

Bill

The Light Car & Cyclecar

3^d

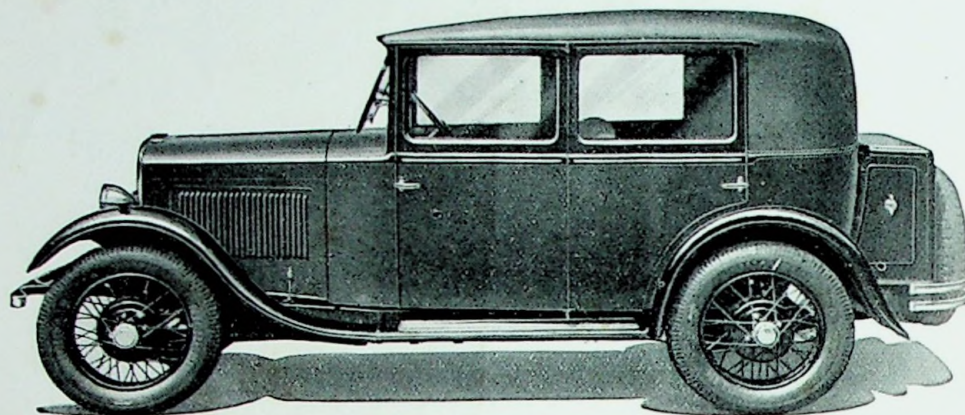
The Only
Small Car
Journal
Founded 1912.

Vol. XXXVIII No. 972
Friday, July 24 1931

Registered at the G.P.O.
as a Newspaper



LIGHT CAR DAY AT
BROOKLANDS.
To-morrow will witness



Peugeot

"201" 10 h.p.

STANDARD SALOON With "Luxe" Equipment

PEUGEOT "201"

10 h.p. (R.A.C. 9·8)

Coupe Two-seater ..	£189
Double Dickey Seat £4 extra.	
Saloon, Standard ..	£195
Saloon, Commercial ..	£208
Saloon de Luxe ..	£225
Cabriolet de Luxe ..	£250
with Double Dickey Seat.	

(Wire Wheels, or Michelin Disc Wheels optional on all pleasure Models).

All standard Models can be supplied with "Luxe" equipment at £10 extra.

COMMERCIALS

"190" 7 h.p. Delivery Van ..	£125
"190" 7 h.p. Lorry ..	£125
"201" 10 h.p. Business Coupe ..	£189
"201" 10 h.p. Delivery Van ..	£198
"201" 10 h.p. Commercial Saloon ..	£208

In the case of no other car has there been such unanimity amongst Motoring Experts and Owners alike as there has been about the PEUGEOT 201 10 h.p. MODEL.

Superlatives are always used regarding its performance, and perhaps more than any other quality, its SAFETY has been continuously stressed. It has been described as THE CAR THAT CANNOT SKID, and its brakes are unquestionably the most powerful in its class.

The sure knowledge that, no matter what sudden necessity for immediate braking may arise, it will pull up in time—that is one of the essentials in any car's performance, and the pull-up of the PEUGEOT 201 10 h.p. MODEL is 27 feet at 30 m.p.h.

As a matter of interest, compare this with other cars of every power and make.

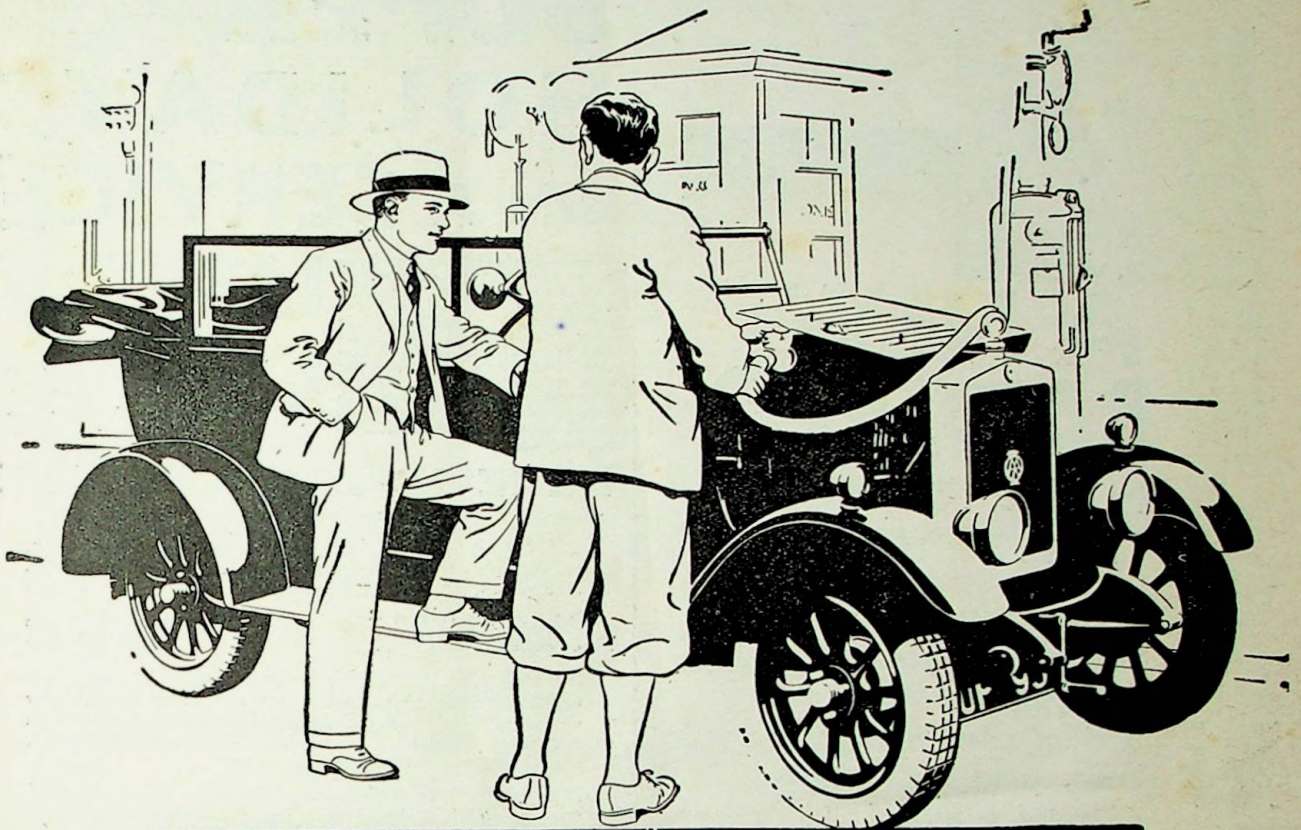


Peugeot (ENGLAND) Ltd.

HEAD OFFICE, SALES AND SERVICE DEPARTMENTS:
75, FILMER ROAD, FULHAM, LONDON, S.W.6.

Grams: "Peugeot, Walgreen, London." Phones: Putney 4621/3.





"I'll examine the brakes and make sure, sir."

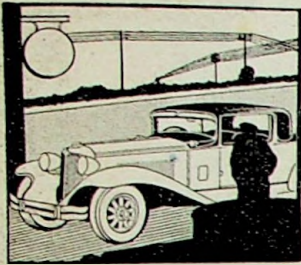
Stiffness in the operating gear, unequal action on the wheels, uneven wear on the tyres—all certain signs of brake neglect! Let your repair-man inspect your brakes occasionally and keep them roadworthy. When new linings are required, tell him to fit Ferodo Linings. Their superior quality ensures instant response and a quick, smooth pull-up.



30778
S

FERODO LIMITED • CHAPEL-EN-LE-FRITH

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

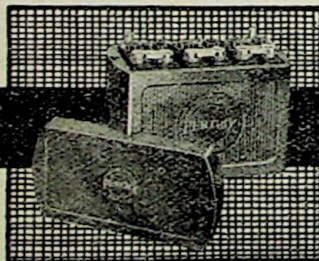


A NEW BATTERY?

MAKE SURE ITS A PERTRIX

... and you will then be sure that your car is equipped with a battery that you can trust to do the whole of its job faithfully and well with the minimum of effort and the maximum of efficiency.

Look for the Yellow Sign



PERTRIX BATTERIES

STARTING - LIGHTING - IGNITION

The Batteries you can trust

Advert. of BRITANNIA BATTERIES, LTD., Britannia House, 233, Shaftesbury Avenue, London, W.C.2. Phone: Temple Bar 1971 (5 lines) Works: Redditch.

SUPER HOLIDAYS ON A "SERVICE" USED! CAR!

SUPER, because these cars have been thoroughly overhauled and renovated in our own workshops and will NOT let you down. "Service," in fact, is your GUARANTEE OF COMPLETE SATISFACTION. "Service" Used Cars are offered for cash or on our own financed deferred payment plan—One-fifth deposit and balance over 12, 18, or 24 months to suit individual requirements.

HERE IS A SELECTION

(Ask for a copy of our complete latest list.)

AUSTIN "7," 1929 Mulliner Sunshine Saloon, finished brown, cream wire wheels, excellent condition throughout, one owner since new .. £75

AUSTIN "7," 1928 Tourer, finished maroon, one owner since new .. £42-10

JOWETT, 1930 long de Luxe Silverdale Saloon. This car has been very carefully used and is in almost new condition throughout. Extras include Boyce meter, horn ring, gaiters, bumpers, bulb horn, cigarette lighter, mirror, etc. One owner since new .. £110

ROVER, 1931, 10 h.p. Regal Sunshine Saloon, finished maroon cellulose, beige wire wheels, bumpers and usual Regal de Luxe specification. Supplied by us to last owner. Almost as new .. £156

ROVER, 1931, 10 h.p. Regal Sunshine Saloon, finished maroon, latest model, run small mileage as a demonstration car .. £192-10

A.J.S., 1931 Richmond Saloon. Makers' full guarantee, Only slightly soiled. List price £197. Special price £178

STANDARD, 1930, 9 h.p. Sunshine Saloon, finished black, exceptionally good condition throughout. One owner since new .. £98

JOWETT, 1929, Short Four-seater, finished maroon, exceptionally good condition. Supplied by us to last owner .. £58

JOWETT, 1929, Coachbuilt Saloon, finished maroon and black, carefully used by last owner .. £79

MAIN AGENTS FOR

A.J.S. AUSTIN. JOWETT.
MORRIS. ROVER. SINGER.
STANDARD. TRIUMPH.

Free Demonstration Runs on any Car.

The Service Company Ltd

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

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

Established 1889.
Sats. 9 a.m. to 5 p.m.

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

Our Daily Post.

Every day we receive eulogistic letters from Jowett owners.★

From these we have made a random selection, and printed them in a booklet "Owners' Opinions."

We have done this because the praises of the Jowett are sung much more loudly than we, as modest men, would dare to do. Apart from this, our statement is—The Jowett is more economical. It is more efficient.

It definitely provides more room than any other light car.

(On reading this again, we do not seem so modest after all, but it is true.)

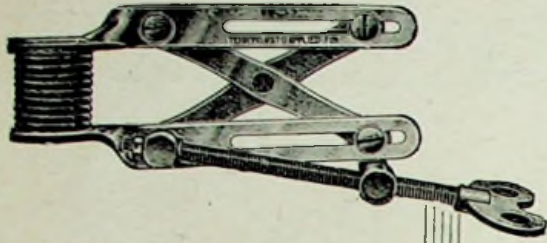
A p.c. will bring you details.

Prices from £142.

Tax £7.

JOWETT CARS LTD. IDLE, BRADFORD

★We do, now and again, get letters of another sort, but very, very few!



**For your tool-kit
The "TERRY"
Valve Spring Lifter
and Compressor.**

This tool combines the operations for removing and replacing valve springs, and enables the work to be done with ease.

Jaws are reversible to varying zero positions and lock at every point.

Made from STEEL pressings, hardened and tempered, and adaptable for side-by-side and overhead valves

Price 7/6 each.

From Agents. If unobtainable, order from us.

Write for Booklets.



HERBERT TERRY & SONS, LTD.,
REDDITCH, Eng. Est. 1855.

**"WELLINGTON"
LIQUID METAL POLISH**

**A
POLISH
THAT,
with a
minimum
of labour,
GIVES A
REAL
BURNISH
THAT
LASTS.**



**CLEANS
and
POLISHES
ALL
METALS
(including
silver)
and
GLASS
(Windows,
Mirrors),
Motor Screens
(Glass or
Celluloid).**

**TRY IT
and
PROVE IT.**

In TINS, 3d., 4½d., 7½d. & 1/3; also in ½, 1 & 1 Gallon Cans.

Also makers of non-inflammable Liquid Metal Polish.

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

STUARTSON

**Divide that Premium by
FOUR!**

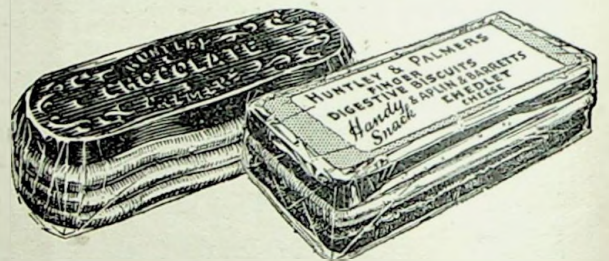
You MUST Insure.

But why not pay QUARTERLY?
WITHOUT EXTRA COST.

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

QUARTERLY INSURANCE FOR ALL CARS.
LORRIES AND MOTOR CYCLES.
COMPREHENSIVE OR THIRD PARTY RISKS.

Write, Phone, or Call—
STUARTSON (INSURANCE) LTD.
34, Leadenhall Street, LONDON, E.C.3.
Telephones Monument 2151/2, 4270.



Slip this handy packet
in the pocket of
your jacket

HUNTLEY & PALMERS
Handy Snacks

(CHEESE OR CHOCOLATE)

Digestive Biscuits & Butter Fingers & Chedlet Cheese & Chocolate

Handy packets of Biscuits and Chedlet Cheese or Chocolate packed in Transparent Hygienic Wrappers.

2d. each.

“The Car that depreciates least”

You have noted our constant repetition of that statement—

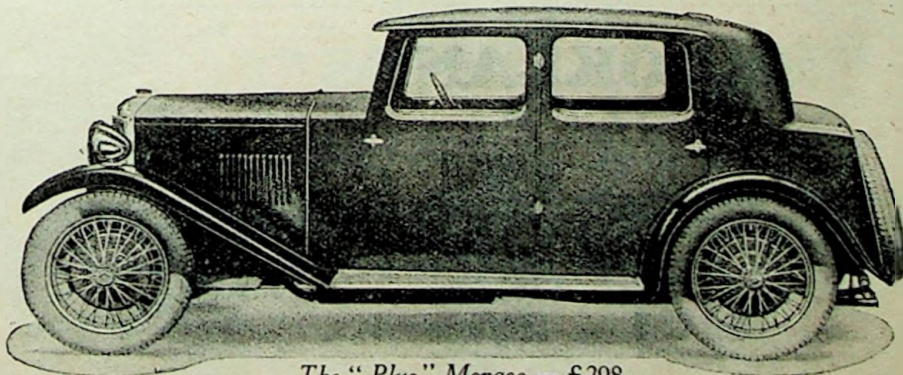
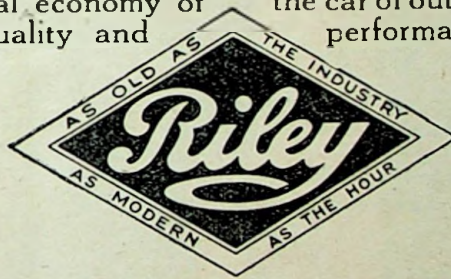
You have wondered why we emphasize it, but—

Don't you realise the value of this “least depreciation”?

Don't you appreciate its influence on your motoring costs?

To-day we must all study economy, and to run a car with a £9 tax, a petrol consumption of 35/40 m.p.g. and an upkeep cost reduced to the absolute minimum—to run it and cover (as most Rileys do) more miles by far than the average car will cover, and then, when desiring a change of model to find that its depreciation has been practically negligible—WELL, THAT'S REAL ECONOMY!

The real economy of individuality and the car of outstanding performance—the



The “Plus” Monaco — £298
Triplex Glass and Dunlop Tyres standard.

Ask for catalogue, demonstration and a copy of the “Riley Record.”

Riley (Coventry) Ltd.
Coventry,
and 42, North Audley Street, London.

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

"The Motor REPAIR MANUAL"

5th EDITION.

Completely re-written and re-illustrated.

EVERY motor vehicle owner who wishes to study economy by undertaking his own simple repairs, adjustments and overhauls, should provide himself with a copy of "The Motor Repair Manual."

A brief summary of the contents of this manual is given alongside. It will be seen that all those repairs, adjustments and overhauls that come within the private owner's scope and capabilities are dealt with. Full instructions are given, and the work is written throughout in non-technical language such as can be readily followed by the merest novice. There are numerous illustrations.

As a motorist's workshop guide "The Motor Repair Manual" is indispensable.

Get a copy to-day.

PRICE 2/6 NET

from all Bookstalls and Booksellers, or 2/9 post free from the Publishers.

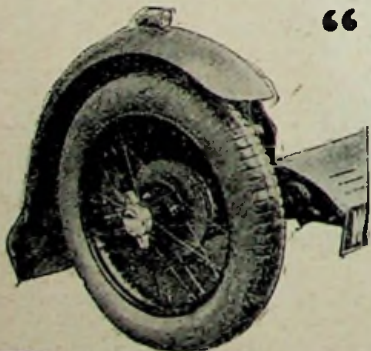
TEMPLE PRESS Ltd., 5-15, Rosebery Av., London, E.C.1
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4



* AMONG THE SUBJECTS DEALT WITH ARE:

Tools and Appliances for the Motorist's Workshop—Measuring Instruments—Workshop Operations and the Use of Tools—Soldering, Brazing and Riveting, Working in Aluminium—Dismantling an Engine—Adjusting Bearings—Reassembling an Engine—Clutch, Gearbox and Back Axle Repairs—Brake Adjustments—Springs, Wheel Alignment—Miscellaneous Repairs—Practical Workshop Hints and Notes.

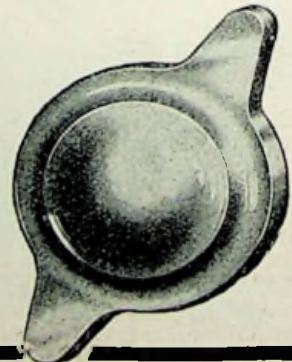
"BROOKLANDS" Hub Caps.



"Brooklands" Hub Caps fitted to your bolt-on wire wheels effect wonderful improvement in the appearance of both wheel and car, which has to be seen to be appreciated. Gives appearance of knock-on type racing hub when fitted and is beautifully proportioned with offset ears. Fit a set now to your Austin, Midget, Minor, Riley, Hornet, Standard, etc. Constructed from solid brass, Chromium Plated.

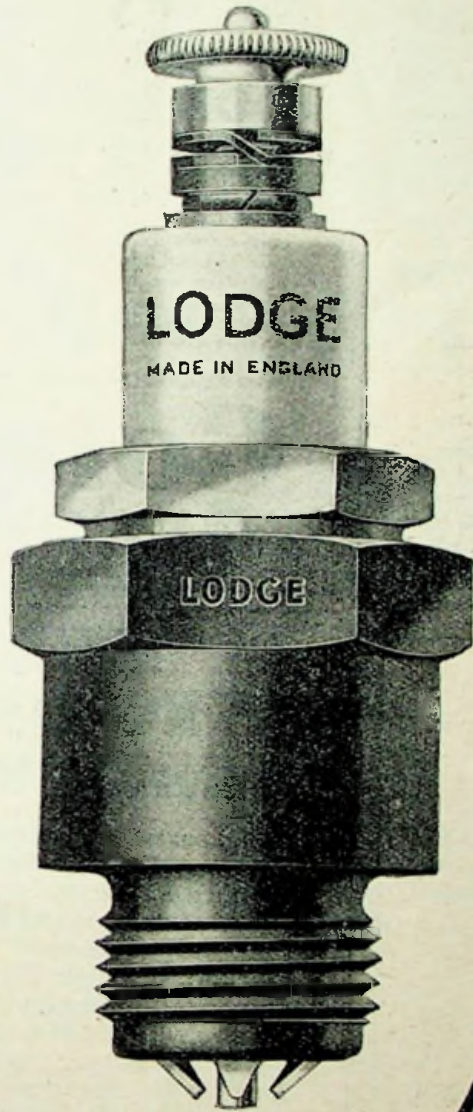
Set of 5 - 21/- complete.

Also "Brooklands" Radiator Stoneguards in 50 different patterns from 30/- complete. Write for List.



FRANK ASHBY & SONS, LTD., STIRCHLEY, BIRMINGHAM.

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



Yours faithfully

LODGE
PLUGS

Cycle Type MUDGUARDS
for Austin "7," M.G. Midget,
Morris Minor, Salmson.

The new ribbed sports blade with flared points, is very handsome and effective. Front guards turn with the wheels, rears valanced and fit to the body. Front 65/- pr. Rear 45/- pr. With gutters 6/- pr. extra. Set £5-5-0 bright. Wolsley Hornet, £6-6-0



ALTA
Prov. Pat. No. 22716/3
**ALUMINIUM SHOCK
ABSORBING HEAD for
AUSTIN "7,"
TRIUMPH "7,"
GREATER POWER,
HILL CLIMBING and
ACCELERATION with
6-CYL. SMOOTHNESS**

2 1/2 h.p. more developed with the Alto head fitted. Amazing improvement in acceleration, hill climbing and speed, with very much smoother running. Petrol consumption from 5 to 10 m.p.g. less. FIT ONE NOW. Weight 4 lbs. Postage 5d.



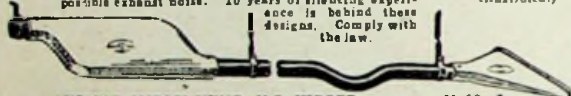
**BALANCED INDUCTION
PIPE FOR AUSTIN "7."**
Highly polished internally.
Increases power and revolutions.
High Compression Gaskets 2/-

25/-
Post 6d.

Terry "Aero" Double Valve Springs, 10/6 set.

**Fit a DEEP NOTE EXHAUST
SYSTEM for MAXIMUM EFFICIENCY
ACCELERATION and TONE.**

These systems are scientifically designed to allow of the maximum power being developed with the least possible exhaust noise. 10 years of silencing experience is behind these designs. Comply with the law. (Morris Set illustrated.)



AUSTIN 7, MORRIS MINOR, M.G. MIDGET	£1 10 6
TRIUMPH, SINGER JUNIOR, WOLSELEY HORNET	£2 8 0
RILEY 9, FIAT 9, CLYNO, CITROEN, SWIFT, ROYAL 10	£2 7 0
MORRIS, FORD	£2 17 6
LEA-FRANCIS	£3 7 6
ALVIS	£3 18 0

All Sets are complete with "Brooklands" cast aluminium Fishalls and all clips are ready to fit. Replacement Repairs and Special Silencers; prompt deliveries.

**DERRINGTON 159, LONDON ROAD,
KINGSTON-ON-THAMES**
Open 8.30-7.30. Wednesdays 8.30-1. Phone: 3720.



**DON'T WORRY
ABOUT YOUR HAIR**

However well you want to appear at the end of your journey, you needn't worry about your hair if you've done it with Gomina. Gomina Argentine will keep your hair neat and tidy all day, indoors or out. Non-greasy and does not harm the hair by making it too stiff. Not a messy liquid but an easily packed unspillable jelly. At all chemists, hairdressers, and stores, 2 6, 4- and 5- the jar, or in 1/6 tubes. Money back if not perfectly satisfactory.

Sole Distributors:
TIBO PRODUCTS (International), LTD., Ely Place, E.C.1.

**Gomina
Argentine**

The Better Hair Fixative.

**MANY
CLYNO OWNERS!
THINK WRONGLY!**

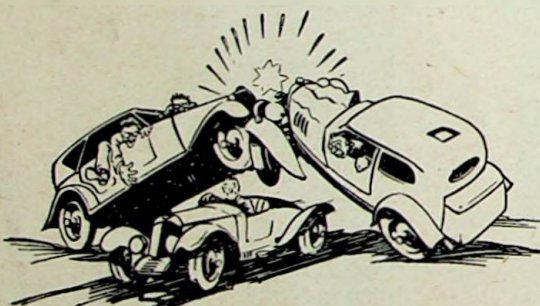
that spares are difficult to get. Genuine Clyno Spares can be obtained WITHOUT DELAY—made on the actual machines that built your car—there will never be a shortage of Clyno spares. Keep your Clyno—and keep it fit—it is a car you will find difficult to replace for satisfaction and economy. Any Clyno Agent or any Service Garage can give Clyno Service as good as ever.

Sole Manufacturers of Genuine Clyno Parts:
R. H. COLLIER & CO., LIMITED,
The Spares Specialists,
Successors to the Clyno Engineering Co. (1922), Limited.

Coventry Road, Yixley,
BIRMINGHAM;
and Green Lane,
Birmingham New Road,
Wolverhampton.

Telephone:
Acocks Green 1331
(4 lines).

Telegrams:
"Colepar, Birmingham."



**ONE PASSES THROUGH THE
WORST SAFELY—WITH A
DEFENCE POLICY**

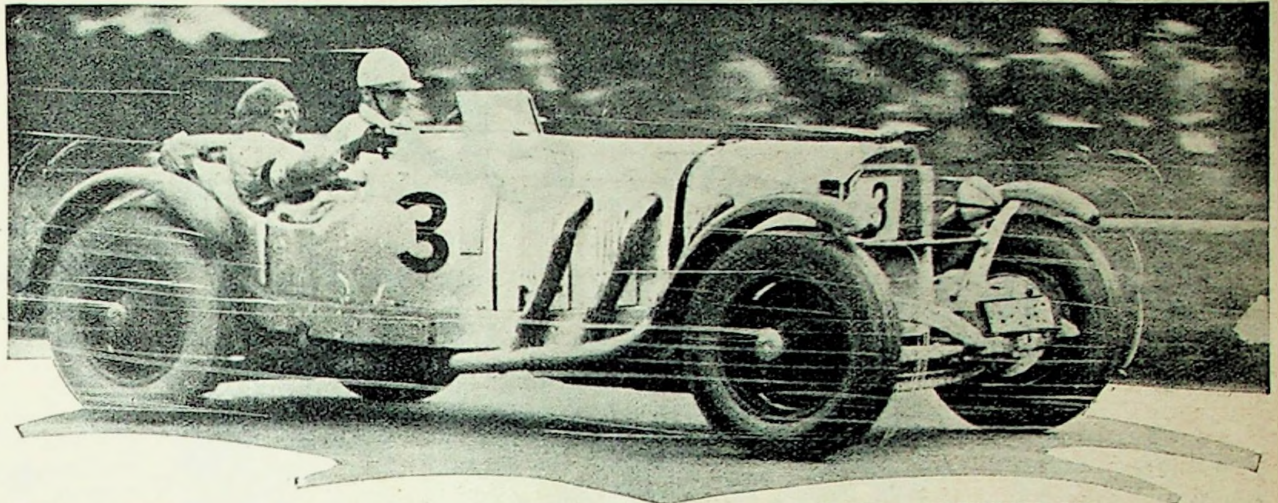
FULL COMPREHENSIVE POLICIES
Including Road Traffic Certificate which is available on demand at the counter, or by return of post.

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

FULL THIRD PARTY POLICIES
with Road Traffic Certificate approximately
ONE-HALF THE ABOVE RATES.

ANY Driver 12 1/2% extra. 10% Reduction for No Claim Bonus.
Applications for agencies are invited.

DEFENCE LTD.,
Insurance Brokers,
40, King William Street, LONDON, E.C.4.
(This office is between the Monument and London Bridge.)
Tel: Mansion House 9022 (six lines).
And at 1, Manchester Road, BRADFORD. Tel. 196.



Rudolf Caracciola WINNING THE IRISH GRAND PRIX, 1930.

The Great

Rudolf Caracciola

TESTIFIES TO THE VALUE OF

offer generous allowances for other makes of retortors if, after test of the Solex on your you decide to purchase.

The Only

**RELIABLE
ANTI-CARBON
UPPER CYL.
LUBRICANT**

EBONE ROAD, LONDON, N.W.1.

Telegrams Solexcarb, Edge, London."
Hamrock Terrace, North Strand, Dublin.

SPEED note the difference

LUBRICATES THE MOST ESSENTIAL PARTS OF THE ENGINE

1. Immediate Results. Positive lubrication of the upper parts of engine (combustion chamber, pistons, cylinder walls, valves and guides). Anti-carbon. Assists in preventing new deposits.
2. Results after 200 - 300 miles. Improved compression, greater flexibility and smoother running (piston ring seal improved). Increase in power. Reduced fuel consumption owing to more even running and reduced friction. Also a slightly smaller jet can be used. Progressive elimination of carbon on cylinder walls, sparking plugs and valves. Reduced oil consumption, together with less dilution and fouling of same.
3. Indirect Results. Gives longer engine life due to reduced wear and tear, and considerably lowers running costs. The saving on petrol alone pays for your Speedoil.

LATEST SUCCESS

Rudolf Caracciola
"USING"
SPEEDOIL
WAS

1ST
IN THE
GERMAN GRAND PRIX!

Translation.
Stuttgart-Unterturkheim, 13th Nov., 1930.
Messrs. C. & S. Clementson, Malmö, Sweden.
Re Racing results of Caracciola, 1930.
At the close of the year 1930, which has ended successfully for me in the world of sports, I feel compelled to express to you my appreciation of your Speedoil. I enclose herein a list of results attained by myself, from which list you will gather that your oil was a success everywhere, because I used that Oil in all the races in which I took part. Every overhaul of my engines revealed the perfect condition of all the bearing parts. I always use your Upper-Cylinder Lubricant, inclusive of my touring cars and with invariable success; I can therefore confidently recommend Speedoil to racing motorists as well as tourists. The Speedoil reduces the wear on bearing parts and thus gives long life to the engine. With regard to racing cars Speedoil prevents the pitting of valves. During the coming season of sports I shall be using only your Speedoil and I congratulate you upon the excellent results you have achieved.
Yours, etc. Sgd., Rudolf Caracciola.

The above testimony is endorsed by many world-famous Motor Manufacturers—to mention only a few—



Notice to the Trade.
SPEEDOIL CAN BE OBTAINED WHOLESALE from—
EAST LONDON RUBBER CO.; BROWN BROS.; and
WILLIAM FACKS & CO., 294, Lillie Road, S.W.6, etc.
Distributors for HERTS., BEDS., CAMBS. and HUNTS.:
THE SPEEDOIL DEPOT, Graveley, HERTS.

REFUSE ALL SUBSTITUTES
SPEEDOIL IS UNIQUE—

Look for the Trade Mark on every tin, it is your guarantee of genuine SPEEDOIL

PRICES IN TINS:—

19/6-10/6-4/6-2/9

'STANDARD' 'GILFORD'
'RENAULT' 'MERCEDES'

The above USE & RECOMMEND

SPEEDOIL

THE SPEEDOIL CO., 28, BASINGHALL STREET, LONDON, E.C.2. Phone: Metropolitan 5768.

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

SMART & EXCLUSIVE

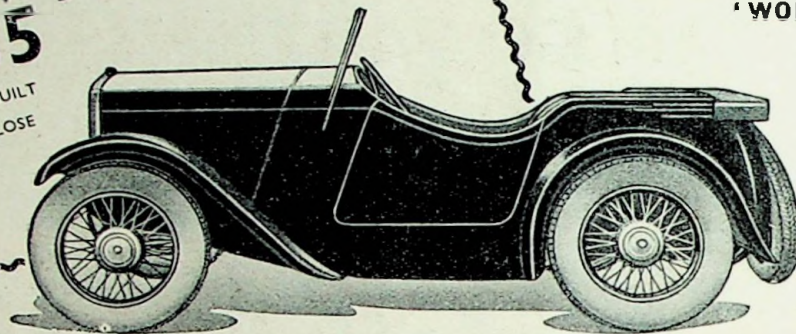
Austin Arrow Foursome

A STRIKING EXAMPLE OF "ARROW" EXCLUSIVE BODYWORK

£155

COACHBUILT & CELLULOSE

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

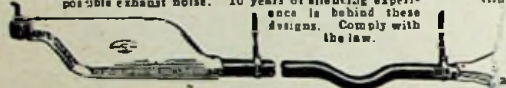


Arrow
COACHWORK

ALSO FITTED ON THE 'WOLSELEY HORNET' CHASSIS

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

These systems are ingeniously designed to produce the maximum power being developed with the least possible exhaust noise. 10 years of seating experience is behind these designs. Comply with the law.



