off were not very high, there was an element of competition in some of the classes when close finishes for first, second or third places were staged. The number of turns necessary in the long races gave a considerable advantage to the small cars.

The results are as follow:—

#### Straight-mile Events.

750 c.c.: W. L. Thompson (Austin 7), 1.100 c.c.: W. L. Thompson (Austin 7), 1.500 c.c.: G. Casswell (Frazer-Nash), 2.000 c.c.: C. T. Rhodes (Bugatti), walk-over. 3.000 c.c.: J. Field (Bugatti). Unlimited c.c.: J. Field (Bugatti).

#### Three-mile Events.

750 c.c.: W. L. Thompson (Austin 7), 1.100 c.c.: W. L. Thompson (Austin 7), 1.500 c.c.: G. Casswell (Frazer-Nash), 2.000 c.c.: C. T. Rhodes (Bugatti), 3.000 c.c.: J. Field (Bugatti). Unlimited c.c.: J. Field (Bugatti).

#### Five-mile Events.

750 c.c.: P. Stephenson (Austin 7), 1.100 c.c.: P. Stephenson (Austin 7), 1.500 c.c.: G. Lano Jones (Bugatti), 2.000 c.c.: G. Lano Jones (Bugatti), 3.000 c.c.: J. Field (Bugatti). Unlimited c.c.: J. Field (Bugatti).

#### Twenty-mile Events.

750 c.c.: W. L. Thompson (Austin 7), 1.100 c.c.: W. L. Thompson (Austin 7), 1.500 c.c.: G. Lano Jones (Bugatti), 2.000 c.c.: G. Casswell (Frazer-Nash), 3.000 c.c.: J. Field (Bugatti). Unlimited c.c.: J. Field (Bugatti).

In the three, five and 20-mile events certain classes were run simultaneously, the winners of the various sections being decided after the race had been run off.



**GREAT TRIUMPH FOR BRITAIN!**



**THE STAMINA OF  
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HELPS THE

**ASTON-MARTIN**

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Cup in the great French Road Race at

**LE MANS**

The 11 h.p. Aston-Martin which scored  
this great triumph for British motor  
engineering was driven by Mr. A. C.  
Bertelli and Mr. L. P. Driscoll, and covered

**1,436 miles at nearly a mile a minute!**



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



# LE MANS!

## GRAND PRIX D'ENDURANCE

24-  
Hour  
Race

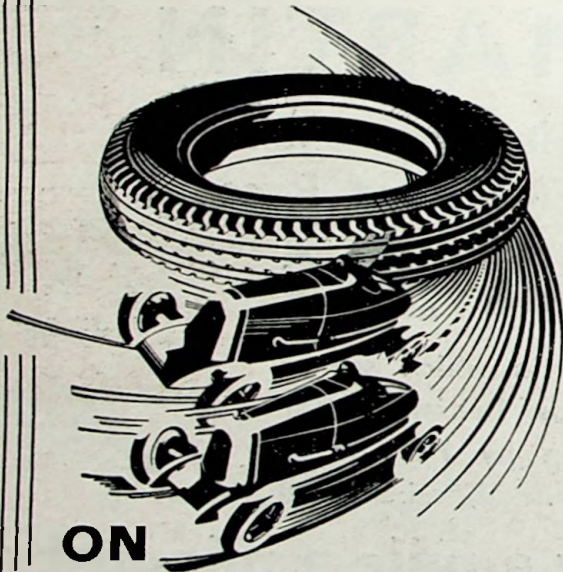
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JUNE  
18-19,  
1932

Sommer and Chinetti

on  
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at an average speed of  
**76.7** m.p.h.



ON

# Englebert

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*(Factories in Belgium)*

### AROUND THE TRADE

The price of Regent Super motor spirit has been increased to 1s. 4½d. a gallon.

The Aston-Martin which won the Rudge-Whitworth Cup in the recent Le Mans Grand Prix was running on Pratts oil.

Mr. C. S. Hollinghurst has been appointed publicity manager to the Alvis Car and Engineering Co., Ltd., of Coventry.

The fire which recently occurred at the Palace of Industry, Wembley, did not affect that portion of the building occupied by Lanegeay Safety Glass, Ltd., and production is proceeding normally.

Mr. G. A. R. Mead, who a short time ago was appointed general sales manager of the Skefko Ball Bearing Co., Ltd., of Luton, has now been elected a member of the board in the capacity of sales director.

Ferodo brake linings were used on the Alfa-Romeo cars which took first, second and fourth places in the recent Le Mans Grand Prix, and also on the Aston-Martins which came fifth and seventh, one of them winning the Rudge-Whitworth Cup.



Mr. D. D. McLachlan, who has recently joined the India Tyre and Rubber Co. (Great Britain), Ltd., Inchinnan, Scotland. He has many friends both in the trade and amongst private motorists—particularly Citroen owners.

An excellent range of dust covers varying in size from 12 ft. by 9 ft. to 18 ft. by 15 ft. and ranging in price from 7s. 6d. to 67s. 6d., according to size and material, are available from Marble Arch Motor Supplies, Ltd., 133-135, Edgware Road, London, W.2.

A 104-page book of road maps of Great Britain and Ireland is being issued by The Ford Motor Co., Ltd., at 1s. The sectional maps are printed in six colours and show all the motoring roads, whilst four pages are devoted to maps of roads out of London. Copies can be obtained from any Ford dealer or direct from the Ford Motor Co., Ltd., Regent Street, London, W.1.

"Concerning Brakes" is the title of the latest booklet issued by Tapley and Co., Totton, Southampton, who are, of course, the manufacturers of the well-known Tapley Performance Meter and Tapley Brake Efficiency Indicator. Many interesting practical and theoretical considerations are dealt with, and the booklet should be of considerable interest to all keen motorists.

Owing to the rapid development of their business, Philips Lamps, Ltd., 145, Charing Cross Road, London, W.C.2. have found it necessary to establish a separate organization known as Philips Industrial. The new concern has taken over the control of the X ray, rectifier, amplifier, special products, welding and raw material departments and all orders and correspondence relating to these branches of the business should be addressed to Philips Industrial. The address of the head office of the new concern is the same as that of Philips Lamps, Ltd.



July 1, 1932.

# STANDARD

CARS  
AND THE SERVICE COMPANY  
FACTS

OF KEEN INTEREST TO ALL PROSPECTIVE BUYERS.

**DEFINITE.** Every time new Standard Models are introduced WE ARE FIRST TO DEMONSTRATE them to the motoring public.

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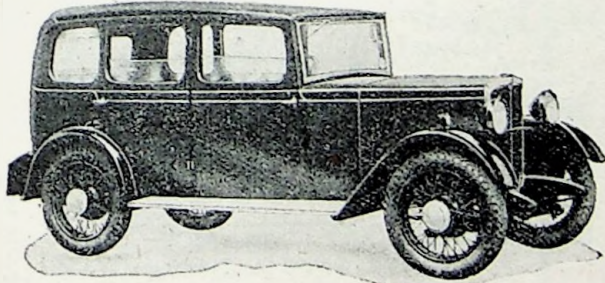
**SERVICE.** It is our practice to run a fleet of Standard Cars purely for **DEMONSTRATION** purposes, thus enabling enquirers from London and the country to **prove STANDARD** performance *before* they decide to buy. To make use of this Service entails no obligation.

**CONVENIENCE.** Standard Cars can be purchased under our *privately self-financed* "All-in" Deferred Payments plan; a fair and equitable system that makes buying surprisingly comfortable. **HIGHEST** allowances are made against cars taken in part exchange.

*N.B.—THE SERVICE COMPANY for STANDARD CARS.*

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or 18 ..	..	£7-15-3
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*The Service Company Ltd.*

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The **ARMOUR** PLATED "Rotator"  
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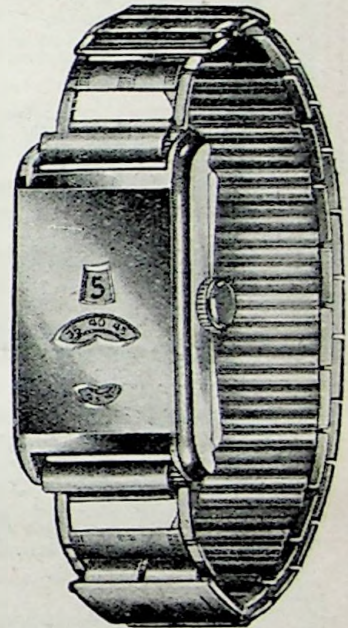
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AIRCRAFT INSTRUMENT ACCURACY  
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Tells the time the Rotator way! And gives the greatest watch strength obtainable. The makers of the famous Schneider Watch, after months of experiment and research, now offer this latest movement in perfected form.

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Super-Grade 15-jewelled Lever movement, incorporating a shock absorber in heavy Silver Chromium Case. Shock and vibration proof and impenetrable to weather.

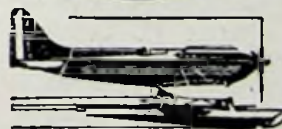


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Please forward to me Gent's Wrist Watch, Schneider Rotator Model, in Silver Chrom., No. 90, at 89/6. *Armour or Leather.* Or supplied in 10-years' guaranteed Rolled Gold at £6-6-0. and Solid 9 ct. Gold at £10-10-0. (Leather strap only.)

Strike out all not required when ordering. For which I enclose P.O. 5/-, and the balance I agree to pay 10/- per month or cash.

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Why not call and inspect our stock over the week-end? We are open until 9 p.m. Saturday, and from 10 to 1 on SUNDAY MORNING with full sales-staff in attendance. Or, if you cannot call, deal with us by post. Any car sent up to 50 miles for free trial.

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CLAPHAM JUNCTION, S.W.11.

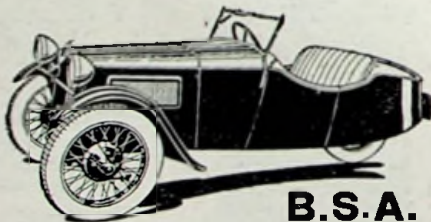
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1931 STANDARD Big 8, saloon de luxe, sliding roof, wire wheels, beautiful condition	£129
1931 AUSTIN 7, Ulster supercharged sports 2-seater, black and green, very fast	£125
1932 AUSTIN, 12/6 Harley de luxe saloon, sliding roof, leather, black and green	£185
1929 RILEY 8, Monaco saloon, sliding roof, Mark IV model, wire wheels, very smart	£110
1930 M.G. Midget, sports coupe, sunshine roof, small mileage, green upholstery, as new	£120
1930 ROVER 10, saloon, sliding roof, wire wheels, good tyres, black and red. Two	£98
1930 STANDARD 8, Telemouth saloon, sliding roof, wire wheels, carefully used. Taxed	£98
1930 M.G. Midget, sports 2-seater, large sump, cycle wings, good tyres, overhauled	£95
1931 MORRIS MINOR, o.h.v., coachbuilt saloon, sliding roof, choice two, brown or maroon	£85
1931 TRIUMPH Super 7, de luxe 2-seater and dickey, duo tone blue, new condition	£85
1929 M.G. Midget, sports 2-seater, several extras, good tyres, engine overhauled	£85
1931 TRIUMPH Super 7, fourer, duo tone fawn, good tyres, completely equipped. Taxed December	£82
1929 ROVER 10, Midland Special 2-seater and dickey, wire wheels, blue and cream. Taxed December	£69
1928 AUSTIN 7, Cup model sports 2-seater, silver and black. Taxed December	£52
1930 TRIUMPH Super 7, fabric saloon, good tyres, very clean car, finished brown	£78
1930 SINGER 8, Poplock sports 2-seater, duo green, good tyres, superb condition	£69
1928 RILEY 9, 2-seater and dickey, wire wheels, black and red, set new tyres	£75
1930 TRIUMPH Super 7, super sports 2-seater, black and cream. Cost £260. New condition	£89

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1931 B.S.A. Sports, black, taxed December	£82
1931 B.S.A. Family, blue, small mileage, taxed	£78
1931 B.S.A. De Luxe, choice four, guaranteed	£75
1932 MORGAN S. Sports, 3-speed, host extras, taxed	£128
1929 MORGAN S. Sports, O.H.V., Blackburne, maroon	£69
1930 MORGAN Aero, O.H.V., J.A.P., "M" chassis, extras	£72
1931 MORGAN Family, S.V., "M" starter, choice two	£59
1929 MORGAN Aero, O.H.V., F.W.B., speedo., maroon	£55
1929 MORGAN De-Luxe, W.C., J.A.P., maroon, taxed December	£42
1928 MORGAN Aero, O.H.V. J.A.P., extras, blue	£48
1927 MORGAN Aero, S.V., J.A.P., extras, very smart	£39
1925 MORGAN Aero, O.H.V., Blackburne, F.W.B., etc.	£35

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JULY 1, 1932.

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- SINGER "Porlock," 1931, 8 h.p. Special Sports 2-seater, most attractive streamlined sports body, 4-speeds, low mileage, tyres and general condition absolutely as new (Paddington) ... £97
- SINGER JUNIOR, 1931, full 4-seater, Sportman'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
- TRUMPER, 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
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- MORRIS MINOR, 1930, 8 h.p. Brown Fabric Saloon, chromium plating, exceptionally well kept (Paddington) ... £65
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- SINGER, 1930, 8 h.p. 2-seater, double sunken dickey, rigid all-weather equipment, F.W.B.'s, self-starter, luggage grid, magnificently finished two-tone Brown (Highbury) ... £55
- MORRIS MINOR, 1929, 8 h.p. Sunshine Saloon, well equipped, splendid condition and appearance, Chocolate Brown finish, bargain (Paddington) ... £52
- SINGER "Porlock," 1929, 8 h.p. Sports 2-seater, full dash, large F.W.B.'s, wire wheels, attractive two-colour Buff cellulose finish, fast and sporting appearance, real bargain (Highbury) ... £49
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- AUSTIN, 1928, 7 h.p., "Wydor," 4-seater Saloon, fully equipped, speedometer, electric horn, windscreen wiper, a superior little car (Highbury) ... £49
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- SENECAL Sports, 1928 (late), 9 h.p., O.H.V., Special Streamline 2-3-seater, flare wings, wire wheels, two spares, smart and sporting appearance (Paddington) ... £45
- LEA-FRANCIS, 1927, 12 h.p. de-luxe 4-door Tourer, splendidly equipped, F.W.B.'s, attractively finished wine colour, leather upholstery to match, superb car (Paddington) ... £42
- ROVER, 1927, 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
- SINGER JUNIOR, 1928, 8 h.p. Tourer, fullest equipment, F.W.B.'s, attractive appearance, maroon cellulose leather upholstery to match, economical car (Paddington) ... £37
- JOWETT, 1928, 7 h.p. Long Chassis Tourer, full equipment, rigid side screens, excellent condition and appearance, economical car (Paddington) ... £35
- AUSTIN, 1927, 7 h.p. Saloon, usual equipment, F.W.B.'s, nice condition, black and red finish (Paddington) ... £32

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- 59 Pounds. ALVIS 12/50, 1926, sports 2-seater, sunk dickey, wire wheels, very fast and attractive.
- 49 Pounds. AMILCAR 8, 1927 D.H. Coupe, sunk dickey, wire wheels, all extras. Choice 3 others.
- 59 Pounds. CEIRANO, 1927 model, special sports Coupe, drop head, sunk dickey, wire wheels, particularly attractive.
- 65 Pounds. FIAT 8, 1930, 2-seater, very small mileage, almost as new throughout, fullest equipment. Choice 4 others.
- 95 Pounds. LEA-FRANCIS 12/40, 1929, 2-3-seater, sunk dickey, R.W. wire wheels, all extras. Choice 3 others.
- 49 Pounds. LEA-FRANCIS, 1927-8, 12/50 sports 2-seater, particularly attractive dual finish, excellent throughout.
- 79 Pounds. M.G. MIDGEY, 1929 sports, excellent mechanically throughout, good tyres, specially tuned, fast and attractive.
- 89 Pounds. MORRIS Minor, 1931, o.h. camshaft sports, almost as new throughout, spare unused, very small mileage.
- 59 Pounds. ROVER 10/25, 1929, sports 2-seater, dual finish, wire wheels, excellent mechanically, very attractive.
- 75 Pounds. RILEY 8, 1928, sports 2-seater, sunk dickey, wire wheels, tyres as new, silent third. Choice 2 others.
- 69 Pounds. RENAULT 8 1/2, 1930, drop head Coupe, very small mileage, one owner, beautifully kept.
- 59 Pounds. SINGER 8, 1929, Patlock sports, bodywork and equipment tip-top, new hood, very attractive.
- 89 Pounds. SALMON, 1929, grand sports, streamline 2-seater, double o.h. camshaft, all extras and equipment. Choice 2 others.
- 98 Pounds. SWIFT 10, 1930, D.H. Coupe, special dual finish, ribbon radiator, almost as new. Choice 2 others.
- 85 Pounds. TRIUMPH Super 7, 1930, de Luxe 2-seater, absolutely as new, many extras. Choice 4 others.
- 89 Pounds. TRIUMPH Super 7, 1931, supercharged sports 2-seater, cut away body, streamline fash, amazingly fast.
- 99 Pounds. WOLSELEY Hornet, 1930, special sports 2-seater, very well kept, low built, fully equipped.