AUSTIN 7	MORRIS MINOR	M.G. MIDGET	£1 10			
TRIUMPH	SINGER JUNIOR	WOLSELEY HORNET	9			
FIAT 9	FIAT 9	CLYNO	CITROEN	SWIFT	ROVER 10	9
MORRIS	FORD	LEA-FRANCIS	13 7 6	ALVIS	9	

All Sets are complete with "Brooklands" cast aluminium Piston, are ready to fit. Replacement Repairs and Special Silencers; price

DERRINGTON 159, LONDON KINGSTON-O'

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

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

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

AGENTS:

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

The Motor
Tuesday, July 21.

Leading Features of this week's issue.

- THE GERMAN GRAND PRIX.**
Caracciola wins with a Mercedes-Benz and averages 67.29 m.p.h. for 310 miles. British Victory in 1,100 c.c. Class. (Report by Special Aeroplane.)
- CARS SEATING THREE ABOARD.**
A Suggested Streamlined Five-Seater.
- THE CARAVAN HOLIDAY.**
A Fortnight's Family Holiday for just over £4 per Head.
- DOES CHARACTER GOVERN DRIVING METHODS?**
Are Faults in Driving Traceable to Deep-rooted Characteristics?
- SUGGESTED FIVE-DAY RACE.**
Ettore Bugatti's Views on the Proposal.
- ALL ABOUT NEXT SATURDAY'S RELAY RACE.**
- THE 16 H.P. AUSTIN "BURNHAM" SALOON ON THE ROAD.**

- THREE NOVEL POWER UNITS.**
A Turbine and Two Recently Constructed Engines.
- WHERE TO GO—WHAT TO SEE.**
Finding Fine Views in Sussex, Hampshire and Warwickshire. Gardens and Houses Open this Week.
- DRIVING LICENCES AND INSURANCE.**
Victims of a Flaw in the Act. Why their Licences should be Restored.
- SKEGNESS SPEED TRIALS.**
Two Days' Racing on the Sands.

NEXT WEEK.
THE LIGHT CAR CLUB RELAY GRAND PRIX AT BROOKLANDS
First Fully Illustrated Report.

NOW ON SALE PRICE 4d.

Offices: 5-15, Rosebery Avenue, 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.



YOU CAN GO FARTHER ON A GALLON!

If you fit the new "F" Type Solex you will go farther on a gallon of petrol and general running will be immensely improved.

If any doubt exists in your mind as to the truth of these statements, test one of the new "F" Type for 30 days—it will not cost you one penny—and you will then see that our claims are absolutely justified. If your present carburettor is an "M" Type Solex, we will take it in part exchange when you decide to purchase the new, which will then cost you only as follows:—

26 m/m size - - - £3 : 10 : 0
 30 m/m size - - - £5 : 0 : 0

SOLEX

THE NO-TROUBLE CARBURETTOR

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

SOLEX LTD., SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1.
 Telephones: Paddington 8621, 8622, 8623, 8624, 8625, 8626. Telegrams: Solexcarb, Edge, London.
 Distributors for the Irish Free State: Franco-Irish Enterprises, Ltd., Shamrock Terrace, North Strand, Dublin.

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

Compare these RATES

10% reduction from these premiums if car driven by Owner or named driver only.
 Transfers from other Companies accepted without loss of bonus.

Full Value of car not exceeding	TREASURY RATING (excluding Fractions of Horse-power).							
	8	9	10	12	13	15	17	20
£100	7 0 0	7 7 0	8 7 0	9 7 0	10 7 0	11 7 0	12 1 0	12 18 0
£200	8 0 0	8 7 0	9 7 0	10 7 0	10 17 0	12 1 0	12 15 6	13 5 0
£300	8 17 0	9 4 0	10 0 0	11 4 6	11 14 6	13 1 6	13 8 0	14 8 6
£400	—	9 14 0	10 14 0	12 1 0	12 14 6	13 15 0	14 8 6	15 2 0

with what you are now paying.

The above premiums are for Comprehensive Cover. Third Party only—one-half of these rates.

It will be to your advantage to write for a prospectus and Specimen Policy, which will be sent, without obligation, by return of post.

BIRMINGHAM: 45 Newhall Street, 8, St. John's Square

CARDIFF:

Head Office:

ORLEANS HOUSE, EDMUND ST., LIVERPOOL.
LONDON: 310/312, Regent Street, W.1, and 40, King William Street, E.C.4

DERBY: 10, Trinity Street.

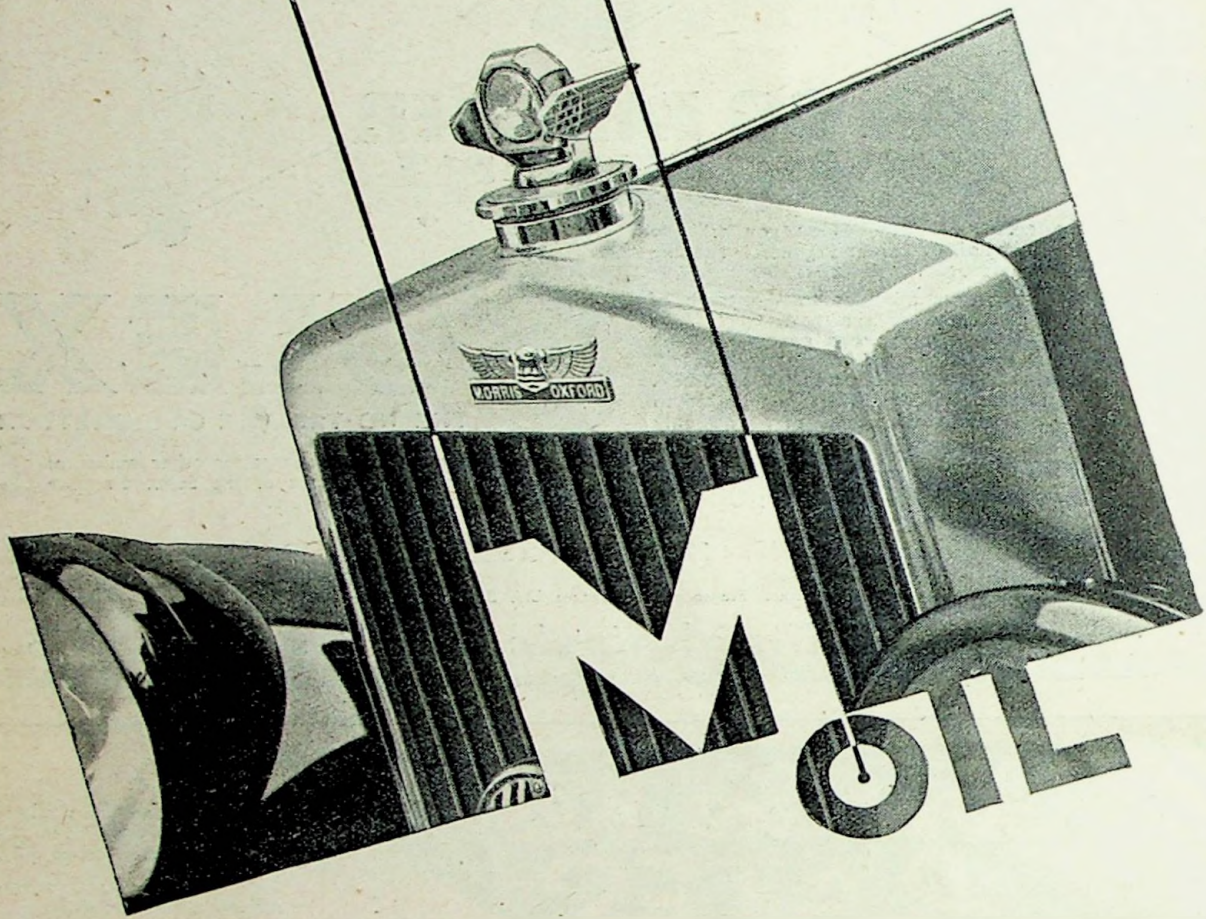
EDINBURGH: 15, View Forth Gardens.

MANCHESTER: Cromford House, Cromford Court.

SHEFFIELD: 12, St. James Row.

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

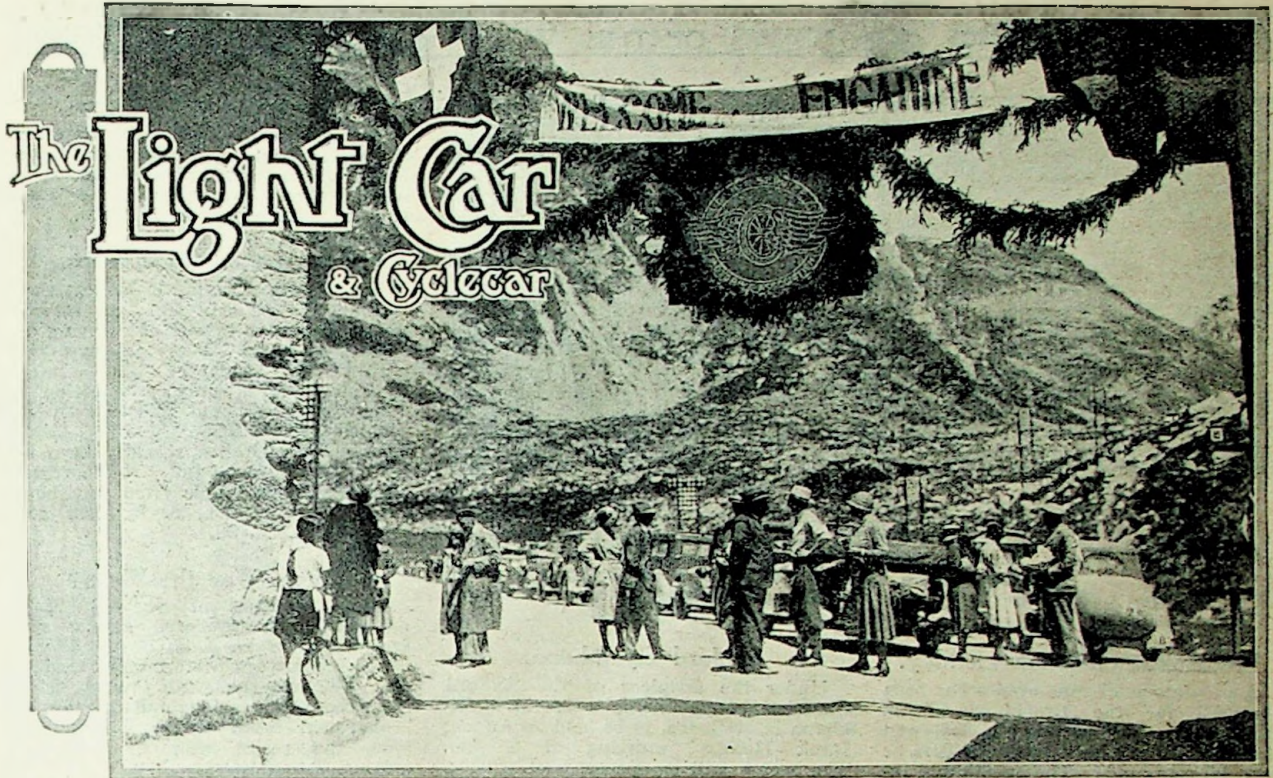
MOTORINE



Carefully, lovingly—using only the finest materials, using only the most experienced workmanship—they build this famous car—the sturdy, trusty Morris. Safely, smoothly, powerfully—this sensitive mechanism will give you years of pleasurable, faithful service—protected by Price's Motorine M. **Tested by Morris Motors and found suitable for all their engines all the year round.** Motorine M, from 'bulk,' costs 6/- a gallon, 1/8 a quart. ● Ask your garage about the handy dipstick wiper free to users of **Price's Motorine M.**

Let Price's Technical Advisory Bureau help you to get better service from your car. Write to Price's (Dept. LC10), Battersea, London, S.W.11

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



The Light Car & Cyclecar

"WELCOME TO THE ENGADINE!" — The C.S.M.A. continental touring party received a warm welcome on their entrance to the Engadine. As mentioned last week, the streets of St. Moritz were bedecked with flags and flowers in honour of the occasion.

Brooklands: To-morrow.

The Light Car Club's Relay Grand Prix, over a course of 250 miles, is due to start to-morrow (Saturday) at 1.30 p.m. The entries total 22 teams, i.e., 66 cars in all.

Making Their Bow.

The M.G. Midgets are making their first appearance in supercharged form at Brooklands in the R.G.P. There are ten of them and the race will form a kind of try-out in preparation for future classics.

Wet or Fine.

The days when the weather was often a deciding factor in the holding of Brooklands events are over. We understand that the Relay Race will be held wet or fine, so get to the track early and berth your car in a good position.

Petrol Cheaper.

A reduction of 1d. per gallon in the price of petrol was announced on Saturday last. Make the most of it! The price per gallon in England, from pumps, is now 1s. 2½d. This applies also to benzole mixtures.

What Do You Think?

Readers are waxing eloquent on the latest controversy to figure in our correspondence columns. This concerns the wisdom or otherwise of encouraging the use of old cars. Read the views expressed this week and then let us know what you think.

No. 972. VOL. XXXVIII.

NEWS of the WEEK

Next Week—

Look out for a full and accurate description of a very interesting 9 h.p. Coventry-built newcomer in the small-car class.

—And the Week After.

Which reminds us that Show models are in the offing and that whispers of 1932 improvements and models are going the rounds already. Watch our pages for all the latest news. The Show itself opens on Thursday, October 15th.

An Important Amendment.

Readers are reminded that a flaw in the compulsory third-party insurance section of the Road Traffic Act has been removed by the substitution of the following clause for that which occurs in insurance certificates:—

"Provided that the person driving holds a licence to drive or has held and is not disqualified by order of a court of law or by reason of age or disease or physical disability from obtaining such licence."

In other words, insurance still holds good if, through inadvertence, a driver fails to renew his licence exactly to date. It is still an offence, of course, to drive with an expired licence. Do not send your policy or certificate for alteration; the amendment will be interpreted as applying to documents with the old wording. Incidentally, it is suggested by *The Motor* that licences already suspended under the original clause should be reinstated.

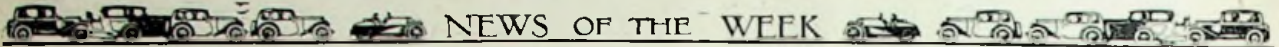
A British car wins the 1,100 c.c. class in the German Grand Prix (page 245).

Always original, Mr. Mantell expounds a startling lubrication theory on page 258.

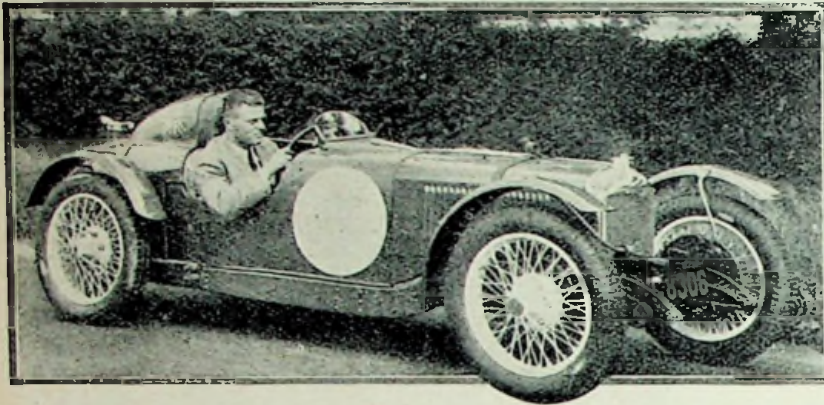
The Relay Grand Prix: full details of the final arrangements for to-morrow's classic (page 246).

Are you fully satisfied with the performance of your car, or do you wish for a little more "pep"? (page 252).

Once a feature in almost any rural scene, windmills are now few and far between. "Collecting" them is an interesting photographic hobby (page 260).



NEWS OF THE WEEK



A SPLENDID WIN.

Mr. Rupert Riley, racing manager of the Riley concern, at the wheel of the car in which Dudley Froy won the 1,100 c.c. class in the German Grand Prix last Sunday. He won the race after a terrific duel with a super-charged Amilcar.

Brooklands on Bank Holiday.

A programme of nine events has been arranged for the Brooklands Bank Holiday meeting on August 3rd, and there will be an extra event for cars at least 25 years old! The events will include two Short and two Long Handicaps, three Mountain races, two one-lap sprints, and the Veterans' race.

Commercial Travellers' Grievances.

Lengthy deliberations were devoted to motoring questions at the recent conference of the British Commercial Travellers' Associations (Federated) at York. Mr. A. P. Pitts (Southampton) proposed that the Conference Council be asked to make investigations concerning commercial travellers having to pay an extra premium for car insurance, as compared with professional and other business men. It was urged that commercial travellers were men of considerable driving experience and should, therefore, not be called upon to pay an extra premium. Against this, it was pointed out that commercial travellers covered enormous mileages and should not begrudge the extra amount. The resolution was passed after a debate of two hours.

A lighter note was struck by Mr. H. W. Cox (Weston-super-Mare), who deplored the blatant tones and incessant use of motor horns. Some delegates suggested that the raising of such a subject made the conference a laughing-stock for the public, but Mr. Cox was perfectly serious. He suggested that street noises and raucous horns made for bad-tempered customers, and he called for less use of horns except in emergencies.

In support of this contention Mr. Cox advocated a law compelling cars to be halted when about to emerge from a side road on to a main road, thus removing the need for sounding horns in these circumstances.

When he remarked upon the incessant blowing of horns in Weston-super-Mare, interrupters remarked that pedestrians in that town were extremely fortunate!

Mr. Cox's resolution was not adopted.
B10

Seaford Gymkhana.

Under the auspices of the Seaford Chamber of Commerce a Motor Gymkhana is, we learn, to be held on August Bank Holiday, starting at 2 p.m. The events will be open to motorcycles, three-wheelers and cars, and will include an "off-to-business" race, a reversing race, surf riding, tent pegging, musical chairs, and other novel and amusing items. Entries close on July 28th.

A RANGE OF LIGHTWEIGHT TENTS

WE illustrate on this page an inexpensive lightweight tent particularly suitable for light car campers. It is one of the range marketed by James Grose, Ltd., 379-381, Euston Rd., London, N.W.1, and costs 23s. 6d. The tent illustrated measures 7 ft. by 5 ft., has a 1-ft. wall, and is 4 ft. high. When folded, it rolls up into a neat bundle in a waterproof container, which is provided with a handle, for ease of

carrying, the whole bundle being about 18 ins. long and about 8 ins. thick.

These tents are known as the "Bird" series, and there are models suitable for various purposes. These are the Kestrel, which weighs 6 lb. packed, with poles, Martin (3½ lb.), Falcon (8½ lb.), Swallow (5 lb.), Riley (5½ lb.), Swift (11 lb.), Hobby (18 lb.), and Eagle (26 lb.). James Grose, Ltd., carry a large stock of all camping requisites.



FOR THE CAMPER.

The "Falcon" tent which is specially designed for light car campers and is listed at 23s. 6d.; it rolls up into a container forming a neat bundle which can be easily stowed in the car.

30 m.p.h. for Caravans.

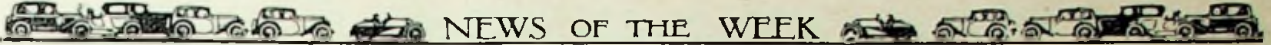
The House of Lords has approved the Motor Vehicles (Variation of Speed Limit) Regulations extending the speed limit for cars towing trailers or caravans from 20 m.p.h. to 30 m.p.h.

For Amateur Mechanics.

Apart from a saving of money, there is much to be said from an interest point of view in favour of carrying out repairs at home. Many jobs are well within the scope of the amateur mechanic; it is only a question of "knowing how," and this is fully explained in "The Motor Repair Manual," which has recently been entirely rewritten and re-illustrated. Copies are obtainable from any bookseller, price 2s. 6d., or by post from these offices, 2s. 9d.

Where Was the Wasp?

Many habitués of Shelsley Walsh on July 11th wondered at the non-appearance of E. J. Moore's "Wasp," which has always performed well on the hill. We hear that while towing the car from the north of England the tow bar broke near Four Oaks, Birmingham, with the result that the "Wasp" crashed into a telegraph pole and was completely wrecked. Many readers will commiserate with the unfortunate owner and hope that the car will be rebuilt in time to compete in the Amateur climb in September.



NEWS OF THE WEEK

SOMETHING NEW IN
OPENING ROOFS

Weathershields's Latest Types

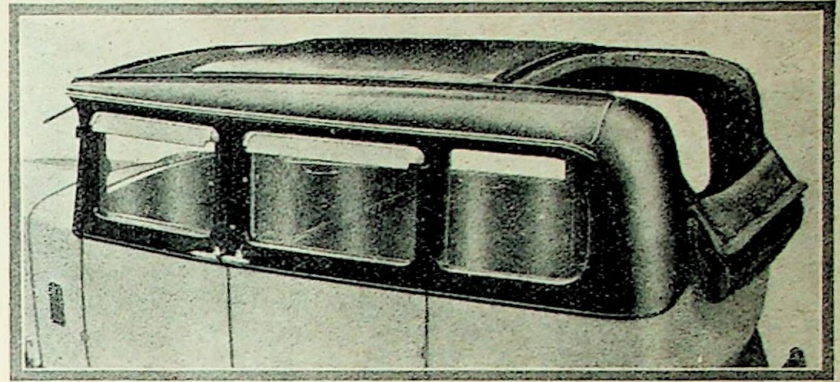
TH**ERE** is a growing interest in the type of body which can be opened or closed easily to suit the prevailing weather conditions, and two new types which have recently been introduced by Weathershields, Ltd., of 48, Moor Street, Birmingham, will prove of interest.

One of these combines a sliding and a folding head. The sliding part is of more or less normal design, but the rear part of the roof can be folded back to form an opening over the rear seats extending right down to the top of the rear squab, or thereabouts. This can be done whether the sliding portion is open or shut and, furthermore, the sliding panel can be fixed in any desired position and even so far back as to be over the rear passengers.

The other new Weathershields design allows the head to be completely opened from the top of the windscreen to the top of the rear seat squab. When closed, the car has the appearance of a normal saloon, and there is no interference with the ordinary arrangement of the windows—even on a six-light saloon. The top and back of the car, however, can be virtually removed or replaced in a few seconds.

When the head is completely open, there is a pleasing absence of draughts. With the side windows closed, passengers in the rear seats have the impression of a very light following wind, but even this can be eliminated by slightly opening the side windows. When closed, the head appears to be completely weatherproof, and during a demonstration run in heavy rain there was not the slightest sign of leakage.

The framework of this completely opening head is based on the "lazy tongs" principle, with the addition of a



SLIDING AND
FOLDING COMBINED.

A new Weathershields opening roof which embodies a sliding panel and a folding rear portion which opens the back of the car to a considerable extent.

short sliding track or guide on each side and a simple linkage system at the rear. This combination is so arranged that the head, in folding up, packs itself neatly behind the rear body panel, where it can be enclosed in a suitable envelope or, in some bodies, disappears inside the luggage department.

Conversion costs depend upon the type and size of the body, but it is stated that the Weathershields completely opening head can be fitted to any existing saloon or coupe at prices ranging from £18 to £25. The necessary fittings can, of course, be supplied to coachbuilders for incorporation in a new body, and it is to be expected that this would reduce costs.

A Significant Fact.

Over 115,000 copies of the full colour art catalogue of 1931 Singer models have already been distributed, and inquiries are still coming in.

Morgan Holidays.

The factory of the Morgan Motor Co., Ltd., Malvern Link, will be closed for a full fortnight's holiday from Friday, July 31st, until Monday, August 17th. During this period no spare parts can be supplied and correspondence will not receive attention. And here's a right good holiday to the entire staff!



The new lights o' London: Oxford Street traffic is now controlled by the latest American-type signals.

Special Motor Roads in France.

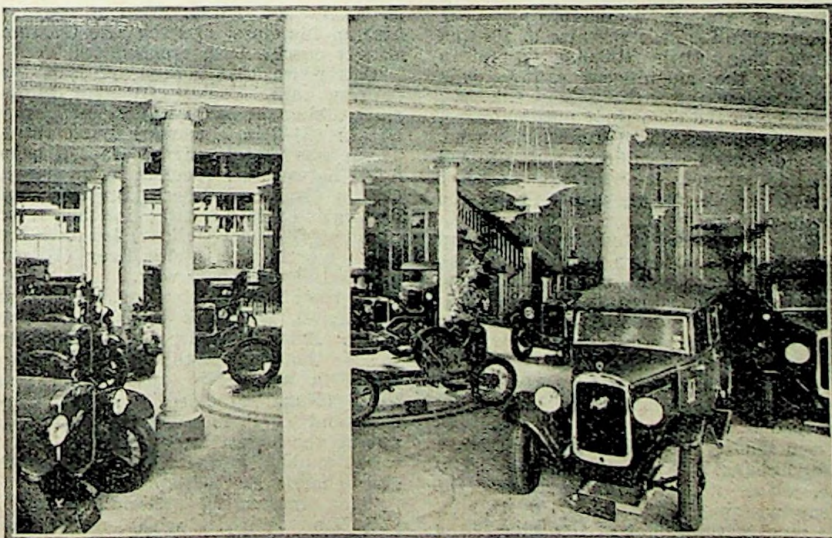
A scheme is being considered in France for the construction of special long-distance motorways on the toll-system for high-speed touring.

Monthery Midget Prices.

The M.G. Car Co. announces that the prices of the Monthery type 750 c.c. M.G. Midget have been increased. The unsupercharged model is now listed at £490, and the new price of the supercharged model is £575. The old prices were £295 and £345 respectively.

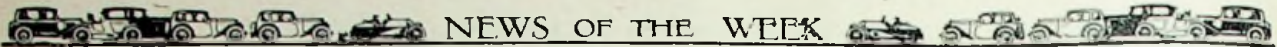
Austin South African Record.

The 1,000-mile run from Capetown to Johannesburg, South Africa, was recently covered in 26 hrs. 50 mins. by N. Blyth Clayton, driving a supercharged Austin Seven. This represents an average speed under bad weather conditions of 37 m.p.h.

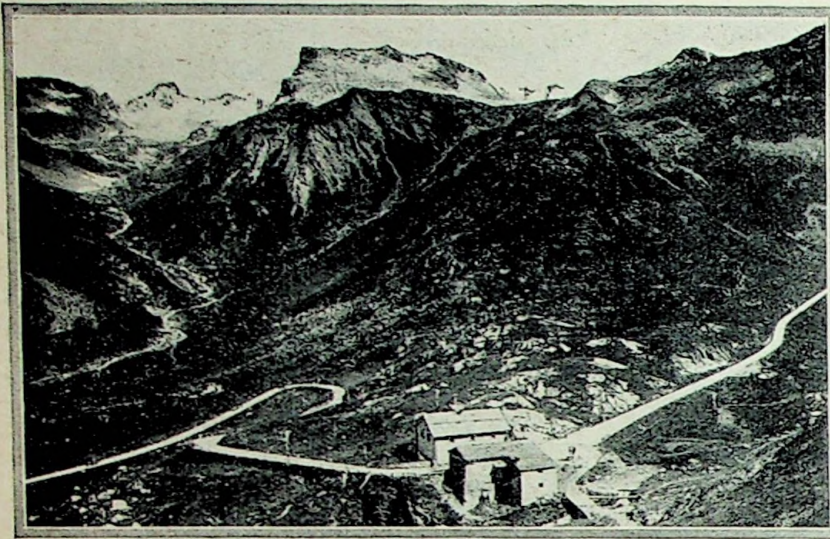


THE AUSTIN
LONDON SHOWROOMS.

A view of the recently extended and redecorated showrooms in Oxford Street, W.1. The Adams style has been adopted and the colour scheme is blue and cream. There is space for twenty models.



NEWS OF THE WEEK



ON THE
JULIER PASS

A fine panorama of the famous Engadine pass, at the summit of which the C.S.M.A. touring party were recently accorded an official welcome. Some of the cars may be seen—as mere specks—ascending the pass.

The C.S.M.A. in the Engadine.

Both sections constituting the Civil Service Motoring Association continental touring party received a very warm welcome and an official reception on their arrival at St. Moritz recently, where a banquet was given in their honour on Sunday, July 12th.

The first party—17 cars, with 39 passengers—travelled from Boulogne a day ahead of the second contingent of 13 cars and five motorcycles, with a personnel of 33 people. The tour was under the personal direction of Mr. V. T. Brennan, M.B.E., chairman of the Civil Service Car Club.

The route followed was by way of Rheims, Vittel, Basle, Zurich and Coire, where they were accorded an official welcome. The route thence led through some of the finest Swiss scenery, bringing the tourists, by way of the Col du Julier, to St. Moritz.

At the summit of the Julier Pass a triumphal arch had been erected—a photograph of which forms our frontispiece this week—and a deputation from St. Moritz officially greeted the party.

The cars were then formed into a procession headed by the official cars, and St. Moritz was entered, to find the streets gay with flags and bunting.

An imposing programme had been drawn up for the visitors and was published in a special edition of the *Alpine Post*. Excursions were made to all the neighbouring places of interest and the tourists were in every way made to feel really welcome in the Engadine.

Liverpool Austin Club.

Austin Seven enthusiasts in the North will be interested to hear that it is proposed to organize an Austin Seven Club in Liverpool. Communications should be addressed to Mr. M. B. Fitz-Townsend, 22, Belgrave Road, Aigburth, Liverpool.

Bridge Under Repair.

The reconstruction of Aymestrey Bridge, between Mortimer's Cross and Wignore, commences on July 27th. A temporary structure will be open to traffic.

The King's Cup Race.

The A.A. has produced a map showing the best route: to Heston Air Park, between Southall and Hounslow, where the air race for the King's Cup starts to-morrow, Saturday, July 25th. These maps are obtainable gratis from A.A. offices.

The Morris Rally.

A very enjoyable day was spent by those Morris owners who gathered at Lilleshall Hall, where a successful Morris rally was held on Saturday last. Prizes were awarded for the car which had covered the longest distance, for the best kept machine and so forth, and games and competitions were held during the afternoon.

Ramsgate Concours.

We hear that light cars fitted with Arrow bodywork (A. P. Compton and Co., Ltd., Boston Road, Hainwell, London, W.7) carried off several awards in the Ramsgate Concours d'Elegance which was held last Friday, July 17th.

A. P. Compton (Morris Minor Arrow) won first prize, and Miss Chambers (Austin Arrow) won second prize out of 14 contestants in the class for cars costing under £200. In the class for cars costing between £200 and £300, second prize was won by M. Mellow (Wolsley Hornet Arrow coupé), and an award of merit was won by S. Thomas (Austin Arrow) in the £200 class.

THE GERMAN GRAND PRIX

Dudley Froy (Riley) Wins 1,100 c.c.
Class at 58.03 m.p.h. for 256 Miles

THE German Grand Prix, which was run off in pouring rain last Sunday, July 19th, on the wonderful Nurburg Ring, in the Eifel mountains, near Coblenz, fulfilled the promise of its fine entry list. Over 100,000 spectators crowded the magnificent grand-stands and were on tip-toe throughout the race, cheering to the echo their national hero, Rudolf Caracciola (Mercedes), who, after driving a magnificent race, crossed the line, winner, at an average speed of over 67 m.p.h. for the 310 miles of the tortuous, hilly course.

The circuit used winds in and out, up 1-in-10 hills and down long, dangerous, twisting roads, through dense pine forests, and measures 14½ miles to the lap, during the whole of which there is scarcely a quarter-mile of road which runs straight!

Apart from the terrific speed of the over 1,100 c.c. class, the outstanding feature of the race was the duel between Dudley Froy (Riley) and Scaron (supercharged Amilcar) in the 1,100 c.c. class—a duel which resulted in Froy winning his class by overtaking his rival within sight of the finish, thus moving the crowds to transports of applause. This splendid win was against some of the finest European drivers and has immensely impressed the German sporting enthusiasts.

Earl Howe (Bugatti) and Sir Henry

Birkin (Maserati), in the large car class, drove well, but were not fast enough to hold their own. Capt. F. H. B. Samuelson (M.G. Midget) finished fifth in his class, and the two German Midget entries both crashed.

Thirty-two cars roared off into the pouring rain, Fagioli (2½-litre Maserati) taking the lead at once, Sir Henry Birkin (2½-litre Maserati) lying third. There was throughout the race a grim fight between Caracciola (Mercedes), Chiron (Bugatti), Varzi (Bugatti) and Nuvolari (Alfa-Romeo); in the 1,100 c.c. class Scaron (Amilcar) led until the finish was in sight, with Froy (Riley) on his tail the whole way.

On the sixth lap Nuvolari lay second to Fagioli, and took the lead on the ninth. After 1½ hours Chiron led, only to lose the position to Caracciola. On the 17th and 18th laps Chiron and Varzi (Bugattis) closed in on the German, and Varzi, in a desperate attempt, put up the fastest lap of the race; they were unable, however, to catch the short-chassis Mercedes.

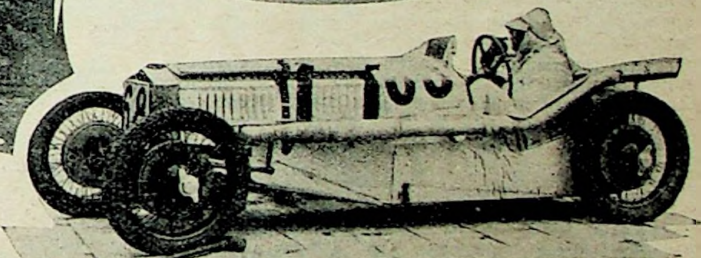
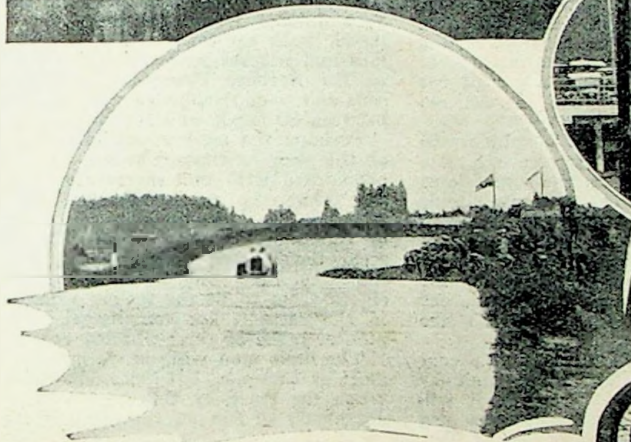
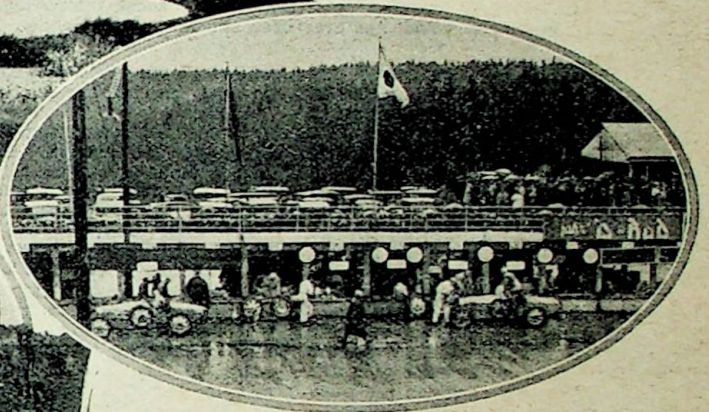
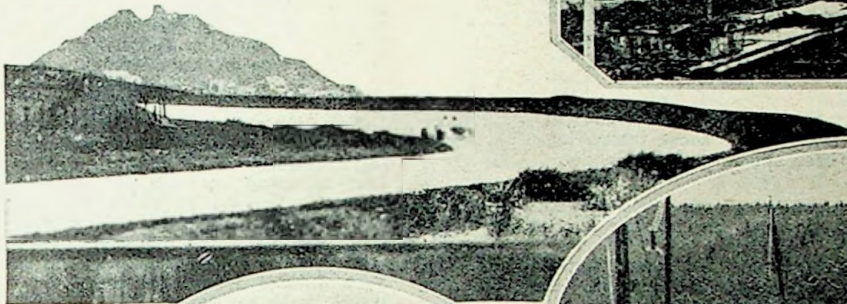
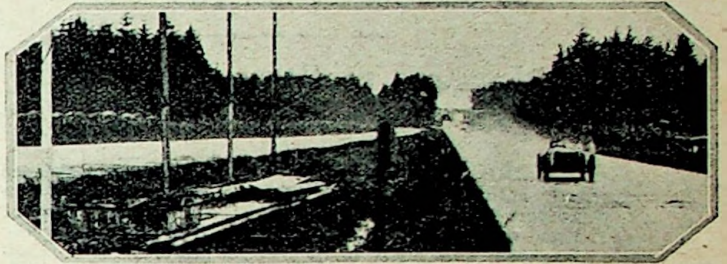
The interesting German f.w.d. D.K.W.s retired with mechanical trouble, and the rear-drive car was slowed with some suspension defect. "Red" Shafer (4½-litre Indianapolis Shafer, a modified Buick) could not hold the road and retired.

For results see "Club Items."

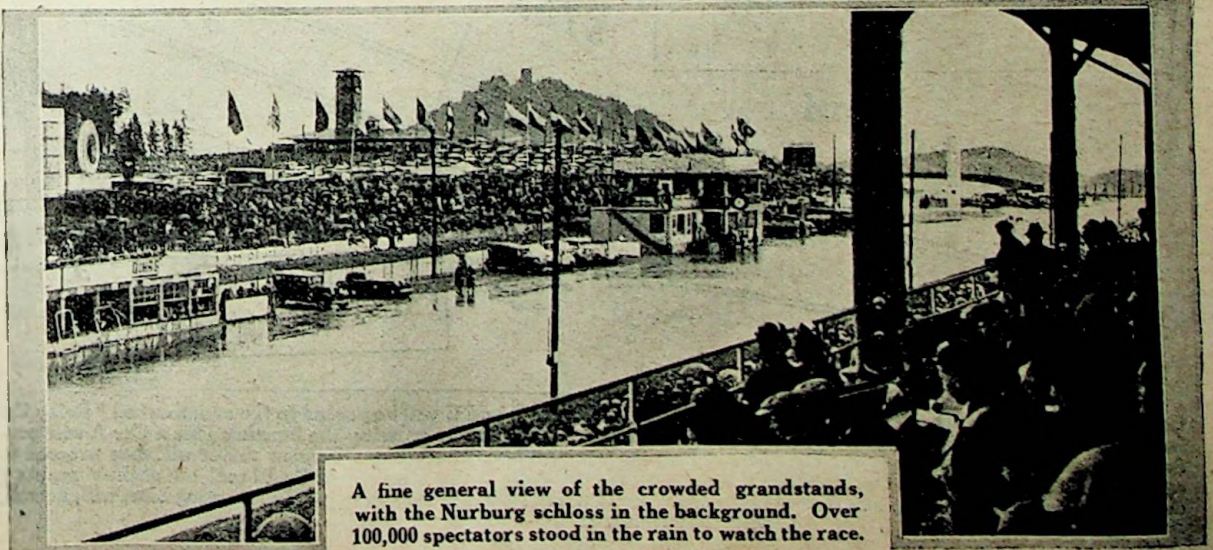
GLIMPSES OF "THE RING"

Scenes During Last Sunday's German Grand Prix. The Winner was Caracciola (Mercedes) at 67 m.p.h. and D. Froy (Riley) Won the 1,100 c.c. Class at 58 m.p.h.

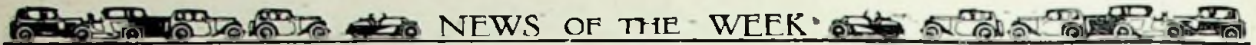
(Right) Froy (Riley) flat out on part of the course where two sections run parallel. (Below) Caracciola (Mercedes) on one of the dangerously fast bends with the Nurburg tower looming through the rain, and (in oval) a scene at the pits—Chiron and Varzi (Bugattis) at work.



(Above) Caracciola taking one of the sharp rises on the course. (Right) G. Macher in the interesting twin-engined two-stroke D.K.W.



A fine general view of the crowded grandstands, with the Nurburg schloss in the background. Over 100,000 spectators stood in the rain to watch the race.



Final Arrangements for THE RELAY GRAND PRIX

66 Cars for To-morrow's Classic

Morgans to Start "Scratch" Biggest Battle of "Babies" Ever

SELDOM have the prospects of a classic long-distance race at Brooklands been so "open" as they are in respect to the Relay Grand Prix. Twenty-two teams of three cars apiece are down to take part and every car has been handicapped on its previous performance or specification. The result should be a Homeric battle—especially between the supercharged "babies"—and the event will undoubtedly develop into one of the most interesting spectacles which has ever been staged at Brooklands.

THE limit car in to-morrow's big race at Brooklands is due to be dispatched promptly at 1.30 p.m. and it will signal the beginning of the first long-distance race of its kind ever held. It should prove to be a race of exceptional interest both to the drivers and the public, more especially as, owing to its nature, it should be difficult to pick the winner until the cars are nearing the completion of the course.

The principle of the race is similar to that which governs the relay race of an ordinary athletic meeting, but cars take the place of the runners. There are three cars to a team, and the race will be won by that team of which the third car crosses the finishing line first.

Every car has been handicapped individually, however, and, in order to ensure the continuity of the race, the handicap will be imposed on the first car of every team which gets away. This car, which will be in each case the fastest car of a team, will be

known as car "A," and each will have to cover 29 complete laps of the course—if it can.

Instead of completing the 30th lap, the driver will draw into the limit area, shown on the plan at the foot of the page, stop at the stop line, hand over his sash to the waiting driver of car "B," and park his car in the old finishing straight.

The driver of car "B"—which will be the second fastest car of every team—will then sprint from the stop line to his relay car, drive out on to the circuit, and in crossing the starting line will score 30 laps for his team. On his 60th lap he will behave in the same way as the driver of car "A" did on his 30th, but in this case, of course, car "C" will take over and finish the course.

If a car is withdrawn, then the next car (except if car "C" be the unlucky one), will enter the fray, but it will have to make up, in addition to its own

laps, the laps not covered by the withdrawn car.

Where a car is withdrawn at its pit, it has obviously just scored a lap by crossing the starting line, and it would be unfair if the relay car were allowed to draw out across the starting line and thus score another lap. This difficulty has been overcome in the following ingenious way. The sash having been transferred at the stop line, the relay car will be pushed through the fork enclosure behind the timekeeper's box and to its pit, where the engine will be started and the car driven off. By taking this route, the relay car will not cross the starting line.

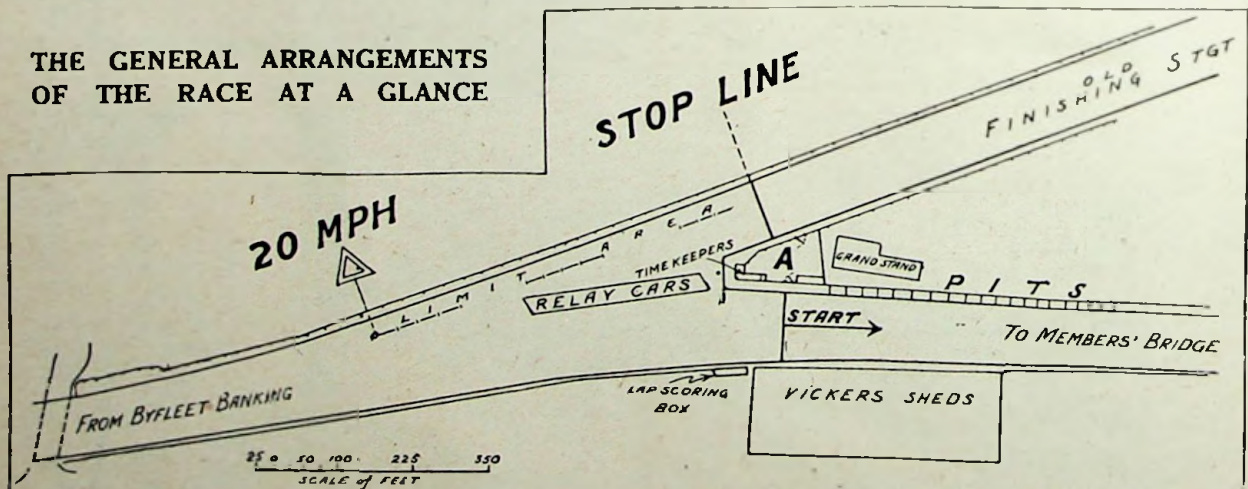
The scene should be quite picturesque, for every driver will be wearing a sash of deep red colour, whilst the respective drivers of cars A, B and C will be distinguished by red, blue, and orange armlets respectively.

From the point of view of the spectator the race should be well worth watching, especially as a close-up view of all that is going on will be obtainable. Thus, in the 3s. enclosure the public can watch the pit work, see everything that is going on on the stop line and relay paddock, examine the cars that have finished and, if they feel so disposed, walk up towards the Members' Hill and witness supercharged Midgets, Austin Sevens, Frazer-Nashes, Salmons and so on flashing past at anything between 80 m.p.h. and 100 m.p.h.

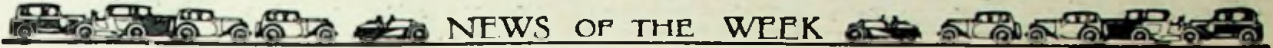
Perhaps the most surprising feature of the race to those who are not well acquainted with fast motorcars is the fact that the unsupercharged three-wheeled Morgans—the only three cars of this make in the race—will start from the scratch mark, which clearly indicates that the handicapper considers them to be the fastest machines in the race—a fine compliment to the pioneer make of three-wheeled cyclecar.

The limit man will, as we have said, start at 1.30 p.m., but those who cannot reach the track by this hour will still see plenty of fun on the starting line,

THE GENERAL ARRANGEMENTS OF THE RACE AT A GLANCE



Cars A will be lined up at the start on the Fork Starting line. Cars B and C will be parked in the area marked "Relay Cars"; front row, car B; back row, cars C. Instead of completing its 30th lap by crossing the Starting Line a Car A will proceed down the Limit Area and stop at the Stop Line, where the token will be transferred. The new driver will then proceed to his car in the Relay Paddock. A Car B will do the same on the 60th lap. Relay Cars B and C will pull out at their proper time on to the circuit, cross the line and thus actually score the 30th and 60th laps respectively. The Starting Line, will, actually be nearer than shown to the timekeepers' box.



NEWS OF THE WEEK

for the faster element will not join in the race until roughly half an hour afterwards; in fact, a spectacle well worth seeing will be the massed start of the nine supercharged M.G. Midgets, which will take place just after 2.15 p.m. The scratch cars, i.e., Morgans, will actually leave 56 minutes after the limit cars, three M.G. Midgets entered by R. Littlewood-Clarke.

For those who can get down to the track earlier there will be plenty of interest, for the 66 cars will be assembled in the main paddock at 11 a.m., where last-minute tuning will doubtless be carried on.

Promptly at 12.25 p.m. all the "A" cars will be called out and marshalled in the paddock on somewhat similar lines to those which obtain at a

ADMISSION PRICES

- To Public Enclosure . . . 3s. 0d.
- Transfer to Grandstand . . . 2s. 6d.
- Car Beside Course . . . 5s. 0d.
- Cyclecar Beside Course . . . 2s. 6d.

REFRESHMENTS

- Lunch (2s. 6d.) in Main Paddock Restaurant.
- Light refreshments in Grandstand Restaurant.

PROGRAMME

- 11 a.m. Limit of signing-on time for competitors, etc.
- 12.25 p.m. Cars "A" marshalled in main paddock and sent off to starting line; followed by cars "B" and cars "C."
- 1.10 p.m. Broadcast announcement to competitors.
- 1.30 p.m. Race begins with departure of "limit" man, No. 23A.

B.A.R.C. meeting; then they will be sent straight up to the starting line. Ten minutes later cars "B" will be marshalled and will proceed to their positions in the relay paddock at the fork, whilst after an interval of a further 10 minutes, i.e., at 12.45 p.m., the "C" cars will be marshalled in the paddock and sent up to the fork.

Here it should be noted that the positions of cars B and C in the relay paddock will not be determined by the particular number which each car carries. The arrangement will be governed by priority of entry, in other words, "first come, first served," for the earlier the entry the nearer will the cars be to the stop line and the shorter will be the distance which the driver has to run, carrying the sash.



Mr. H. F. S. Morgan, builder of the fastest machines in the race.



R. R. Jackson. He will drive one of the super-charged M. G. Midgets.



A supercharged Austin exponent - Vernon Balls. He has entered three cars.



Miss V. Worsley, entrant of a team of unsupercharged Austin Sevens.

Dan Higgin (supercharged M.G. Midget) whose team is fancied.



One of the official Austin drivers - Leon Cushman. He knows all about an Austin.

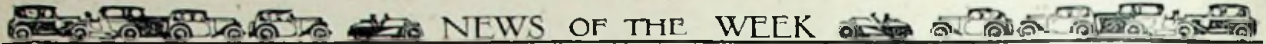


Mrs. Chetwynd (M.G. Midget). She and Miss Worsley are the only two women drivers.



ENTRIES FOR THE L.C.C. RELAY GRAND PRIX

Entrant.	Car and Driver.	No. of cyla.	c.c.	Entrant.	Car and Driver.	No. of Cyla.	c.c.
A. F. P.	Salmon S., A. L. Baker	4	1,087	P. W. Marriage	Austin, P. W. Marriage	4	747
	Agabeg	4	1,090		Austin, A. D'Arcy Browne	4	747
	Salmon S., G. A. C. H. Black	4	1,496		Austin, E. R. Michael de Belleroccho	4	747
	Frazer-Nash S., G. K. Marriott	4	1,496		M.G. Midget S., Dan Higgin	4	746
J. Street	Bugatti, J. A. Robinson	4	1,496	J. W. Thornley	M.G. Midget S., S. W. B. Hailwood	4	746
	B.C. Special, G. G. L. Willis	4	750		M.G. Midget S., F. S. Barac	4	746
	Bugatti, R. L. Duller	4	1,496		Frazer-Nash, W. A. Ponting	4	1,496
H. C. Hunter	Austin S., D. G. Bailey	4	747		Frazer-Nash, H. W. Blaw	4	1,496
	Alfa-Romco, K. D. Evans	6	1,487		Frazer-Nash, N. A. Berry	4	1,496
	Riley, H. C. Hunter	4	1,087		Riley, H. W. Stonard	4	1,089
	M.G. Midget S., Earl of March	4	746		Riley, A. F. Ashby	4	1,089
Earl of March	M.G. Midget S., H. D. Parker	4	746		Riley, E. Martin	4	1,089
	M.G. Midget S., G. K. Cox	4	746		Austin S., V. S. Balls	4	747
	M.G. Midget S., R. R. Jackson	4	746		Austin S., G. Crowther	4	747
R. R. Jackson	M.G. Midget S., A. T. G. Gardner	4	746		Austin S., V. L. Seyd	4	747
	M.G. Midget S., R. T. Horton	4	746		M.G. Midget S., H. C. Hamilton	4	746
A. C. R.	Austin S., L. Cushman	4	747		Austin, G. H. R. Chaplin	4	747
	Waito	4	747		Alvis, H. Holmes	4	1,496
	Austin S., J. D. Barnes	4	747		Austin, Miss Worsley	4	747
	Austin S., C. Goodacre	4	747		Austin, E. C. H. Randall	4	747
	Morgan, H. C. Lones	2	996		Austin, A. G. B. Wood	4	747
G. H. Goodall	Morgan, A. C. Maskell	2	996		Salmon, V. W. Dorrington	4	1,097
	Morgan, T. A. Rhodes	2	1,096		Wolsley, M. A. McEvoy	6	1,271
	M.G. Midget, Hon. Mrs. Chetwynd	4	746		Riley, R. S. Outlaw	4	1,089
The Hon. Mrs. Chetwynd	Lea-Francis S., Hon. A. D. Chetwynd	4	1,496		Aston-Martin, C. H. Masters	4	1,497
	Wolsley Hornol, F. S. Hutcheson	6	1,271		Windsor, C. A. Paul	4	1,380
	Lea-Francis S., A. M. MacLachlan	4	1,496		Frazer-Nash, W. I. Mummery	4	1,496
J. C. Elwes	Riley, M. B. Watson	4	1,087		Frazer-Nash S., A. M. Conan Doyle	4	1,496
	Austin S., J. C. Elwes	4	747		Frazer-Nash, R. L. Bellamy	4	1,496
	Aston-Martin, C. M. Anthony	4	1,496		Aston-Martin, D. C. Cook	4	1,496
C. Anthony	M.G. Midget, C. E. Wood	4	847		Aston-Martin, M. H. Morris-Goodall	4	1,496
	M.G. Midget, A. Jones	4	847		Hurstman, C. Le S. Metcalfe	4	1,496
	M.G. Midget, S. Pepper	4	847				
R. Littlewood-Clarke	M.G. Midget, P. H. Linn	4	847				
	M.G. Midget, R. L. Clarke	4	847				



At 1.10 p.m. drivers, mechanics, lap scorers and the pit personnel will gather in front of a loud-speaker adjacent to the starting line in order to hear last-minute instructions which will be given by the Clerk of the Course. At 1.25 p.m. the engines of the limit cars on the line may be started, and at 1.30 p.m., as we have said, the race will begin.

It is impossible to say exactly how long the race will last, but it is anticipated that it will be over by about 5.30 p.m.

In any case, spectators should not miss the pleasing little ceremony which will be carried out on Continental lines when the winning car "C" joins its team mates in the finishing straight, for

a beautiful bouquet is to be presented to the entrant, and doubtless suitable refreshments will be provided!

The charges of admission will be as follow:—To the public enclosure, 3s. per person (1s. 6d. for a child); transfer to the grand-stand, 2s. 6d. (child, 1s. 6d.); cars beside the course, 5s. (three-wheelers or solo motorcycles, 2s. 6d.); cars in car parks just inside gates, 2s. 6d. Visitors who intend to travel by rail should note that they can obtain a combined rail and admission ticket for 6s.

Folk travelling down by car who wish to take their cars right into the enclosure must enter by Boxall's Lodge, i.e., the main entrance nearest Weybridge Station, as the actual track

gates beyond the car park inside the public entrance will be closed owing to the nature of the circuit. The "Tote"—for those who wish to indulge in a mild flutter—will be in evidence, Professor A. M. Low will give a running commentary on the race via the microphone and Philips loud-speakers, and, in addition, there will be a leader board in the enclosure, so that the progress of the race can quite easily be followed.

To wind up the day's proceedings, a supper dance is being held in the club house, but tickets are limited, and, if application cannot be made before, visitors should apply for tickets immediately they arrive at the track on Saturday; prices, dance 3s., supper 3s.

Peugeot Trials Success.

Two standard 201 model Peugeot snoods which competed in the recent German 10,000 kilometre trial have been awarded Prix d'Honneur. This type of award was presented only to the drivers of those cars which, standard in every respect, finished the arduous course without loss of marks.

Fewer Accidents in London.

According to the latest returns concerning street accidents in the Metropolitan Police district, the first quarter of this year shows a distinct reduction in the number of accidents as compared with the last quarter of 1930. The figures for January, February and March this year are:—Killed, 289; injured, 9,943; total accidents, 26,402. For the last quarter of 1930 the corresponding figures are 377, 13,323 and 30,286 respectively. We comment on these figures under "Topics of the Day."

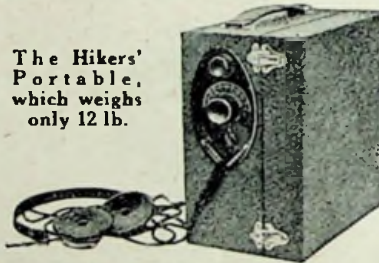
Breaking 150 Years' Silence.

The old bell of Shelton Church, Bedfordshire, which was cast by Hugh Watts, of Leicester, in 1634, has been silent for 150 years, owing to a crack. Barimar, Ltd., of Holborn, London, were entrusted with the unusual task of repairing the bell, which was successfully accomplished by welding.

A "Baby" Portable Wireless Set.

A new wireless set costing only three guineas complete, weighing 12 lb. and measuring 5½ ins. by 9½ ins. by 9½ ins., has been produced by Economic Electric, Ltd., 10, Fitzroy Square, London,

The Hikers' Portable, which weighs only 12 lb.



W.I. It is a two-valve set for use with headphones, which are included in the price and carried in a pocket inside the case. It has single dial tuning, is very simple to operate and its consumption of current is almost negligible. The makers consider that such a set would be handy to motorists who want to pick up the relay of a football match or other event. It is selective and should bring in at least one of the regional stations from any part of Great Britain. It is known as the Hikers' Portable.

New R.S.A.C. Year Book.

The 1931-32 edition of the Royal Scottish Automobile Club's Year Book has just been issued. Modelled on similar lines to previous editions, it gives a wealth of touring and general information, including details of Scottish hotels, ferries, parking places and touring routes, together with the complete text of the Road Traffic Act and other Acts and Regulations affecting motorists.

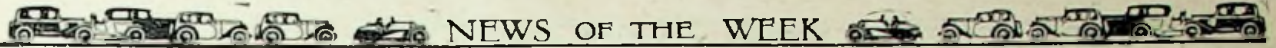
For Neglected Bearings.

Although the name of Ferodo, Ltd., is connected chiefly with frictional materials such as those used for clutch and brake linings, the company also manufactures bearing bushes which have certain special features. These bushes are made of Ferobestos, which is specially treated with oil and graphite, and it is found that, even when badly neglected, these bearings show very little inclination to seize. Ferobestos bushes do not, however, belong to the class of oil-less bearings and they should be lubricated occasionally with the aid of a grease-gun or in some similar way. They are intended only for semi-rotating shafts such as brake cross-shafts and brake camshafts, spring eyes and the like. Bearings of this kind are a considerable aid in cutting down maintenance time.



A NERVE-RACKING MOMENT.

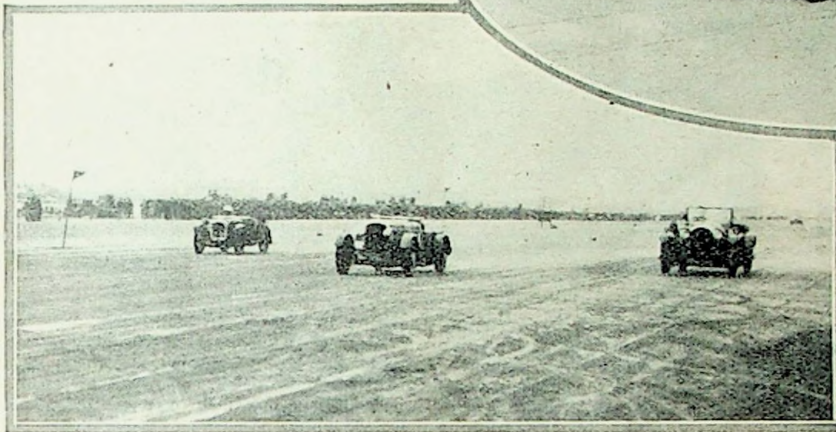
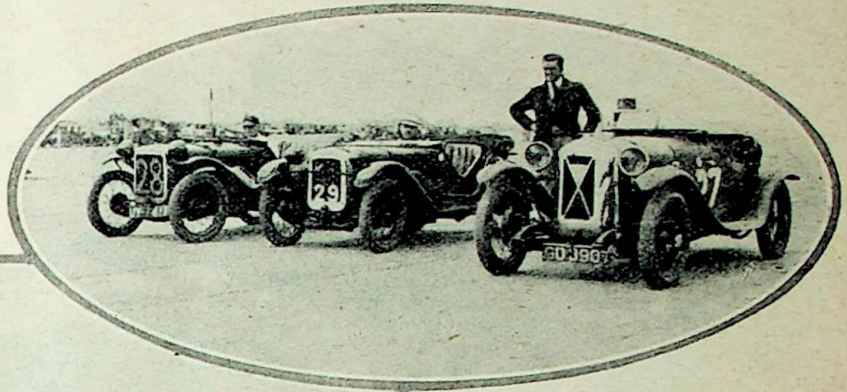
Waiting for the flag to fall at the start of an event in last Saturday's meeting at Skegness. From left to right, E. Farley (Alvis), Gen. Sadleir Jackson (Bugatti), J. W. Whalley (Ford), R. J. Munday (Vauxhall), R. Mays (Invicta), H. H. Stiated (Mercedes), R. Way (Rover) and A. M. Conan Doyle (Austro-Daimler).



NEWS OF THE WEEK

TWO DAYS' RACING AT SKEGNESS

Dull Weather But Large Crowds During Sand Racing Last Friday and Saturday. Austin Wins Two One-lap Scratch Events



LIGHT CARS IN ACTION.

(Above) B. G. Bailey and W. L. Thompson (supercharged Austins) with G. P. H. Noble (Salmson) on the line for the first event of the meeting. (Left) A fine finish in a heat of the 4-laps sports handicap. R. Way (Rover) is seen leading W. L. Thompson (Austin) and R. Alderson (Bentley) over the line in close company.

LIGHT cars did not figure very prominently in the two-day race meeting held on the foreshore at Skegness on Friday and Saturday of last week, July 17th and 18th. The only under 1,500 c.c. cars were the supercharged Austins of W. L. Thompson and B. G. Bailey, G. P. H. Noble's Salmson, Adrian Conan Doyle's Frazer-Nash "Slug," E. Farley's f.w.d. Alvis, a Wolseley Hornet saloon, and the Bugattis of W. Y. Craig and H. W. Papworth, the former's being supercharged.

Cold weather, grey skies and a stiff off-shore breeze prevailed during both days' racing, but a good crowd lined the course, which was an out-and-home run, with hair-pin turns round flags at each end, measuring about 1½ miles. On both days the sand remained firm on the straights, but, of course, became heavily ploughed up on the turns.

A Rapid "Slug."

The "Slug" went very fast in its various events, and A. M. Conan Doyle took a good second place in the scratch one-lap race for 2½-litre racing cars. W. L. Thompson (Austin S.) won the 1,100 c.c. sports and 1,100 c.c. racing one-lap scratch events, and made an excellent second in a very close finish in the four-lap sports handicap. These were the only light car successes of the meeting.

Among the large cars, N. A. Carr's 2-litre supercharged Bugatti proved capable of very high speeds, and in the last race of the meeting—a five-lap duel between himself and A. N. Spottiswoode's unsupercharged model of the same marque—he gained steadily on

the last three laps, but finished 5 secs. behind, having given Spottiswoode 16 seconds start and a set of plugs—his rival having run out of these essential accessories!

Raymond Mays appeared with his Shelsley low chassis Invicta—which produced remarkable acceleration—and the famous Villiers Supercharge. With the Invicta, Mays comfortably won the one-lap scratch race for unlimited sports cars, and easily won his heat in the one-lap scratch race for unlimited racing cars with the Villiers. In the final he was being held by N. A. Carr's amazingly fast Bugatti when the Villiers developed trouble and Mays retired. The finish of this race was at a tremendous speed, scarcely a length separating second and third man, H. H. Stisted (Mercedes) and A. N. Spottiswoode (Bugatti) who flashed across the line hard on Carr's heels. Probably the best race of the meeting was the four-lap sports handicap, run on the Saturday in an climinating heat and a final.

There were nine starters in the heat, including the two Austins, Farley's Alvis, and R. Way's sports 2-litre Rover, R. Alderson's Bentley and W. L. Thompson's Austin finished in a bunch in that order. In the final Gen. Sadlier-Jackson (2.3-litre Bugatti S.) crossed the line ahead of W. L. Thompson (Austin S.), with Alderson's Bentley a good third.

There were no untoward incidents during the meeting, and there was some clever handling on the hair-pin turns. An incident occurred in the four lap sports handicap when, in the scramble off the line, someone knocked a dummy hub cap off someone else's wheel, necessitating a re-start after a lap.

The following are the provisional results:—

FIRST DAY.

Sports Cars up to 1,100 c.c.—1. W. L. Thompson (Austin S.), 2 mins. 6 1-5 secs.; 2. H. G. Bailey (Austin S.), 2 mins. 7 4-5 secs. (Length of course, about 1½ miles.)

Racing or Sports Cars up to 1,100 c.c.—1. W. L. Thompson (Austin S.), 2 mins. 7 2-5 secs.; 2. B. G. Bailey (Austin S.), 2 mins. 8 1-5 secs.

Racing or Sports Cars up to 2½-litres.—1. N. A. Carr (2-litre Bugatti S.), 1 min. 40 1-5 secs.; 2. A. M. Conan Doyle (1½-litre Frazer-Nash "Slug" S.), 1 min. 40 4-5 secs.; 3. A. N. Spottiswoode (2-litre Bugatti), 1 min. 43 2-5 secs.

Sports Cars, Unlimited c.c.—1. R. Mays (4½-litre Invicta), 1 min 50 secs.; 2. R. J. Munday (4½-litre Vauxhall), 1 min 53 3-5 sec.; 3. H. Conan Doyle (3-litre Austro-Daimler), 1 min. 53 4-5 secs.

Unlimited Racing Cars (five laps—about seven miles)—1. N. A. Carr (2-litre Bugatti S.), 8 mins. 4 3-5 secs.; 2. A. N. Spottiswoode (2-litre Bugatti), 8 mins. 8 3-5 secs.; 3. I. S. Pollock (Bugatti).

SECOND DAY.

Sports Car up to 2,500 c.c. (one lap, scratch)—1. Gen. Sadlier Jackson (Bugatti), 1 min. 34 2-5 secs.; 2. E. Farley; 3. G. Casswell (Alvis).

Unlimited Sports, Novices (one lap, scratch)—1. H. H. Stisted (Mercedes), 1 min. 43 2-5 secs.; 2. Gen. Sadlier Jackson (Bugatti); 3. H. Harding (Vauxhall).