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  - 89 Pounds. ARMSTRONG SIDDELEY, 1928, 12 h.p. light "G" Saloon, Triple glass, very well kept throughout, excellent tyres.
  - 69 Pounds. FIAT 8, 1928, 4-door low built Saloon, interior and bodywork tip-top, excellent throughout. Choice 2 others.
  - 99 Pounds. FIAT 8, 1929-30, special 8 swallow sports Saloon, dual finish, wire wheels, particularly attractive.
  - 99 Pounds. HUMBER 8 20, 1929-30, Saloon (Illustrated), fully equipped, small mileage. Choice 2 others.
  - 95 Pounds. JOWETT 7, 1930, Black Prince Saloon, chromium fittings, original condition throughout, beautifully kept.
  - 89 Pounds. JOWETT 7, 1931, Tourer, long chassis, one owner, mileage under 10,000, fullest equipment.
  - 99 Pounds. LEA-FRANCIS, 1930, 12/40 sports Tourer, wide track model, wire wheels, 4-speed, fast and distinctive.
  - 69 Pounds. LEA-FRANCIS, 1927, 12/40 sports dome back Saloon, 2-door, with coachbuilt body, particularly fast.
  - 79 Pounds. MORRIS Minor, 1931, Sunshine Saloon, small mileage, one owner, all extras. Choice 2 others.
  - 59 Pounds. PEUGEOT 7, 1930, fabric Saloon, trunk, interior lighting, many extras. Choice 3 others.
  - 99 Pounds. ROVER 10/25, 1930, Riviera sunshine Saloon, beautifully kept, very small mileage. Choice 2 others.
  - 79 Pounds. RILEY 8, 1928-9, sports Tourer, 4-door, excellent tyres, luggage grid and fullest equipment. Choice 4 others.
  - 69 Pounds. SINGER 8, 1929-30, coachbuilt Saloon, wire wheels, bodywork almost unmarked. Choice 3 others.
  - 99 Pounds. SINGER 8, 1931, safety sunshine Saloon, late ribbon radiator, beautifully kept. Choice 4 others.
  - 99 Pounds. SWIFT 10, 1930, sportsman's Coupe, sunshine roof, wire wheels, excellent throughout. Choice 2 others.
  - 65 Pounds. STANDARD 8, 1928-9, 4-door fabric Saloon, particularly well kept, many extras, excellent tyres.
  - 75 Pounds. SALMON 10, 1929, 4-door low built Saloon, wire wheels, trunk, all extras. Choice 2 others.
  - 88 Pounds. TRIUMPH Super 7, 1930, sportsman's Coupe, late high radiator, chromium fittings, trunk. Choice 3 others.
- ETC., ETC. If you cannot call, get lists of 200 others, post free. All cars open to A.A. or R.A.C. examination willingly.

- 1 A DEFINITE quotation through the post for your present car or motorcycle in part exchange—this allowance may act as deposit if desired—balance to suit your convenience.
- 2 Every car is sold on our 7 DAYS' TRIAL GUARANTEE.
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Only the soundest of used cars could be sold on conditions such as these—so get in touch with Benmotors to-day—our Brochure "Ways & Means" will help you in your selection—post free.



HUMBER, 9 20, 1929 30, 4-door Saloon, tip-top throughout £99

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"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 15 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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

**REGULATIONS.**

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers is outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be 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" e/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, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays own 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 special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should **ACKNOWLEDGE IMMEDIATELY** any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

**CLOSING TIME.**

Copy for and all matter relating to advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy 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 lost 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.J.S., 1931 9hp de luxe coachbuilt sliding-roof saloon, absolutely faultless, £115. Newhams, 237 Hammersmith Rd., W.6. Riv. 4646. 21-252
- ALVIS, 1927 12-50 o.h.v. 2-seater and dickey, £75.
- ALVIS, 1926 12-50 super-sports 4-seater, £49; exchange, deferred. Bartlett, 27a Pemuridge Villas, Notting Hill Gate. 21-1828
- ALVISES. Under £100. See page 22. 21-1780
- ALVIS. J. K. Greenwood and Co., Ltd., offer:—
- £35111 Alvis special super-sports 2-seater, taxed, black and green, outside exhaust, wire wheels, 4-speed box, good hood, 2 new tyres, folding screen, etc., very fast car, in really spotless condition throughout. Below.
- £32111 Alvis, 12-50hp sports chassis, fitted touring 2-seater and dickey body, primrose finish, wire wheels, etc., etc., really serviceable and fast car, in splendid condition. Written guarantee; exchange, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 21-362
- AMILCAR, 70 m.p.h. grand sport, long-tailed streamlined 3-seater, in really 100% condition throughout, nearly new tyres, overhauled, £35; exchange. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728.
- AMILCAR, Grand Sports, fast, excellent condition, f.w.b., chromium plating, £38, or exchange Austin 7 or Morris. 36 The Cottages, Rosendale Rd., Herne Hill. 21-1510
- AMILCARS. Under £100. See page 22. 21-1781
- AMILCAR, Carlton Garage, 1925-6 sports, f.w.b., fast, 27 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 21-366
- AMILCAR. J. K. Greenwood and Co., Ltd., offer:—
- £29 10s.111 Amilcar, 9hp super-sports 2-seater, taxed, grey and blue, cycle wings, vee screens, spring steering wheel, etc., 35 m.p.g., very fast and good little car. Below.
- £21 10s.111 Amilcar, 9hp super-sports 3-seater, very fast. Written guarantee; exchange, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 21-357
- ARMSTRONG SIDDELEY, 1929, 12-6-cylinder saloon, leather upholstery, £80. Denmans, 132-3 Long Acrc, W.C. Open weekdays. Temple Bar 8135-6-7. 21-1837
- 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, 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, 1930 saloon, good condition, recently overhauled, £63. Chafen, 267 Brockley Rd., S.E.4. 21-4759
- AUSTIN 7, 1925½, overhauled, starter, accessories, excellent, £19 10s. Hooper, 73 Highbury New Park, N.5. 22-4284
- AUSTIN 7 brown Wydor saloon. 1929. good condition, tyres nearly new, perfect running order, taxed December, comprehensive insurance January, 1933, £45. 'Phone, City 3276. 21-4282
- AUSTIN 7. £22 10s. 1926. good tyres, excellent runner, exchange. Parwood, East Hill, Wandsworth. 21-1799
- AUSTIN 7 saloon, 1932, black and brown, small mileage, taxed, £110.
- AUSTIN 7 saloon, 1928, original owner, very small mileage, carefully used, £45.
- AUSTIN 7 coupe, 1928 (November), maroon and grey, £45.
- AUSTIN 7 tourer, good running order, £12. Hall, Catherine St., St. Albans. Tel. 636. 21-1803
- AUSTIN 7 1929 tourer, magnificent appearance and order, taxed, £42 10s. Also
- AUSTIN 7 1931 tourer, mileage 5,000, appearance mechanically as new, £78. Harry Nash, 348 King St., Hammersmith. 21-1806
- AUSTIN 7. Two exceptionally good 1931 2-seater Austin 7s, Mulliner sports black with red leather upholstery, sloping V screen, safety glass, taxed to December 31st, splendid tyres, very good sound condition throughout, £75; 1931 Austin, body coachbuilt, Royal blue, leatherette interior, mileage only 10,000, beautifully maintained by one owner, perfect in every way, £80; demonstration anywhere with pleasure; extended payments to suit purchasers. Premier Motor Co., Aston Rd., Birmingham. 21-1812
- AUSTIN 7 1928 model chummy, excellent condition, taxed end September, seen any evening, £32, 25 Huntsmoor Rd., Wandsworth. 21-4290
- AUSTIN 7 1931 coachbuilt sun-saloon, guaranteed new condition, taxed year, £82 10s. Below.
- AUSTIN 7 1930 Mulliner sun-saloon de luxe, hide upholstery, taxed year, perfect condition, £62; exchange, deferred. Martins Garages, Highgate Village, Mountview 1228. zzz-138
- AUSTIN 7 1930 saloon, one owner, very low mileage, as new, £65; another, similar, 1929, £45. Peugo Motors, Green Lane, Peugo, Sydenham 0604. 21-136
- AUSTIN 7, 25 guineas, 1927-8, chummy, very exceptional condition, taxed. Below.
- AUSTIN 7, 40 guineas, 1929, fabric saloon, leather upholstery, Triplex, perfect condition, taxed; exchange, deferred. Maynards, 241a High Rd. Wood Green. 21-121
- AUSTIN 7 1931 coachbuilt saloon, blue, one owner, very carefully used and in magnificent condition, £75; exchange, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182, 1688. 21-123
- AUSTIN 7 1931 coachbuilt sunshine saloon, perfect and spotless condition, low mileage, many extras, bargain, £75. Berrett, 18 Belford Grove, Woolwich. 21-275
- AUSTIN 7, June, 1929, Wydor saloon, condition and appearance as new, 50 guineas. 25 Alderton Rd., E. Croydon. 21-4248

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



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

- AUSTIN** 7 tourer, in beautiful condition, licensed to end of year, £35. Page, 2 Queen Street, Ramsgate. 21-1202
- AUSTIN** 7, 1930 saloon, carefully used, full equipment, any trial, £59. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 21-1768
- AUSTIN** 7hp tourer, in excellent condition, just been thoroughly overhauled. Hodder, 705 Commercial Rd., Stepney. 21-15
- AUSTIN** 7, 1928 tourer, kingfisher blue, in perfect condition, one owner, £38 or near offer. 77 Colchester Rd., Leyton. 21-1253
- AUSTIN** 7s. Earls for bargains.
- AUSTIN** 7, 1928 Mulliner sports 2-seater, leather upholstery, ball change, Brooklands hub caps, etc., in good condition, £39. Below.
- AUSTIN** 7, 1928 Wydor fabric saloon, two new tyres, taxed December, £39. Below.
- AUSTIN** 7, 1927 coachbuilt saloon, 4 new tyres, original paintwork, £30. Below.
- AUSTIN** 7 1927 tourer, good tyres, in exceptional condition, £27 10s. Below.
- AUSTIN** 7, 1926 tourer, replated and cellulosed, good tyres. £27. Below.
- AUSTIN**. Earls, 75 Heath St., Hampstead, N.W.3. Open Sunday 21-236
- AUSTIN** 7, 1928 coachbuilt saloon, taxed, insured, smart, perfect little car, £34. 221 Maida Vale, W.9. 21-267
- AUSTIN** 7. Humphreys, Ltd., offer:—  
1930 saloon, 1931-type body, safety glass, leather upholstery, finished black and red, excellent tyres, super condition throughout, £72 10s.  
1929 Wydor saloon, excellent tyres, full equipment, finished black, excellent condition throughout, £52 10s.  
1929 Mulliner saloon, finished brown and black, new tyres all round, taxed December, numerous extras, including sun visor, exceptionally well kept and in 100% condition throughout, £57 10s.  
1928 tourer, finished dark blue, full all-weather equipment, tyres as new, very smart appearance, excellent condition, £39 10s.; exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. 'Phone, Museum 9515-6. 21-256
- AUSTINS**. Newnham's always have an excellent selection of Austins available; few examples below, but full list on request.  
1931 7hp de luxe coachbuilt sliding-roof saloon, moderate mileage, £78.  
1930 7hp coachbuilt sliding-roof saloon, smart and generally attractive, £62.  
1931 7hp chummy, dual colours, carefully used, one owner, £65.  
1929 7hp coachbuilt de luxe saloon, absolutely first-class, £45.  
1929 7hp chummy, fitted several extras and exceptionally good, £39.  
1928 (late) 7hp Mulliner fabric saloon, beautiful little car, £52.  
Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-246
- AUSTIN** 7 saloon, 1928.; overhauled, replacements, tyres good, nice condition, £30. 105 Radstock Avenue, Kenton, Middlesex. 21-1305
- AUSTIN** 7, 1929 Mulliner saloon, beautiful condition, 39 guineas. 5 Victoria Avenue, Surbiton, Elmbridge 3301. 21-1303
- AUSTIN** 7, 1931 tourer, one owner, blue, spotless condition, £72.  
**AUSTIN** 7, 1927 tourer, excellent condition. £29; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 21-167
- AUSTIN** 7, 1932 saloon, taxed year, mileage 4 000, condition as new. £105. Paul and Co., 114 Gt. Portland St. Museum 4117. 21-158
- AUSTIN** 7. Cass's Motor Mart, Ltd. (Established 1911). 1932 shop-fitted de luxe coachbuilt sunshine saloon, maroon, full guarantee, genuine bargain, £115; exchanges, extended payments. Cass's, 114 Tottenham Court Rd., W.1. Museum 4110. 21-156
- AUSTIN** 7. Prims Motors, used Austin 7 specialists, offer:—  
1930 chummy, very good order, £55.  
1929 chummy, many extras, very good order, £45.  
1927 G.E. saloon, very good throughout, £35.  
1927 chummy, repainted, many extras, £28.  
Exchanges, Park 0210. 2 Codrington Mews, Blenheim Crescent, London, W.11. 21-154
- AUSTIN**, 1928 7hp tourer, maroon, bumpers, tax paid until December, nice order, £55. Beechings, Ltd., Farnborough, Hants. Telephone 279. 21-142
- AUSTIN** 7. McCarthys Motors (1925), Ltd., bargains:—  
1930 Aero sports coupe, cycle wings, £75.  
1931 7hp coachbuilt saloon, perfect condition, £75.  
1931 7hp sunshine coachbuilt saloon, new condition, £80.  
1929 7hp tourer, very clean condition, £40.  
Part exchange and deferred terms arranged.  
McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 21-187
- AUSTIN** 7. Newnham's, 136-138 Streatham Hill, S.W.2, offer 1931 sliding-roof saloon, one owner, excellent condition throughout, £74. Streatham 8850. 21-231
- AUSTIN** 7, 1924 tourer, splendid condition, £14, electric starter. Phillips, 27 Markhouse Avenue, Walthamstow. 21-1307
- AUSTIN** 7, £29, 1928 chummy, completely equipped, good tyres, fine condition. 73 Atkins Rd., Balham, S.W.12. 21-1304
- AUSTIN** 7, 1931 (August), Arrow Foursome sports, special engine, very fast, carefully used, looks like new, one owner, taxed, £95. Barley Mow, West Horsley, Surrey. 'Phone, East Horsley 2. 21-125