Racing or Sports Cars, Unlimited c.c. (one lap, scratch)—1. N. A. Carr (Bugatti), 1 min. 35 1-5 secs.; 2. C. Spottiswoode (Bugatti); 3. H. H. Stisted (Mercedes).

Unlimited Sports (four laps, scratch)—1. H. H. Stisted (Mercedes); 6 mins. 57 2-5 secs.; 2. D. Conan Doyle (Austro-Daimler); 3. R. J. Munday (Vauxhall).

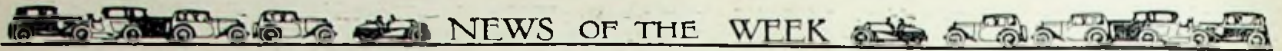
Racing or Sports (one lap handicap)—1. N. A. Carr (Bugatti), 1 min. 35 2-5 secs.; 2. C. Spottiswoode (Bugatti); 3. R. J. Munday (Vauxhall).

Unlimited Sports (one lap handicap)—1. R. Way (Rover), 1 min 57 3-5 secs.; 2. Gen. Sadlier Jackson (Bugatti); 3. R. J. Munday (Vauxhall).

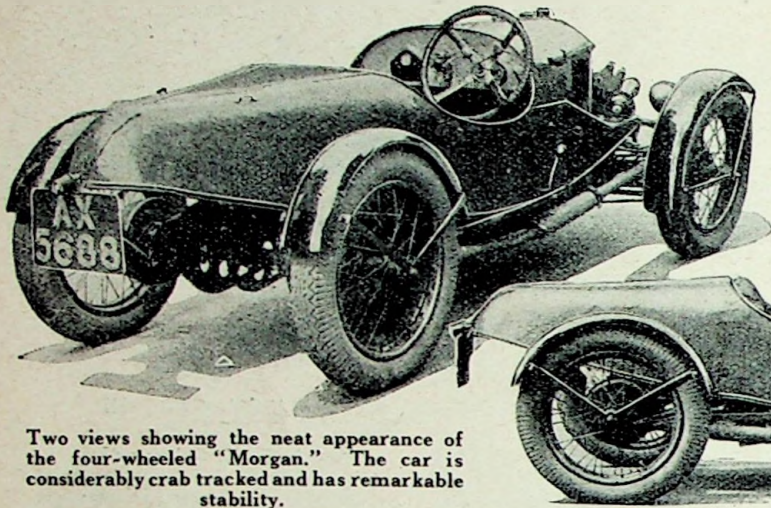
One Lap Open Handicap—1. R. J. Munday (Vauxhall), 1 min. 51 4-5 secs.; 2. N. A. Carr (Bugatti); 3. E. Farley (Alvis).

Four Lap Sports Handicap—1. Gen. Sadlier Jackson (Bugatti), 7 mins. 13 secs.; 2. W. L. Thompson (Austin); 3. R. Alderson (Bentley).

Five Lap Racing Handicap—1. A. N. Spottiswoode (Bugatti), 7 min. 55 secs.; 2. N. A. Carr (Bugatti), 7 mins. 36 2-5 secs. Note.—Net times are given for all handicap events.

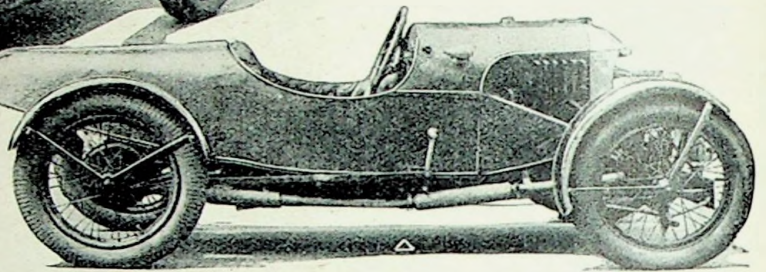


MORGAN MODIFIED FOR DIRT-TRACKS



Two views showing the neat appearance of the four-wheeled "Morgan." The car is considerably crab tracked and has remarkable stability.

"The Blower" Gives Details of a Four-wheeled "Morgan" built by an Australian Cinder-track Expert for Use in This Country



LAST week, in a quiet corner of Bayswater, I made the acquaintance of what is probably a unique vehicle—a four-wheeled Morgan—and, as can be gathered from the illustrations on this page, the strange machine is by no means repellent, but has, indeed, all the attributes of a first-rate little sports car. The machine is the work of an Australian visitor, Mr. T. N. Sulman, who has brought to the task of building the car a profound knowledge of racing with four-wheelers on the cinder tracks "Down Under." Talking of dirt-track racing, Mr. Sulman spoke nily of entering bends at 80 m.p.h. in a Sulmon and of resultant skids!

Mr. Sulman's idea in building the Morgan four-wheeler is to race the machine on dirt tracks in this country, and preliminary trials at Wembley have shown that the lap times of the car are within a very few seconds of leading dirt-track riders' match times!

Remarkable Steadiness.

A short run in the little vehicle was most interesting, the only disappointment being that my numerous inches forbade my fitting the somewhat confined space in the driving seat.

The stability of the Morgan was outstanding, and dry tarmac corners could be slid at remarkable speeds without the least sense of the car's lifting. The two Morgan driving chains allowed for ratios of 6 and 7.6, on which gears the acceleration of the car was little short of phenomenal, and, I should think, ideally suitable for work on a dirt track.

The original body of the 1926 Aero Morgan has been retained, and although it has a somewhat "cocked-up" appearance at the rear, suggests that exceptionally nice body lines could be developed on the four-wheeled chassis.

The original machine had been fitted with geared steering, using a Ford reduction box, and front-wheel brakes were fitted. In the reconstructed car the

rear wheel and forks were removed and a G.N. back axle, complete with radius rods, substituted. In order to take the extra strains imposed by this layout, the rear cross-members have been strengthened by stays to the tubular chassis members, and the rear springs are secured to the ends of the cross-members instead of close to the bevel box, as in the standard Morgan.

The radius rods work on bushes at the end of a rod fitted through the bevel box in place of the rear-fork swivel pin. The rod is bolted to special plates fitted to the extreme ends of the cross-members. In order to fit the narrower chassis of the Morgan the spring pads of the G.N. axle have been moved closer to the centre, with distance pieces inserted between the hubs and the brake drums, and between the hubs and the axle bearings. The whole of the back-axle assembly can be taken out and the original single wheel and forks replaced without any structural alterations.

Apart from the back axle, the only alteration to the car has been the fitting of an accelerator pedal, which has the effect of giving a very rapid opening and closing action, as rapid acceleration and deceleration are essential in racing on small dirt tracks—and the fitting of an outside gear lever.

There are four sprockets on the back axle, which can be arranged to give the following choice of ratios, in conjunction with the two bevel-box sprockets:—3.5, 5-1, 5.3 and 6 on the high-gear chain, and on the low chain, 6, 7.6 and 9-1.

A 7-inch Crab-track.

The car is considerably crab-tracked. The front track is 4 ft. and the rear 3 ft. 5 ins.; the wheelbase measures 6 ft. 9 ins.

Mr. Sulman explained that there were many features of the Morgan which, in conjunction with his own modifications, tended to make the machine ideal for dirt-track work. He was particularly struck with the ease of altering gear

ratios in the G.N. back axle, the low centre of gravity of the whole job, its wide track and short wheelbase, and that the lusty big-twin J.A.P. engine will pull a car out of a skid without losing r.p.m.

At the moment Mr. Sulman's appearance in public at the wheel of this interesting little car is delayed through negotiations concerning insurance matters, but he hopes soon to be able to give a demonstration on British tracks. Any track managers or others interested in the car (Mr. Sulman would like to get in touch with any concern interested in marketing the reconstructed Morgan as a four-wheeled sports car) should communicate with him at Mansfield House, 24b, Clifton Gardens, London, W.9; telephone, Abercorn 2391.

THE BLOWER.

T.T. Broadcast.

The concluding hour of the R.A.C. T.T.—which will be run on the Ards Circuit, Belfast, on August 22nd—will be broadcast from Daventry and other stations relaying the National programme.

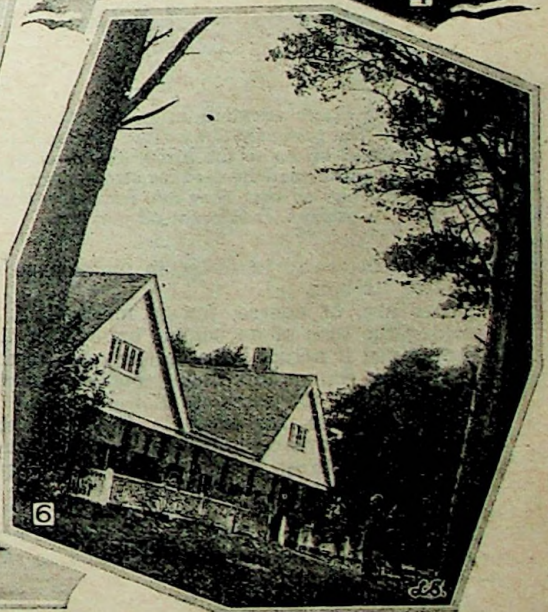
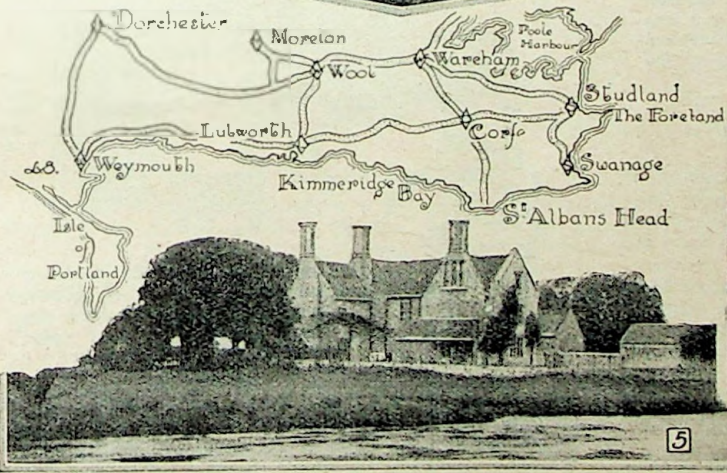
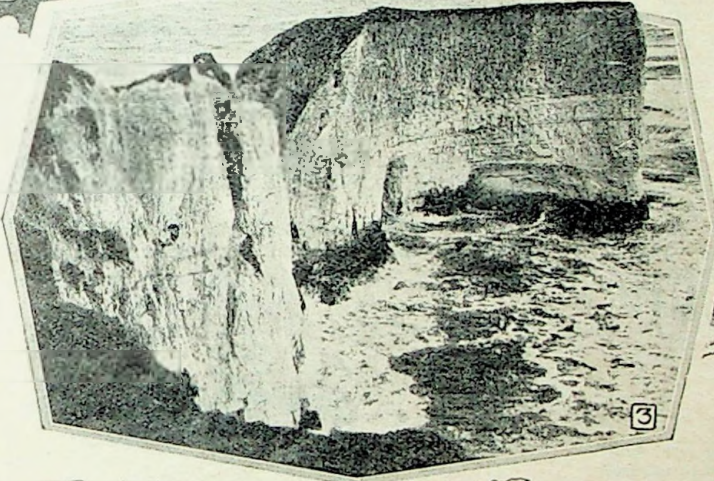
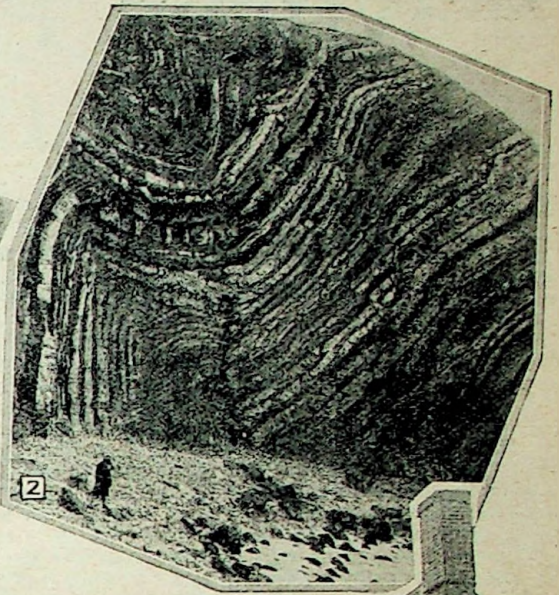
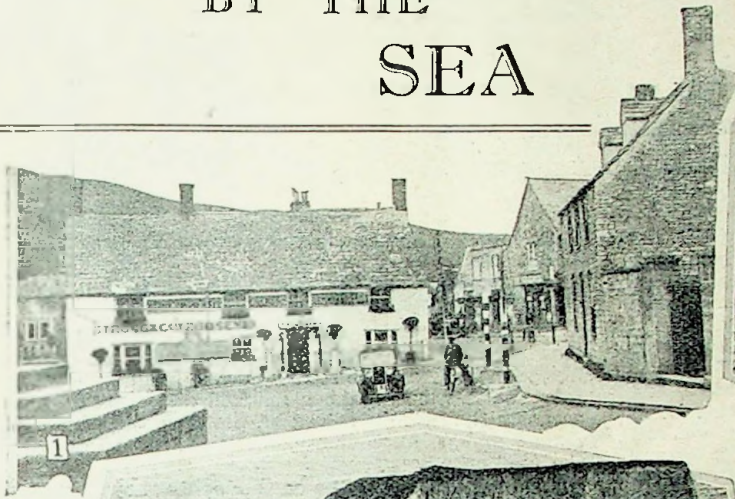
A.A. Going Ahead.

The total membership of the A.A. is now 437,091, an increase of 18,038 since last year. These figures were disclosed at the annual meeting which was held in London last week when it was also made public that during the past 12 months the A.A. patrols had cost some £600,000, and had covered over 27,000,000 miles.

Saloons in the Ascendant.

Of the 15,487 new cars which came on to the roads during the month of May this year, 14,288 were saloons. Last year, in May, 17,645 new cars were bought, and of these 15,517 were saloons. Cars taxed at £8 easily dominated May sales, 4,011 new S h.p. cars coming on to the roads.

DORSET BY THE SEA



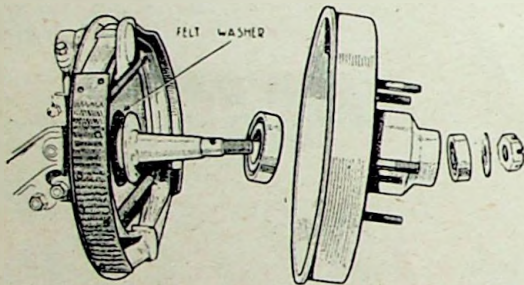
The coastline of Dorset well repays exploration and the photographs above clearly indicate the diversity of this charming old-world coastline. (1) A quaint corner of Corfe where roofs and walls are built of Purbeck stone. (2) The fantastic strata at Lulworth Cove. (3) Magnificent cliff scenery of the Foreland, near Studland. (4) Moreton, renowned for its thatched cottages, river and hall. (5) Wool Manor—immortalized by Hardy. (6) The Knoll House Hotel at Studland—once the seaside residence of the Duke of Hamilton.

WHERE POWER IS LOST

Easily Applied Tests which can be Employed to Check the Tune of a Car from Time to Time—How to Restore Lost Power

WHEN slogging steadily up a hill, with the engine working at its hardest, have you ever been passed by an exactly similar make and similar model as your own and wondered why; and have you ever summed up the situation by saying, "Well, I don't know, but it appears to me that some of these models are much faster than others"?

Probably you have; in fact, most of us have, but few of us arrive at the conclusion which is correct in nine cases out of ten—namely, that the car we are driving is suffering from a loss of power due to causes which are fairly easily capable of correction. In certain cases, of course, the car that passes us may be quite definitely "hotted up"; it is more probable, however, that its owner is one who takes a pride in its performance and who never neglects to go over the



This sketch draws attention to points which are dealt with in the text; namely, the washer employed to prevent the leakage of oil on to the brake shoes—causing a loss of braking power—and the need for strong springs between the brake shoes so that they are definitely clear of the drums when in the off position.

chassis periodically in order to make sure that it is giving of its best.

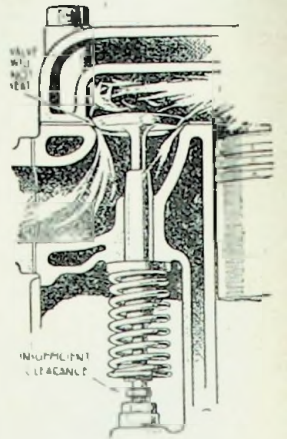
There are, of course, purely mechanical means of checking the tune of an engine, but most reliable data are obtained if actual tests on the road be undertaken over a given course, and under conditions which, so far as possible, are the same on each occasion.

Let us suppose, for example, that the reader lives near a smooth-surfaced hill down which he can coast in neutral, and with little chance of having to pull up for any other traffic. A little way down the gradient, opposite—shall we say?—a certain telegraph pole, the car is stopped, the gear lever is put into neutral, the brake is released and the car allowed to start under its own momentum.

If this test be made fairly frequently—say, once a fortnight—it will show fairly definitely whether everything is as free as it ought to be. One cannot expect the vehicle to stop exactly at the same point every time, but if there is a marked difference—anything over 40 ft. or 50 ft. in a quarter-of-a-mile run—it indicates the need for an inquiry.

One or two important points, however, must be borne in mind. First of all, tyre pressures must always be the same; secondly, the wind, if possible, should be

B20

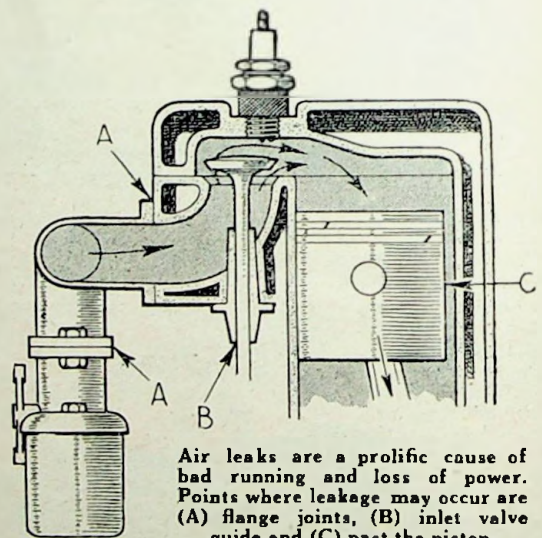


A sketch which emphasizes the far-reaching result of insufficient tappet clearance.

blowing at about the same velocity and from the same direction; thirdly, the road surface should be dry; and, fourthly, it would make a marked difference if on one occasion the hood be raised or, perhaps, the sliding roof closed, and on another occasion the hood be down and the roof open.

Let us assume that the car suddenly shows a marked disinclination to reach the stopping mark at the bottom of the hill. The very first part of the mechanism to which one should devote one's attention is, obviously, the brake shoes. These may be rubbing ever so slightly, but when coasting in the manner we have described even the slightest friction at these points will be sufficient to make a decided difference to the length of the run.

Two possible causes of the trouble are stiffness in the brake-operating gear, leading to a tendency for the



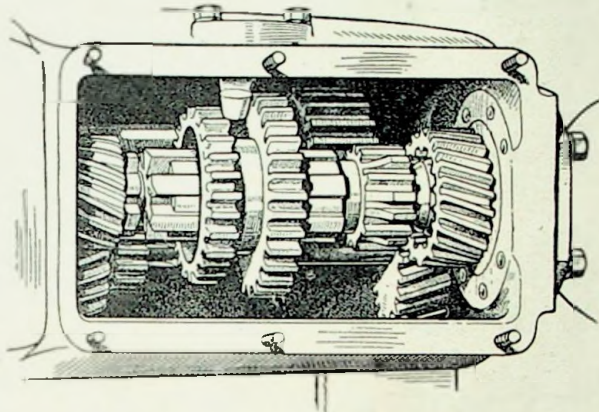
Air leaks are a prolific cause of bad running and loss of power. Points where leakage may occur are (A) flange joints, (B) inlet valve guide and (C) past the piston.

mechanism to "stay on," and weakness in the pull-off springs which connect the brake shoes. It must be remembered that even if the brake-operating gear is working smoothly the shoes themselves depend entirely on the pull-off springs to restore them to the "off" position when the brake is released. Lubrication will cure stiff connections and stronger pull-off springs may be a wise move.

To undertake work of this kind the wheels must, of course, be jacked up, and the opportunity should be taken of rotating each in turn in order to make sure that they are quite free. The rear wheels will, naturally, be harder to turn than the front ones

because of the drag of the differential, but the effort required to turn each wheel of a pair—i.e., front and back—should be the same.

A useful test is also provided by coasting downhill with the engine switched off and top gear engaged. The car will, of course, come to rest far sooner, but the test will produce valuable data as to the freedom of the working parts of the engine and the gearbox. We must, however, warn the reader that before switching on the ignition in order to start again he should, as a safeguard, allow the car to remain stationary for two or three minutes. In this way the live charges which have been pumped into the silencer will have a chance to disperse and one can expect to avoid the ear-splitting bang which may occur if this pre-



“Silent third” gearboxes—which have a second pair of constant mesh pinions—call for a careful choice of lubricant in order to prevent losses of power by “churning.”

caution is not taken. The force of an explosion of this kind has been known to burst the silencer.

The same hill may be employed for testing the power of the car, and the simplest way of going to work is to undertake a kind of timed hill-climb—preferably from a rolling start and at an initial speed which depends on the gradient of the hill.

Take, for example, a gradient of about 1 in 20. Let the car pass a given point at the bottom of the hill at 30 m.p.h. and time it to another known point, using top gear only. Theoretically, and all things being equal, the time taken for the climb on various occasions should not vary by more than a second or two. If it is materially longer a loss of engine efficiency is indicated—assuming that the car has passed the coasting test.

Curing Sluggishness.

Without going to a great deal of expense or trouble sluggishness can usually be cured. Attention may, first of all, be given to tappet clearances, which must be set according to the figures given in the instruction book, and if the car be of the overhead-valve type the rockers may be easily depressed, in turn, against the action of the spring in order to make sure that there is no tendency for a valve to stick in its guide.

Next remove the sparking plugs, clean them, adjust the points and, if it appears to be desirable, fit new C. and A. washers. The carburetter may also benefit by attention; the gauze strainer should be cleaned, the float removed and the float chamber carefully wiped out and the jets themselves cleaned. Using the appropriate spanner the induction-pipe joint should be tightened if the nuts show any signs at all of slackness.

If, following a further uphill test, there is no obvious improvement, the need for internal investigation is indicated, and the most likely cause of the trouble is a loss of compression. With a new car, however, the probability of this is remote; with an old car it is most likely the root cause of the trouble. The remedy

can be described simply in a few words, but is not so easy to carry out unless the work be entrusted to a reputable repairer. It consists in withdrawing the pistons, freeing the rings and, if necessary, fitting new rings.

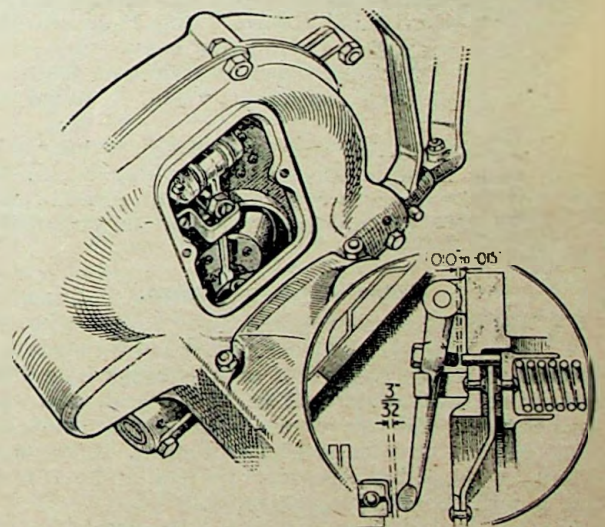
The opportunity should also be taken of cleaning the combustion head, the top of the pistons and underneath side of the crown; in extreme cases it may be necessary to have the cylinders rebored and to fit oversize pistons.

Although modern clutches are above suspicion it is not unlikely that the efforts of an amateur to carry out adjustments may result in a clutch which tends to slip when the car is pulling hard in top gear, as it would be on the hill we have in mind. Moreover, the slip might be so imperceptible as to escape the notice of a novice. It pays, therefore, very carefully to go over the clutch mechanism and to make sure that there is the necessary backlash between the withdrawal mechanism and the toggle arms of the clutch.

Losses by “Churning.”

There are two other possible sources of loss of power—namely, the gearbox and the back axle. If the gearbox of an old car tends to throw out the oil there may be a temptation to use a grease, even a thick grease. This, obviously, must have a definitely retarding effect, as the gear wheels are continually churning up the grease as they rotate. The same applies to the back axle—and very forcibly in the case of an old car, because if at any time lubricant shows a tendency to work through on to the brake drums the obvious remedy is to use a thickish grease. In a case of this kind it is probably far better to put up with the very slight loss of power that may result than to continue to use a thin lubricant and suffer the disadvantage of poor brakes.

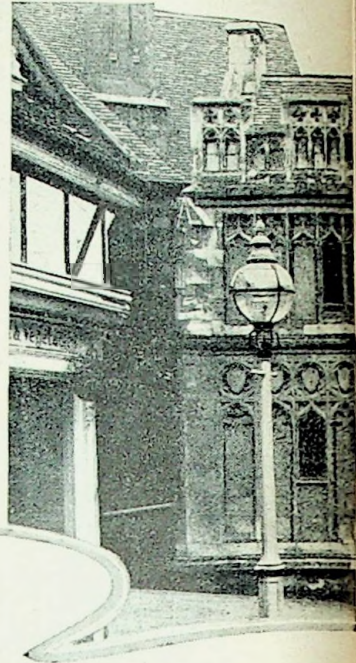
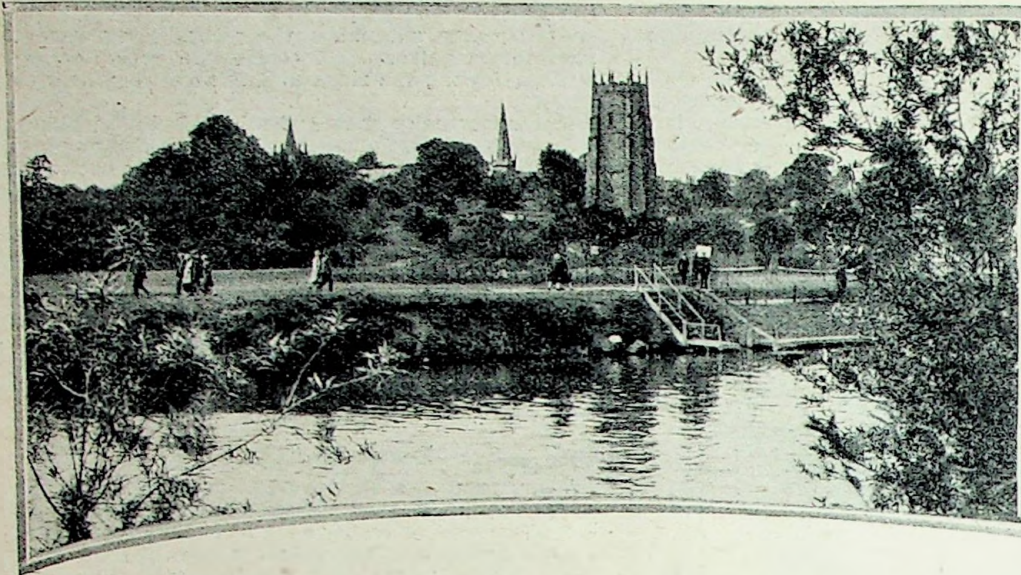
Incidentally, a compromise sometimes may be effected if the gearbox is never filled beyond a point about 1 in. below its normal level, but in this case a watchful eye must be kept on it and the level must not be



A modern plate clutch (Morris Minor), showing the actual working clearances required.

allowed to fall to any great extent. A fluid lubricant may be used or one that rapidly becomes fluid when slightly warmed.

In broad outline these are a few of the straightforward tests which can be applied to trace loss of power, and the foregoing remarks will, it is hoped, indicate to readers the lines upon which it is best to proceed. Particular emphasis is laid on the value of the coasting and hill-climbing tests; they provide a fund of valuable data.



RICH MIXTURE

Light Car Comment and Advice

by *Focus*

Roads to Whipsnade.

A FEW days ago I paid a visit to the new Zoo at Whipsnade, where, following a traffic debacle when it was first opened, arrangements have now been made for receiving huge crowds. The roads for miles around are beautifully sign-posted, and a big effort has clearly been made to keep traffic flowing continuously and to avoid all congestion.

I advise everyone who goes there to be ready with their most comfortable marching boots, because the Zoo covers a great deal of ground, and to explore it fully one has to be on the tramp for several hours.

Petrol—8½d. a Gallon.

WHATEVER their game may be (if there is one), we were all very pleased to welcome the petrol combine's price cut of a penny which took effect last Saturday. At 1s. 2½d. petrol, however, has not reached the lowest price it has been, for that distinction was obtained in April, 1928, when Combine No. 1 brands were 1s. 0½d. The following month—the 4d. duty came on.

At the present price of 1s. 2½d., less 6d. tax, petrol is netting for the oil companies a much lower figure than ever before. One cannot help feeling that it would be absurdly optimistic to expect such a very low figure to continue to hold good for long. After one deducts the retailer's profits and the cost of delivering to him and of bringing the spirit to our shores and refining it, there seems to be nothing left, and I cannot imagine that the folk who get the stuff out of the ground in the first place will be content for very long to do so for nothing. Already, in fact, there are rumours regarding price increases.

B22

A Disc-wheel Come Back?

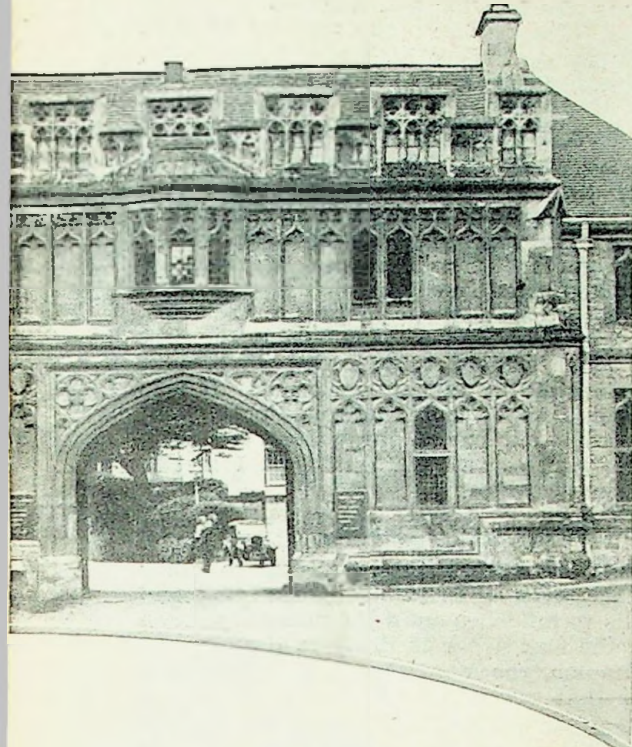
FOR how much longer, I wonder, will the wire wheel retain its great popularity? We all know that it is the very dickens of a job to keep clean, but that on most other counts it scores over its various rivals. I doubt, however, whether its aesthetic and practical advantages will enable it to retain its supremacy indefinitely.

The pressed-steel spoked wheel such as the Sankey had a good innings and, to retain the cricket analogy, knocked up an excellent score. It is an easy type of wheel to clean and possesses many advantages. The disc wheel, too, deserves to be in a better position than it occupies at the present time as the virtual monopoly of one make of light car. At the Paris Show last year disc wheels were to be seen on a score of stands. Are they coming back? Painted a bright colour and with a chromium-plated hub and rim a disc wheel can look extremely smart.

Twelve Punctures At Once.

A COLLEAGUE tells me a record story of punctures. One of the rear tyres of a test car he was driving recently punctured in a busy street where there is a single tram track. Not wishing to cause an obstruction, he drove into the nearest side street—a matter of perhaps 100 yards—and proceeded to change the wheel.

The next morning he left the wheel at his local garage for the puncture to be repaired, and arranged to call for it at mid-day. Arriving a little late, he found the mechanic still on the job, whilst placed at intervals round the tube were nine little patches. The mechanic pointed to the cause of the trouble, a splinter of tramline about



IN WORCESTERSHIRE.

(Left to right) Evesham, as seen from the banks of the River Avon; the 15th-century Abbey gate, now an estate office at Malvern; and the famous wool market at Chipping Campden.

2 ins. long, and explained that whilst the car had been driven with the tyre flat it had pierced something more than a dozen holes.

When a Tyre Goes Flat.

THE moral pointed by this experience is that running a car with a soft tyre even for a very short distance may very well lead to the tube having to be scrapped, for it is not everyone who likes to run a tube with more than two or three patches on it.

Punctures nowadays, of course, are far more inclined to ruin a tube than in the old days of beaded-edged tyres. Admittedly the latter sometimes blew completely off the rim and entirely ruined the tube, a practice to which wired-on tyres are not addicted, but in the ordinary course of events one could drive quite a distance on them at a slow speed when soft without much harm to the tube being done. With a modern cover I find that unless one slows down extremely steadily and changes the wheel at once, a puncture often leads to the tube becoming a "write-off."

The Ideal Tyre Valve.

FOR more than half a dozen years the tyre companies have been telling us how important it is to keep our pressures right, and the Schrader folk have been exhorting us to use their gauge at frequent intervals. Most of us have fallen into the Friday night habit, and there is no doubt at all that nowadays we all consider tyre pressures

to be of far greater importance than in the old high-pressure days. I think it could fairly be said that car users are playing their part well (and reaping their due reward), and that the next move is with the tyre and valve people.

We want the 20 minutes which it takes to adjust the pressures in a set of five tyres cut down to 10 minutes, or preferably five minutes. We want, furthermore, to be able to do the whole job without using any tools; the hexagon nut on which the valve cup butts theoretically needs a spanner on it only when the tube is being taken out, but actually I find it often tends to come off with the cap. The ideal tyre valve would have only one cap instead of two, and this lone cap would either press on or have a bayonet fixing.

A Great Time Saver.

WHILST writing about tyre inflation I must put in a good word for the Bristol Combined Tyre Tester and Pump Gauge, which I bought just over two years ago for 10s. This takes the form of a dial gauge, which fits on the end of the tyre pump connection with a non-return valve interposed. Its nozzle is instantly attached to the tyre valve and contains a pin which keeps the tyre valve plunger depressed. Thus as soon as one attaches the pump connection to the tyre valve the gauge shows the true pressure in the tube, and continues to record the true pressure in the tube whilst one is pumping.

A few days ago I tested this gauge to see whether it was retaining its accuracy, and found it just as true as on the day I purchased it. It is a great time saver, and its makers, Bristol Pneumatic Tools, Ltd., Fishponds, Bristol, should do well with it.

The A.A. Hotels.

THERE was a good deal of discussion concerning "appointed" hotels at the annual meeting of the A.A. last week. In all, the Association has inspected, classified and appointed over 2,500 hotels in Great Britain and Ireland, and during the past 12 months 400 applications for appointment were received, of which 200 were granted, 162 refused and the balance deferred.

I was pleased to learn that the Association is still pressing hotel proprietors to have bedroom charges made inclusive of the use of a bath, and that 800 A.A. hotels have adopted this principle. One of the members present suggested that the A.A. should scrap its existing hotel lists and instead publish a list giving exhaustive details concerning every hotel enumerated.

In the "Guide Michelin."

THE plan followed by the French "Guide Michelin" in connection with hotels is a very good one, albeit somewhat cryptic. By referring to the list of abbreviations and cabalistic signs, however, one is able to ascertain readily the class of an hotel and the following information concerning it:—Its position on a street plan in the book, the price of all meals and rooms, the charge for boarding a chauffeur, the amount of the luxury tax, the number of rooms in the hotel, the number

of bathrooms, the location and size of the garage and the cost of garaging. The number of lifts and particulars regarding hot-water installation, sanitary arrangements and so forth are also given.

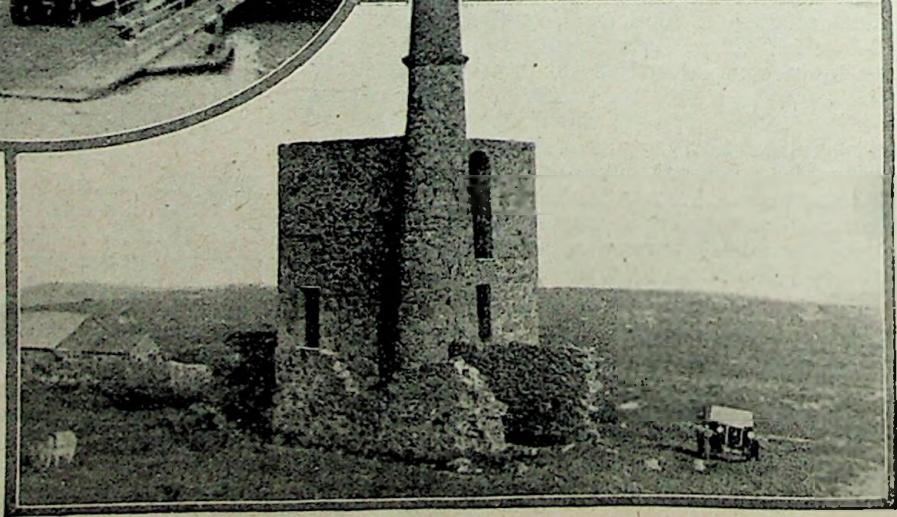
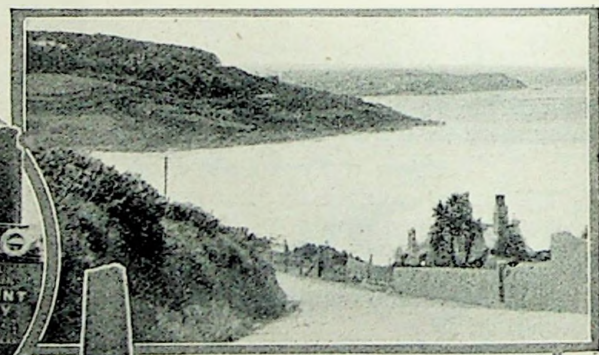
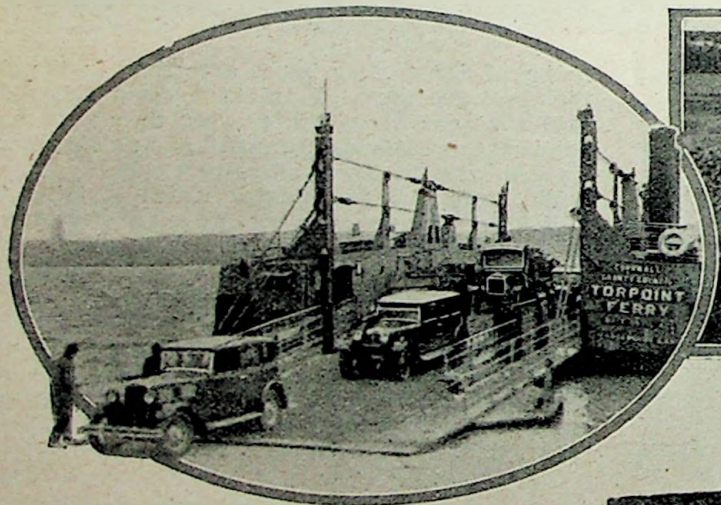
In the British "Alps."

IS there anywhere in Britain where "Alpine" motoring can be enjoyed? Tornapress and Applecross, in Scotland, in my opinion, come very close to it, whilst I remember driving a lively little car over the Pennines from Penrith to Hexham, by way of Alston, and meeting many conditions closely akin to those one encounters in the Alps. It was a very enjoyable run, particularly the first part of it, which includes quite a long climb, with a very fair sprinkling of hair-pin bends. It was in the spring, I think, and there was practically no other traffic—one car, a large flock of sheep, and a pedestrian or two were all that I met in some ten miles.

Why Altitude Kills.

ONE has to be careful, however, not to allow experiences even on Britain's highest roads and longest pulls to influence one's judgment too much concerning the way a car is likely to perform on, say, the Simplon, the Mont Cenis, that terror the Forclaz, or that unholy terror the Glandon.

It is the great altitude and the consequent reduced atmospheric pressure which kills a car in the Alps. Not only is the weight of each charge of mixture reduced, but its petrol-air ratio is upset. And there is not only the long grind to make the water boil—it boils, in any case, at a much lower temperature than at ground-level.



A 15-minute service on the Plymouth-Torpoint ferry (in oval) is now being worked and a new and larger boat will soon be put into use. The coves depicted (above, right) are at Cartis Bay, Cornwall, where the safest bathing in the country can be enjoyed. (Right) The remains of an old Cornish tin mine.

NEWNHAMS

Annual Stocktaking

SALE

Here are a few suggestions!

All cars over £100 fully guaranteed

	Sale Price
AUSTIN, 1931, 7 h.p., Sports two-seater. Dark blue. Particularly pretty little car. Usual price £108	£89
AUSTIN, 1931, 7 h.p., sliding roof saloon. Black and red. Moderate mileage and very attractive. List price £135	£99
AUSTIN, 1930, 7 h.p., Swallow sports saloon. Dual grey. Small mileage only. Usual price £128	£110
AUSTIN, 1929, 7 h.p., "Wydor" fabric saloon. Maroon. Smart appearance and absolutely sound. Usual price £69	£59
JOWETT, 1929, 7 1/2 h.p., fabric saloon. Brown. Very nice order. Usual price £78	£68
MORRIS MINOR, 1930, 8 h.p., fabric saloon. Smart and generally attractive. Usual price £82	£69
ROVER, 1930, 10 1/25 h.p., opening roof saloon. Blue and cream. Exceptionally nice order. Usual price £145	£125
SINGER, 1931, 8 h.p., coachbuilt sliding roof saloon. Brown and cream. Beautiful condition. List price £150	£118
SINGER, 1931, 8 h.p., four-seater. Dual brown. Moderate mileage and in exceptional condition. List price £130	£99
SINGER, 1930, 8 h.p., coachbuilt sliding roof saloon. Black with cream wire wheels. Beautiful little car. Usual price £98	£89
STANDARD, 1931, "Big Nine," two-seater and dickey. Mileage under 500. List price £195	£175
STANDARD, 1931, "Big Nine," sliding roof saloon. Dual colours. Exceptional value. Usual price £185	£159
STANDARD, 1930, 9 h.p., "Teignmouth" sliding roof saloon. Black with cream wire wheels. One owner. Usual price £145	£125
STANDARD, 1929, 9 h.p., "Teignmouth" sliding roof saloon. Blue. Exceptional order. Usual price £115	£99
SWIFT, 1930, 10 h.p., "Paladin" coachbuilt saloon. Brown. Wire wheels and several extras. One owner. Usual price £148	£128
SWIFT, 1930, 10 h.p., Drophead coupe. Dual colours. Beautiful condition. Usual price £145	£128
SWIFT, 1929, 10 h.p., "Paladin" coachbuilt sliding roof saloon. Black with red wire wheels. Distinctive appearance. Usual price £118	£105
TRIUMPH, 1931, Super, 7 h.p., two-seater and dickey. Dual grey. Beautiful condition. Usual price £135	£115

Over 100 others await your examination and trial.



THE HALL MARK
OF A GOOD CAR.

JULY
18th
to
AUG
1st

of

Shop - Soiled,
Demonstration
and
Used Motor Cars

All

Prices Reduced

THE motor car is the most ubiquitous servant mankind has ever known. Whether for business, recreation, social calls or merely as a means of transport, it is invaluable and a wonderful saver in time, money and temper. Surely with the brighter weather, cheerful stock markets and improving business generally, you cannot afford to deprive yourself a single day longer of the pleasures of ownership.

A wealth of bargains awaits your inspection in our huge showrooms, and, if you are already a motorist, generous Part Exchange and private self-financed Hire Purchase terms are gladly arranged anywhere in Great Britain and instant delivery is assured.

Illustrated Sale catalogue sent free on request.

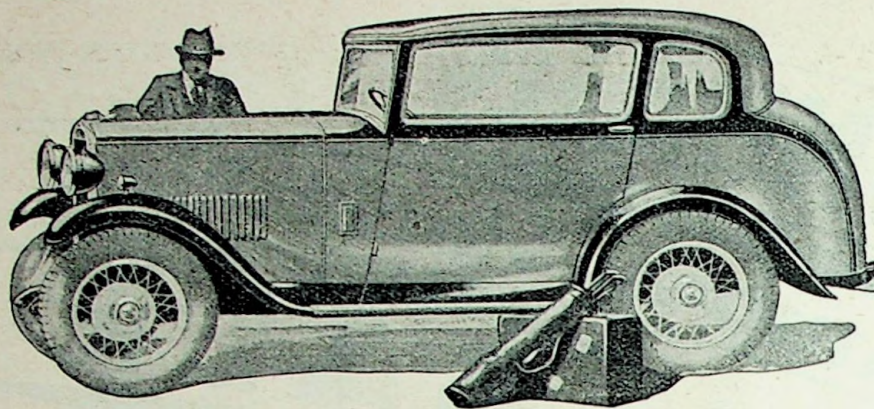
NEWNHAMS

Newnham House, 237, Hammersmith Rd., W.6.

Branches at: 164-166, Fulham Palace Road, W.6.
136-138, Streatham Hill, S.W.2.

Open 9 a.m. to 9 p.m. (except Sundays).

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



THE added comfort, safety and economy of Triumph motoring—all make a very definite appeal to the family man.

Deep, air-cushioned seats, the perfectly appointed interior, hydraulic brakes and safety glass ensure comfort, confidence and absolute peace of mind.

Soundly designed and conscientiously constructed, Triumph is indeed the finest small car in the world.

There are Super Seven Saloons from £159 10s. Scorpion 6 cylinder models from £220.

Write to-day for the catalogue of Triumph Cars.

TRIUMPH CARS

The finest small cars
in the world.



Lucas Electrical Equipment and Dunlop Tyres standard.
TRIUMPH MOTOR COMPANY, LIMITED, COVENTRY.
London - - - 218, Gt. Portland St., W.1 (1st Floor).

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

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

COVENTRY: 6, Warwick Row
 Phone: Coventry 4775.

NORTHERN OFFICES:
 MANCHESTER: 274, Deansgate.
 Phone: Central 5432-4.

The Light Car & Cyclecar

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

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

Conducted by
 EDMUND DANGERFIELD.

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

Inland Telegrams - "Pressimus,
 Holb, London."

Cables - "Pressimus, London."

Telephone - - Clerkenwell 4000
 (Private Exchange).

Confusing Police Signals.

IN Manchester recently I have twice been in trouble through wrongly construing confusing police signals. The Manchester police wave their hands about as though they were the derelict wings of a windmill in a gale. I have avoided Manchester since." These words were used by an elderly member of the A.A. who described himself as a light car owner and who rose at the annual meeting of the A.A. last week to ask whether the Association could not help to ensure that the signals used by point-duty police conform strictly with those recommended in the Highway Code. "It would be a great assistance to all of us," he said, "if standardization could be enforced."

The words of this worthy gentleman were words which we have often used ourselves and they apply equally to many other towns than Manchester. The trouble seems to be that the police are still much too parochial in their outlook. They too often have in mind only the local population who, knowing the geography of the district and being familiar with the local customs, comply readily and understandingly with their signals. Visitors, however, from other districts can be hopelessly fogged. From the fact that police signals were standardized in the Highway Code and that there have been official recommendations in connection with road signs, white lines and so forth, it is evident that the Ministry of Transport realizes the importance of uniformity and that better times will come. The Home Office, however, should lose no time in driving home to the local police authorities the vital importance of giving signals strictly in accordance with the official recommendations of the Highway Code.

A "Motor-minded" Britain.

THE latest returns of the Commissioner of Metropolitan Police show a gratifying reduction of street accidents during the first quarter of this year as compared with the last quarter of 1930. This reduction has been hailed as a triumph for the Road Traffic Act and the motoring police. In our opinion, however, the real reason lies deeper than the mere passing of an Act of Parliament or the introduction of mobile police. We feel that the recent increase in road safety is the culmina-

tion of years of gradual education in highway behaviour and it marks, we hope, the beginning of a new era in which every road user will at last come to realize his responsibilities in the modern scheme of things.

The difficulty in the past has been that the motor vehicle has been a newcomer—an interloper, in fact, in the minds of many; its presence has been resented and its speed distrusted. As a result, other road users have been

inclined to "stick up" for what they have termed their "rights," irrespective of whether these so-called "rights" were consistent with either courtesy or safety; and so long as you have ill-feeling on the road, so you will have danger. Now, however, the mind of the public has begun to catch up with the increase in traffic and, with the prominent symbol of the Road Traffic Act before them, road users in general have made a determined effort to fall in with modern conditions. The public is, in fact, becoming "motor minded."

The Relay Race.

WE are not directly concerned with 'improving the breed,' we are out to provide our members and the general public with a thoroughly amusing and instructive afternoon's sport, with as small a toll as possible on the competing machines, as small a call as possible on the entrants' purses and as big a chance as possible of every driver carrying off some kind of memento of the event."

In these words the hon. organizer of The Light Car Club's Relay Grand Prix—which will take place at Brooklands to-morrow—summed up the policy which has guided the club in the promotion of the race, and nobody will join issue with him in such a praiseworthy attempt. As to improving the breed, this is a process which will always go on automatically whilst racing lasts, and in this connection it is interesting to observe that one well-known marque is being given its trial run in improved form in the race. Apart from improvements to the breed, however, every true sportsman will uphold the policy of The Light Car Club. Long-distance racing at Brooklands is usually a stern business, and is generally beyond the means of amateur enthusiasts. In conceiving the idea of the Relay Race, the club has filled a need and has set its mark on the history of track racing.

TECHNICAL ASPECTS

IS PRESSURE-FED
LUBRICATION IDEAL?

By L. MANTELL

Theoretical and Practical Reasons Why the Splash
System may be Better for Touring Engines

I HAVE an awful confession to make; putting aside racing and competition engines which are rather in a class by themselves, I have come to the conclusion, after a long series of observations and comparisons, that I do not like pressure-fed oiling for touring engines. I mentioned my seemingly retrograde sentiments a few days ago to an engineer of some repute in the competition world and waited for the storm.

"My dear fellow," he spluttered in horrified amazement, then, after pausing to grasp more fully the enormity of my utterance—"My dear fellow—why your big-ends wouldn't last *three laps!*"

And there we have, in a few words, where, in my opinion, lies the main fallacy of the reasoning, i.e., judging the success or otherwise of oiling systems in terms of "laps."

Leaving racing conditions out of the question, who wants to impose upon his engine the severe and prolonged stresses represented by "three laps"? In fact, how many stretches of road are there in England where a car could be kept "all out" for 8½ miles or, indeed, for half of this distance?

I branched my anti-pressure-fed heresy a short time back to an eminent and up-to-date engine designer with equally interesting but, in this case, less expected results.

* * *

"Really," he commenced, wagging a reproving finger at me, "you mustn't say such things." Then, after nervously looking round to see that no one was listening, he continued, sotto voce, "I must say that, properly applied, I have a sneaking regard for splash-feed lubrication myself—not for the haphazard and slap-dash methods ordinarily employed," he impressed, "but for correctly designed oiling arrangements." And so I am emboldened to put myself up to be shot at.

Before, however, preparing to read me, listen first to my defence of such views. I have seen a great many engines stripped for examination of their bearings and have heard the results of many more such examinations, but rarely have I seen or heard of a pressure-fed assembly that was not more or less scratched and scored either on the bearing or on the journal, and equally rarely have I seen a splash-fed one that was not of almost mirror-like smoothness.

The reasons appear to be obvious. Pressure-fed oil in which the whole of the sump contents are forced through the system demands exceedingly com-

plete filtration or small particles of gritty matter will inevitably find their way into the bearings, which, in fact, they generally appear to do with all ordinary production methods of filtering.

In so-called splash lubrication, however, this does not occur, for oiling here is not really by splash at all but by "fog," which word alone is sufficient to convey the almost absolute freedom of the oil from solid particles or sludge which is the curse of pressure feeding.

Twice in the past month have I seen big-end seizures on well-known pressure-fed engines which were found to be due to the oil-ways in the crankshaft being choked with almost impalpable sludge which defied the filter. Cleaning such parts periodically is impossible, involving as it generally does removal of the crankshaft itself.

Then again, consider the question of upper cylinder and ring wear. A splash-fed engine produces oil "fling" from the commencement after starting from cold, but not so a pressure-fed unit, especially with tightish big-end bearings and thick oil. Here, for quite a considerable time after starting, there is virtually no "fling" worth speaking of and the upper "internals" of the engine rely during that period upon such oil film as may have remained over from the last run, and this, by the way, is generally washed off, particularly in the winter time, by the surplus of petrol induced by over-strangulation.

* * *

I had often wondered just how far one had to drive a pressure-fed car from cold before top oiling was in full swing and the last time my combustion head was off for decoking I made the following interesting experiment. I arranged to carry out the decoking first thing in the morning, the car having been put to bed the night before after a perfectly normal run of reasonable distance and at average speeds; the intention being to leave a normal oil film after stopping. To insure a correct observation I had refrained on the previous fill-up from adding my usual allowance of upper-cylinder lubricant to the petrol.

I then started up, using the strangler in an average manner and drove out and back one mile each direction, again being careful to treat the engine in a perfectly normal way. On arriving back it was instantly stopped, after which I drained off the water, removed the head and with clean fingers and a strong glass proceeded to note the condition of the upper walls as regards the

amount of oil present after about five minutes running from cold.

I certainly did not expect to find much, but I was horrified to find practically none at all.

It is only fair to add that my bearings are particularly well fitting and that I use a thickish oil; probably with sloppy big-ends and a thin oil things might have been otherwise.

I do not wish it to be inferred from this that I favour reversion to the old-fashioned and, to my mind, ridiculous methods of providing adequate big-end feed by star-channelling the upper half of the bearing and drilling through to the outside, then drilling another hole in the lower half behind the oil dipper and such-like "antediluvianisms."

How the older designers can ever have considered such methods to be effective I cannot imagine. Cutting channels or holes of any sort either in the top or bottom halves of big-end bearings appears to me to be a procedure in direct opposition to all ordinary reasoning.

* * *

First of all the major loading is carried on these two faces, therefore a maximum, and an unbroken surface is mechanically called for. Preservation of an unbroken oil film is an evident essential and yet not only does one generally find the bearing face star-channelled, which reduces the surface area and breaks the film but, in addition, convenient holes are provided through which the oil can be *squeezed out* when the pressure comes on. Obviously, we must provide entrances for the oil and also spreading channels, but equally obviously *not* at these points.

I have been privileged to see careful research experiments which show that the correct and only place for oil channelling is at the sides of the bearings, where the upper and lower halves meet and where, in pressure-fed assemblies, grooves are provided and generally termed "dirt" or "sludge grooves."

There is no heavy loading here and quite large-capacity spaces can therefore be safely made. They can be adequately supplied by two large holes placed at the top, one on each face of the H-section of the con. rod, where it joins the cage housings and large communicating ducts can be cut—not on the bearing surface but *between* the cage and its housing, through which adequate supplies will reach the grooves.

If, now, the Michellé system of easing off the trailing face of the groove in relation to the directional movement of the journal surface is used, an adequate and unbroken oil film is assured.

JULY 24, 1931.

The Light Car 15
& Cyclecar

THE IDEAL SPORTS CAR

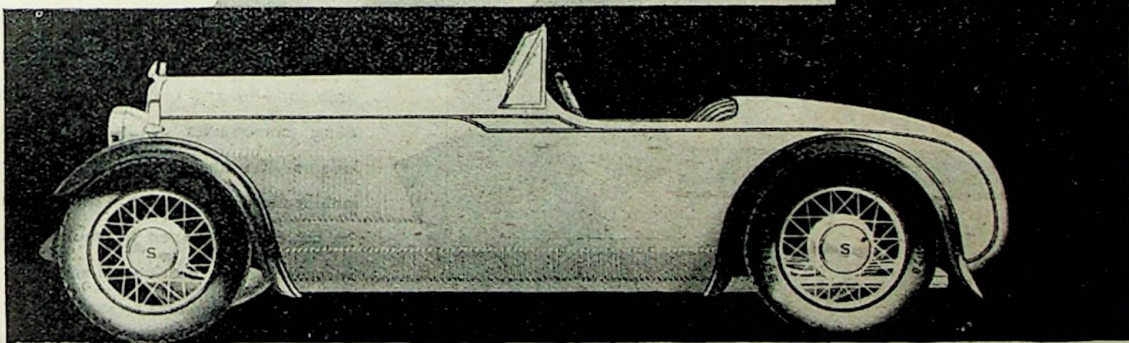
Here is the car which is universally acknowledged to be the most beautiful Sports car in the World—

Combined with this distinction you get, in the "Hornet" Swallow, a model capable of 70 m.p.h., startling acceleration, perfect ease of control at all speeds and full weather protection. The finish is that which only a specialized Coach-builder knows how to give.

Illustrated catalogue sent free on request.

The Wolseley Hornet, 6-cyl., 12 h.p., Swallow 2-str. Sports.

£220



SWALLOW

EXCLUSIVE COACHWORK

Swallow Distributors for Southern England,
HENLY HOUSE, EUSTON RD.,
N.W.1.
Museum 7734 (30 lines).

HENLYS

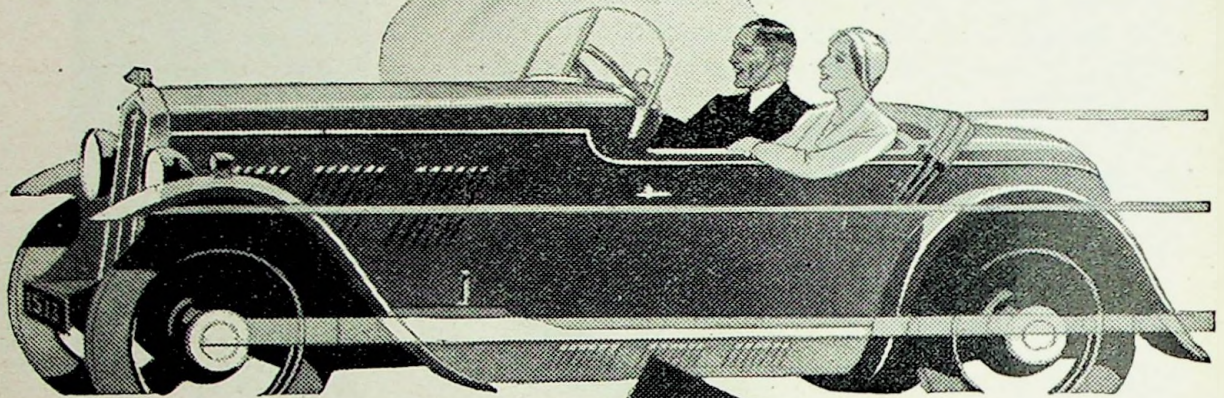
DEVONSHIRE HOUSE,
PICCADILLY, W.1.
Grosvenor 2271.

Branches throughout London, Manchester, Bristol and Bournemouth.

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

SPEED

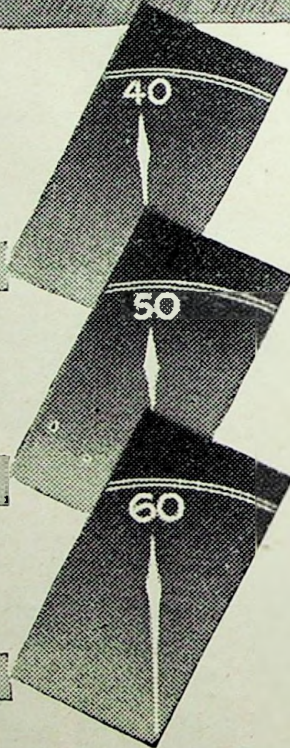
EFFORTLESS • EXHILARATING



FROM THE STAID FORTIES

THROUGH THE SMOOTH FIFTIES

TO THE SWIFT SIXTIES •



Rapid, effortless acceleration characterises this marvellous Hornet Two-seater. From 40 to 60 or 70 miles per hour is a matter of very few seconds. Its remarkable road-holding qualities—the fascinating smoothness of its six-cylinder engine—the luxurious comfort of its pneumatic upholstery—the efficiency of its powerful Lockheed hydraulic brakes—make it a joy to drive. Its smart sporting lines and fine finish appeal irresistibly to the eye. You must try this wonderful Two-seater.

PRICES FROM
£198

T H E W O L S E L E Y

HORNET

S I X C Y L I N D E R

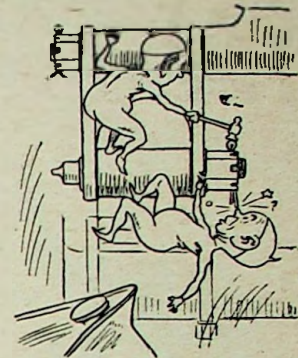
WOLSELEY MOTORS (1927) LTD., WARD END, BIRMINGHAM.

(Governing Director: Sir William R. Morris, Bt.)



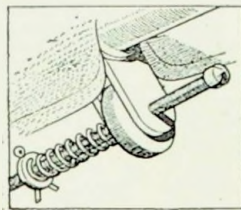
IDEAS

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



Singer Slow-running Control.

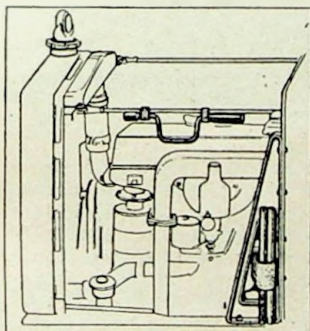
ON 1931 Singer Junior cars the idling speed of the engine is set by turning a knurled nut working on a rod connected with the throttle. During normal running it happens sometimes that vibration will cause the nut to turn, thus disturbing the slow-running setting. The slotted bracket in which the nut fits is not wide enough to accommodate a spring washer, but a very effective vibration-damping device can be made by fitting a small helical spring over the rod and securing it in position by means of a flat steel washer backed up by a split pin passed through



a hole drilled in the rod. The arrangement is made clear in the accompanying sketch.

Morris Minor Tools.

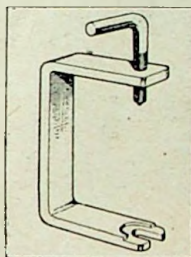
THE tool locker on the Morris Minor is arranged under the passenger's seat, and although this is quite satisfactory in the normal way, it has the one disadvantage that the passenger has to be disturbed should a wheel have to be changed during a journey. It is quite a good idea, therefore, to arrange for carrying the jack, pump and wheel brace under the bonnet. As owners of these cars are aware, the dash is supported on each side by a triangular pressed-steel bracket with a hole in the centre, and these brackets are excellent for accommodating the jack and pump. The jack can be rested on



the engine bearer and a stout rubber band passed round it and threaded through the hole in the bracket; the handle can then be slipped into the loop which will protrude on the opposite side of the bracket. Exactly the same principle can be used on the other bracket to accommodate the pump. Stout rubber bands cut from an old inner tube will be found to serve the purpose admirably and will hold the tools secure without permitting them to rattle. So far as the wheel brace is concerned, all that is required is to loop two smaller rubber bands on to one of the radiator tie rods, one end of the brace being slipped through each band, as shown in the accompanying sketch. Besides overcoming the trouble of disturbing the passengers when a wheel has to be changed, this idea also has the merit of leaving additional space in the tool locker.

Removing Standard Nine Valves.

THE valve-spring lifter supplied in the tool kit of the Standard Nine is very easy to use but is apt sometimes to jam on the spring collar. A recess is machined in the slotted end of the tool and it is in this that the collar may stick, thus making it difficult to disengage the lifter after the valve cotter is removed. The trouble may be obviated by filing down the sides of the recessed portion, as shown in the accompanying sketch. The lifter will have no tendency to slide off the collar when compressing the spring, but it can easily be withdrawn when the screw is slacked off. When using the valve lifter it is a good plan to put a spot of oil on the point of the screw and on the threaded portion.

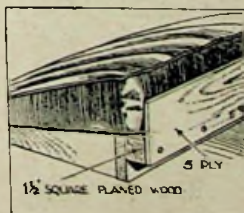


Cleaning Leather Hoods.

IT is not always an easy matter to make a good job of cleaning a leather hood. Dust finds its way into the grain, and even careful washing and rubbing down with a leather may not remove the greyish stains which show up in a very marked fashion when the hood dries after washing. Something more effective than water is really needed to clean the leather grain, and a good cleanser is a mixture of black shoe polish and olive oil. Mix the polish and oil to form a thin paste and rub this well into the grain of the leather. A clean, shiny, black appearance will result.