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

- AUSTIN** 7, 1931 coachbuilt saloon, taxed, £79. Below.
- AUSTIN** 7, 1930 model Swallow, many extras, taxed and insured year, £85. Below.
- AUSTIN** 7, 1924 model tourer, £14; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7571. 21-505
- AUSTIN** 7, £65 10s., 1931 coachbuilt saloon, leatherette upholstery, positively as new throughout; choice of five; exchanges, terms. Below. £41 10s. 1928 Austin 7 Wydor saloon, many extras, small mileage, bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 21-290
- AUSTIN** 7. Newnham's, 136-138 Streatham Hill, S.W.2, offer 1928 Gordon England saloon, real leather, safety glass, snip, £29. Streatham 8850. 21-235
- AUSTIN** 7s. "There's no place like Holmes." It will pay you to inspect our present stock of exceptionally nice, clean second-hand cars. 1930 model sunshine coach saloon, £70, or £21 deposit, including 12 months' insurance; 1930 tourer, perfect condition, £59, or £18 deposit, including insurance; 1929 sunshine saloon, £55, or £18 deposit, including insurance; another, £52; 1928 Taylor 2-seater sports, like new, £45, or £14 deposit, including insurance; 1928 tourer, very clean, £39, or £13 deposit, including insurance; also a 1928 van, a bargain, £40; exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St., W.1. Museum 1414. 21-227
- AUSTIN** 7, 1932 coachbuilt sunshine saloon, long chassis, new March, mileage 600, unscratched, £110. Below.
- 1931 (January) sunshine coachbuilt saloon, blue, leather upholstery, under 10,000 miles, one owner, guaranteed, £85. Below.
- 1931 (April) sunshine saloon, black-red, small mileage, upholstery covers, exceptionally sweet-running engine, £85. Below.
- 1931 coachbuilt saloon, blue, leather upholstery, one owner, attractive order, guaranteed, £75. Below.
- 1930 saloon de luxe, ball change, hand-operated starter, Triplex throughout, leather upholstery, new tyres, beautifully kept, £65. Below.
- 1929 (July) sunshine saloon de luxe, good tyres, Triplex, very attractive, £55. Below.
- 1929 (April) Wydor saloon, black-red, leather, Triplex, disc wheels, A1 lot, £48. Below.
- 1928 Gordon Cup 2-seater, black-red, 5 lamps, revolution counter, very fast, £40. Below.
- 1928 (July) Mulliner saloon, blue, same owner since new, good tyres, splendid kept, very complete, £40. Below.
- 1928 4-seater, maroon, 5 lamps, Eural horn, sound mechanically, £36. Below.
- 1926-7 coachbuilt saloon (registered September, 1926), dark blue, very sound, extras, £28. Below.
- Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 21-330
- AUSTIN** 7, late 1928, smart tourer, India tyres, Bosch magneto, all in fine condition, £36. 10 Clarendon Rd., W.11. Park 1513. 21-1366
- AUSTIN** 7. Camden Motors, sports cars specialists, offer:—  
Stadium 2-seater, late 1929, dual brown fabric, in perfect condition, trial anywhere, £47 10s. Below.  
1929 Cup model Austin, genuine bargain, mechanically perfect, to clear, £39. Below.  
1930 Boyd-Carpenter 2-seater special, black and cream, extras, condition 100%, £95. Below.  
Genuine Brooklands Austin 7, recellulosed black and red, cycle wings, new tyres, chromium plated, flat down screen, £65. Camden Motors, Buck St., N.W.1. Gulliver 4089. 21-1862
- AUSTIN** 7, 1929 saloon, in good condition and running order, taxed June, £49. Newnham's, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 21-1865
- 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. 21-1864
- AUSTIN**, 1929 Wydor saloon, 45 guineas; 1928 Cup model, 37 guineas; 1928 saloon, 36 guineas; 1927 chummy, 25 guineas; 1924 chummy, 12 guineas; 1930 Austin 12 saloon, sunshine, 145 guineas; exchanges and deferred. Palmers, 53 York St., Twickenham. Ponesgrove 1454. 21-1834
- AUSTIN**, 1927 coachbuilt saloon, very nice condition throughout, taxed, £27 10s.; exchanges or deferred. Haskins, 155 Ludbroke Grove, North Kensington, W.10. Park 5541. 21-1831
- AUSTIN** 7, £39 10s. 1929 Wydor saloon, good tyres, runs splendidly; another, with better appearance, £44; exchanges, terms. Comerfords, Portsmouth Road, Thames Ditton. 21-314
- AUSTIN**, 1930 Ulster model 2-seater, finished in cream and green, £95; exchanges, deferred. Bartlett, 27a Pembridge Villas Notting Hill Gate. 21-1826
- 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 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. 21-1918

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



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

**AUSTIN 7, 1930, black and red fabric saloon, first registered August, large body, sunshine roof, taxed, £68.** Clapham Automobiles, Ltd., 72 Park Hill, Clapham. Macaulay 4426. 21-312

**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.

**AUSTIN 7, 1930, 2-seater, smart and fast, £47.** 32 Knowle Rd., Brixton. 21-4377

**AUSTIN Swallow Sports 2-seater, late 1929 model, perfect condition, price £50.** Midget, Victoria Rd., Walderslade, Chatham. 21-1378

**AUSTIN 7 Swallow, 1930, black and green, magnificent condition, £70; terms as required.** Buntings Exchange, Harrow. 21-1880

**AUSTINS. Under £100.** See page 22. 21-1782

**AUSTIN 7, 1930 Swallow 2-seater (cream and green), excellent condition, new hood, taxed year, privately owned, £80.** 53 College Court, Hammersmith. Riverside 2234. 21-1385

**AUSTIN 7 Wydor, 1929, excellent condition throughout, £46.** Austin 7 chummies, 1927. Several good runners, in nice condition, from £28. Frenzels, 319 Edgware Rd. 21-1388

**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. 21-1893

**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 5532. 21-1894

**AUSTIN 10.4, immediate delivery, green saloon; exchange and deferred terms.** Allsop's Hallway Garages, Walton-on-Thames. Phone 1000. 21-1581

**AUSTIN 7, 1931 coachbuilt saloon, £70; also 1930 Austin 7 coachbuilt saloon, £60; also 1929 Austin 7 Wydor saloon, £45; also 1929 Austin 7 Swallow saloon, £65; also 1928 Austin 7 Cup 2-seater, £40.** Below. A.Z. Motors, 180 West End Lane, Hampstead. 0523. 21-134

**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 4453. 21-132

**AUSTIN 7, Norman Black (Sprosen, Ltd.).** Eighty sports cars, fully guaranteed.

**AUSTIN 7, 1931 model special unsupercharged racing 2-seater, unscratched, £115; choice of 2.**

**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; all guaranteed.** Norman Black (Sprosen, Ltd.) 109 Gt. Portland St., London. Langham 1212. 21-137

**AUSTIN 7, 1925, 4-seater, splendid condition, insured, 18 guineas.** 17 Hampdon Rd., Muswell Hill, N.10. 21-1319

**AUSTIN 7, 1927 Gordon England saloon, full equipment, good condition, £28.** Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 21-1315

**AUSTIN 7 tourer, 1927, mechanically perfect, used week-ends summer only, £32.** 87 Powerscroft Rd., Clapton. 21-1313

**AUSTIN 7, 1929 Wydor black fabric saloon, excellent condition, £42; another, £58.** Below.

**AUSTIN 7, 1928, tourer, sound mechanically, new tyres, £32; exchanges, terms.** Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 21-209

**AUSTIN 7s, F. G. Smith (Motors), Ltd., for Smith-conditioned cars.** Austin 7s, 1931 saloons from £85; 1930 saloons from £70; 1927 tourers from £30; 1929 saloons from £55; 1929 tourers from £50. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-193

**AUSTIN 12-6, F. G. Smith (Motors), Ltd., for 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). 21-194

**AUSTIN 7, 1931 sunshine saloon, choice of 6 from £79.** 300 cars actually in stock in our five London showrooms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court Showrooms, Camberwell Green, S.E.5. Rodney 2201-4. Or 89 Gt. Portland St., W.1. Langham 1601. 21-178

**AUSTIN 7, 1932 Swallow saloon, 9 weeks old, £142.** 300 cars actually in stock in our five London showrooms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court Showrooms, Camberwell Green, S.E.5. Rodney 2201-4. Or 89 Gt. Portland St., W.1. Langham 1601. 21-177

**AUSTIN 7 coupe, £40 lowest; good condition.** 11 Mayfield Ave., North Finchley. 21-1306

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

**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. Museum 3145-4. 21-174

**AUSTIN, Naylor and Root, Ltd.**  
Naylor and Root, specialists in used models. Three months' written guarantee.  
Naylor and Root. Deferred terms arranged over 18 months. Generous allowance made for your car, motorcycle or 3-wheeler.  
1927 Cup model sports 2-seater, £39; also choice of four 1928 models from £45.  
1930 Stadium sports 2-seater, usual extras, black and red, any examination, £69.  
1927 chummy, splendid condition, £28; 1928 model, £32.  
1928 Mulliner saloon, new tyres only two owners, very smart car, £39.  
1930 coachbuilt saloon, beautiful condition, finished maroon, taxed, £65.  
1929 Wydor fabric saloon, good tyres, black and red, wonderful value, £49.  
1931 coachbuilt saloon, sliding roof, good tyres, finished blue, choice three from £75.  
1931 Ulster supercharged sports 2-seater, host extras, tuned engine, black and green, £125.  
Naylor and Root. You get a better Austin by going to the specialists, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 to 8, Sundays 10 to 1. 21-278

**AUSTIN 7, late 1927 coachbuilt saloon, in exceptionally smart and sound condition, nearly new tyres, open to any trial and examination, £30 or exchange.** 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 21-297

**AUSTIN 7 tourer, like 1927, £29, nearest offer.** 9 Ancrley Rd., S.E.10. Syd. 4414. 21-1395

**AUSTIN 7, 1930-1 Mulliner 2-seater, black, total 16,710, 4 new tyres, Bedelo clock, Bosch spotlights, etc., taxed December, 1932, £70 or reasonable offer, selling one of two cars.** Coates, Eden Bridge. Phone 180. 21-1383

**AUSTIN 7, 1928 late Cup model, silver grey, new tyres, very good condition throughout, £38.** 24 St. Peter's Grove, Hammersmith, W.6. Riverside 4652. 21-1907

**AUSTIN 7, 1930 Brooklands special sports 2-seater, perfect condition throughout, genuine 75 m.p.h., very smart, £95.** Bell Motor Mari, Ltd., Bath Rd., Cippenham, near Slough. Phone, Burnham 149, 267. Open Sundays. 21-1878

**AUSTIN 7, 1927 Cup model, all new tyres, new hood, condition and appearance as new, £57 10s.** Park Garage, Skelton's Lane, Leytonstone 1437. 21-395

**AUSTIN 7s, 1929, choice of five, fabric or coachbuilt saloons, some taxed for year, from £47 10s.** Pond Car Mart, 781 London Rd., Thornton Heath. Phone, Thornton Heath 3456. 21-393

**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. 21-387

**AUSTIN 7s.** Max. Murrey Motors are the people for these wonderful little cars. Call and see them, or we will gladly send them to you.

**AUSTIN 7 1931 fabric saloon, in excellent condition, £65.**

**AUSTIN 7 1928 coachbuilt saloon, very fine car, £38 10s.**

**AUSTIN 7 1928 Cup model, very fast, £37 10s.**

**AUSTIN 7 special sports single-seater, large petrol and oil tanks, rev. counter, special steering, remote gear control, ideal car for competition work, 75 m.p.h., £65.**  
Generous exchange allowances for any make of car or motorcycle. Deferred terms.  
Max. Murrey Motors, 70 High St., Tally Ho! Corner, North Finchley, N.12. Open on Sunday mornings. Hillside 3366. 21-381

**AUSTIN 7, Witby'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 Wydoor saloon, £42 10s.  
Witby's welcome exchanges: highest allowances in London; easy terms with pleasure. 1-7 The Vale, Acton, W.3. 21-383

**AUSTIN, 1931 7hp Swallow saloon, 2-tone grey, 6,000 miles only, £110.** Also  
1931 Austin 7hc 2 and 4-seaters, opal blue, £75 each. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 21-377

**AUSTIN 7s, 30 4-seaters, sports and saloons, in stock.** Bottini, rear of 241 Maida Vale, W.9. Below.  
1930 Mulliner coupe, sliding roof, one owner, little used, practically new condition, £72. Below.  
Super-sports, 1929 4-seater, 2 carburettors, Bendix brakes, special throughout, 65 m.p.h., £55. Below.  
1930 4-seater, nice order, taxed, insured, £45; 1928 ditto, £30; 1927 ditto, £26; 1926 £19. Below.  
1929 Austin 7, chassis been in fire, £17. Below.  
1928 sports Cup 2-seater new tyres taxed, insured, exceptional condition, £39; several others from £30; quarterly insurance cover not immediately. Bottini. Above. 21-265

**AUSTIN 7s, Carlton Garage.** 1929 and 1930, several from 39 gn. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 21-364



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

**AUSTIN**, £42. Exchanges, terms!!! 1928 9 Mulliner saloon, one owner, real nice car. Chidley, 579b High Rd., Tottenham. Phone 2920. 21-1875

**AUSTIN** 7. £5 deposit, 49 guineas cash. 1929 model Wydor fabric saloon, very good condition; 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. 21-544

**AUSTIN** 7, 1930 saloon, black, Triplex, £52. Prior, 258 Wimbledon Park Rd., S.W.19. 21-565

**AUSTIN** 7, 1929 tourer, with maker's equipment, taxed to end of year and in very fine condition throughout, any trial, £55; part exchanges. R. Barker, 145 Astonville St., S.W.18. Putney 5491. 21-565

**AUSTIN**, 1929 Swallow saloon, full dash equipment, attractive dual-tone blue cellulose finish, pneumatic leather upholstery to match, £75. Kirk. Below.

**AUSTIN** 7 1929 model Wydor saloon, attractive black fabric finish. Triplex glass, good condition, smart appearance, £49. Kirk. Below.

**AUSTIN**, 1927 7hp saloon, usual equipment, f.w.b., nice condition. black and red finish. £52 10s. Three-Months-Written-Guarantee. Exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St. W.2. (Paddington 6049.) 21-551

**AUSTIN**, F.O.C.H. Ltd. 1929 Gordon England saloon, black and yellow leather upholstery, f.w.b., almost new tyres, automatic screen wiper, one-shot chassis lubrication, exceptional condition, 59 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 21-536

**AUSTIN** 7 chummy, overhauled, repainted, £22, or exchange. 17 Sheen Lane, Mortlake. Prospect 3503. 21-532

**AUSTIN** 7, 1931 saloon, small mileage, black and red, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 21-1850

**AUSTIN** 7, 1928 touring cars from £32. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 21-1845

**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 obromium luggage carrier, sports 52s. 6d.; do 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.** 1932 Super-sports, list price £115, makers' guarantee, our price £90. King and Harper, Ltd., 4 Bridge St., Cambridge. 21-1802

**B.S.A.** Harry Nash, specialist. Used bargains in stock:—

1931 Standard model, black and red, very fine condition, £65.

1931 (June) sports 3-wheeler, mileage 8,700, taxed, many extras, one owner, exceptional condition, £79 10s.

1932 Family 3-wheeler, mileage 1,600, taxed year, one owner, blue and red, absolutely as new, £87 10s.

1932 special sports 3-wheeler, black and red, coachbuilt, taxed December, mileage 1,200, as new, £105.

Also full range of 1932 models in stock for immediate delivery.