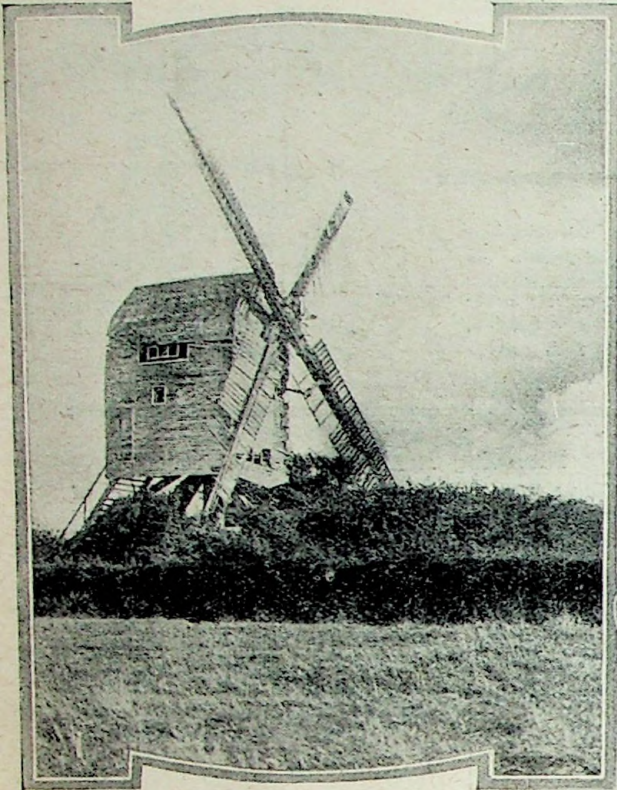
Jowett Seat Cushions.

THE seat cushion on the 1925-26 Jowett has a tendency to work forward, with the consequence that the driver finds himself sitting on the thin and practically unsprung back part of the cushion. A simple method of holding the cushion in position is to fit a wood fillet along the front of the seat ramp. The materials required are a piece of 1½-in. square planed wood 1 ft. 9 ins. long, a piece of five-ply wood, 1 ft. 9 ins. long by 3½ ins. wide, four 2½-in. and four 1-in. wood screws. The length of square timber is screwed along the front of the existing seat ramp flush with the top edge, using the 2½-in. screws, whilst the five-ply strip is secured with the four 1-in. screws to the front face of the square batten. The arrangement is made quite clear in the sketch and if the wood be given a coat of stain it will look quite neat.

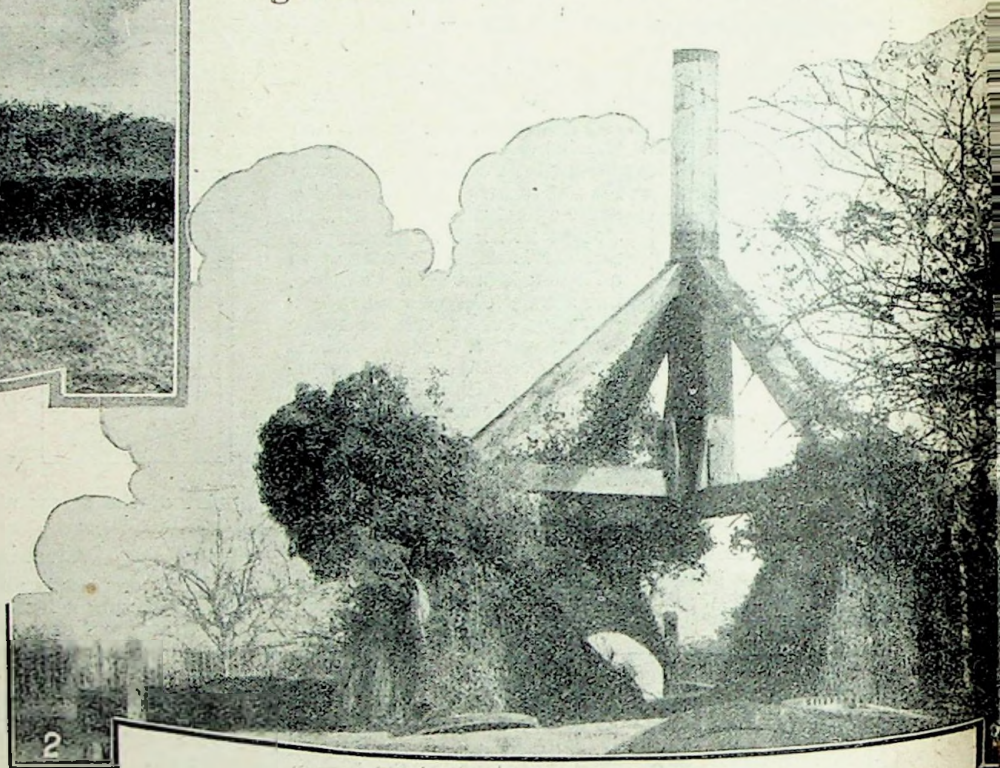


COLLECTING

Old Mills Can Often be Caught by the Camera and Make a Delightful Collection for an Album



(1) Ashurst Mill as it was a season or two ago and (2) all that remains to-day; the ravages of the weather have served to reveal its construction. (3) Shiremark Mill on the borders of Surrey and Sussex is a good example of the "smock" type of mill which belongs to the early 18th century.



MOST hobbies become ten times more enjoyable when hunted in a good car, but perhaps the most perfect of all such partnerships is that of car and camera. To be both a keen motorist and an enthusiastic photographer is to hold the key to a life-long source of pleasure and interest, limited only by the amount of time that can be given to it.

Of the innumerable subjects which the open road offers at every turn of every way, our old windmills stand high in the scale for other qualities besides their obvious pictorial value. They are, in fact, worth a good deal more attention than they usually get from passers-by, and to a photographer they offer the chance of making an interesting and beautiful collection showing the different types once in common use. Only there is no time to be lost, for every storm claims fresh victims among the picturesque derelicts still remaining.

Ashurst Mill, said to be the oldest in Sussex, was, for example, blown clean off its post in a gale a year or two back. It is a loss to the landscape, but the skeleton that is left is exceedingly interesting, for the mill belonged to the original type—a "post and socket" mill, in which the whole mill was hung on a central post and turned by means of a heavy timber tail according to the direction of the wind.

B32

At Ashurst, as the ground is flat, the post itself was raised on solid piles built of brick; this is a very unusual arrangement, for in most mills of this kind the post was planted deep in the ground, or in some cases a growing tree was utilized for the purpose. The men who built this post managed to make a very insecure-looking arrangement stand the strain of the labouring mill for some two hundred years; and even when the end came at last the post stood firm on its brick foundations.

The next stage in windmill design came early in the eighteenth century, when it occurred to someone that it was really a great waste of energy to turn a whole mill, with all its weight of stones and wheels, in order to get the sails into line with the wind, when all that was really necessary was to move the upper part to which the sails were fixed. So "smock" and "frock" mills were built, with their skirts reaching right down to the ground and firmly and immovably fixed on it, while a rotating cupola carried the sails—"mills with versatile tops," as they are described in old records.

Of this type is the famous windmill at Rottingdean—famous in smuggling days for holding more things than corn in its storehouse—and a beautiful mill called Shiremark that stands on the boundary between Surrey and Sussex.

G WINDMILLS

By
Mary Cranfield

But, even with a "versatile top" to his mill, the miller had still to watch the changing wind and make haste to pull the sails round to meet it by means of hanging chains. It was in 1750 that a Scot named Andrew Meikle invented the small flywheel set at the back of the cupola, which from that time solved the greatest of the miller's problems. Turning at right angles to the sails, a simple arrangement of cog wheels enabled the wind to do its own work automatically, and from that date the flywheel became an essential part of every windmill.

It would be interesting, and valuable as a record, to collect photographs of the different types in one county,

as there are considerable local variations. The illustrations used all come from Sussex, and are the result of many delightful runs with a car and a camera which have long been inseparable.

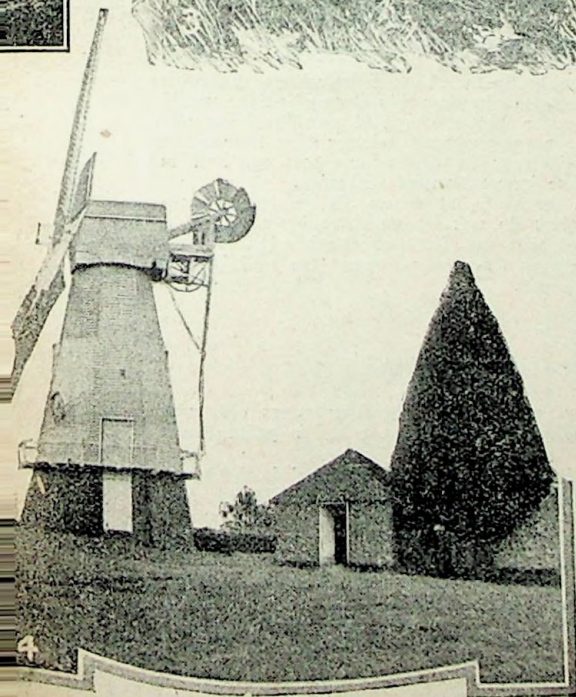
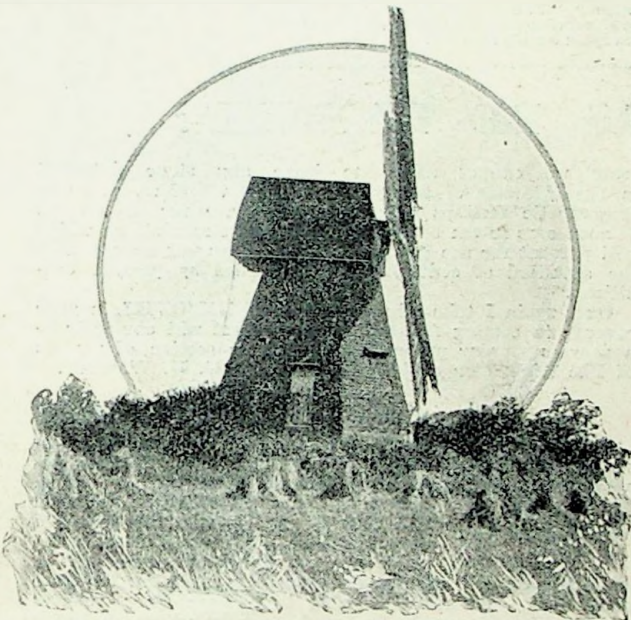
But there is more in a windmill than can be seen from the outside. Even in those long unused, much of the old wooden machinery is still in place; the great wheel with its cogs of hornbeam or some other wood chosen for its hardness; the shafts and gears that once carried the power of the wind to various parts of the mill: perhaps even the miller's "damsel," or small lever which regulated the flow of grain, and whose name is responsible for so much romance in song and story.

Indeed, romance of all kinds is not wanting in these deserted mills, once the busy centres of the prosperous agricultural life surrounding them. If, in our wanderings, we have the good fortune to find and talk to a miller of the old times—and some are left even now—we shall hear many things that sound strange to modern ears.

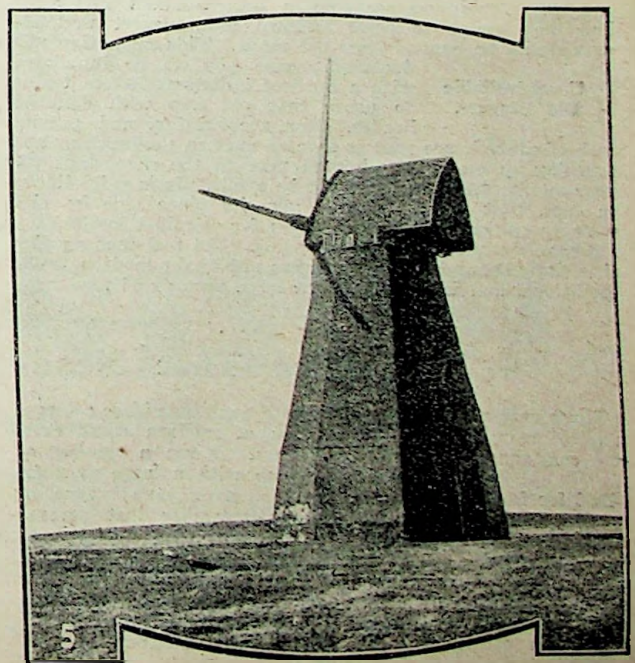
Waiting for the Wind.

He will tell, if he is in a talkative mood, of long days of enforced idleness with pressing work waiting to be done, when no breeze came to stir the sails, and the stores of unground corn grew even larger; then, perhaps, the sound of rising wind heard in the night would call the miller from his comfortable bed, to spend the rest of the night working his mill by the flickering light of a lantern. The wind might have been a useful servant, but it was a hard master!

Yet no well-equipped and labour-saving factory ever wins the love given to these exacting old windmills. The last sack of corn ground, the stopping of the great sails for the last time—these are not things of which any old mill hand cares to speak. There have been times long ago in England when the miller and his mill were so inseparably linked that they were even bought and sold together. Records exist of the sale of a windmill at High Salvington, near Worthing, in which the purchaser had also to pay a fixed sum per head for each of the miller's six children! Strange tales come one's way when out on a windmill hunt!



(4) Chailey Mill, which marks the centre of Sussex; the top was blown off in 1928. (5) The famous mill at Rottingdean.



Our Readers' Opinions



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

SHOULD OLD CARS BE BANNED?

A Selfish Attitude.

Your correspondent BM/OVHJ, who suggests the banning of old cars, shows himself to be a selfish person, and, reading between the lines of his letter, it seems obvious to me that he is one of the favoured few in a position to run an up-to-date car. His remarks concerning the vast improvement in clutches, brakes and acceleration which have taken place during the past few years are childish.

No, BM/OVHJ, the placing of an age ban on cars could be described only as a gross interference with the liberty of the public. Far better institute some arrangement whereby cars are examined annually and given a certificate of roadworthiness, similar in effect to the C. of A. for aircraft.

MAURICE HUDLASS.

The Suggestion Supported.

I was pleased to see that a correspondent last week had the courage to come forward and suggest that old cars should be banned from the roads. This suggestion will doubtless cause you to be inundated with a flood of indignant letters trying to prove that old cars with doubtful brakes, poor acceleration, and general lack of control, are just as safe as modern productions, and finishing up on a very human note to the effect that the poor man's pleasures must not be spoilt. It is quite likely, in fact, that my letter will take its place side by side with several such pathetic appeals for so-called justice.

That, however, is beside the point. The real fact remains that these decrepit old stagers are not fit for modern traffic conditions, and with the present large number of road acci-

idents we cannot afford to leave any stone unturned in the interests of safety. We must, therefore, put any sympathetic feelings which we may have for the owners of such cars in the background, and make regulations which will prevent the use of any car which does not comply with the standard of controllability demanded by present conditions.

Once again I take off my hat to you, BM/OVHJ, in your courage in coming forward to make what will obviously be a very unpopular proposal with a large section of readers of *The Light Car and Cyclecar*.

G. H. WATKINS.

A Harsh Measure.

I was absolutely amazed to read the letter of your correspondent, BM/OVHJ. Except for its selfishness, his view certainly seems fairly reasonable on the face of it, but surely a little thought will tell him that the people who drive the old cars which he wishes to ban from the roads are, in ninety-nine cases out of a hundred, really capable drivers; they motor for the pure love of it, and are well able to manage their vehicles safely. Were it possible, in fact, to turn up reliable statistics on the subject, I feel certain that this class of driver would be found to be far safer than the type of man (and woman) who runs a cheap, mass-produced saloon; this type often has no interest whatever in driving as driving, and is the cause of a large proportion of accidents.

No, BM/OVHJ, certainly let us do all we can to promote road safety, but do not let us start by adopting a harsh measure which will have little effect other than inflicting a grave hardship on those who are not too well blessed with this world's goods.

JUSTICE.

Bodies That Need Constant Re-touching

I was very pleased to read in your correspondence columns a letter complaining of the finish of modern small cars, and can endorse everything therein. I am a member of

Bad for Maker's Reputation. a one-make club with a large membership of the "business man" type of driver. Since September last several

of them have bought 1931 models, and without exception everyone complains of bad finish and more than half of them wish they had not parted with their old cars. On my own car, now only nine months old, the wheels have all been repainted, also the windscreen frame, and I am continually touching up rust blisters.

834

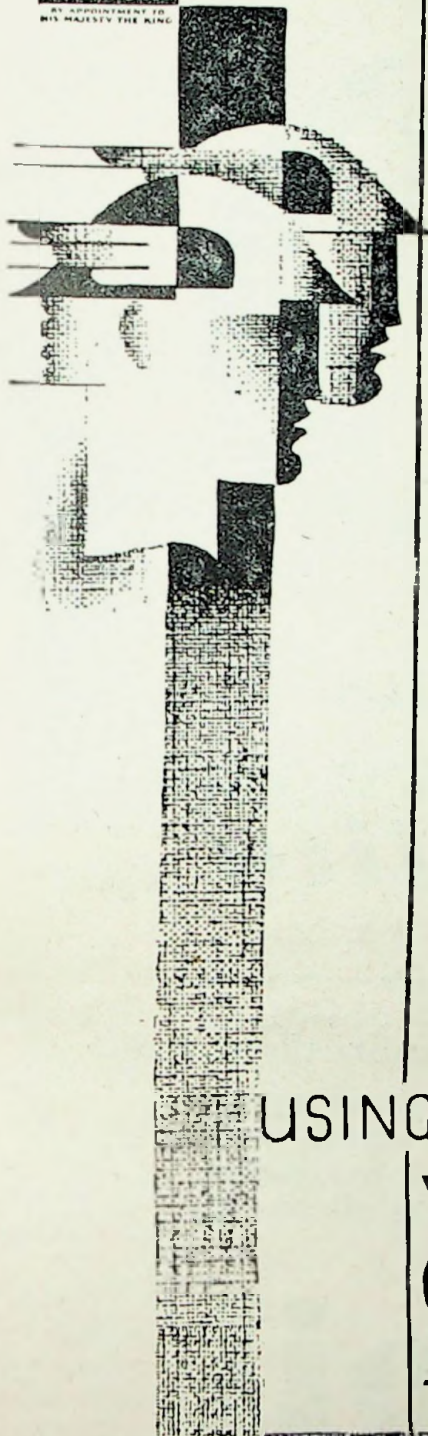
The previous car, although nearly four years old, was in splendid order when sold, and never had a paint brush near it.

Now, Mr. Manufacturer, if in this little club there are seven owners of 1931 models, all dissatisfied with finish, and several more who could afford to change to a new model but prefer to keep their old one for the same reason, surely the grouse is justified. The best advertisement is a satisfied owner, and so far as the marvellous little chassis is concerned we are, but we want better body and mudwing finish, so that we can enjoy using the car instead of spending our time painting it.

ANOTHER BUSINESS MAN.



BY APPOINTMENT TO
HIS MAJESTY THE KING



GERMAN GRAND PRIX

Nürburgring, July 19

FIRST

R. CARACCIOLA (MERCEDES
BENZ)

SECOND

L. CHIRON (BUGATTI)

THIRD

A. VARZI (BUGATTI)

USING the Product of an All-British Firm

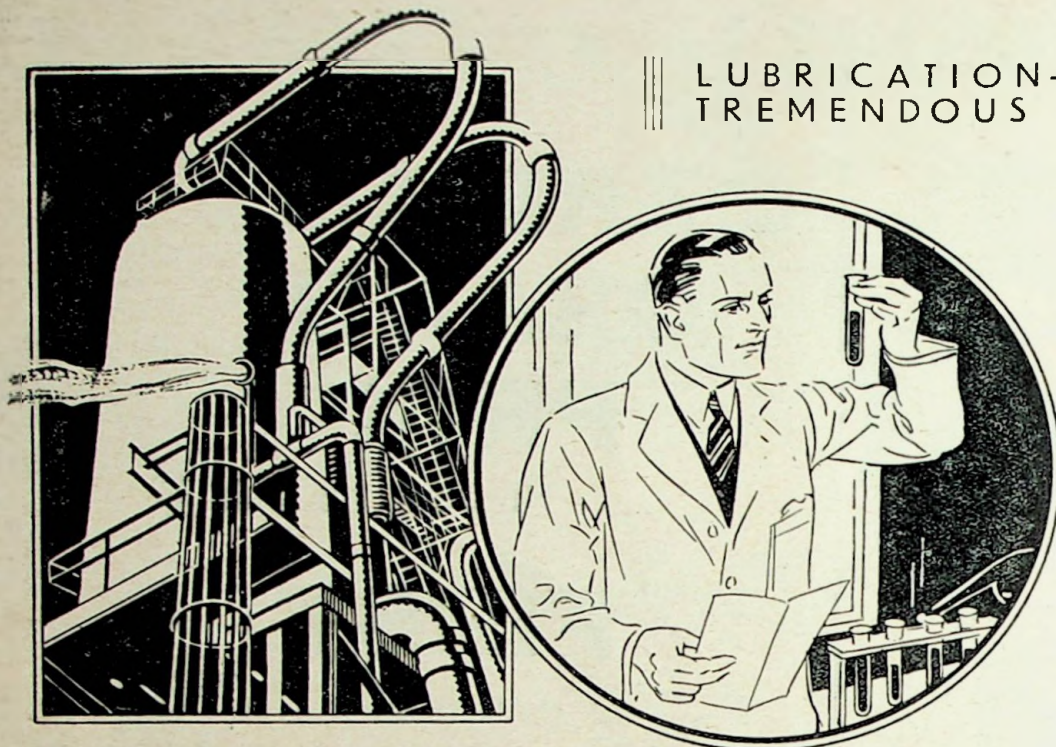
WAKEFIELD

CASTROL

—the World's Fastest Oil on Land & Water

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

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



||| LUBRICATION—THAT
TREMENDOUS TRIFLE |||

Research . . . vast resources . . . give you **Mobiloil *Quality***

MADE by the world's leading lubrication specialists—tested at every stage—proved by performance—that is why Mobiloil is approved by over 600 Motor Manufacturers.

Mobiloil will more than satisfy your most exacting demand. Prove it to-day; drain now, refill with Mobiloil, and be certain of maximum power, minimum carbon and greater all round economy — always.

Mobiloil

COSTS SO LITTLE—SAVES SO MUCH

VACUUM OIL COMPANY, LIMITED

OUR READERS' OPINIONS (cont'd.)

Tyre-gauge Inaccuracies.

After all his figures and fine points, "A.I.S." now agrees with the rest of us by saying, "If he wishes me to agree with him that tyre gauges generally are not accurate I will do that readily enough." That is an answer to the point first raised by Mr. Green, and is about all that was necessary. I would like to know what Mr. Green thinks.

Mr. Holden
Again.

Mr. Green thinks.
* * All the same, we thank "A.I.S." for his "figures and fine points," which, we feel sure, interested the bulk of our readers.—Ed.

Camping With a Light Car.

Being an enthusiastic camper I was much interested in your recent issue dealing with this subject. I feel, however, that one who has not already indulged in the pastime must have been left with the impression that camping is no poor man's hobby, as you dealt nearly exclusively with luxurious caravans. Now, this is by no means the case, as I originally started camping entirely on account of the lack of £ s. d. Now I do it because I am convinced that it is the finest possible way of spending a holiday or any odd week-ends during the summer.

Caravan or
Tent?



Simplicity without discomfort—a camping snap by "J.C.T." who expresses a preference for simple equipment.

I have no use for a trailer and can comfortably carry full equipment for two for any length of time, together with my passenger, in my two-seater Morris Minor. The equipment has, of course, been extremely carefully chosen, and such things as camp beds and other unnecessary furniture are not included.

Another point that you do not appear to have stressed is the wonderful chance of escaping crowds. I have never yet camped in a field with another tent, always preferring to have a secluded spot. In my opinion, one might just as well stay in an hotel as camp in a field crowded with other campers. This, incidentally, is where the advantages of a small car and simple equipment are apparent, because a trailer caravan or a large car prevent one getting into the out-of-the-way spots, which are usually reached only by what might be called "trials sections." J.C.T.

A Daily-paper Suggestion.

The writer of the motoring column of a well-known daily picture paper, writing about the number of accidents to small cars due to their speed being in excess of the skill of the majority of drivers, suggested that small cars should be geared down to give a maximum of about 40 m.p.h. It seems to me that this opens rather an interesting field for discussion and experiment—not as to whether the course suggested would assist in reducing the number of accidents, but with regard to the general performance of a car in the light car class if it were fitted with a top gear giving a speed of, say, 40 m.p.h. at maximum revs.

Top-gear hill-climbing and acceleration would obviously be improved, but how would the average speed and petrol consumption be affected and would a two-speed gearbox be sufficient under these conditions?

Would it be possible for any member of your staff to have his gear ratio reduced in this way so that we might have some really first-hand information on the subject?

F. WARDLE.

* * There would be no need for us to have a car provided with a special ratio if we thought this idea worth pursuing. The second gear on many three-speed cars and the third gear on several four-speed cars provide the requisite 40 m.p.h. at peak revs. An unqualified proposal to limit the speed of a car by reducing its gear ratio would, of course be preposterous. The consumption of petrol and oil would be out of all reason, and valve gear and bearing trouble would be perpetual. The only way to limit the speed on a level to a predetermined figure is to fit the engine with centrifugal governor, which does not allow the throttle to be opened any farther after the crankshaft speed in top gear is equivalent to the chosen road speed.—Ed.

Open or Closed Car?—The Discussion Continues

The Case for Saloons.

Most of your open-car enthusiasts have not owned saloons, but only ridden in them. The majority of arguments used are quite out of date, and I used them to my wife about five years ago when she tried to persuade me to have a saloon. Like most wives, she had her way and I very soon appreciated the extra comfort provided by a closed car. Even in very hot sunshine the saloon has every advantage; with a front single screen open a few inches one feels a gentle breeze and the roof protects one from the sun's rays. As for a saloon being more draughty, has your correspondent travelled in the rear seat of a touring car on a chilly day?

I can understand a motorist who has recently graduated from the motorcycle feeling somewhat stuffy in a closed car, as it is certainly a contrast from dressing like an Eskimo and riding with the wind in one's face, which I agree is quite a delightful and exhilarating pastime in its way.

Another correspondent states that the closed car is more noisy. This is too absurd. The modern saloon is perfectly silent as regards bodywork, but being closed the sound waves are not dispersed as they are in an open car. In the latter, however, there is such a clatter with hood, side curtains, etc., that one does not notice any "noise."

The closed car is really most appreciated when leaving a friend's house or a theatre late at night. With the doors locked, all rugs, etc., can be left in the car; when the time comes to leave, the passengers enter what is equivalent

to a warm, lighted room, and not a damp, cold, draughty vehicle, surrounded with practically opaque side screens, which one stumbles into with an armful of rugs and baggage that may have been stolen if left in an open car.

There are still a few diehards in the open-car world, but once a motorist buys a saloon he never goes back to the beloved tourer. Saloon cars are not a craze or fashion; they are a natural development. H. CARPENTER.

Does Not Like Small Saloons.

I think that open cars are far more pleasant than saloons, both from the point of having a good view of the surrounding country and also for getting fresh air. Moreover, closed bodies seem to amplify both mechanical and exhaust noises, except, of course, in the case of cars such as the Rolls-Royce and Daimler Double Six. Also, in the case of a crash, doors become jammed so that one runs the risk of being shut in and no means of getting out—a rather thrilling state of affairs should there be a fire!

Noises
Amplified.

I should imagine that your correspondent "M.D.D." has owned nothing but saloons during his incredible experience as a motorist. If he prefers a "drawing-room on wheels," why not stay at home; it is far safer. Although I have not actually owned a saloon, I have driven a variety of different makes, but have not found one which I like except in the large-car class. As regards experience, I have been in the motor trade for a considerable time.

A.S.

OUR READERS' OPINIONS (contd.)

Brake Judder—

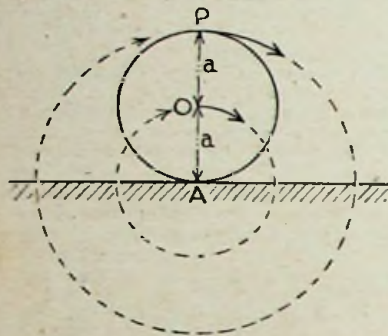
Regarding "W.A.C.'s" letter and your editorial comment, I must say that I, also, was very surprised to see that you did not mention the most prolific cause of judder in my experience. I have had this trouble

—Caused by Oil.

on my Morris Minor, but find that if I clean the lining and put the drum back, without any alteration of adjustment,

the trouble vanishes for a month or so.

Take the model T Ford, for example; the foot-brake, reverse and low gear bands all run in oil, and if you re-line with brass-wire Perodo or a similar good hard lining in place of the glorified lamp-wick, which used to be standard Ford replacement, you will always get judder. I think it is due to its not biting at all in the preliminary stages, and then finally gripping very tightly. R.F.H.



A diagram illustrating "C.O.T.'s" explanation regarding the relative speeds of different parts of a road wheel.

Speed of Top of Wheel.

I should like to enlighten "Kyklos" on his—and presumably his friend's—difficulty regarding velocity about a point, for such, as he does not seem to realize, is the state of a rolling wheel. Let "Kyklos" imagine

Interesting Point Explained. a wheel turning momentarily about the lowest point (A). The easiest way to see what is meant is to try to roll a penny with the fingers round a pin. Suppose the radius of the wheel is a and that it could make one complete revolution about A in t seconds. The paths of P, the t.p., and O, the centre, of the wheel are shown. Then the distance travelled by P = $2\pi \times 2a$ and that travelled by O = $2\pi \times a$.

$$\therefore \text{velocity of P} = \frac{4\pi a}{t}$$

$$\text{and velocity of O} = \frac{2\pi a}{t}$$

\therefore velocity of P = twice velocity of O.

This is perfectly true of a wheel while A is on the ground, but the moment after this has happened A has, of course, moved upwards to the left, and the assumptions regarding A are no longer tenable, but are transferred to another point on the circumference of the wheel. C.O.T.

The Position of Petrol Tanks.

From my very long experience, dating back to 1906, as both an assessor and fire surveyor, I can say that it does not matter two hoots where the petrol tank is placed. The circumstances of each particular accident play all kinds of pranks with both

A Fire Assessor's Views. theory and practice. The insurance companies once refused to insure the A.B.C. car because the petrol tank was over the engine. I had to set a carburetter on fire to show that it would not blow up.

There is only one fault regarding petrol tanks that requires attention, and that is the position of the filler. This must at all costs be placed outside the car—never inside or under the bonnet. Rear tanks should be protected in some manner or other to prevent them from being stove in either by collision or through stones thrown up by the wheels. This applies to the position of tanks on commercial vehicles placed on the off side; these should be protected with a buffer plate of steel. A coach was burnt up a short while ago through the tank being torn open by a glancing blow.

The greatest danger of all, however, is one that is never thought of at all, and that is draught, which, of course, intensifies the heat. If one has not a fire-extinguisher and a car catches fire it should, if at all possible, be turned in such a way that the flames will have the least to feed on. But, to my mind, a man or woman who does not carry a fire-extinguisher is a criminal lunatic, for cars can catch fire in almost incredible ways. LEONARD BAXTER

Rileys on Bwlch-y-Groes

As an interested spectator on Bwlch-y-Groes during the Riley Club's recent 24-hour trial, I was somewhat surprised to note the comments of your reporter on the fact that some of the cars boiled. When I climb "Bwlch-y" I take it at about 8 m.p.h. in bottom gear and with a reasonable throttle opening—and I expect most motorists do the same. These Rileys were averaging 20-22 m.p.h., and were going up in first or second absolutely flat out. A car should not boil with the first method of driving; any car will with the second.

Your reporter says, further, that competitors had a good rest for cooling a third of the way up. Possibly they could have had this rest, but the fact remains that most of them kept their engines running from the time they reached the check until they got the word "go." Why, I don't know—but no wonder some of them boiled! N. L. DUNN.

CONDENSED CORRESPONDENCE.

We have received a letter from Sir Gordon Campbell containing a holiday appeal to motorists on behalf of St. Bartholomew's Hospital. Sir Gordon points out that whilst thousands are enjoying the delights of the country and the seaside, there are over 600 patients in "Barts." who have little more to look forward to than a bed in the hospital. He goes on to point out that St. Bartholomew's has a large variety of beautifully made motor mascots, any one of which will be sent to a donor who sends a subscription of £1 or more to the hospital funds. A coloured catalogue illustrating the designs available can be obtained from the Appeal Office, St. Bartholomew's Hospital, London, E.C.1.

READERS' WANTS.

A.C.—An instruction book for the 1921 11.9 h.p. model.—B. J. Fearley, Red Roofs, Palace Road, East Molesey, Surrey

BACK NUMBERS.—Issues of this journal, dated April 25th, May 2nd, May 9th, and May 23rd, 1930, containing tuning and maintenance articles regarding the Singer Junior.—A. L. Pates, 56, Northgate, Gloucester.

ASKED AND ANSWERED.

J.S.L. (Harrogate).—There are several possible causes for persistent flooding of the carburetter, the most likely being a worn needle or bobweights, or a punctured float.