Low deposit; exchanges: 18 months to pay. Call or phone. 348 King St., Hammersmith. Riverside 2837. 21-1807

**B.S.A.** 1931 (August) 3-wheeler, family model, mileage 4,700, spare unused, blue and red wheels, one owner, as new, £78. Lenton Abbey Garage, Derby Rd., Nottingham. 21-1259

**B.S.A.** 1931 3-wheeler, mileage 6,700, one owner, bumper, Eural horn, superb order, £78. Smith, Ltd., 407 Edgware Rd. Ambassador 1011. 21-516

**B.S.A.** Carlton Garage. Three-wheeler, 1931 sports, 76 guineas.

**B.S.A.** three-wheeler, 1931 sports, 79 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 21-369

**B.S.A.** £8 deposit. 79 guineas cash. 1932 model three-wheeler, small mileage, practically new. 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. 21-543

**B.S.A.**  
Be  
Sure

And see Naylor and Roots displayed advertisement in this issue on page 20. Seven special bargains offered. Also over 20 Morgans; exchanges and deferred terms.

Naylor and Root, Ltd., B.S.A. specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 21-277

**B.S.A.** 1931 three-wheelers, always a good selection; exchange; inquiries receive prompt attention. Whitby's, 1-7 The Vale, Acton, W.3. Phone, Shepherd's Bush 1513. 21-384

**BUGATTI**, 70 m.p.h. 1½-litre special sports 12hp 4-seater, recently repainted and overhauled, in really first-class condition mechanically, with an exceptional performance, nearly new tyres, £20. Below.

**BUGATTI**, 1½-litre 12hp super-sports 2-seater, new tyres, repainted, 100% condition throughout, very fast, amazing acceleration, £22 10s.; exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 21-159

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

**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. 50 and 50a Highgate Rd., N.W.5. Gulliver 2251 and 2. 21-558

**BUGATTI**, 1929 model 40 sportsman's coupe, extra occasional seats, £95. Denmans, 132-3 Long Acre, W.C. Open week-ends. 21-1846

**BUGATTI**, 1925 Wilton sports 2-seater, new hood, repainted and overhauled, requires new clutch shaft to make perfect. What offers? Smith, 6 Ellerby St., Fulham, S.W.6. 21-587

**CITROEN** 7, 1925 cloverleaf, good mechanically, £6 10s. Barnikel's, Kirchen Rd., West Ealing, W.15. Telephone 6578. 21-584

**CYRIL**, 1928 fabric 2-seater, chassis warranted O.K., fabric slightly torn, no reasonable offer refused. Bayley, Smockham Farm, Tunbridge Wells. 21-6545

**CLYNO** tourer, 1926, all tyres nearly new, 11hp, good condition, £12 or offer. 27 Avondale Rd., Motttingham, S.E.9. Eltham 1565. 21-617

**CLYNO**, November, 1928 8hp 4-seater, new tyres, f.w.b., taxed, insured, nice condition, £20. 221 Maida Vale, W.9. 21-268

**CLYNO**, £24 10s. 1927 de luxe coachbuilt saloon, f.w.b., excellent condition; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 21-288

**CLYNO** 10, 1925 de luxe tourer, £10. Page, 199b Upper Richmond Rd., Putney. 7671. 21-504

**CLYNOS**, tourers 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. 21-1895

**CLYNO**. £25. 1928-9 2-seater, coachbuilt, new tyres. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 21-1855

**CLYNO**, 1927 2-seater, taxed, insured, new brakes, hood, upholstery, generally overhauled, £12. 10 Baroness Rd., Hackney Rd., E.2. 21-136-4

**COVENTRY-VICTOR** 1930 Family 3-wheeler, w.c. engine, starter, reverse, f.w.b., exceptionally nice condition, only £4 tax, very economical, maroon, £42; exchanges and deferred. Naylor and Root, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 21-282

**DERBY**. J. K. Greenwood and Co., Ltd., offer:—

£42 10s.!!! Derby 9hp super-sports underslung 2-seater, taxed, black and red, aero-type screens, cycle wings, new hood, outside hand brake, 2 spares, wire wheels, etc., registered late 1930, economic and fast car, exceptionally low. First deposit secures. Written guarantee; exchanges; deferred. 50 and 50a Highgate Rd., N.W.5. Gulliver 2251-2. 21-359

**FIAT** 9, 1930 4-door saloon, finished blue, leather upholstery to match, lavish equipment, including clock, speedometer, interior light, screen wiper, etc., low mileage, excellent tyres, 100% condition throughout, £77 10s. Exchanges, deferred payments. W. E. Humphreys, Ltd., 122 Hampstead Rd., N.W.1. Phone, Museum 9515-6. 21-257

**FIAT**, 1928 9hp saloon, blue, nice order throughout, £55. Newnham's, 237 Hammersmith Rd., W.6. Riv. 4646. 21-255

**FIATS**. Under £100. See page 22. 21-1783

**FIAT**, £35. 9hp coupe, like new. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 21-1835

**FIAT** 8, 1930 Weymann saloon, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8155-6-7. 21-1848

**FIAT** 8, 1929 (September), 4-seater, duo-tone blue, taxed year, full equipment, wonderful condition throughout, £45. 24 St. Peter's Grove, Hammersmith, W.6. Riverside 4652. 21-1906

**FRAZER-C.N.** 4, o.h.v., 9-24, 4-seater, starter, £20; taxed, insured, cheap, hire; exchanges. 12 Kynance Mews, Gloucester Rd., S.W.7. 21-1389

**FRAZER NASH CARS** offer for sale these reconditioned cars:—1931 Falcon o.h.v. 4-seater; 1931 Interceptor, 3-4-seater, 3 speeds; 1930 Boulogne o.h.v. 3-4-seater, 4 speeds; 1930 Falcon o.h.v. 3-4-seater, 3 speeds; 1929 super-sports, 3-4-seater, 3 speeds. Full particulars on application. Falcon Works, London Rd., Isleworth. Hounslow 3171-2. zzz-133

**FRAZER-NASH** 80 m.p.h. super sports 3-seater, 1927 model, wide track, f.w.b., recellomised, entirely overhauled and specially tuned, exceptionally fast with terrific acceleration, £62 10s. Exchanges. Cummings, 5 Putney Bridge Rd., S.W.18. Putney 2728. 21-141

**FRAZER-NASH** super-sports 2-seater, polished aluminium, rebuilt 1929, rebored 1931, wide track axle, well-base Rudge wheels, knock-off hub caps, low radiator, very fast car, bargain at the price, £90. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 21-596

**HILLMAN** Minx, 1932 8hp sunshine saloon, 6 weeks old, £159. 300 cars actually in stock in our five London Showrooms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court Showrooms, Camberwell Green, S.E.5 (Rodney 2201-4); or 89 Gt. Portland St., W.1 (Langham 1601). 21-179

**HUMBER** 9-20, 1926 (June), 4-seater, in very fine condition throughout, all-weather equipped, £30. 9a Stratford Rd., Earl's Court, Western 5931. 21-1779

**HUMBER** 9hp, 1926 (May) 3-door coachbuilt saloon, perfect condition guaranteed, £30. 9a Stratford Rd., Earl's Court, Western 5931. 21-302

"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).

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

**HUMBERS.** Under £100. See page 22. 21-1784

**HUMBER**, coachbuilt saloon, 8-18, taxed, 1926, balloon tyres, in excellent condition, £25. 34a Hereford Rd., Westbourne Grove, W.4. 21-4371

**JOWETT**, Manchester, 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxo-Jeffers, Ltd., Deansgate, Bla. 1122-3 zzz-927

**JOWETT**, 1927 long 4-seater, new hood, paintwork practically new, two new tyres, perfect runner, taxed, economical, £27. 36 Earlsfield Rd., Wandsworth. Battersea 5917. 21-1252

**JOWETT**, 1929 long brown fabric saloon, low mileage, large diameter crankshaft, detachable cylinder heads, central ball change, extra brakes, opening windscreen, panel with oil pressure gauge, clock, speedometer, Midgley located ignition, lighting, starter switch, good tyres, licensed year, £70. W. Smethurst, Mayfield, Ashbourne, Derbyshire. 21-1258

**JOWETT**, long 4-seater tourer, 1928, very clean condition, almost new tyres, taxed September 50th, delivered 100 miles. £29. The Station Garage Co., 290 Birmingham Rd., Dudley. 21-1797

**JOWETT** 7, late 1928, long 4-seater tourer, unused 2 years, free wheel, clutch, good tyres, excellent condition throughout, equal in all respects 1930 car, taxed, insurance, ready for holidays, £30, well worth seeing; drive 100 miles for genuine buyer. 28 Scarsdale Rd., South Harrow. 21-1289

**JOWETT**, 1930 Black Prince saloon, beautiful condition, £75; exchanges deferred. Martins Garages, Highgate Village. Phone, Mountview 1228. zzz-139

**JOWETT**, 1927 7hp tourer, in very nice condition, £25. Ratchiffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-144

**JOWETT**, 1931 7-17 de luxe coachbuilt sliding-roof saloon, faultless order, £95. Below.

1930 7-17 Black Prince saloon, beautiful condition throughout, £65. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-254

**JOWETT** de luxe, 1930 Black Prince 4-door saloon, finished black with red wire wheels, superb condition, licensed December, £75; exchanges, terms. Nurringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 21-208

**JOWETT**, F. G. Smith (Motors), Ltd. 1931 Jowett long-chassis coachbuilt saloon, in really as new condition, £120; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-199

**JOWETT** 1931 (January) saloon, mileage 7,300, same owner throughout, 100% order, £75. Below.

1928 4-seater long chassis, blue, 5 brand-new tyres, sound all-weather equipment, £36. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 21-325

**JOWETTS**, used models on offer, cheap, at Gibsons Garage, Jowett agents, Leicester. 21-1822

**JOWETT** saloon, 1931-2 8hp 4-door long chassis, in exceptional condition, large wide door at rear, concealed, been used for sleeping in, suit campers, looks, runs as new, £87 10s., appearance as de luxe model. 69 St. Paul's Avenue, Willesden Green, London. 21-226

**JOWETT**, Newnham, 136-138 Streatham Hill, S.W.2, offer 1929 7hp Jowett tourer, sound and economical, bargain, £32. Streatham 8850. 21-234

**JOWETT**, late 1928 7hp tourer, new hood, smart appearance, sound chassis, bargain, £25. Gatehouse Motors, 1 Hampstead Lane, Highgate Village, N.6. Mountview 4444. 21-1300

**JOWETTS**. Under £100. See page 22. 21-1785

**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 £5. "Self-financed" hire-purchase.

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 5332. 21-1896

**JOWETT**, F.O.C.H., Ltd. Established 20 years. Jowett distributors and second-hand specialists. Send for free list. All guaranteed. Below.

**F.O.C.H.** 1932 7hp Blackbird long chassis de luxe 4 door saloon, black and green, sliding roof, Magna wire wheels, rear petrol tank, etc., one owner, run 2,000 miles only, absolutely brand-new condition, 129 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, superb condition throughout, 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.** 1930 7hp short chassis saloon, brown, f.w.b., moquette electric wiper, one owner, very carefully used, almost new condition, 66 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, 56 guineas. Below.

**F.O.C.H.** 1929 7hp short saloon, black and red, spot-light, fog-lamp, electric screen wiper, very nice order throughout, 46 guineas.

**F.O.C.H.** 1927 (late) 7hp short 4 seater, maroon, excellent tyres, rigid side screens, starter, exceptionally good condition, 25 guineas. Exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 21-337

**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. 21-1897

**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. 21-1916

**JOWETT**, 1928 7hp long chassis tourer, full equipment, rigid side screens, excellent condition and appearance, economical car, £35. Three-Months-Written-Guarantee. Exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) 21-350

**JOWETT**, second-hand or new. We can please you. New long saloon in stock; 1929 Black Prince, £60; and others. Buntings, Jowett Agency, Harrow. 21-1881

**JOWETT** long saloon, exceptional bargain. 1927 model, redesigned body, interior retrimmed, whole car in excellent condition, £35. Buntings, Harrow. 21-1879

**JOWETT**, £9. 7hp, 2-seater and dickey, good tyres, usual equipment, any trial. Barnes, The Garage, 36 Leigham Avenue, Streatham. Phone 9221. 21-372

**JOWETT**, 1929, long chassis, 4-door saloon, excellent condition throughout, £55. 24 St. Peter's Grove, Hammersmith, W.6. Riverside 4652. 21-1908

**JOWETT**, 1931 c.b. saloon, blue, special oversize tyres, excellent condition, one owner, £98; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 21-1915

**LEA-FRANCIS**, 1926, 10hp, 2-seater and dickey, balloon tyres, good performance, £15. Beechings, Ltd., Farnborough, Hants. Telephone 279. 21-143

**LEA-FRANCIS**, 1927, 12-22hp 4-seater, taxed, repainted, £35. Paul and Co., 51 The Mall, W.5. Ealing 4633. 21-183

**LEA-FRANCIS**, £17 10s., exchanges!!! 1925-6 de luxe 4-seater, really topping condition, new battery, taxed, any test welcome. Chadley, 579b High Rd., Tottenham. Phone 2920. 21-1869

**LEA-FRANCIS**, £12 deposit, 125 guineas cash. 1930 1½-litre supercharged sports 4-seater, carefully used, very 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. 21-341

**LEA-FRANCISES**. Under £100. See page 22. 21-1786

**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. 21-361

**M.G.**, 1932 2-seater, as new, £125; 1931, £98; exchanges. 70 Anglesea Rd., Shirley. Phone, 72218 Southampton. 21-505

**M.G.** Midget, 1930 (July) 2-seater, small mileage, carefully used, one owner, taxed year, £85. Barley Mow, West Horsley, Surrey. Phone, East Horsley, Surrey. 21-126

**M.G.** 1932 model Montlhery Midget, as new, cost £490, accept £285; exchange 4-seater. 23 Hawthorn War, Cambridge. 21-1767

**M.G.** Midget, 1930, 2-seater, engine overhauled, £82 10s. A.Z. Motors, 180 West End Lane, Hampstead 0523. 21-136

**M.G.** Midget 2-seater, 1932 model, black and red, open to any examination or trial, £130. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Street. 9520. 21-164

**M.G.** Midget, F. G. Smith (Motors), Ltd. 1931 sports 2-seater, very nice condition, £115. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-190

**M.G.** Midget, 1932 coachbuilt sports coupé, sunshine roof, 3,000 miles, as brand new, £185. Below.

1931 M.G. Midget sportsman's coachbuilt coupé, sunshine roof, very low mileage, exceptional condition, £155. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. 21-262

**M.G.** 1932 (March) sports 2-seater, shop soiled condition only, total mileage 450, taxed year, full guarantee, £130. Blow. 21-1827

1931 Midget 2-seater, blue, very fast, any trial, insured November, £110. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 21-331

**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 Pembroke Villas, Notting Hill Gate. 21-1827

**M.G.** Midget, 1931 sports 2-seater, very fast, red, any trial, £115. Below.

1930 M.G. Midget 2-seater, large sump, good tyres, first-class condition, blue, £95; another, £89. Below.

1929 M.G. Midget 2-seater, blue, good tyres, several extras, engine overhauled, £82; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 21-280

**M.G.** Midget, £93 10s. 1930 2-seater, small mileage, Double-12 camshaft, exceptionally fast; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 21-292