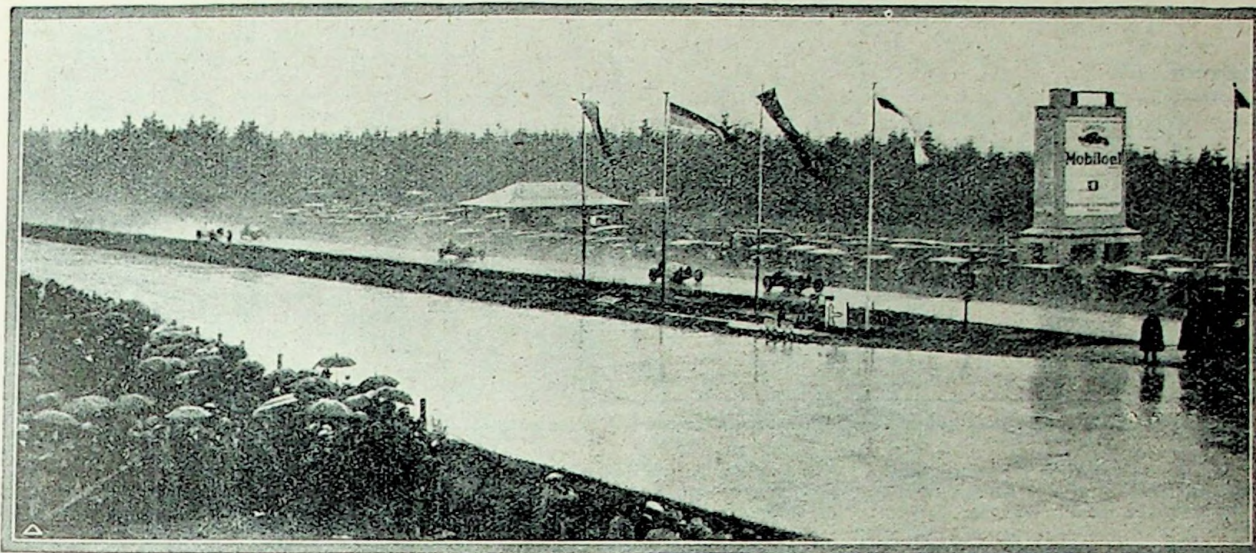
C.G. (London, S.E.10).—The gradient of Hindhead, near Guildford, is quite moderate, reaching a maximum of 1 in 12. The hill is, however, approximately three miles long.

F.H.M. (Glasgow).—Force-feed lubrication is generally considered better for sports engines, which are often kept running at high revs. for a considerable time; splash lubrication is, however, quite satisfactory for touring engines.

A.G. (Thames Ditton).—If the aluminium end pads which prevent the gudgeon pins in your engine coming into contact with the cylinder walls are a loose fit, you should certainly replace them, because once wear has started in these parts it continues very rapidly.

G.M. (Hatfield).—A top gear ratio of 5:1 to 1 is not considered particularly low in these days of high revving engines, although we can quite understand your thinking so in view of the fact that you have been out of touch with motoring matters for the past five years.

L.C. (Nottingham).—Provided that no differential is fitted you can simplify the braking arrangements of the cyclecar you are building by coupling up the shoes working in the brake drum of one rear wheel to the pedal and those working in the drum of the other rear wheel to the hand lever. Owing to the absence of a differential either the pedal or lever will take effect on both wheels, and the arrangement will be in conformity with the law provided that the pedal and hand lever work entirely independently of one another.



AT THE NURBURG RING. — The impressive scene just after the start of last Sunday's German Grand Prix, which was run before 100,000 spectators in the teeming rain. Fagioli (Maserati), who led at the start, is just out of the picture, and in front are Chiron and Varzi (Bugattis) who finished second and third.

SPORTS ————— JOTTINGS

By
The Blower

MY friend "Focus" has had a brilliant idea about "The Edinburgh"—the fate of which, as I pointed out in these notes last week, is in the balance.

He suggests that the M.C.C. really get down to it and make a first-class classic out of the old event by making the trial a "London-Edinburgh-London." I see all sorts of engaging possibilities in the idea. To begin with, I am all for retaining classics which are hallowed by tradition, and there is more romance in going from the capital of England to that of Scotland than in just going to Scarborough.

But what appeals to me most of all is the possibility of mapping out a really red-hot course with, say, half a dozen hills on the way up and another half-dozen on the way down. There would be no difficulty in finding the required acclivities, and, indeed, each year a dozen different hills could easily be found.

If the M.C.C. would like to know what hills there are I suggest they write to the promoters of the Allan Trophy Trial for details of Borderland hills, to the promoters of the Travers Trophy, who know all about hills round the Lakes, and to the Edinburgh M.C. for the whereabouts of a few good slopes in the Lowlands.

It may be remembered that in the days when cars were included in the Scottish Six Days' Trial a very nice course was provided on the last day, beginning and ending in the Athens of the North and wandering about in the very Lowlands aforementioned.

On the score of expense there may be those who will raise loud cries of dismay, but the additional expense would be, as I see it, confined to meals in Edinburgh, for "Focus's" scheme is that competitors should arrive on the Saturday night, stay all day Sunday, and start

Why Not a "London-Edinburgh-London?"—An Idea Worth Considering—A Suggested T.T. Course in the Isle of Man—Where to See the Relay Race—Week-end Club Activities—Two Good Trials

back on Sunday night, thus travelling on the Bank Holiday. That is, one night in an hotel, as is necessary in any case.

Personally, I think, it is an altogether excellent scheme and I hope the M.C.C. committee will chew well upon it. It would certainly appeal to me as a trial worth driving in, and would be entirely different from anything held in this country to-day.

MISS WORSLEY tells me that the Brooklands Photographic Agency which she is running in conjunction with Mr. King-Farlow is catching on. All you have to do is to drift along to the office in the paddock, glimpse the pictures and order the ones you like; incidentally, you may examine originals of photos which have appeared in this journal and many more taken by our photographers but "crowded out" of the paper.

The office will be open after the Relay Race on July 25th and also on the Satur-

day and Monday of the August Bank Holiday period, when it is expected that brisk business will be done.

IT is common knowledge that the Isle of Man would be very pleased to receive the R.A.C. T.T. next year and that there have already been negotiations along these lines. Officials of the R.A.C. have been to the Isle of Man, and well-known racing drivers have explored many of its roads. I hear that matters have, indeed, advanced so far that a course has been tentatively selected, and a sketch map of it appears overleaf.

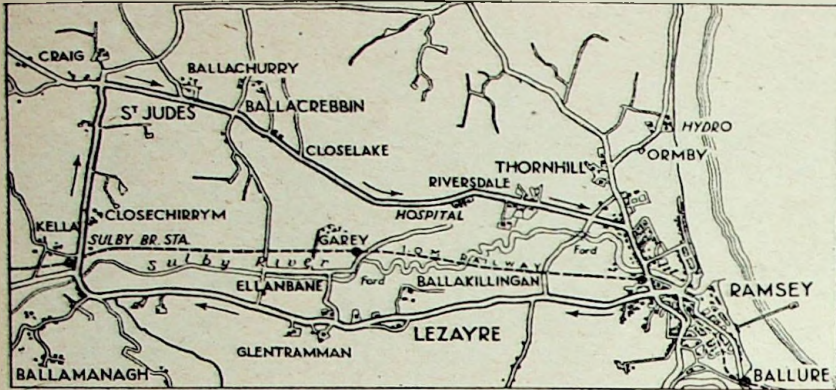
The only part of the motorcycle course included in it is the straight from Sulby Bridge to Ramsey, but as the rest of the course lies to the north of it this would be taken in the Ramsey-Sulby direction instead of the reverse, as is the case with the motorcycle races.

The length of the circuit is about 11 miles, the apex passing through Parliament Square, Ramsey, and the base being a very fine straight leading from Sulby Bridge to the cross-roads near St. Jude's. This course is practically on the level in the valley of Sulby river, and thus would entirely lack the motorcycle race characteristic of entailing the long climb of Snaefell mountain.

In a great many respects I think that if the race must be held in the Isle of Man it would be a very good course. The length is about right, and the Manx authorities could be depended upon to put the roads in perfect order.

Ramsey as a centre, however, would be much less satisfactory than Douglas, the centre of the motorcycle race meeting, as it is little larger than a village and would be unable to accommodate crowds.

Douglas, where most of the hotels are and where the boats from England put



A sketch map of the proposed I.O.M. T.T. course, discussed in these notes.

in, is rather less than 15 miles to the south of Ramsey and is connected with it by the Isle of Man steam railway, which follows a circuitous route up the west coast and by an electric railway which follows the east coast.

ONE or two people have asked me to recommend the best point from which to view to-morrow's Relay Grand Prix, at Brooklands. The fork grandstand is the spot, in my opinion, and as it costs only an extra 2s. 6d. it is well worth it.

For all that you will be able to obtain an excellent view from ground level of all that is going on, as the 3s. enclosure directly overlooks the start and main circuit on one side, and the "stop line"—where all the fun of changing over the sash will take place—on the other. The fork enclosure will, I gather, be reserved for officials, drivers and mechanics who have finished the course, and the Press, the reason, of course, being that this enclosure really forms part of the course (when a relay car takes the place of a car withdrawn at its pit).

It's all going to be great fun, and I hope to see all my fellow "Blowers" present in force.

LAST week-end the Sutton Coldfield Club broke new ground with a 24-hour trial through Derbyshire and the North Riding of Yorkshire to Whitby and back again to Sutton. There were two unusual features, both of which appeal to me. In the first place, properly nominated spare drivers were allowed by the regulations, provided the entrant was at the wheel in observed sections and at the various time checks and controls. Although not absolutely novel, this scheme has much to commend it for long-distance runs. The other item for which the Sunbae officials deserve a murmur of applause was that the provisional awards were announced to the competitors as they checked in at the finish. I doubt if this could have been managed had there been an observed section anywhere near the finish, but to do it at all is certainly good.

Of the various hills—a correspondent tells me—Riber, near Chesterfield, was little more than an interesting prelude, but Braeside, near Egton, Storny Hall Hill out in the wilds, and the celebrated Rosedale Abbey Hill were all well worth observing, while the "Stop and Go" test at Beck Hole, near Whitby, was as useful a bit of medal prevention as

could fairly be devised. It was a pity that it was eliminated as a sort of act of grace, because a goodly number of competitors lost their way in a nearby village of particularly complicated layout.

Some of the failures on Rosedale were probably due to overmuch respect for the hill's reputation, but Miss M. H. Lund (1,190 c.c. Swift) paid no attention to that and made quite one of the best climbs, although such stalwarts as F. S. Barnes (M.G. Midget)—with brother Donald as spare driver—failed to satisfy the examiners!

On the way out a sort of Dunkery Beacon effort was staged, it seems, on White Horse Hill, near Helmsley, which, with its several hairpins, provided plenty of fun. W. Whitnall (M.G. Midget) put up the best performance by a comfortable margin, his four-speed box probably helping towards this re-

sult. Next in order of merit was J. E. de Blaquiére (Austin) and the third best performance was put up by H. J. Manzoni (2-litre Delage). Taken all round, the event was both successful and enjoyable, so it may be hoped that Sunbae will repeat the dose next year.

THE southern extremity of the Chilterns, the Lambourn Downs, the hill country round Marlborough and Salisbury Plain, provided a playground for the Droids of the North London Motor Club in their last Sunday's trial.

Nine observed sections, it appears, were included in the 112-mile course—Shillingridge Wood, which, I hear, caused the most bother, Maidens Grove, The Grotto, near Streatly, Langdon Hill Lane, which, although very muddy, was not difficult, Shril Down, the Icknield Way, near Letcombe Regis, Bailey Hill, which produced several failures, and a four-mile stretch of chalky track from Netheravon to the finish at Stonehenge.

On Shillingridge Wood Hill, a colleague tells me, S. H. R. Clarke, Oxford U.C.C., brought his Morgan up well, grazing the banks on both sides, E. G. Farrow (M.G.), North London M.C., F. W. J. Bolton (Morris Minor), Enfield and D. M.C., and C. J. Linzell (M.G. Special), of the same club, made excellent ascents, but J. K. Maw (Riley), Cambridge U.A.C., J. Blackmore (Singer), G. E. Taylor (M.G. Midget), and N. C. Walker (Wolsley), all three of the Light Car Club, required more or less man-power to help them up.

The day began with a series of heavy thunder showers, but the prospect of bad weather certainly failed to depress the spirits of the cheerful crowd of competitors assembled at the start.

CLUB ITEMS AND SPORTING EVENTS

FORTHCOMING EVENTS.

July 24th-25th.
W.A.S.A. Peaks and Lakes Trial.
July 25th.
The Light Car Club. Relay Grand Prix.
Sporting Owner Drivers' M.C. Night Run.
Disabled Drivers' M.C. Mystery Run.
July 26th.
London M.C. Captain's Surprise Run.
C.S.M.A. Seaside Run.
Norwood M.C. Midnight Run.
Hornet C.C. Speed-Judging Competition.
New Stockport and D. M.C. Sporting "50" Trial.
Corentry Triangle M.C. Social Run.
July 31st-August 1st.
Mid-Surrey A.C. London-Barnstable Trial.
August 3rd.
B.A.R.C. August Meeting.

SPORTING OWNER-DRIVERS' CLUB.

Another night run to Ibberton Hill, near Shaftesbury, is being held to-morrow, Saturday, July 25th, starting from Reading at 11 p.m.

BERKHAMSTED AND D. M.C.

On Sunday, July 26th, the club will hold its most important trial of the year—the Berkhamsted-Gloucester—starting at 8 a.m. from Northchurch, near Berkhamsted.

S. JOWETT L.C.C.

There will be a seaside rally on Sunday next, July 26th, at 12.30 p.m. in a meadow adjoining the beach at Church Farm, Pagham, near Bognor Regis. After lunch there will be competitions and bathing.

DISABLED DRIVERS' CLUB.

Starting from a point on the main Potters Bar-Barnet road at 3 p.m. to-morrow afternoon, Saturday, July 25th, the club will hold a mystery run on the lines of a treasure hunt. Tea will be taken at the finish.

HORNET CAR CLUB.

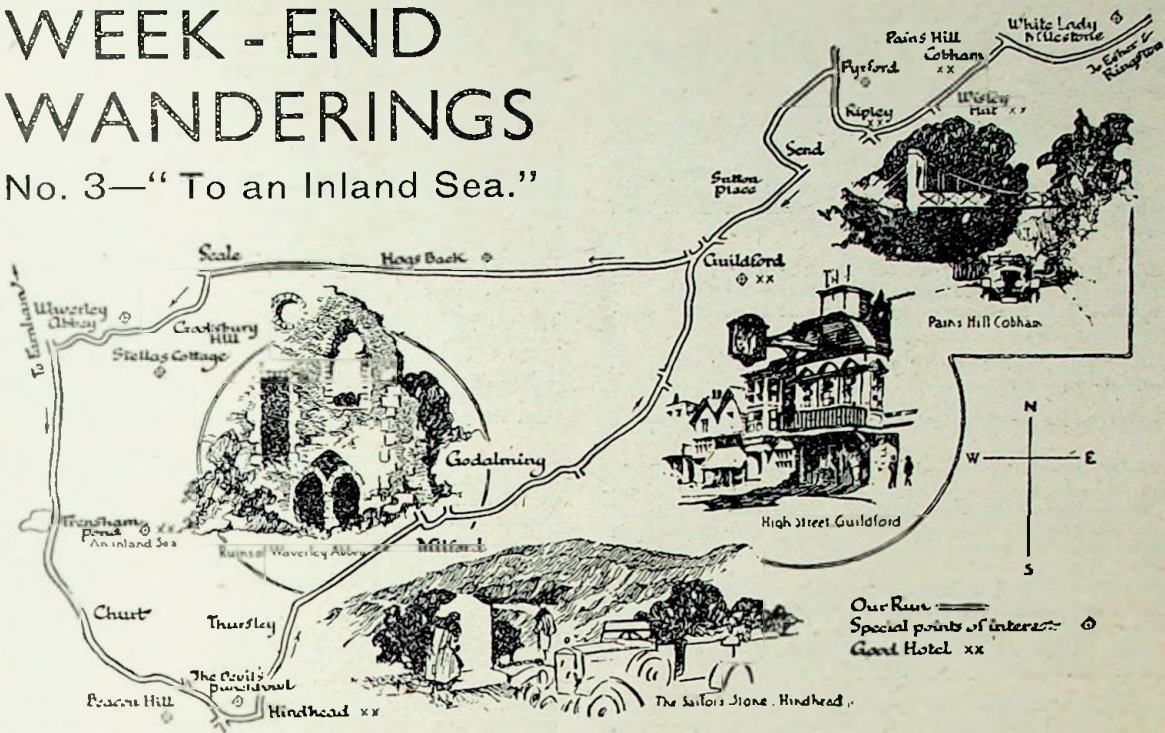
The first trial of this new club will be held on July 26th, starting from the Peggy Bedford Hotel on the Colnbrook Bypass at 3 p.m. The event is open to all owners of Wolsley Hornets, whether members of the club or not. Full particulars are available from the hon. secretary, Mr. S. Hutchens, 12, Berkeley Street, London, W.1.

GERMAN GRAND PRIX RESULTS

Unlimited c.c. Class (Distance 313.6 miles).
1. Caracciola (Mercedes), 4 hrs. 38 mins. 10 secs. = 67.29 m.p.h.
2. Chiron (Bugatti), 4 hrs. 39 mins. 28 secs. = 66.92 m.p.h.
3. Varzi (Bugatti), 4 hrs. 42 mins. 10 secs. = 66.24 m.p.h.
4. Nuvolari (Alfa-Romeo), 4 hrs. 43 mins. 16 secs.
5. Merz (Mercedes), 4 hrs. 45 mins. 54 secs.
6. Von Stuck (Mercedes).
7. Bouriat (Bugatti).
8. Wimille (Bugatti).
9. Spandel (Mercedes).
1,100 c.c. Class (Distance 256.6 miles).
1. D. Froy (Riley), 4 hrs. 25 mins. 56 secs. = 58.05 m.p.h.
2. Arco (Amilcar), 4 hrs. 32 mins. 18 secs. = 56.25 m.p.h.
3. Scaron (Amilcar), 4 hrs. 34 mins. 52 secs. = 55.75 m.p.h.
4. Ronleau (Amilcar).
5. Samuelson (M.G. Midget).
6. Macher (4-cylinder D.K.W.).

WEEK-END WANDERINGS

No. 3—"To an Inland Sea."



"... Waverley Abbey makes a fine picture with the Wey in the foreground. Close to the entrance of the park is a delightful creeper-clad house called Stella's Cottage, where Jonathan Swift is said to have first seen the lady of his affections. Leaving Stella's Cottage we follow the road round to the right with Crooksbury Hill and

its fine fir trees on the left and soon come into Tilford, where a very pretty little Bridge crosses the Wey. From here through Millbridge it is but a short run to Frensham Pond, a great lake with sandy shores, almost like an inlet of the sea—an ideal picnic spot." *Extract from "Week-end Wanderings" "To an Inland Sea."*

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

HIRE PURCHASE
PART EXCHANGE
TECHNICAL INSTRUCTION
DRIVING TUITION
LOAN OF SALOON CAR at 7/6 a day
"SERVICE SUPREME"

STEWART & ARDERN LTD.

THE SOLE LONDON DISTRIBUTORS OF

MORRIS CARS

MORRIS HOUSE, 103, NEW BOND STREET, W.1

MORRIS HOUSE, THE VALE, ACTON, W.3. MORRIS HOUSE, BENSAM LANE, CROYDON. MORRIS HOUSE, HIGH RD., S.TOTTENHAM.

Commercial Vehicle Dept., 371, Euston Road, N.W.1.

To MESSRS. STEWART & ARDERN LTD., "Minor Dept.," MORRIS HOUSE, 103, NEW BOND STREET, LONDON, W.1.

Kindly send me (post free) when ready, copy of your publication "Week-end Wanderings" together with latest Morris Catalogue and "Service Supreme."

NAME
(BLOCK LETTERS)

ADDRESS

.....

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

AROUND THE TRADE

The first four cars to be placed in the recent Belgian Grand Prix were fitted with Jaeger instruments.

Two 10 h.p. Peugeot saloon models were awarded Prix d'Honneur in the 10,000-kilometre International Trial held recently by the German Automobile Club.

An idea of the great appeal of the recently introduced Austin Twelve-Six can be gathered from the fact that the 5,000th model left the Longbridge Works of the Austin concern on June 27th.

Messrs. Haines and Strange, of 99, High Street, Cheltenham, ask us to point out that, owing to the addition of a second line, their telephone number has now been changed from Cheltenham 2982 to Cheltenham 3024 and 3025.

We understand that Armstrong Siddeley Motors, Ltd., Coventry, have a large number of instruction books dealing with old Armstrong Siddeley models. They will be pleased to supply them to any owners of these cars giving the chassis number.

Castrol oil was used in the Mercedes in which Caracciola won the recent German Grand Prix, whilst the same brand of oil was used by Chiron and Varzi, who secured second and third places respectively; Varzi, incidentally, also put up the fastest lap.

Readers contemplating the purchase of a shop-soiled or second-hand car should note that the Newnham Motor Co., of Newnham House, 237, Hammersmith Road, London, W.6, is now holding its annual stocktaking sale. An illustrated booklet containing full details of the cars offered is available on request. An idea of how great is the variety may be gathered from the fact that prices range from £375 right down to £10.

We understand that Mr. F. Cyril Smith has acquired the business and premises of the Armitage Motor Co. at 1 and 2, Wilton Mews, London, S.W.1. The premises were secured through the agency of Messrs. Goddard and Smith, of 70, Seymour Place, London, W.1.

In the July issue of *The Cadison Bulletin*, which is issued to traders, details are given of several attractive lines, including a horn ring for Austin Sevens at 7s. 6d., a neat battery filler which makes topping up much easier and costs only 1s., and combination snips, which are specially designed to cut intricate shapes without kinking thin sheet metal; the latter sell at 5s. 9d. and 8s. 9d., according to size.

"The Romance of Rubber" is the title of an interesting article in the July issue of *Lang's Monthly*, which is published by R. T. Lang, Sells, Ltd., 168-7, Fleet Street, London, E.C.4. The article gives some interesting historical details regarding the foundation of the rubber industry, together with some comparative figures which show how great has been its growth during the past quarter of a century.

A Singer Junior gained the first award in the trade class with 1,000 marks in the Pioneers' Club Reliability Trial held at Christchurch, New Zealand, recently, whilst another Singer Junior gained second place in the private-owner class with a total of 968 marks. These cars were also awarded the team prize, and it is interesting to note that the model which won the trade class had already covered 30,000 miles.

The Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, have just issued a new edition of their popular booklet, "Correct Lubrication." It has been revised and amplified in many ways, and, whilst much of the semi-technical matter appearing in previous editions has been omitted, the section dealing with the cause and remedy of troubles has been considerably amplified. The booklet contains a number of very clear sketches and should prove very useful to motorists. It is issued free on application to the above address. Readers should note, incidentally, that the recommendation chart is now issued as a separate booklet, which will also be sent post free on application.

IT MEANS A LOT TO YOU-

A.A. EXAMINATION AND REPORT ON ANY CAR FREE, ALSO ONE YEAR'S MEMBERSHIP WITH CAR BADGE PAID FOR.

ACTUALLY IN STOCK

for Immediate delivery

THE NEW AUSTIN 12-SIX De Luxe Saloon

with Leather Upholstery, Sunshine Roof, Bumpers and other refinements.

£225

1930 TRIUMPH, Super 7, Coach-built Saloon, as brand new .. £120
 1930 TRIUMPH, Super 7, de luxe fabric saloon, dual tone .. £110
 1930 TRIUMPH, Super 7, Sportsman's Coupe, very attractive .. £115
 1930 TRIUMPH, Super 7, K.C. Sports, 2-seater, very fast. Taxed .. £110
 1929 TRIUMPH, Super 7, de luxe tourer, extras, very smart .. £75
 1929 AUSTIN 7, Wydor fabric saloon, black and red, as new .. £69
 1930 AUSTIN, Stadium sports, 2-seater, very smart and fast .. £95
 1930 AUSTIN 7, Mulliner special sports, 2-seater, as new .. £98
 1929 AUSTIN 7, Taylor sports 2-seater, many extras, fast .. £75
 1928 AUSTIN 7, Tourer, one owner, positively as brand new .. £58

1930 JOWETT, Black Prince saloon, one owner, as brand new .. £115
 1930 MORRIS MINOR, Special Arrow Coupe, very pretty car .. £105
 1930 M.G. MIDGET, sports 2-seater, several extras, sporty .. £129
 1929 ROVER, 10 25 h.p., Sunshine saloon, particularly nice car .. £110
 1929 M.G. MIDGET, sports 2-seater, black and red, overhauled .. £102
 1930 MORRIS MINOR, Sunshine saloon, absolutely new condition .. £98
 1929 SINGER, Junior 2-seater, dual tone, fawn. Taxed Dec. .. £65
 1927 ROVER, 9 20 h.p., Semi-sports, 4-seater, wire wheels, etc., fast .. £58
 1927 AMILCAR, Grand sports, 9 h.p., wire wheels, big sump, fast .. £58
 1928 SINGER, Junior coachbuilt saloon, very nice condition .. £58

Take advantage of the above remarkable offer and there is no doubt of your complete and lasting satisfaction. Call if you possibly can, we have over 50 up-to-date Light Car Bargains. Or write us and we will send any car up to 50 miles from London for non-obligatory trial. The "easiest of easy" terms arranged promptly and privately no matter where you live. Full Bargain list post free.

NAYLOR & ROOT LTD

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

Showrooms open 9 to 8 daily and Sunday Mornings 10-1.

'Phone: Battersea 6187-8-9

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

— — — They pay higher spot cash prices than any other dealers for:

Austins,
M.G. Midgets,
Morris Minors,
Rileys,
Rovers,
Singers,
Standards,
Triumphs,
etc.

Yes,
Rowland Smith's of Hampstead are the people. By the way, their telephone number is Hampstead 4881 (6 lines).



FREE INVITATION

We invite you to seek our technical advice in selecting your next car, and whether your requirements are for a **LIGHT CAR FOR TEN POUNDS** or a car costing a hundred pounds you will always do better at KIRK & CO.

**EXCHANGES — TERMS.
3 MONTHS' WRITTEN GUARANTEE.**

Come and inspect our very extensive stocks of cars, etc., some of which are shown below.

- MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, chromium fittings, F.W.B.'s, Triplex, in fine condition, brown finish, low mileage. (Paddington) .. **£85**
- SINGER "Porlock," 1930 Model, 8 h.p., Sports 2-seater, full dash, wire wheels, F.W.B.'s, collapsible hood, sidescreens, etc., special 2-colour buff finish, very fast and attractive. (Paddington) .. **£79**
- SINGER JUNIOR, 1929, 4-door Coachbuilt Saloon, F.W.B.'s, bumper bars, full dash, numerous extras, negligible mileage, one owner. (Highbury) .. **£70**
- AUSTIN, 1929, Black "Wydor" Fabric Saloon, all equipment, plush upholstery, most carefully used, very economical little car. (Paddington) .. **£72**
- MORRIS MINOR, 1929, 8 h.p., Fabric Saloon, full dash, electric horn, automatic screen wiper, rear mirror, etc., special brown finish, smart appearance, suitable for a lady. (Paddington) .. **£69**
- JOWETT, 1929, 7 h.p., Fabric Saloon, full dash, double screen wipers, very attractively finished in grey, roomy and economical car. (Paddington) .. **£65**
- AUSTIN, 1929, Chummy 4-seater, full dash equipment, F.W.B.'s, automatic screen wiper, etc., rigid all-weather equipment, original maroon cellulose finish. (Paddington) .. **£65**
- JOWETT, 1929 Model, 7 h.p., Fabric Saloon, fully equipped, full dash, very economical and roomy car. (Highbury) .. **£62**
- AUSTIN, 1928, 7 h.p., "Gordon-England" Cup Sports 2-seater, red fabric body, splendidly equipped, nice condition, fast and smart car. (Paddington) .. **£59**
- LEA-FRANCIS, 1926, 12 h.p., O.H.V., Sports, 4-door, 4-seater, Tourer, F.W.B.'s, leather upholstery, magnificently finished two colour, very fast and of smart appearance. (Highbury) .. **£55**
- SINGER JUNIOR, 1928, 8 h.p., 2-seater, double sunken dickey, rigid all-weather equipment, F.W.B.'s, one owner from new. (Highbury) .. **£52-10**
- JOWETT, 1928, 7 h.p., Long Chassis Coachbuilt Saloon, fully equipped, beautifully re-coachfinished, great value. (Paddington) .. **£52**
- ROVER, 1925, 9 h.p., 4-seater, fully equipped, beautifully re-coachfinished, very sound and serviceable car, bargain. (Paddington) .. **£22**
- SALMON, 1924, 9 h.p., Sports 2-seater, double sunken dickey, self-starter, dynamo lighting, wire wheels, bargain .. **£16**
- CITROEN, 1924, 10.4 h.p., Cloverleaf 2 3-seater, equipped, good condition. (Paddington) .. **£10**

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

'Phone: North 4784.

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

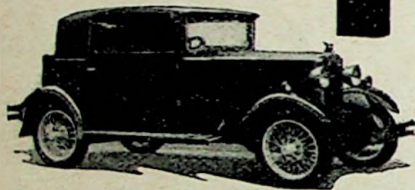
'Phone: Paddington 6049 and 6892.

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

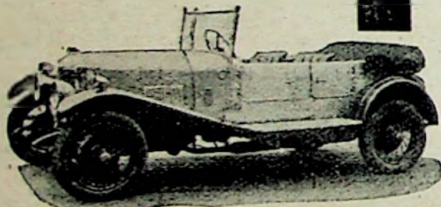
THE LOWEST PRICES YET . . .

It's positively amazing: look at these two cars illustrated below—yet they are merely typical examples of nearly 200 others—1929, 1930 and even 1931 cars, all under £100, always to be found at Benmotors. Every one is offered under a 7 day trial guarantee. Credit terms to suit yourself—exchanges effected anywhere—so why not exchange your present car or motorcycle for a better car before you go on your holidays? Do it NOW—it costs so little, particularly if you buy at Benmotors. Just fill in below and make up your mind to

UNDER £100



ROVER "10," 1929, Sportsman's Coupe, tip top throughout . . . **£99**



RILEY 11/40, 1926/7, innumerable extras, superb condition . . . **£69**

★ FOR AN ADDITIONAL £2-10-0 WE WILL DELIVER ANY CAR ANYWHERE IN ENGLAND, SCOTLAND OR WALES. (This price includes collecting your old one if part exchange).



EXAMPLES FROM TO-DAY'S STOCK: TWO-SEATERS.

- 99 Pounds. **AMILCAR**, 1929, grand sports, all extras and equipment. Choice 2 others.
- 89 Pounds. **ALVIS** 12/50, 1927, D.H. coupe, fast and attractive. Choice 2 others.
- 99 Pounds. **AUSTIN** 7, 1930, sports, 2-str., innumerable extras.
- 99 Pounds. **ARMSTRONG SIDDELEY**, 1929, Light Six, 12 h.p., de Luxe 2-str., almost as new.
- 95 Pounds. **FIAT** 9, 1930, de Luxe 2-str., very small mileage, one owner, almost unmarked.
- 49 Pounds. **JOWETT** 7, 1928, long 2-str., fully equipped, many extras. Choice 2 others.
- 99 Pounds. **LEA-FRANCIS**, 12 h.p., 1928, 2-str., sunk dicky, new tyres, superb condition throughout.
- 98 Pounds. **MORRIS MINOR**, Arrow sports, 2-str., 1930, dual finish bodywork, one owner, almost as new.
- 75 Pounds. **PEUGEOT** 7, 1930, D.H. coupe, mileage 9,000, £15 worth of extras. Choice 2 others.
- 75 Pounds. **ROVER** 10, 1928, sports, dual cellulose finish, wire wheels, superb condition throughout. Choice 3 others.
- 95 Pounds. **RILEY** 9, 1928, D.H. coupe, sunk dicky, wire wheels, very well kept.
- 79 Pounds. **RILEY** 12, 1927, dome back saloon coupe, sunk dicky, wire wheels, £30 worth of extras.
- 99 Pounds. **SINGER** 8, 1931, 2-str., dual finish, one owner, mileage 8,000. Choice 2 others.
- 95 Pounds. **SALMONSON**, 1929, 10 h.p., grand sports, low chassis model, very fast and attractive. Choice 2 others.
- 69 Pounds. **SWIFT** 10, 1928, sports, wire wheels, bodywork and equipment really tip top. Choice 3 others.
- 49 Pounds. **STANDARD** 8, 1928, de Luxe, sunk dicky, tyres as new, very well equipped.
- 78 Pounds. **TRIUMPH** 7, 1929, coachbuilt coupe, interior and bodywork tip top. Choice 3 others.
- 99 Pounds. **WOLSELEY** 12/35, 1929, 1-Coupe, wonderfully well kept, almost unmarked. Choice 3 others.

TOURERS AND SALOONS.