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

- 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. 21-222
- M.G.** Midget 1930 model coupe, sun roof, excellent order, £120. W. T. Dunn, Ltd., 507 Euston Rd., N.W.1. Museum 5391. Exchanges, deferred terms. 21-221
- M.G.** Magna, Phillips and Powis (Motors), Ltd. £260. 1932 12-6 Foursome coupe, shop-soiled but new and unregistered, list £289 ex works. 21-220
- £195. 1932 M.G. Magna 12-6 sports 4-seater, mileage 4,000, equal to new, taxed year. 470-478 Oxford Rd., Reading. Phone 2600. 21-220
- M.G.** Midget, 1930, excellent condition, fully equipped, taxed and insured, any trial, 85 guineas. Davis, 17 Teane St., Tetbury, Wrecs. 21-1320
- M.G.s.** Under £100. See page 22. 21-1787
- M.G.** Magna, 1932 Foursome coupe, cost £305, sun roof, practically new car, 235 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1839
- M.G.** Midget, £8 deposit, 79 guineas cash. 1930 super-sports 2-seater, black and red, specially tuned, very good condition; list free; exchange. 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. 21-342
- M.G.**, latest 1932 model Magna 4-seater sports, brand new, unregistered, carrying makers' full guarantee, £220. Ridgways, Broad St., Hanley, Staffs. 21-1593
- 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. 21-1889
- 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, Homas's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955
- 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. 21-4797
- MORGAN**, 1929 Aero s.v. J.A.P., w.c., very good condition, £47. Lyon, Elmide, Milford, Surrey. 21-1249
- MORGAN**, 1926 Aero o.h.v. Anzani, new tyres, £23. P. Andrew, 46 Lyndhurst Drive, E.10. 21-1251
- MORGAN** Family, 1925, 10hp, w.c., one owner, perfect order, £15. Apply, H.T., 152 Highlevier Rd., W.10. 21-1200
- MORGAN** Rennos. 1928 Family 8hp, dynamo, new side curtains, hood, speedometer, front-wheel brakes, mirror, repainted, excellent condition throughout, 29 guineas, or £5 down, 51s. 11d. monthly; highest exchanges. 232-34 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. 21-1817
- MORGAN**, 1931 super sports 10-40hp o.h.v. J.A.P., as brand new, 90 guineas. Below.
- 1929 Aero 10-40 o.h.v. racing J.A.P., geared, f.w.b., extras, 55 guineas. A.Z. Motors, 180 West End Lane, Hampstead 0523. 21-1333
- MORGAN**, 1932 super sports 10-45 o.h.v. J.A.P., 3 speeds and reverse, starter, finished black and red, many extras, cost £160, taxed year, mileage 571, £130.
- 1928 super sports 10-45 o.h.v. J.A.P., dynamo, very fast, excellent condition, £65 10s. (Choice of two.)
- 1927 de luxe 8hp w.c. J.A.P., dynamo, starter, geared steering, speedometer, side screens, new tyres, taxed year, £35.
- 1926 de luxe 9hp o.h.v. w.c. engine, dynamo, starter, new tyres, £35.
- 1925 de luxe 8hp w.c. J.A.P., dynamo, speedometer, splendid engine, £18 10s.
- 1925 Aero o.h.v., dynamo, good hood and tyres, perfect, taxed, £24 10s. Exchanges or deferred.
- Homas's official Morgan service depot, 243-247 Lower Clapton Rd. E.5. Phone, Clissold 9616-9617. 21-152
- MORGAN**, Aero, o.h.v. Anzani, wide chassis, cycle wings, dynamo lighting, good tyres, £25. Pyrlands, Mabury Hill, Woking. 21-1312
- MORGAN** de luxe, 1928 model 2-seater, starter, very little and carefully used, 1930 condition, £34; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 21-207
- MORGAN**, 1926 Aero, 10-40, o.h.v. Blackburne, f.w.b., balloon tyres, very fast, £24. Earl, 75 Heath St., Hampstead, N.W.3. 21-255
- MORGAN**, 1930 Aero, o.h.v. Anzani, brand-new condition, £65. Below.
- MORGAN**, 1927 de luxe, aero chassis, starter, f.w.b. w.c. J.A.P., £28. Below.
- MORGAN**, 1924 Grand Prix, w.c. J.A.P., dynamo, £20. Below.
- MORGAN**, 1923, dynamo, £14; low deposits, exchanges. Page, 195b Upper Richmond Rd., Putney 7671. 21-305

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

- MORGAN** (late model) lovely Family 4-seater, water-cooled o.h.v., dynamo lighting, starter, f.w.b., 4-40 balloon tyres, geared steering, speedometer, guaranteed, combination part, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 21-295
- MORGAN**, £35. 1929 Family model, 8hp J.A.P., w.c., starter, excellent condition, bargain. Doc, 59 The Circle, North Circular Rd., N.W.2. 21-1400
- MORGANS**, F. H. Douglas, 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 recellulosed, dynamo lighting.
- £29. 1926 8hp J.A.P., Family, recellulosed, all good tyres, side screen.
- £39. 1928 8hp J.A.P., Family, all good tyres, recellulosed, 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. Douglas, St. Mary's Square, Ealing, W.5. Telephone, 6470 Ealing. Telegrams, "Mordug, Ealux." Hours, 9 to 8 every day, Sundays 10 to 1. 21-1885
- MORGAN**, 1924-25 de luxe, w.c. J.A.P., electric lighting, good runner, £14 or offer. Morgan, 41 Leppoc Rd., S.W.4. 21-1386
- MORGAN** Aero, 1925, o.h.v. Anzani, f.w.b., speedometer, dynamo, splendid condition, taxed, insured, £26. Sheppard, The Gables, Boston. 21-1359
- MORGAN** F.O.C.H., Ltd. 1931 (regd. 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, 63 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 21-335
- MORGAN**. List free. Exchanges. Rowland Smith. Below.
- £8 deposit, 75 guineas cash. 1931 super-sports specially tuned racing J.A.P., blue, cycle-type wings, straight-through exhausts, hood, carefully used, almost new. Below.
- £3 deposit, 25 guineas cash. 1926 Aero, 8hp J.A.P., black and green, dynamo, straight-through exhausts, very good condition. 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.
- £6 deposit, 62 guineas cash. 1930 Aero, racing o.h.v. J.A.P., reduced steering, foot acceleration, straight-through exhausts, spotlight, carefully used, very exceptional condition. Below.
- £3 deposit, 15 guineas cash. 1924, Family, 8hp Blackburne, dynamo, very good condition. Below.
- 7 Guineas. 1922, 8hp J.A.P., lamps, speedometer. Below.
- Rowland Smith, 78-81 High St., Hampstead. Open all weekdays, including Saturdays, 9-9; Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 6041-6. 21-348
- MORGANS**. Carlton Garage for
- MORGAN**, 1930 Aero, o.h.v., primrose and green, f.w.b., gear steering, 59 guineas.
- 1929 Aero, o.h.v. J.A.P., blue and yellow, gear steering, f.w.b., nicest Morgan in London, 53 guineas.
- 1926 Aero, o.h.v. Blackburne, red and black, cycle wings, 29 guineas.
- 1926 Family, s.v. J.A.P., nice condition, several from 19 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings. 21-370
- MORGAN**, 1929 Aero, o.h.v. Anzani, speedometer, taxed, insured, excellent condition, £47. 1 Brook Ave., Wembley. Phone 3669. 21-1373
- M**
- O**
- R**
- G**
- A**
- Naylor and Root, Morgan specialists. See the amazing value offered in our displayed advertisement in this issue on page 20. Late arrivals below.
- £69. 1932 De Luxe 2-seater, 3-speed, reverse, starter, w.c. J.A.P., speedometer, instrument panel, side screens, hood, absolutely the latest product, finished maroon, mileage 2,900. Below.
- £45. 1927 Aero, 10-40 o.h.v. racing J.A.P., f.w.b., hood, speedometer, electric horn, geared steering, finished mauve, beautiful condition.
- £38. 1926 Aero, 10-40 o.h.v. racing J.A.P., f.w.b., speedometer, hood, 3 brand-new tyres, several mascots, repainted green, a really superb Morgan.
- £38. 1928 Family 4-seater, w.c. J.A.P., f.w.b., side screens, speedometer, geared steering, 2 new tyres, electric horn, equal to many 1930 cars.
- £20. 1924 Aero-cum-Grand Prix, 10hp o.h.v. Anzani, dynamo, speedometer, flared wings, very good condition.
- Make a point of visiting our showrooms and let us give you a trial run. Don't miss our displayed advertisement.
- Naylor and Root, Ltd., Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. Open 9 to 8 (Wednesday 1 p.m.); Sundays 10 to 1. 21-279



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

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

**MORGAN** Acros III Mountview Motors offer:—  
2 exceedingly attractive late models super-sports at 50 guineas each. Several other cheap Aeras from £25; terms, exchanges. 368 Hornsey Rd., N.19. Archway 3294. 21-1856

**MORRIS** Minor. Taylors of Kingston. 1930 saloon, 8hp, blue and black, exceptionally good condition, one owner, choice of 2, £62, tax free, any trial. 155 Loudon Rd., Kingston 1264. zzz-873

**MORRIS** Minor s.v. 2-seater, very clean, 11,000 miles, taxed year, delivered 100 miles, £65. Station Garage Co., Dudley. 2578. 21-1798

**MORRIS** Minor saloon, 1929, excellent condition throughout, exceptionally good chassis and tyres, £39. 181 The Grove, Goldhawk Rd., Shepherd's Bush. 21-117

**MORRIS** Minor, £45, 1929 saloon, full insurance, any trial, private. 38 St. Helen's Avenue, Lincoln. 21-4254

**MORRIS** Minor, 1932 coachbuilt sunshine saloon, small mileage, as new, guaranteed, unique deferred terms, £99. 516-522 Streatham High Road, S.W.16. Phone, Pollards 4444. 21-1769

**MORRIS** Minor, 1930 tourer, one owner, practically new, £65. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4453. 21-1350

**MORRIS** Minor, 1931, 2-seater s.v. model, very carefully used, excellent condition, taxed, £65. Hall, Catherine St., St. Albans. Tele. 656. 21-127

**MORRIS** Minor 1931 coachbuilt sunshine saloon, Triplex throughout, one owner, 8,000 miles only, as new, £74. 117 Uxbridge Rd., West Ealing. Phone, Ealing 3037. 21-155

**MORRIS** Minor, Cass's Motor Mart, Ltd. (Established 1911.) 1932 coachbuilt sunshine saloon, mileage 2,000, as new, genuine bargain, £100. Written guarantee. Exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 21-157

**MORRIS** Minor, 1930 tourer, blue, one owner, beautiful condition, £55, exchanges, deferred. Allory and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 21-168

**MORRIS** Minor, 1929 saloon, beautifully kept, taxed and insured, £55. Gatehouse Motors, 1 Hampstead Lane, Highgate Village, N.6. Mountview 4444. 21-4301

**MORRIS** Minor, F. G. Smith (Motors), Ltd. Smith-conditioned Morris Minor, 1929 saloons from £55, 1930 saloons from £70, 1931 saloons from £90, with sliding roof, extended payments, any trial. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-193

**MORRIS** Minor, 1930 safety saloon, very small mileage, sound condition and excellent appearance, £48; also 1929 saloon, £40; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 21-206

**MORRIS** Minor, 1930 saloon, new tyres, recently overhauled, taxed, insured December, £68. 255 Kenton Rd., Harrow. 21-1314

**MORRIS** Minor, 1931 s.v. 2-seater, 7,000 miles only, as new throughout, £69. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. 21-260

**MORRIS** Minors. Newnham's always have an excellent selection of Morris Minors available. Few examples below, but full list on request.  
1931 8hp coachbuilt opening-roof saloon, absolutely faultless, £75.  
1930 8hp fabric saloon, exceptionally nice order throughout, £59.  
1929 8hp tourer, blue, good appearance and general condition, £35. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-247

**MORRIS** Minor 1931 (March) coachbuilt sunshine saloon, grey, well-kept order, guaranteed, £82. Below.  
1931 (July) coachbuilt 2-seater, side valve, tyres very good, in most attractive order, £67. Below.  
1930 (April) fabric saloon, blue, serviceable tyres, exceptionally sound and well kept, £63. Below.  
Smith and Hunter, Ltd. 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 21-329

**MORRIS** Minor, 99 guineas!!! 1932 (February) coachbuilt saloon, sliding roof, Triplex glass, bumpers, attractively finished, black and green, mileage 3,000 only, perfect condition throughout. Comerfords, Portsmouth Rd., Thames Ditton. 21-315

**MORRIS** Minor, £69 10s. 1931 s.v. 2-seater, small mileage, one owner, 100% throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney 2818. 21-293

**MORRIS** Minor 1930 saloon, exceptionally sound and smart condition, full equipment, luggage carrier, spring steering wheel, stop lamp, clock, nearly new tyres, small mileage, one owner, open to any trial and examination, £55, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113. 21-298

**MORRIS** Minor, 1930 coachbuilt sunshine saloon, as new, £65. Below.  
1929 Morris Minor fabric saloon, overhauled, £50; terms exchanges. A.Z. Motors, 180 West End Lane, West Hampstead, N.W.6. Hampstead 0523. 21-301

**MORRIS** Minor, 1930 tourer, £59; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 21-306

**MORRIS** Minor, 1931, coachbuilt sunshine saloon, like new, £77 10s. Exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 21-392

**MORRIS** Minor, 1930, o.h.v. coachbuilt sunshine saloon, nice appearance, chromium, Triplex, bumpers, in perfect condition, any trial given, £65; no dealers. Appointment by phone, North 4532. 21-4996

**MORRIS** Minor, £9 deposit, 95 guineas cash, 1932 coachbuilt sunshine saloon, one owner, practically new; list free; exchanges. Open all weekdays, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 21-339

**MORRIS** Minor, 1930 8hp brown fabric saloon, chromium plating, exceptionally well kept, £65. Kirk, Below.

**MORRIS** Minor, 1929 8hp sunshine saloon, well equipped, splendid condition and appearance, chocolate-brown finish, bargain, £52 10s. Four others in stock from £50. Three-Months-Written-Guarantee, exchanges, terms, 100 other cars. Kirk and Co., 22, 49 Praed St. W.2. (Paddington 6049.) 21-352

**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. 21-1855

**MORRIS** Minor, Cookes Motors offer 1932 2-seater, as new, mileage only 2,000, £79; 3 months' guarantee; exchanges and extended payments. Cookes Motors, Ltd., Sutton, Surrey. Phone 3800. 21-1890

**MORRIS** Minor 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 £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 21-1898

**MORRIS** Minor, 1930 saloon, finished blue, particularly good condition throughout, £58; best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 21-1911

**MORRIS** Minor, 1930 fabric saloon, blue, excellent condition, £55. 24 St. Peter's Grove, Hammersmith, W.6. Riverside 4652. 21-1910

**MORRIS** Minor 1932 saloon, green, several extras, perfect condition, small mileage, £105. G.L.M. Motors, 18 Worple Rd., Wimbledon. Telephone 6026. 21-371

**OMEGA** 3-wheeler, 1928 sports 2-seater, s.v. J.A.P. dynamo, speedometer, hood, very attractive model, only £4 tax, £28; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 21-281

**PEUGEOT**, 7hp, 1927, 2-seater, dickey, excellent condition, any trial given, £14. 55 Beresford Rd., Southall. 21-1318

**RALLY**, 1928 super-sports 2-seater, £55, taxed. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 21-394

**RENAULTS**. The following cars, together with several others, carry our usual guarantee; deferred terms, part exchanges. Welham, Renault Sales and Service distributors, Surbiton Hill Rd., Surbiton. Elmbridge 1873.  
1932 10hp saloons, shop-soiled and demonstrators, blue and maroon, £175 each; 1931 12.5 saloon, English finish, leather, wire wheels, £120.  
1932 12.5 saloon, special, blue, list £220, accept £175.  
1932 Speed Four saloon, as above, £175.  
1929 12.5 Monasix sunshine saloon, bumpers, carrier, taxed, oversize tyres, £70; fixed head, £65.  
1929 9-15 saloon de luxe, bumpers, carrier, overhauled, new battery, £60.  
1928 9-15 saloon, coachbuilt, blue, overhauled, £40; tourer, £30.  
1927 9-15 tourers, all-weather 4-5-seaters, £20 to £30 each. 21-228

**RENAULT**, 1928-9 2-seater, 9hp, drive away, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1841

**RENAULT**, £20. 9hp touring car, i.w.b., 1927. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1843

**RENAULTS**. Under £100. See page 22. 21-1788

**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 £3. "Self-financed" hire-purchase. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 21-1899



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

**RHODE**, 1928 10-30 de luxe 2-seater, dicky, leather pneumatic upholstery, i.w.b., starter, new battery, £30, 38 m.p.g., 60 m.p.h., double exhaust engine, only 20,000 miles, all spares in production; would exchange with cash for saloon. 5 Bagshot Rd., Bush Hill Park, Enfield, N. 21-4558

**RILEY** specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

**RILEY**, 1928 9hp Monaco saloon, blue, in very clean order, any trial, £70. L. A. Hills (Hendon), Ltd., Finchley Lane, Hendon. Phone 1145. 21-1814

**RILEY** 9 sports 2-seater, dicky, green, cream, special engine and bodywork. Plus chassis, first registered February, mileage 8,500, as new, £180. 37 Wentworth Rd., Harborne, Birmingham. 21-622

**RILEY** 9, 1930 (August) Monaco saloon, 4 new tyres, re-collusated, good condition and appearance, £130, less quarter's tax. 42 Windermere Gardens, Eastern Avenue, Hford. 21-4257

**RILEY** 9, 1928 saloon, perfect condition, £80. A.Z. Motors, 180 West End Lane, Hampstead 0523. 21-1355

**RILEY** 9, £68! 1928 Monaco saloon, good condition, excellent runner, taxed. Gatehouse Motors, 1 Hampstead Lane, Highgate Village, N.6. Mountview 4444. 21-4302

**RILEY**, £49. 1927-8 12hp de luxe tourer, new tyres, completely overhauled and repainted, excellently equipped, a genuine bargain. Chinery, 16 Avonmore Rd., Kensington, W.14. Fulham 4217. 21-180

**RILEY**, F. G. Smith (Motors), Ltd. Smith-conditioned Riley 9s. 1929 Monaco saloon, blue and red, twin carburettors, £120; 1930 2-seater, special series engine, twin carburettors, £135; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-196

**RILEY** 9, Mark IV, 1929 2-seater and dicky, first-class condition throughout, small mileage, licensed December, unrepeatable bargain, £90; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 21-205

**RILEY** 9, 1931 saloon, twin carburettors, sunshine roof, £198. 300 cars actually in stock in our five London Showrooms. Steele Griffiths, Abbey House, Victoria St. (facing Westminster Abbey), Victoria 0467. Court Showrooms, Camberwell Green, S.E.5 (Rodney 2201-4); or 89 Gt. Portland St., W.1 (Langham 1601). 21-176

**RILEY**, 1930 9hp Monaco saloon, brown and cream, really beautiful condition, £135. Below.

1928 9hp Monaco saloon, blue and cream, most attractive throughout, £69.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-255

**RILEY** 9, 1930 Monaco saloon, sliding roof, absolutely in new condition, black and green, £145. Below.

1929 Riley 9 Monaco saloon, wire wheels, almost new tyres, really splendid car, taxed, £105. Below.

1928 Riley 9 Monaco saloon, wire wheels, bumpers, absolutely any trial, blue, £78. Below.

1928 Riley 9 2-seater and dicky, wire wheels, host extras, brand-new tyres, black and red, £75; exchanges and deferred terms. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 21-284

**RILEYS**. Carlton Garage for Rileys!!!

1930 Monaco sun saloon, 125 guineas.

1930 tourer, absolutely perfect, 119 guineas.

1929 tourer, nice condition, 85 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings 21-367

**RILEY**, £110. Exchanges, terms!!! Special Monaco saloon, in almost new condition throughout, illness reason for sale, any test welcome. Chidley, 379b High Rd., Tottenham. Phone 2920. 21-1872

**RILEY** 9, 1932, 1931, 1930 Monaco saloons at Denmans, including practically new Plus Ultra, 1932, 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. 21-1847

**RILEYS**. Under £100. See page 22. 21-1789

**RILEY** 9, 1929 Monaco, £92. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 21-386

**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. 21-1884

**ROVER** 10, 1931 coachbuilt sunshine saloon, mechanically excellent, full equipment, guaranteed, £119. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 21-1771

**ROVER**, 1931 10hp coachbuilt saloon, blue, one owner, very nice condition, £109. L. A. Hills (Hendon), Ltd., Finchley Lane, Hendon. Phone 1145. 21-1815

**ROVER** 10, 1931 saloon, carefully kept by one owner only, £110. R. S. Currie and Co., 47 Seymour Place, Marble Arch, W.1. Padd. 0126 21-122

**ROVER** 9, 2-seater 1925, good condition, starter, £6. Golden, Lyninge, Kent. 21-4255

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

**ROVER** 10, 1931 sunshine foursome coupe, wire wheels, bumpers, etc., excellent throughout, tully guaranteed, £135. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 21-1770

**ROVER** 10, 1929 saloon, excellent throughout, full equipment, unique deferred terms, £75. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 31-1772

**ROVER**, 1927, 9-20 de luxe 4-seater, 2-colour finish, exceptionally smart and complete bargain, £25; exchanges or deferred. Cummings, Rover agent, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 21-188

**ROVER** 10, 1927-28, 2-seater and dicky, i.w.b.s and full equipment, very good condition in all respects, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 21-4316

**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. 21-165

**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. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-198

**ROVERS**. Newnham's always have an excellent selection of Rovers available. Few examples below, but full list on request.

1931 10-25 4-door saloon, exceptionally nice condition throughout, £112.

1929 10-25 opening-roof sports coupe, particularly smart and excellent mechanically, £72.

1927 9-20 4-door tourer, smart and first-class runner, £19.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-248

**ROVER** 10, £122 10s. 1931 25 saloon de luxe, sun roof, small mileage, positively as new throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 21-285

**ROVER** 10, £187 10s. 1932 de luxe coachbuilt 4-door saloon, unused, shop-soiled; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 21-280

**ROVER** 1932 10hp coachbuilt sunshine saloon, blue, Magna wheels, mileage 5,000, spare unused, usual guarantee, £145. Below.

1931 10hp Regal coachbuilt sun saloon, maroon, splendidly kept, full guarantee, £125. Below.

1929 10 sportsman's coupe, black-cream, wire wheels, leather upholstery, just thoroughly overhauled, £75. Below.

1929 10hp 4-seater, blue, new balloons, sound and well kept, one owner throughout, any trial, £45. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 21-326

**ROVER** 1927 9-20 2-seater de luxe, i.w.b., starter, etc., nice condition, 25 guineas; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 21-1835

**ROVER** 9 sports 2-seater, brown and cream, very smart car, excellent tyres, mechanically perfect, any trial, £39 10s. Camden Motors (behind Underground Station), 14a Buck St., N.W.1. Gulliver 4089. 21-1863

**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. 21-1840

**ROVER** 10hp sunshine saloon, 1928, first class condition, 45 guineas; exchanges or deferred. Elite Motors, Garratt Lane, Tooting Broadway. Wimbledon 2925. 21-1857

**ROVER** 10, £95. 1930 sunshine, very smart, overhauled and re-bored at makers. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1851

**ROVERS**. Under £100. See page 22. 21-1790

**ROVER**, 1931 10hp coachbuilt sunshine saloon, excellent condition, one owner, £118. Best possible deferred terms. The Service Co., 273 High Holborn Holborn 0666. 21-1912

**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. 21-1914

**ROVER** 10 sunshine Regal saloon, Magna wheels, bumpers, small mileage, one owner, £125. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 21-1920

**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. 21-1904

**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. 21-1885

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the  
Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



JULY 1, 1932.

(Supplement ix.)

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

**ROVER** 9, 1926-27 de luxe 4-seater, starter, f.w.b., £20, taxed, insured, cheap, hire, exchanges. 12 Kynauco Mews, Gloucester Rd., S.W.7. 21-4390

**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

**SALMSONS**. Vadum Co. specialize in 9.5hp Salmsons, twin cam-shaft, 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.

55 Guineas. 1928½ Grand Prix, black streamline body, red rings, fast.

49 Guineas. 1927 model San Sebastian-bodied Grand Prix Special, ball-bearing crankshaft, 4 speeds, f.w.b., balloons, staggered seats, streamline body, Vee screens, outside exhaust, Brooklands silencer, revolution counter.

59 Guineas. 1927 Grand Prix, beautifully coach-finished streamline body, close-up wings, large steering wheel, prettiest 1927 on road.

55 Guineas. 1927 o.h.v. streamline 3-seater, Vee screens, large f.w.b., balloons, very smart indeed.

25 Guineas. 1927 o.h.v. sports, f.w.b., Vee screens, staggered seats, cutaway sides, bladed wings; choice of 2.

13 Guineas. 1925 o.h.v. sports, polished aluminium body, Vee screens. Also 1928 Grand Prix, special hood and screen, 54 guineas; 1927½ Grand Prix drophead coupe de luxe, 59 guineas. Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469.

**SALMSON**, 1927 sports 2-seater, balloon tyres, very fast, £17 10s. 181 The Grove, Goldhawk Rd., Shepherd's Bush. 21-119

**SALMSON**, 1928-9 10hp 4-door saloon, in exceptionally smart and sound condition, all nearly new tyres, fully equipped, taxed and insured, £37 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 21-296

**SALMSONS**. Under £100. See page 22. 21-1791

**SALMSON**, o.h.c., 2-seater sports, £22. Allen, 201 Grove Lane, S.E.5. 21-1569

**SENECHAL** sports, 1928 (late) 9hp o.h.v. special streamline 2-3-seater, flare wings, 2 spare, wire wheels, smart and sporting appearance, £45; three-months-written-guarantee, exchanges terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. Paddington 6049. 21-353

**SENECHAL** sports 2-seater, exceptional chassis, long tail, £20. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1849

**SENECHAL**. J. K. Greenwood and Co., Ltd., offer:—  
£32 10s.!!! Senechal, 9hp super-sports streamlined 2-seater, f.w.b., wire wheels, etc., 70 m.p.h.!!! perfect. Below.  
£25 10s.!!! Senechal 9hp super-sports 2-seater, excellent; guarantee, exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 21-356

**SINGER**, Taylors of Kingston. 1930 Junior tourer, choice of 3, from £52. 135 London Rd., Kingston 1264.

**SINGER**, 8hp, 1928, 14,000 miles only, 2-seater, dickey, for sale. Write, R. Morgan, 21 Granville Rd., London, N.4. 21-4283

**SINGER**, £45! 1928 Junior saloon, good tyres, excellent condition throughout; terms, exchanges. Parwood, East Hill, Wandsworth. 21-1800

**SINGER**, 1929 8hp tourer, wire wheels, 5 new tyres, one owner, very exceptional car, £47 10s. Harry Nash, 548 King St., Hammersmith. 21-1808

**SINGER** Junior Porlock sports, in excellent condition, fitted with special hood and side curtains to match body, overhauled, £55; deferred terms. Mann Egerton and Co., Ltd., St. Andrew's Street, Bury St. Edmunds. 21-4221

**SINGER** 9, 1932 coachbuilt sunshine saloon, first registered April 27th, as new throughout, bumpers, wire wheels, etc., full guarantee, £149. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 21-1773

**SINGER**, 1925 10hp tourer, in very nice condition, £9. L. A. Hills (Hendon), Ltd., Finchley Lane, Hendon. Phone 1145. 21-1816

**SINGER** Junior, 35 guineas. 1929 4-seater, exceedingly good condition, choice of another. Below.

**SINGER** Junior, 40 guineas. 1929 Porlock sports, in really beautiful order; exchanges, terms. Maynards, 241a High Rd., Wood Green. 21-120

**SINGER**, 1931 Porlock sports 2-seater, new condition throughout, small mileage, tyres good (apart unused), Triplex screen, rear petrol tank, 4 speeds, etc., fully equipped, £97 10s. Below.

**SINGER**, 1931 10hp coachbuilt sliding-roof saloon, 4 speeds, rear tank, etc., fully equipped, one owner, £115; also 1930 and 1931 Juniors from £70. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 21-172

**SINGER** Junior, 1930 coachbuilt sunshine saloon, taxed, perfect, £69. Paul and Co., 51 The Mall, W.5. Ealing 4633. 21-183

**SINGER**, F. G. Smith (Motors), Ltd. 1931 coachbuilt saloons, sliding roof, choice of 2 faultless cars, from £105; also 10hp tourer, in spotless condition, £35. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-197

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

**SINGER** 8 Junior 1931 sun-roof 4-door coachbuilt saloon, new tyres, excellent condition £85. Below.

**SINGER** 8 Junior 1928 4-seater, all-weather equipped, carefully used by one owner, £45; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 21-204

**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 4435. 21-131

**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. One Saturday 9-6. Museum 8176, 8177. 21-153

**SINGER**, 1932 Junior 4-door coachbuilt sun saloon, mileage 1,200, cost with extras £260 in March, unscratched, £115. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streath. 9250. 21-161

**SINGER** 9, 1932 special Kaye Don saloon, as brand new, mileage 800, taxed, £155. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streath. 9520. 21-163

**SINGER** 10, 1932 4-door coachbuilt 4-speed saloon, as brand new, mileage 1,200, cost £200, nice £132. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tele., Streath. 9520. 21-165

**SINGER**, 8hp, sun saloon, mileage 5,000, as new, £105. Paul Sawyer and Co., 72 Gt. Portland St. Museum 1925. 21-161

**SINGER**, 1932 (February) Kaye Don 9 sunshine saloon, mileage 1,500, quite unscratched, usual guarantee, £135. Below.

1931 Junior sunshine saloon, black-cream, wire wheels, privately owned, £90. 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 3, Sunday 10-1. 21-327

**SINGER** Junior, 8hp, 1929, 4-seater tourer, exceptionally smart and sound condition, all nearly new tyres, full equipment, open to any trial and examination, £37 10s., or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 21-299

**SINGER**, 1927 10hp 2-seater, £18; low deposits; exchanges; Page, 199b Upper Richmond Rd. Putney, 7671. 21-307

**SINGERS**. Newnhams always have an excellent selection of Singers available. Few examples below but full list on request.

1932 8hp coachbuilt sliding-roof saloon, dual colours, almost as new, £119.

1931 8hp coachbuilt sliding-roof saloon, smart and generally attractive, £85.

1930 8hp coachbuilt saloon, blue, fitted several extras, exceptional opportunity, £58.

1929 8hp tourer, dual colours, very good example, £35. Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-249

**SINGER**, 1930 8hp coachbuilt 4-door saloon, dual green finish, chromium plating, taxed December, very small mileage, in new condition throughout, £72 10s.; exchanges deferred payments. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. Phone, Museum 9515. 21-258

**SINGER** 1930 Junior sportsman's coupe, black and red, very clean little car, exceptional engine, £65. Below.

1932 Singer Junior 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. Exchanges, deferred. 21-265

**SINGER** Junior 1932 coachbuilt saloon, 1,700 miles, as new, taxed June, £125. Newnhams, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 21-1866

**SINGER** 1926 touring car, f.w.b., £15. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1844

**SINGER** Junior, 1931 (late), small mileage and nice condition throughout. £88. Newnhams, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 21-1868

**SINGER** 8, 1930 touring car, taxed, unsolled, £60. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 21-1854

**SINGER**. Carlton Garage. 1928 8hp tourer. 1931 condition, 37 guineas. 79 Carlton Vale, Malden Vale. Open Sunday mornings. 21-365

**SINGER** 1930 (October) Junior delivery van, first-class condition throughout, any test welcome, £48, exchanges, terms. Chidley, 679b High Rd., Tottenham. Phone 2920. 21-1871

**SINGER**. J. K. Greenwood and Co., Ltd., offer:—  
£42 10s.!!! Singer 8hp special Swallow super-sports 1927-8 2-seater, taxed, red and cream finish, beautiful little low streamlined body, all good tyres, nearly new battery, etc., large exhaust, 35-40 m.p.g., very fast car, in beautiful condition, written guarantee, exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 21-360

**SINGER** 10, £13 deposit, 135 guineas cash. 1932 coachbuilt sunshine saloon, blue, one owner, carefully used, almost new, 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. 21-340

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

**SINGER**, Porlock, 1931, 8hp special sports 2-seater, most attractive streamline sports body, 4 speeds, low mileage, tyres and general condition absolutely as new, £97. 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, 24-ton blue cellulose finish, absolutely in showroom condition, £92 10s. Kirk. Below.

**SINGER** Junior 1928 8hp tourer, fullest equipment, f.w.b.s. attractive appearance, maroon cellulose, leather upholstery to match, economical car, £37 10s. Three-Months' Written-Guarantee. Exchanges, terms, 100 other cars, 22, 49 Praed St., W.2 (Paddington 6049). 21-354

**SINGER** cars from Singer specialists.

1928 8hp tourer, in quite exceptional condition, £32.

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. 21-334

**SINGERS**. Under £100. See page 22. 21-1792

**SINGER** Porlock sports, £54 to £68, ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 21-1900

**SINGER** Junior tourers and saloons, £35 to £65; ready to drive away; taxed, insured and guaranteed three months. 100 popular makes in stock, from £10 to £65.

Exchanges and simplest hire-purchase. Neither references nor securities required. Drive away same day.

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

Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 21-1901

**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. 21-1913

**SINGER**, 8hp, 1928, maroon 4-seater tourer with all-weather equipment, good tyres, recently rebored, new crown wheel fitted and brakes reined, full insured and taxed in September, good appearance and condition, £38. Bull 29 Milton St. Fore St. E.C.2. (Ground floor) Mat. 7105. 21-4397

**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. 21-1888

**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. 21-1886

**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. 21-1887

**SINGER**, 1929 Junior 4-seater tourer, in excellent condition, £34. 82 Cricklewood Lane, N.W.2. Gladstone 3311. zzz-143

**SINGER**, £112 10s.; 1932 8hp Junior coachbuilt sunshine saloon, only used for a few short demonstration runs, makers' list price £160, our special clearance price £112 10s. Exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 21-391

**SINGER** Junior 1931-2 coachbuilt saloon, sliding roof, 1,500 miles only, £105. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 21-376

**SINGER** 10, 1926 coachbuilt saloon, leather upholstery, splendid condition, taxed year, £22 10s. Bell Motor Mart, Ltd., Bash Rd., Clippanhain, near Blough. Phone, Buryham 149, 267. Open Sundays. 21-1877

**SINGER** Junior, 1932 saloon, mileage under 400, guaranteed, as brand new, 119 guineas, Whitby's, 7 The Vale, Acton, W.3. 21-386

**SINGER**, 8hp, 1928 coachbuilt saloon, excellent condition, smart appearance, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 3122. 21-389

**SINGER** Junior (December, 1930) saloon, sliding roof, coachbuilt, in excellent condition throughout, £70. Fully guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2626. 21-219

**STANDARD** 1929 9 (long) saloon, carefully used, several extras, guaranteed, £67. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 21-1776

**STANDARD** 1932 Big 9 coachbuilt sunshine saloon, demonstration car, positively ex-works condition throughout, makers' guarantee, £165. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 21-1774

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

**STANDARD**. 400 Car List post free; 1927 to 1932 new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open till 8.30 p.m., week-ends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bankers, near Birkdale Station, Southport. Phone 66161. (117 The Meadows, Leeds; 16 Cambridge St., Sheffield.) 21-1766

**STANDARD** 9, 1929 4-door fabric saloon, almost new tyres, wire wheels, small mileage, £68; choice of 3. Below.

**STANDARD**, 1932 Little 9 coachbuilt saloon, demonstration use only, positively new condition, licensed, £135; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2363. Open Sunday mornings. 21-200

**STANDARD**. F. G. Smith (Motors), Ltd. Smith-conditioned Standard 1931 Big 9 4-door saloon, choice of two; £130 sliding roof, £125 fixed head; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-192

**STANDARD** 1930 9 sunshine saloon (long) excellent mechanically, splendid tyres, unique deferred terms, £87. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 21-1775

**STANDARD**, 1928 (June) 9hp 4-door sunshine fabric saloon, exceedingly good condition throughout, one owner, recommended, £55. Stuarts, 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 21-181

**STANDARD** 9, 1931 coachbuilt saloon, taxed, condition as new, £145. Paul Sawyer and Co., 72 Gt. Portland St. Muscova 1925. 21-149

**STANDARD** 1932 Big Nine coachbuilt saloon, small mileage, otherwise brand new, £169. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 21-328

**STANDARD**, 1930 9hp Teignmouth sunshine saloon, black and red, wire wheels, exceptionally good condition, £95; year's guarantee, exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Park 7785. 21-1823

**STANDARD**, 1931 (June) Big 9 de luxe sunshine saloon, black-cream, safety glass throughout, wire wheels, perfect, one owner, taxed year, £145. Below.

1931 (February) Big 9 saloon, black, leather upholstery, one owner, taxed December, £120. Below.

1930 Teignmouth saloon de luxe, Triplex throughout, bumpers, chromium finish, new tyres, £105. Below.

1930 Teignmouth sunshine saloon, black-red, mileage 9,000 only, one owner, quite perfect, £100. Below.

1929 Teignmouth saloon, blue, leather upholstery, good tyres, particularly sound, £78. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 21-328

**STANDARD** 9, 1930 Teignmouth saloon, 16,000 miles, taxed year, £99; low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 21-308

**STANDARD**, £95 10s. 1930 Teignmouth saloon, sun roof, excellent condition, wire wheels; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 21-291

**STANDARDS**. Newnham always has an excellent selection of Standards available. Few examples below, but full list on request.

1932 Big 9 coachbuilt sliding-roof saloon, exceptional throughout, £165.

1932 Little 9 coachbuilt sliding-roof saloon, mileage moderate, and perfect, £128.

1929 9hp de luxe sliding-roof saloon, beautiful appearance, etc., £69. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-250

**STANDARD**, 1931 Big 9 4-door coachbuilt sunshine saloon, blue and cream, 4 speeds, appearance like new, very low mileage, taxed year, £149. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges deferred. 21-261

**STANDARD**, 1931 Big 9 saloon, sliding roof, wire wheels, absolutely in new condition, £135. Below.

1930 Standard 9 Teignmouth saloon, sliding roof, wire wheels, exceptionally clean car, £98. Below.

1928 Standard 9 saloon, sliding roof, good tyres, finished blue, very smart car, £55. Below.

1928 Standard 9 sports 2-seater, several extras, finished black and cream, very smart, £58; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 21-283

**STANDARD** 1929 sliding-roof saloon, new tyres and in excellent running order, £69. Newnham, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 21-1867

**STANDARDS**. 1930 Big 9 coachbuilt saloon, sun roof, unrolled, taxed, 90 guineas. Dennmans, 132-3 Long Aero, W.C. Open week-ends. 21-1836

**STANDARD**, £13 deposit, 135 guineas cash. 1932 Little Nine special 4-door coachbuilt saloon, sliding head, one owner, very small mileage, practically brand new, year's tax, cost over £170; exchanges. Rowland Smith. Below.

**STANDARD** Nine, £8 deposit, 79 guineas cash. 1930 4-door fabric saloon, sunshine roof, very good condition; list free; exchanges. Open all weekdays, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 6041-6. 21-338



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

**STANDARD.** 1932 Little 9 sunshine saloon, mileage 5,000, taxed December, as new, £140. Leeds and Oxlcy, 1b Maida Hill West, W.2. Paddington 3845. 21-1860

**STANDARD.** Carlton Garage. 1930 9hp sun saloon, long chassis 79 guineas. 79 Carlton Vale, Maida Vale. Open Sunday mornings 21-368

**STANDARDS.** Under £100. See page 22. 21-1793

**STANDARD 9,** 1930 Teignmouth saloon, taxed year, excellent order, £95; deferred, cycles in part. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 21-1917

**STANDARD.** Cooke's Motors offer two exceptionally nice saloons. 1931 Big 9 coachbuilt de luxe, £145; 1932 Big 9 coachbuilt de luxe, as brand new, £178; 3 months' guarantee; exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. Phone 3800. 21-1895

**STANDARD 9,** 1928, 4-door saloon, in excellent condition, £49; exchanges, terms. Yarwoods, Stuncley South, High Rd., Tottenham. Phone 5122. 21-388

**STANDARD 9,** Teignmouth saloon, late 1930, completely overhauled, condition as new, £95 or nearest offer. 22 Cambridge Gardens, Wynchmore Hill. 21-4372

**STANDARD,** 1930 9hp fabric saloon, sliding roof, blue, very clean, £95. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 21-375

**SWIFTS.** Newnham's always have an excellent selection of Swifts available. Few examples below but full list on request.

1931 10hp Migrant sliding-roof saloon, beautiful condition throughout, £123.

1931 10hp drop-head coupe, maroon, one owner, and exceptional, £115.

1930 10hp Fleetwing sports sliding-roof saloon, particularly attractive, £39.

1929, 10hp, 2-seater and dicky, smart and first-class mechanically, £45.

1928 10hp saloon, fitted wire wheels and several extras, beautiful order, £49.

1926 10hp tourer, black and red, pretty little car, £17. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-245

**SWIFT,** 1931 10hp 4-door coachbuilt sunshine saloon, Paladin model, delivered May, 6,000 miles only, spotless and absolutely as brand new, taxed, £129. Below.

1930 Swift, 10hp sportsman's coupe, sunshine roof, rear trunk, maroon and fawn, exceptionally smart car, appearance as new, £99. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Exchanges, deferred. 21-264

**SWIFT,** late 1928 10 de luxe 4-seater, in really splendid condition throughout, real bargain, £40; exchanges or deferred. Cummings, 101 Fulham Rd., London S.W.3. Sloane 8231-2. 21-189

**SWIFT 10** 1927-8 all-weather tourer, exceptionally attractive and well-equipped car, £32; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.2. Riverside 2365. 21-201

**SWIFT 1931** (July) sunshine saloon de luxe, Magna wheels, bumpers, grid, leather upholstery, cost £295, bargain, £120. Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. 21-323

**SWIFT.** Newnham's, 156-158 Streatham Hill, S.W.2, offer 1931 8hp Swift Cadet coachbuilt sliding-roof saloon, one owner, exceptional condition, £86. Streatham 8830. 21-230

**SWIFT.** Newnham's, 156-158 Streatham Hill, S.W.2, offer 1927 10hp tourer, good condition, any trial, bargain, £28. Streatham 8830. 21-229

**SWIFTS.** Under £100. See page 22. 21-1794

**SWIFT,** 9hp, 1925-6 4-seater, engine overhauled, £13 10s. Newman, 10 Loris Rd., Hammersmith, Riverside 4348. 21-4567

**TALHOT** 8-18 coupe, taxed, £25; low deposits; exchanges. 199b Upper Richmond Rd. Putney 7671. 21-309

**TRACTA,** 1930 10-hp ultra-low 80 m.p.h. f.w.d. 4-seater, just recoloured, extremely attractive, cost £550, special price, £98; exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 21-1829

**TRIUMPH.** Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. xxx-719

**TRIUMPH.** Habbake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Triumph Specialists), solicit your custom. You can't beat Habbake Garage, Ltd., for new or used models. Used Triumphs urgently wanted in exchange for any car. xxx-75

**TRIUMPH,** 1932 super 7 saloon de luxe, blue, unlicensed, demonstration, very small mileage, full guarantee, £150; exchanges, deferred. Martin's Garages, Highgate Village. Phone, Mountview 1228. xxx-126

**TRIUMPH 1930** de luxe tourer, practically new condition, bargain, £79. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 21-129

**TRIUMPH 1931** tourer, grey, practically new, mileage only 4,500, chauffeur driven, £87 10s. Warner, Marylands, Ewhurst, Surrey. 21-138

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

**TRIUMPH 1930** 7hp coachbuilt saloon, splendid condition, £86. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-145

**TRIUMPH 1931** 7hp fabric saloon de luxe, sliding roof, perfect condition, £100. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-146

**TRIUMPH 1932** 7hp 4-door coachbuilt pillarless saloon, very small mileage, used for a few short runs, £137 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-147

**TRIUMPH,** 1929 Super 7 4-seater, excellent all-weather equipment, reliable condition throughout, £42. 516-522 Streatham High Rd. S.W.16. Phone, Pollards 4444. 21-1778

**TRIUMPH,** Scorpion, 12hp, 6-cylinder, fitted with Tickford all-weather sunshine saloon, the only car fully closed or fully opened in a few seconds, slightly showroom soiled, carrying makers' guarantee, £155. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-148

**TRIUMPH 8** 1931 de luxe saloon, sun roof, taxed year, as new, £105. Paul Sawyer and Co., 72 Gt. Portland St. Museum 1925. 21-150

**TRIUMPH 7** 1930 saloon de luxe, Triplex, black and green, spotless condition, £68; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 21-170

**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. 330 Easton Rd., N.W.1. Museum 4511. 21-171

**TRIUMPHS 1930** Super 7 de luxe saloon, one owner, excellent throughout, full guarantee, £75. 516-522 Streatham High Rd. S.W.16. Phone, Pollards 4444. 21-1777

**TRIUMPH 7,** 1930-31 2-seater special sports, blue and black, twin carburettors, flexible wheel, taxed, amazing performance, £62 10s. Harry Nash, 348 King St. Hammersmith. 21-1809

**TRIUMPH 7,** 1932 sunshine saloon, excellent condition, taxed year, £125. Emery, 8 Second Avenue, Acton, W.3. 21-4288

**TRIUMPH,** 7hp, £65; 4-seater saloon, perfect condition, or exchange recent H.N.A. three-wheeler. Cash either way. Whitwell, R.A.F. Eastchurch. 21-4508

**TRIUMPH,** 1932, 12hp, 6-cylinder special Maddox drop-head four-some coupe, a very attractive car, showroom soiled only, maker's guarantee, £215. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-149

**TRIUMPH,** 1932, 12hp 6-cylinder saloon de luxe, 4-door, sliding roof, leather upholstery, safety glass, 4-speed gear, this car is in perfect condition and is really cheap at £157 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-150

**TRIUMPH,** 1932, 9hp saloon de luxe, 4-door, very small mileage, a very efficient car, £155. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 21-151

**TRIUMPH,** 1930 super 7 fabric saloon, excellent condition throughout, cream wire wheels, £62 10s.; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5341. 21-1832

**TRIUMPH,** 1929 (March) 4-seater, maroon, good tyres, complete equipment, repainted, £45. Smith and Hunter, 407 Edgware Rd. 21-322

**TRIUMPH,** £42 10s. 1929 2-seater, many extras, bargain; another, £47 10s.; exchanges, terms. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 21-287

**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 maker's full guarantee, easy payments. Motorcycle considered as deposit. Colmore Depot, 77 Station St., Birmingham. 21-1820

**TRIUMPH,** 1929 super 7 de luxe tourer, £48; low deposits; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 21-310

**TRIUMPHS.** Newnham's always have an excellent selection of Triumphs available. Few examples below, but full list on request.

1932 super 9 coachbuilt saloon, maroon, carefully used, moderate mileage, £148.

1931 super 7 coachbuilt sliding-roof saloon, very attractive appearance, etc., £98.

1930 super 7 tourer, blue, very exceptional throughout, £98. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 21-251

**TRIUMPH 1930** Super 7 Gordon England saloon, luxurious, equipped, bucket seats, wire wheels, hydraulic brakes, chromium fittings, pneumatic leather upholstery, really attractive appearance, year's tax, genuine bargain, £77 10s. Kirk, Below.

**TRIUMPH 1929** Super 7 Gordon England saloon, full dash equipment, hydraulic f.w.h.s, wire wheels, attractive car, 59 10s. Three Months' Written Guarantee, exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed St., W.2 (Paddington 6049). 21-355

**TRIUMPH 1930** Super 7 saloon, finished in black and red, with red leather pneumatic upholstery, safety glass all round, wire wheels, etc. in really excellent condition, 68 guineas. Harold Simons, Ltd., 311 Easton Rd., N.W.1. Museum 9764. 21-1839

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

**TRIUMPH.** Newnams, 136-138 Streatham Hill, S.W.2, offer 1930 7hp de luxe saloon, excellent condition throughout, £75. Streatham 8850. 21-232

**TRIUMPHS.** Under £100. See page 22. 21-1795

**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.

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Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W. Phone, Prospect 3332. 21-1902

**TRIUMPH** Tickford saloon, 1931 model, under 8,500 miles, guaranteed perfect, £90 or exchange Midget. 76 Hearnville Rd., Balham. 21-4398

**TRIUMPH** 7, 1928 saloon, in very nice condition, £35; exchanges, terms Yarwood's, Stoneley South, High Rd., Tottenham. Phone 5122. 21-390

**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 3523); and 212 New King's Rd., S.W.6 (Putney 7611). zzz-152

**TROJANS.** Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

**WOLSELEY** Hornet 1930 coachbuilt saloon, blue, exceptionally nice car, £75; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4635. 21-169

**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. 21-166

**WOLSELEY** 1932 Hornet coachbuilt sun saloon, mileage 4,000 only, taxed year, £175. Paul and Co., 114 Gt. Portland St. Museum 4117. 21-159

**WOLSELEY** Hornet coachbuilt sun saloon, taxed year, exceptionally clean condition, £115. Paul and Co., 114 Gt. Portland St. Museum 4117. 21-160

**WOLSELEY** 1932 Hornet saloon, sun roof, taxed, condition as new, £170. Paul Sawyer and Co., 72 Gt. Portland St. Museum 1925. 21-160

**WOLSELEY** Hornet. Mebes and Mebes, Ltd. (Est. 1893), for used cars of higher grade, offer late 1930 coachbuilt saloon, royal blue and black, leather upholstery, safety glass, chromium, thermostat radiator shutters, hydraulic brakes, bumpers, one owner, excellent, £97 10s.; deferred and exchange. 144 Gt. Portland St. Museum 4244. 21-1805

**WOLSELEY** Hornet, 1931 2-seater, Wolseley's own body, finished black, green leather interior, recently fitted with new 4-speed gearbox at works, special straight-across folding screen, spring steering wheel, bumpers, luggage carrier on back, good tyres, most carefully maintained by one owner, absolutely perfect in every way, taxed to December 31st, £150; demonstration anywhere with pleasure; easy-payment terms to suit purchaser's convenience. Premier Motor Co., Aston Rd., Birmingham. 21-1813

**WOLSELEY.** F. G. Smith (Motors), Ltd. Smith-conditioned Wolseley Hornet close-coupled coupe, 1931, Royal body, as new, £140; extended payments. High Rd., Goodmayes. Phone, Seven Kings 1000 (7 lines). 21-191

**WOLSELEY** Hornet, 1931 coachbuilt sunshine saloon, taxed, perfect condition, £115. Paul and Co., 51 The Mall, W.5. Ealing 4633. 21-184

**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 3143-4. 21-175

**WOLSELEY** Hornet 1931 coachbuilt saloon, large body, sliding roof, one owner, excellent order, guaranteed, £95. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 21-218

**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. 21-324

**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 Mustange W. Kings sports, from £115; exchanges, deferred. Bartlett, 27a Penn-bridge Villas, Notting Hill Gate. 21-1850

**WOLSELEY,** Hornet Swallow, August, 1931, 2-seater, cream and green, a perfect car in every respect, 4-speed box, £138. Haines and Strange, Cheltenham. 21-1311

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

**WOLSELEY** Hornet, £150 10s. 1931 Swallow sports 2-seater, cream and green, small mileage, several extras, 100% throughout; exchanges, terms. Below.

**WOLSELEY** Hornet, £89 10s. 1930 coachbuilt saloon, small mileage, excellent throughout; exchanges, terms also 2-seater, £132 10s. Ward and Co., 5 Upper Richmond Rd. E. Putney 2818. 21-289

**WOLSELEY** Hornet, August, 1930, c.b. saloon, taxed, insured, one owner, superb condition, £75. 221 Maida Vale, W.9. 21-266

**WOLSELEY.** 1932 Hornet special Abbey Trophy sports 2-4-seater, painted green, mileage 2,000, indistinguishable from new, wonderful car, very fast, £245. E. C. Stearns and Co., 16 Fulham Rd., S.W.3 (Oratory end). Keus. 0081. 21-259

**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. 21-1852

**WOLSELEY** 1932 and 1931 International sports 4-seaters, from £145 to £165. Denmans, 132-3 Long Acre, W.C. Open week-ends. 21-1842

**WOLSELEY** 1930 Hornet saloon, coachbuilt, new order, £80. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 21-1838

**WOLSELEYS.** Under £100. See page 22. 21-1796

**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; deferred; cycles in part. Broadway Motors, 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 21-1919

**WOLSELEY** Hornet, late 1930 saloon, exceptionally good condition, £65. 24 St. Peter's Grove, Hammersmith, W.6. Riverside 4652. 21-1905

**WOLSELEY.** Cooke's Motors offer four practically new Hornets, 1930 coachbuilt saloons, £75; 1931 coachbuilt sunshine saloon, £112; 1931 International F.W. sports 4-seater, £139; 1931 Swallow sports 2-seater, £145; all equal new. Three months' guarantee. Exchanges and extended payments. Cooke's Motors, Ltd., Sutton, Surrey. Phone 3800. 21-1891

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**NEW LIGHT CARS AND CYCLECARS**  
(continued).

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**AUSTIN** Swallow, Manchester, Lancashire main distributors. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 21-225

**AUSTIN.** Bruton Garages, Ltd., authorized agents; early delivery all models; exchanges and terms. 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 21-374

**AUSTIN** 7, 1932 de luxe coachbuilt sunshine saloon, fawn and black, immediate delivery, list price £128; terms, 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. 21-346

**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. 21-319

**AUSTIN** 10-4 blue saloon, in stock. Prior, 258 Wimbledon Park Rd., S.W.19. Putney 1694. 21-362

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**F.O.C.H.** 1932 Jowetts from £15 deposit. Highest allowance for your present car. F.O.C.H., Ltd., 35 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-600

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**JOWETT.** Croydon. Turner's, Lower Addiscombe Rd. Addiscombe 5151. zzz-985

**JOWETT.** Farnham, Surrey. Sales and service. Barnett and Small, West St. Phone 216. 30-112

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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. 21-186

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**SINGER.** Croydon Service Depot, wholesale and retail. Turner's, Lower Addiscombe Rd. Addiscombe 3131. zzz-986

**SINGER.** Spinks (Twickenham), Ltd., all models in stock. zzz-27

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**SINGER.** Rowland Smith Motors, Ltd.,

**SINGER agents.** 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-706

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**SS2 Standard.** Immediate delivery of 1932 models from stock; deferred; cycles in part. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5485. zzz-23

**SS.** Manchester. North Lancashire distributors. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 21-223

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**STANDARD.** Truscott for saloons. All new models in stock for immediate delivery; exceptionally attractive terms. John S. Truscott, 173a Westbourne Grove, W.11. Park 7785. zzz-213

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**STANDARD.** Rowland Smith Motors, Ltd.,

**STANDARD 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-966

**STANDARD.** Immediate delivery from stock. New Standard Little Nine at £155, ex works; and Singer Nines at £167 10s., ex works. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 21-175

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**STANDARD.** Bruton Garages, Ltd., special Standard agents; deliveries from stock; exchanges and terms. 52 Bruton Place, Berkeley Square, W.1; also 4 Blebheim St., New Bond St., W.1. Mayfair 4737. 21-373

**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 coupé 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

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**TRIUMPHS.** Immediate delivery from stock; liberal exchanges and easiest of terms. Cummings, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 21-187

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**TRIUMPHS!** Triumphs!! Triumphs!!! Colmore can make special offers for used motorcycles, 3-wheelers or light cars, in part exchange for new 1932 Triumph super 7s, super 9s or 12.6 models. If you desire to own the finest light car in the world and put pounds in your pocket let Colmore quote! Terms arranged over 12, 18 or 24 months. Colmore Depot, 77 Station St., Birmingham. (The great Triumph agents.) 21-1819

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**WOLSELEY Hornet.** Rowland Smith Motors, Ltd., 21-324

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**WOLSELEY Hornet Swallow.** Manchester. Lancashire main distributors. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 21-324

**WOLSELEYS.** Jarvis of Wimbledon for Wolseleys. Immediate delivery of the new Hornet Special with Jarvis 2-seater body, as above. £265. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 21-216

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**MOTORCYCLE,** 6½-in. by 4¼-in. by 3½-in., 6-volt, 12 a.h., 12s. 6d. FULLY guaranteed.

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**370-372 GRAY'S INN RD.,** King's Cross, London, W.C.1. 'Phone, Terminus 4429 (3 lines). 'Grams, "Tyrepresit, Kinrossa, London." zzz-9

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**PUTNEY,** 158 Felsham Rd. Putney 6193-4.  
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**BECKENHAM,** Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-108  
**13s. 9d.** Special offer guaranteed 6-volt batteries for Austin 7 and Morgan. All types at similar keen prices. Murphy, 17 Sheen Lane, S.W.14. Prospect 3503. 21-355

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21-30

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**7hp TRIUMPH** 1930 4-seater saloon, perfect condition, for recent B.S.A. 3-wheeler, cash either way. Whitwell, R.A.F., Eastchurch. 21-4509

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**COX.** Dickey-seat screens, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

**COX AND CO.**, Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-128

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**ALL** cars favourably rated. Specimen rate. Combined benefits, £7 10s.; touring cars up to 10hp, third party only, £4; statutory, £5 8s.

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**COMPARE** these rates with what you are now paying: 8hp cars, £7; 9hp cars, £7 7s.; 10hp cars, £8 7s. (£100 value); Morris-Cowleys, £8 10s.; Morris-Oxford, £10. Write for prospectus to North and South Insurance Corporation, Ltd., Orleans House, Edmund St., Liverpool. zzz-577

**COMPETITIVE** policies by instalments without additional cost. All bonuses allowed. Ernest J. Bass, 40 Chancery Lane, W.C. Holborn 0528.

**QUARTERLY PREMIUMS.** No extra! Road Traffic Act cover. Austin 7 one driver, 16s. 2d. quarterly; Cowleys, 20s. 3d.; Morris, 20s. 3d.; Oxfords, 25s. 4d. Others and commercials equally low. Write for new advantageous scheme. Jacksons, 54 Old Broad St., E.C.2 (London Wall 0529), and Grand Buildings, Trafalgar Square. zzz-844

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**QUARTERLY** premiums without additional cost. Austin 7s, £2 2s. 6d.; other cars, lorries, motorcycles, etc., at competitive rates. Security, service, satisfaction under a Stuartson policy. Stuartson (Insurance), Ltd., 34 Leadenhall St., E.C.3. Monument 4270. See displayed advertisement, page 6. 21-214

**QUARTERLY** premiums at no extra cost under Invincible Policies. Certificates by return. Policies sent at once. No-claims bonus to 25%. Be safe. Invincible Policies are secure. Invincible Policies, Ltd., 51 Bishopsgate, London, E.C.2. Phone, London Wall 0464-5-6. See page 4. 21-215

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**PRESSED-STEEL** luggage carriers, latest type, fitted without drilling, for Austin 7, Morris Minor, Wolseley Hornet, 17s.; Cowley, 22s. 6d.; Oxford, 22s. 6d.; other types supplied. "Young's," 32 Tooting Bec Rd., S.W.17. zzz-115

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**ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.

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**PUTNEY,** 158 Felsham Rd. Putney 6193-4.

**KINGSTON-ON-THAMES,** Elton Rd. Kingston 3557-8.

**BECKENHAM,** Chaffinch Rd. (opposite Cloak House). Beckenham 1146-7. zzz-110

**"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES."** By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



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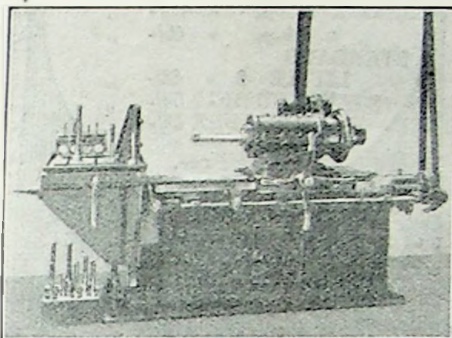
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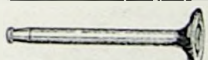
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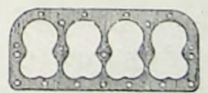
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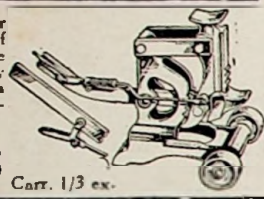
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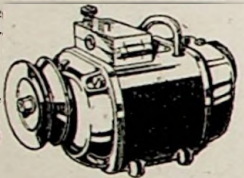
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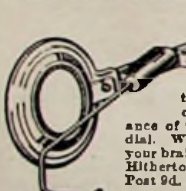
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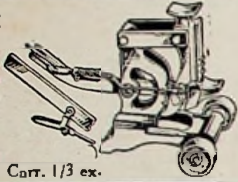


# GAMAGES

## WONDERFUL MOTORING OFFERS

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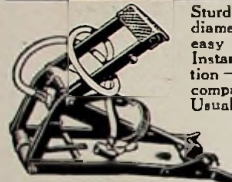
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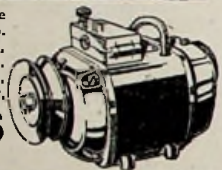
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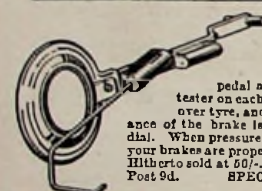
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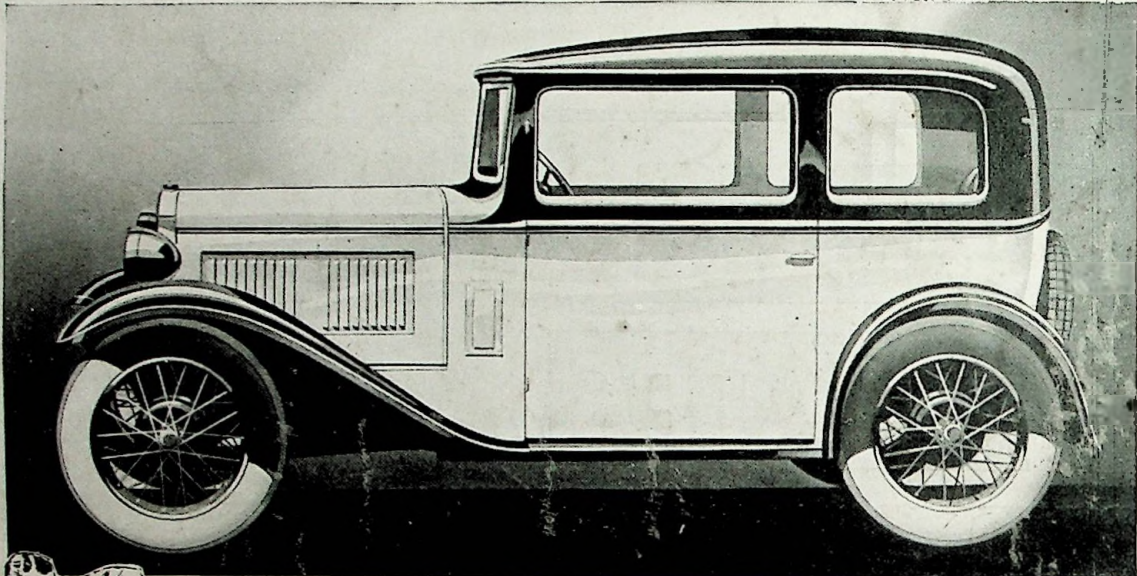
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