- 75 Pounds. **ALVIS** 12/50, 1926, 4-door saloon, specially tuned, very fast and attractive.
- 95 Pounds. **AUSTIN** 7, 1931, tourer, very small mileage, one owner, unmarked. Choice 8 others.
- 99 Pounds. **ARMSTRONG** Light Six, 1929, 12 h.p., 4 door saloon, very well kept, fullest equipment.
- 59 Pounds. **FIAT** 8, 1927/8, coachbuilt saloon, absolutely unmarked. Choice 2 others.
- 85 Pounds. **GWYNNE** 10, 1929, 4-door tourer, wire wheels, fully equipped, new tyres, tip top throughout.
- 79 Pounds. **HUMBER** 8 20, 1927, coachbuilt saloon, excellent throughout. Choice 2 others.
- 89 Pounds. **LEA-FRANCIS**, 1927, super sports tourer, innumerable extras, specially tuned.
- 99 Pounds. **LEA-FRANCIS**, 1928, dome back 4-door saloon, very fast and attractive.
- 99 Pounds. **MORRIS MINOR**, 1931 saloon, fullest equipment, small mileage. Choice 7 others.
- 69 Pounds. **MORRIS MINOR**, 1929, fabric saloon, superb condition throughout, excellent tyres. Choice 4 others.
- 99 Pounds. **ROVER** 10/25, 1929 sportsman's coupe (illustrated), very well kept, all extras. Choice 2 others.
- 69 Pounds. **ROVER** 10/25, 1928/9, 4-door de Luxe tourer, dual finish bodywork, £20 worth of extras, unusually sound throughout.
- 55 Pounds. **ROVER** 9 20, 1927, sports tourer, dual finish bodywork, excellent tyres, very well kept. Choice 3 others.
- 69 Pounds. **RILEY** 11/40, 1926/7, Redwing sports (illustrated), many extras and equipment, wonderfully well kept.
- 98 Pounds. **RILEY** 6, 1928, sports tourer, wire wheels, all extras, excellent tyres.
- 59 Pounds. **RENAULT** 9 15, 1928, dome back 4-door saloon, very well kept, fully equipped. Choice 4 others.
- 99 Pounds. **SWIFT** 10, 1929, 4-door saloon, 4-speed, interior and bodywork tip top. Choice 3 others.
- 79 Pounds. **SINGER** 8, 1929, sportsman's coupe, small mileage, £15 worth of extras, specially tuned. Choice 3 others.
- 99 Pounds. **SINGER** 12, 1930, 4-door tourer, chromium plating, many extras, superb condition throughout.
- 58 Pounds. **TRIUMPH** Super 7, 1928, fabric saloon, one owner, all extras, very well kept.

Etc., etc. Call and see 200 others or get lists post free. All cars open to A.A. or R.A.C. examination willingly.

Benmotors

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

'Phone: Battersea 2425-2426.

Hours: 9.0-8.0; Saturdays 9.0-7.0.

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

Make of Car or Motorcycle—		Date of Manufacture—		Type of Model—		No. of Cyls.— If Starter—	
Type of Body (or S/c.)—		Condition of Engine—		Rated H.P.— If O.H.V. or Side Valve—		Type of Lighting— No. of speeds—	
Bodywork—		Paint—		Upholstery—		Tyres—	
NAME				What Extras (if any)—			
ADDRESS							

SECOND-HAND
 AND NEW
LIGHT CARS, CYCLECARS
 and ACCESSORIES FOR SALE

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

RATES.

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

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

REGULATIONS.

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

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders, save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties. **WARNING.**—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

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

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

Letters, 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.B.C. sports 2-seater, cast-iron cylinders, sump lubrication, starter, 5 new tyres, newly painted, very smart, £18. 41 Birkenhead Avenue, Kingston, Surrey. 972-e329

A.C. £25!!! 1926 4-seater tourer, new tyres, paintwork unscratched, in really exceptional condition, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-514

A.C. Carlton Garage. 1924 2-seater, just painted, 16 guineas; terms, exchanges. 79 Carlton Vale, Kilrum. Open Sunday mornings. 972-390

A.C. 12hp 2-seater sports completely overhauled, lovely shaped body, dyco, starter, best offers. 10a Love Walk, Denmark Hill. 972-e326

A.C.s and 200 others. See page 22. 972-324

A.C., 18 guineas, taxed and insured, 1925 Royal, 2-seater and dickey, lighting and starting, good tyres, side curtains and usual equipment; the engine is lively and the whole is absolutely reliable, any trial. Baxter, Dene Hotel, 25 Leigham Court Rd., Streatham. Phone 9221. 972-586

A.C., 1926, 2-seater, in excellent condition throughout, paintwork as new, balloon tyres, £27; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 972-1433

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

A.J.S., 1931, coachbuilt saloon, small mileage, otherwise as new, fully guaranteed, unique deferred terms, list price £229, one only, £185. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-303

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

AMILCAR, 1925, Grand Sports fabric 3-seater, leather upholstery, f.w.b., pressure oiling, four new tyres, in good condition, £26. Earl, 75 Heath St., Hampstead, N.W.3. Open until one on Sundays. 972-382

AMILCAR, 1927 9hp Grand Sports, low chassis big sump, 70 m.p.h., 2-seater, £55.

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

AMILCAR, 1926 9hp Grand Sports 2-seater, £40. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 972-361

AMILCAR, 8hp, 1925-6 sports 2-seater, finished dual colour, f.w.b., very fast and sporty car, £32; exchanges. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 972-471

AMILCAR, £40, Grand Sports, f.w.b., cycle wings, excellent condition, trial. Golds, 41 Stoke Newington Rd. 972-433

AMILCARS and 200 others. See page 22. 972-325

AMILCAR. See the Naylor and Root special bargains on page 20. 972-654

ARMSTRONG. £85!!! 1929 6-cylinder 2-seater and double dickey, Triplex glass in windscreen, 5 brand-new tyres, paintwork unscratched, exceptional bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-115

ARMSTRONG SIDDELEY. Smith-conditioned spells safety for used-car buyers. 12hp 6-cylinder standard 2-seater, with large double dickey seat and adjustable driver's seat; colour scheme maroon and mole grey, red upholstery to match; engine has full-pressure lubrication to crank-shaft, 5 speeds forward and reverse. Car is in magnificent condition, wonderful road performance and splendid braking. Deposit £25, balance £85. F. G. Smith (Motors), Ltd., Goodmayes, Hford. Phone, Seven Kings 1000 (7 lines). 972-697

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

AUSTIN 7. We have several saloons and tourers for disposal, prices ranging from £35 to £100. All cars offered are in good condition. Deferred terms. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11. Battersea 5360. zzz-350

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

AUSTINS. Taylors selected bargains in Austin 7s.

1927 chummy, thoroughly reliable, £53.

1928 fabric saloons, from £45

1929 Mulliner saloon, good condition, £75.

1929 Taylor 2-seater, room for very tall driver, bargain, £57 10s.

All cars offered with 7 days' free trial and subject to A.A. inspection. Taylor, 49 Sussex Place, South Kensington Station, S.W.7. Ken. 8841. zzz-498

AUSTIN 7, 1927, saloon, reliable condition throughout, fully equipped, £38. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-317

AUSTIN 7, 1930, saloon, sunshine roof, unused 1931, bargain, £85. Coles and Shirley, Chepstow. Phone 348. 972-1108

AUSTIN 7, 1929, Wydor saloon, very nice condition throughout, completely equipped, unique deferred terms, £59. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-318

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. £10 deposit, including insurance, 18 payments, 1927 Austin chummy, brown and black, full all-weather equipment, speedometer, everything in perfect condition throughout, £42 10s. Motor Myles, Ltd., 218 Gt. Portland St. Museum 6756. 972-340

AUSTIN 7. H. Glover/Motors, the 100% Austin 7 specialists.

AUSTIN 7, 1927 tourers, from £35.

AUSTIN 7, 1927-28 coachbuilt saloons, from £45.

AUSTIN 7, 1929 coachbuilt and fabric saloons, from £70.

AUSTIN 7, 1930 coachbuilt and fabric saloons, from £80.

AUSTIN 7. Sports 2-seaters, from £55.

AUSTIN 7. Any car purchased from us carries a full written guarantee. You are requested to examine and try our stock without obligation to purchase. H. Glover/Motors, 3-5 Chelverton Road, Putney 7154 (Open Sunday morning.) 972-350

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

AUSTIN 7. £7 deposit, 75 guineas cash. 1930 Wydor fabric saloon, maroon, exceptional condition, free tax, free insurance to cash buyers; exchanges. Below.

AUSTIN 7. £4 deposit, 45 guineas cash. Very late 1927 Gordon England Cup, very good condition, free tax, free insurance to cash buyers; exchanges. Below.

AUSTIN 7. £4 deposit, 37 guineas cash. 1927 coachbuilt saloon, cream and black, practically unworn tyres, free tax, free insurance to cash buyers; 100 cars in stock, list free; exchanges. Open all week-days, including Saturdays, 9-8, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-342

AUSTIN 7. 1931, coachbuilt sunshine saloon, one owner, mileage under 3,000, fully guaranteed, completely equipped, unique deferred terms, £105. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-319

AUSTIN 7s, 1931 saloon, one owner, £92; 1928½ saloon, taxed, insured, £10 extras, £45. Several chummy saloons, £25-£40. 221 Maida Vale, W.9. 972-436

AUSTIN 7. 1930 saloon, Triplex, mileage 8,000, U-type Zenith, £82 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 972-587

AUSTIN 7s. Good used cars at Prims Motors.

AUSTIN 7. 1927, Cup, black and orange, very good, £37.

AUSTIN 7. 1928, Mulliner saloon, perfect throughout, £57.

AUSTIN 7. 1926, chummy, good order, perfect, £26.

AUSTIN 7, 1927, chummy, in very good order, £36.

Park 0210. 2 Codrington Mews, Blenheim Crescent, Ladbroke Grove, London, W. 972-384

AUSTIN 7, 1926, chummy, square hood, two new tyres, £23. Below.

AUSTIN 7, 1926, 2-seater sports, new tyres, insured, £31. Below.

AUSTIN 7, 1929 Avon Swan coupe, sunshine roof, black body, red wheels, five new tyres, in new condition throughout, cost £190, bargain £64. Earl, 75 Heath St., Hampstead, N.W.3. Open until one on Sundays. 972-383

AUSTIN 7, late 1928 4-seater tourer, condition and appearance as new, small mileage, one owner, £45 or exchange. 339a Goldhawk Rd., W.6. Riverside 5113. 972-380

AUSTIN 7, 1926 tourer, new battery, mats, etc., exceptional condition, 27 guineas. E. H. Hors, Rainford Rd., Chelmsford. 972-e335

AUSTIN, 1928 Cup model, special o.h.v. engine, perfect condition mechanically and externally, £60. 41 Birkenhead Avenue, Kingston, Surrey. 972-e328

AUSTIN 7, 1928 tourer, in perfect condition throughout, £39. R. Parsons, 1 Acton Lane, Chiswick. Phone 6028. 972-4406

AUSTIN 7, 1927 Cup model, taxed, insured, red-black, excellent condition, new hood, spotlight, two new tyres, many extras. £44. Allen, 53 New Rd., Harlington, Middlesex. 972-4404

AUSTIN 7 saloon, taxed December, 1927, just overhauled, recoloured, new tyres, £50. Adlards Motors, Ltd., 3 Keswick Rd. Putney 2334. 972-4402

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

AUSTIN 7. £95. 1929 (September) K.C. special sports 2-seater, twin carburettors, spare oil and petrol tanks, quick-release filler caps, disappearing hood, exceptionally fast and in excellent condition. Below.

Paul and Co., 114 Gt. Portland St. Museum 4117. 972-418

AUSTIN 7, 1930, Wydor saloon, ball change, black and red, chromium, exceptional condition, £75; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 972-363

AUSTIN 7, 1927 chummy, screens, hood, luggage grid, really nice condition, £33; seen after 4.30, except Monday or Wednesday. 91 Queensmill Rd., Fulham Palace Rd. 972-e344

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

AUSTIN 7s. "There's no place like Holmes." Special show and sale of saloons. We invite comparison with any other firm in London. These cars are overhauled and will maintain our reputation for entire satisfaction. 1930 Wydor saloon, black and red, perfect car, £90; 1929 Wydor saloon, one owner, engineer, faultless, £75; another, £78; 1928 Mulliner saloon, blue, very clean, mechanically perfect, £65; another, a real bargain, £55; 1928-9 Gordon England saloon, safety glass, leather, one owner, engineer, £67; also 1928-9 (October) Cup model, blue and red, magnificent performance, £65; 1928 tourer, A1 condition, £49; 1927 tourer, very smart, £39. Easy terms, including insurance; exchanges. Herbert W. Holmes, 29 Foley St., Gt. Portland St. Museum 1414. 972-402

AUSTIN 7. 1930 Wydor saloon, finished in black and red, chromium plating, low mileage, practically brand-new condition, £85; exchanges, deferred payments. Humphreys, Ltd., 120-22 Hampstead Rd., N.W.1. Phone, Museum 9515. 972-369

AUSTIN 7. 1931 supercharged Brooklands 2-seater, as brand new, mileage under 3,000, a genuine 85-mile-an-hour car, £165; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick. Phone 0505. 972-436

AUSTIN 7. 1931, coachbuilt saloon, nearly new, very small mileage, £95; part exchange and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre. Temple Bar 3605. 972-433

AUSTIN 7. Summer sale, July 20-28th. 150 cars to clear, huge reductions, cash or deferred; send for list. Smith and Hunter. Below.

1931 model coachbuilt saloon, dark blue, perfect mechanically, complete guarantee given, £88. Below.

1931 model fabric saloon, black-red line, leather upholstery, clean condition throughout, guaranteed, £87. Below.

1931 sunshine saloon, black-red, leather upholstery, negligible mileage, spare unused, front and rear bumpers, cost £148 complete, taxed, £105. Below.

1930 sunshine saloon, new April, mileage 7,200, grid, spotlight, first-class order, £85. Below.

1929 Gordon England sports 2-seater, mottled aluminium, good tyres, splendidly kept, £67. Below.

1929 Wydor saloon, blue, leather upholstery, same owner throughout, several extras, £63. Below.

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

1928 (June) Gordon Cup 2-seater, black-green, 4 new tyres, Triplex, very attractive, £50. Below.

1928 coachbuilt saloon, Kingfisher blue-black, fully equipped, leather upholstery, quite sound, £48. Below.

1928 (March) 4-seater, blue, 3 new tyres, 2 horns, 3 new step mats, various extras, owner gone abroad, £40. Below.

1927 (October) Gordon Cup, black-red, 2 new tyres, others sound, any test, £45. Below.

1927 4-seater, kingfisher blue, step mats, 2 horns, mirror, automatic wiper, very well preserved, £38; another, fully insured December, £40. Below.

1926 (April) 4-seater, rigid side screens, nearly new tyres, 2 horns, various extras, £33. Below.

1925 (September) 4-seater, grey, 4 new balloons, speedometer, very sound, £24. Below.

1924 coupe, brown, 4 nearly new balloons, quite complete and road-worthy, £18. Below.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011, Evenings 8, Saturday 6, Sunday 10-1. 972-497

AUSTINS and 200 others. See page 22. 972-326

AUSTIN 7 saloon, 66 guineas!!! June, 1930, Wydor, exceptionally good condition. 369 Hornsey Rd., N.19. 972-597

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

AUSTIN 7, special sports 2-seater, in excellent condition throughout, good tyres, £32; terms. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 972-1432

AUSTIN 7, 1930 model sunshine saloon, black fabric, Triplex, chromium, taxed, excellent condition, 75 guineas; consider exchange and cash. (After 7 p.m.) 13 Hill Rd., Mitcham. 972-1425

AUSTIN 7, 1931, sunshine, 5,000 miles, perfect condition, taxed, 12 High Park, Kew. 972-1461

AUSTIN 7s. Steele Griffiths offer an unusually fine selection of used Austins, including a few 1931 demonstration cars, at reduced prices, every car fully guaranteed in writing. Abbey House, Victoria St. (In-ning Westminster Abbey). Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. Open till 8 p.m. 972-640

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

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

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

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 972-696

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

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

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

AUSTIN 7 1925 chummy, good mechanically, £27. G. J. Shaffer and Co., 82 Cricklewood Lane, N.W.2. Gladstone 5311. 927-677

AUSTIN 7s. Andrews Automobiles for Austin 7 bargains.

AUSTIN 7, 1927-30, tourers and saloons, £40 to £90, ready for the road, taxed, insured, and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-608

AUSTIN 7, 1930 Wydor fabric saloon, £80; choice of 2. Below. 1927 tourer, very clean, good tyres, taxed for year, £37 10s.; motor-cycles in part, deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-678

AUSTIN 7 sunshine saloon, mileage 4,500, exceptional condition, licensed, £95. 40 Newstead Rd., Southbourne,ournemouth. 972-6379

AUSTIN 7, 1927½, chummy, insured January, wonderful condition, £54. 5 Victoria Avenue, Surbiton. Elmbridge 3301. 972-4420

AUSTIN, 1930 Swallow 2-seater, perfect condition throughout, several extras, taxed and insured year, £130; no dealers. Wetjen, Redgrave Fitzjames Avenue, Addiscombe. 972-6364

AUSTIN 7 tourer, 1929, unscratched, small mileage, any trial, £60. 16 Trelawney Rd., E.9. 972-6663

AUSTIN 7, £35. 1927 4-seater, completely equipped, exceptionally good condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 5401. 972-6553

AUSTIN 7, Brooklands model property of enthusiast, 70 m.p.h., £67 10s. P. B. Taneborne, 29 Gt. Portland St., W.1. Langham 1745. 972-636

AUSTIN 7, 1930 Gordon England saloon, one-shot lubrication, Vortex silencer, mileage 2,394, comprehensive policy and taxed end of year, new condition, good reason for selling, £120. Hunt, Greystones, Strivenham, near Swindon. 972-4503

AUSTIN, A. Rix offers 1931 Austin 7hp coachbuilt sunshine saloon, taxed year, in very nice order, £112 10s. 153 Euston Rd., N.W.1. Museum 1618. Open 8 p.m. on dl p.m. Sundays. 972-321

AUSTIN 7, 1929, tourer, exceedingly nice condition throughout, completely equipped, full guarantee, unique deferred terms. £57. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-320

AUSTIN 7, 1929 chummy 4-seater, beautiful order and condition, £60; also very nice 1927, complete and taxed, £55; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 972-426

AUSTIN 7, 1929 model saloon, coachbuilt, in splendid condition and appearance, taxed year, £60. Barley Mow, West Horsley, Surrey. Phone, Chandon 2. 972-422

AUSTIN 7, 1929, Stadium sports 2-seater, excellent order throughout, bargain, £67 10s.; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 972-407

AUSTIN 7, £47 10s!!! Saloon, coachbuilt, 1927, repainted, good tyres, taxed, mechanically sound. Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone, Burnham 149. 972-405

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

AUSTIN 7, 1930 saloon, sunroof, special o.h.v. engine, taxed year, exceptional condition, £87 10s. Below.

Paul Sawyer and Co., 150 Gt. Portland St. Museum 1925. 972-396

AUSTIN, 7hp, 1929, Mulliner coupe, taxed December, £65. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 972-590

AUSTIN 7s. Carlton Garage. 1928 Cup sports, new tyres, 53 guineas; 1929 model Wydor saloon, 53 guineas; 1930 Wydor saloon, nice order, 89 guineas. Terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings 972-391

AUSTIN, South London Motors, Ltd., offer a number of 1927, 1928, 1929 Austin 7 saloons and tourers, carefully reconditioned, mostly guaranteed, from £29; unique deferred term; 75-100 cars stocked at 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. Open to 10 p.m. Closed Sundays. 972-316

AUSTIN 7, £25!!! 1925, several new tyres, taxed December, complete. K.J. Motors, Bromley, Ravensbourne 3456-7. 972-524

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

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

AUSTIN 7 1928 Avon 2-seater, leather pneumatic upholstery, very roomy, well equipped, £48. Below.

AUSTIN 7 1929 Taylor sports 2-seater, first-class condition throughout, good tyres, £62. Below.

AUSTIN 7 1929 model Wydor fabric saloon, finished black-red, excellent condition, £60; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 972-479

AUSTIN 7 Taylor sports, taxed and insured, 4 new tyres, black and red, chauffeur owner, £52 10s. 71 Iverson Rd., Brondesbury, N.W.6. 972-x730

AUSTIN 7, 1927, Cup, splendid condition, taxed December, 40 guineas, Hockham, 13 High Rd., Streatham, S.W.16. Phone 3042. 972-470

AUSTIN 7. If you are looking for a good second-hand Austin 7 tourer or saloon, write to-day for Premier's latest bargain list. Splendid selection of overhauled and guaranteed models at the right prices. Free delivery, extended terms. Premier Motor Co., Astor Rd., Birmingham. 972-452

AUSTIN 1931 7hp coachbuilt saloon, in perfect condition throughout, mileage 3,000, taxed and guaranteed for 6 months. £99. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 972-459

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

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

1927 G.E. fabric 4-seater, new tyres, super tuned engine, exceptional opportunity, £56.

1928 Coachbuilt saloon, excellent condition, £45.

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

Ruffell's Motors, White Hart Lane, Barnes, Prospect 5549. 972-443

AUSTIN 7, 1928 Swallow 2-seater, cream and brown, many special features include dashboard, oil gauge, petrol gauge, dashlamp, clock, electric wiper, latest gear lever, Bodelo i.w.b., very attractive car, spotless condition, fast, taxed, insured, £69 10s. 3 Middleton Rd., Dalston, E.8. Clissold 8674. 972-4599

AUSTIN 7 1926 Cup model, green-cream, full equipment, good condition, £39. 27 Langley Rd., Watford. Phone 4124. 972-4381

AUSTIN 7 1929 Wydor saloon, taxed and fully insured to January, beautiful condition throughout, £66; liberal exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607. 972-522

AUSTIN 7 1929 Stadium 2-seater, excellent condition, £67 10s. Below.

AUSTIN 7 1928 coachbuilt saloon, good tyres, excellent order, £47 10s. Below.

AUSTIN 7 1926 chummy, perfect running, wonderful condition, £25. Below.

AUSTIN, £32, 1926, Cup, brown fabric, aluminium bonnet; terms, exchanges. Page, 199b Upper Richmond Rd., Putney. Tel., Putney 7671, Sundays 112. 972-513

AUSTIN 1928 chummy, excellent condition throughout, all new tyres taxed till end of year, £42 10s. Haskins, 155 Ladbroke Grove, North Kensington, W.10, adjoining the Metropolitan Station. Park 5041. 972-501

AUSTIN 7 1928 fabric saloon, very good condition, £57 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-502

AUSTIN 7 1930 fabric saloon, in extremely good condition, one owner, bumpers, several extras, loose covers, safety glass, £82 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-503

AUSTIN chummy, late 1929, perfect order, overhauled, taxed, £58. Clark, 154 Gt. Titchfield St., W.1. Museum 9270. 972-513

AUSTIN 7 1929 tourer, small mileage, 58 guineas. Denmans, 152-5 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-542

AUSTIN 7 1928 (late) Cup model, blue, very nice condition, £60. Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 972-559

AUSTIN, Newnhams, as Austin agents, always have an excellent selection of used models of this make available. Few examples below but full list on request.

1931 7hp sliding-roof saloon, black and red, moderate mileage and very attractive, £99.

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

1930 7hp Swallow sports saloon, dual grey, small mileage only, £110.

1930 (late) 7hp coachbuilt sliding-roof saloon, blue, beautiful order, £82.

1929 7hp Wydor fabric saloon, maroon, smart appearance and absolutely sound, £59.

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

1927 7hp chummy, brown, very nice order throughout, £32.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 972-534

AUSTINS. Protect yourself with 3-months' written guarantee, highest exchange allowances; convenient deferred terms. Kirk and Co. Below.

AUSTIN, 1929 black Wydor fabric saloon, all equipment, push upholstery, most carefully used, very economical little car, £72. Kirk. Below.

AUSTIN, 1929 chummy 4-seater, full dash equipment, i.w.b.s. automatic screen wiper, etc., rigid all-weather equipment, original black cellulose finish, £68. Kirk. Below.

AUSTIN, 1928 7hp Gordon England Cup sports 2-seater, red fabric body, splendidly equipped, nice condition, fast and smart car, £59. 150 other cars. Kirk and Co., 22, 49 Prad St., Paddington, W.2. Close 8 p.m. weekdays. Sundays 10 a.m. till 1 p.m. 972-602

AUSTIN 7. E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers:—

£60 chummy, indistinguishable from new, guaranteed mileage 6,700, original tyres, etc., fully taxed, full comprehensive tariff insurance till April, 1932, one owner, exceptional bargain, reason disposal ill-health; subject to R.A.C. or A.A. examination; exchanges, deferred. 36 High St., Eton. Phone, Windsor 308. 972-672

AUSTIN, 1924 chummy, very good condition, £22; exchanges, over 12 other Austins in stock. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 972-655

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

AUSTIN. See the Naylor and Root special bargains on page 20. 972-647

AUSTIN (February) 1931 Ulster racing 2-seater, cost £192, indistinguishable new, 138 guineas; exchanges, deferred. 95b Mitcham Lane, Streatham. Phone 5159. 972-583

AUSTIN 7. Brooklands Motor Co. offers: 1931 fabric saloon, upholstered in leather mileage under 1,000, used for demonstration purposes only, £112 10s.; exchanges, deferred. 331 Euston Rd., N.W.1 Museum 3143-4. 972-588

AUSTIN 7, 1928 4-seater chummy, good tyres, exceptionally good condition, 36 guineas; exchanges, deferred, free list. P.O.C.H. Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 3752. 972-574

AUSTIN 7, 1931 saloon, unregistered, makers' guarantee, shop-soiled, special bargain, £110. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 972-569

AUSTIN 7. Hall of Balham offers: 53 guineas, 1928 Gordon-England sports, mottled silver fabric, side screens, hood, splendid condition, taxed. Below.

AUSTIN 7, 33 guineas, 1925, late, sports 2-seater, hood and screens, long-tail body, black and red, super condition. Below.

AUSTIN 7, 47 guineas, 1928 chummy, condition as new, fully equipped, many extras; terms, exchanges. 48 High Rd., Balham. Battersea 5517. 972-566

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

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

B.S.A. from Hackford Motors, Ltd. for exchanges and easy terms. 182 Acre Lane, Brixton. Phone 5062. zzz-568

BUGATTI. We specialize in these cars. 1929, 1928 and 1927 in stock. Written guarantee with every car. Largest stock of sports cars in Great Britain. Open Sunday morning. Exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 972-562

BUGATTI, 11.9 2-seater, really exceptional condition, £32 10s. Metro Motors, 45 Newman St., W.1. Museum 9953. 972-564

BUGATTI. Smith-conditioned spells safety for used-car buyers. 1930 Grand Prix 1,500 c.c. 4-cylinder, with high-compression overhead camshaft engine, coil ignition, 4-speed close-ratio gearbox, itudge-Whitworth wire wheels and spare, tyres all in new condition; fitted with standard all-aluminium racing Bugatti body, large racing petrol tank, 14 gallons capacity; fitted with windscreen and quickly detachable close-up wings, ready for touring or racing; exceptionally fast. Deposit £40, balance £175. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 972-699

CITROEN. 1924 7hp 2-seater, new hood and screens, four new tyres, starter, taxed for quarter, £15; exchanges, easy terms. Beechings, Ltd., Farnborough, Hants. Telephone 279. 972-554

CITROEN, 1927 2-seater, f.w.b. small mileage, nice condition, £28; 1926 7hp 4-seater, new balloons, in really nice condition throughout, £21. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 972-444

CITROEN 7.5hp 1924, excellent tyres, good running order, £7 10s. Montgomery, Selwyn House, Rugeley, Staffs. 972-c336

CITROEN 7.5hp 1926 cloverleaf, Triplex, good tyres, taxed, insured, 18 guineas. 39 Stairforth Rd., Ilford. 972-c330

CITROEN 7 sports, taxed, insured, excellent condition, £10, near offer; after 6. 334 Queen's Rd., Battersea. 972-c327

CITROEN 1927-8 2-seater, very smart and clean, £55. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-538

CITROEN, 1927 saloon, overhauled and fitted new tyres, repainted, 40 m.p.g., £30. Denmans, 132-3 Long Acre, W.C. Open week-ends. 972-539

CITROEN saloon, 1926, f.w.b., in excellent condition, £15 or exchange. Other bargains in stock. 34a Hereford Rd., Westbourne Grove, W.2. 972-440

CITROENS and 200 others. See page 22. 972-327

CLYNO (August, 1928), guaranteed, 2-seater, double dickey, dynamo, starter, f.w.b.s, all-weather equipment, only 39 guineas, exchange combination; easy terms. 1 Elbur St., Wandsworth. 972-401

CLYNO 11hp 1926 Royal tourer, exceptionally good condition through out, leather upholstery, bargain, £20; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 972-478

CLYNO, 1927 model 4-seater, f.w.b., new all-weather equipment, new tyres, many useful extras, faultless condition, a car that will give good service, £27. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 972-445

CLYNO, 1925, 2-seater, starter, dickey, balloons, splendid runner, £10. Denmans, 132-3 Long Acre, W.C. Open week-ends. 972-555

CLYNO, 1927, 11hp, 2-seater, in very good order, mechanically perfect, balloon tyres, f.w.b., £17; terms. Cross, 54 Durham Rd., N.W.20. Phone, Wimbledon 2558. 972-1430

CLYNO coupe, £25; 1926-27, 12-24hp, Mulliner body, f.w.b., low mileage, excellent order; exchanges. 86 Acre Lane, Brixton. Phone 3401. 972-c352

CLYNOS and 200 others. See page 22. 972-328

CLYNO 9, 1929 fabric saloon, colour maroon, £50. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 972-689

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

CLYNO, £20. 1927 2-seater, taxed, smart and perfect, fully equipped, 181 The Grove, Goldhawk Rd., W.6. 972-663

CLYNO, 1928 11hp 2-seater, very nice condition, f.w.b., one owner, good tyres, only wants seeing, £28. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 972-x732

CLYNO saloon, 1926, f.w.b., insured, genuine bargain, £19. Snow, 42a Wilton Rd., Dalston, E.8. 972-606

CLYNOS. Andrews Automobiles for Clyno bargains.

CLYNOS, toures and saloons, £10 to £60, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond C576. 972-609

COVENTRY-PREMIER 3-wheeler, suitable trade or sport; any trial, examination. What offers? Cunningham, 84 Milkwood Rd., Herne Hill. 972-1107

DONNET ZEDAL 1927 10hp Weymann saloon, wire wheels, 4 speeds, fast little car, £25. Denmans, 132-3 Long Acre, W.C. Open week-ends. 972-541

FIAT, Carlton Garage. 1926 10hp drop-head coupe, 29 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 972-392

FIAT, 1925, 10-15 4-seater, splendid order and condition, complete and taxed for year, bargain, £35; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.5. 972-427

FIAT, must sell immediately, 8hp 4-seater, taxed, reconditioned, just overhauled, superb condition, any reasonable trial, first offer over £35, 14 Friston St., Fulham, S.W.6. 972-343

FIAT £2 deposit, 25 gns. cash, 1926 8hp 2-seater, brown, f.w.b. Free tax, free insurance to cash buyers, 100 cars in stock, list free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-343

FIAT, 1931 10-30 4-door coachbuilt saloon, leather upholstery, first registered March, exceedingly nice condition throughout, written guarantee; unique deferred terms, £162. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-500

FIAT 9 2-seater, f.w.b., overhead camshaft, fully equipped, very smart, £29. Ruffell's Motors, White Hart Lane, Barnes. Prospect 5549. 972-446

FIAT 1927 9hp saloon, coachbuilt, complete equipment, exceptionally good runner, taxed, £38. Smith, 407 Edgware Rd., Ambassador 1011. 972-488

FIAT 9, 1927 2-seater, in exceptionally nice condition, £37 10s. Paul and Co., 51 and 53 The Mall, W.5. Ealing 4633. 972-586

FIAT, £50, 8hp saloon, late 1927, last and sound. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-554

FIAT 12, 1927, 4-seater, 4 speeds, f.w.b. and full equipment, tax £11, exceptional condition, £32. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays, 972-372

FIATS and 200 others. See page 22.

FIAT, 1927 8hp de luxe 4-seater, good tyres, fully equipped, taxed December, £42; also another at £35; 1928 de luxe 2-seater, a really smart car, £45; exchanges and deferred. Naylor and Root, 25 Park Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 972-656

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

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

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

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 972-702

F.N. Truscott for saloons. An exceptional car!!! 1930 12-24hp 4-door fabric saloon de luxe, maroon, leather upholstery, luggage trunk, most attractive appearance, excellent road performance, specification includes 4 speeds, servo f.w.b., wire wheels, etc., £115, year's guarantee, cost £315; exchanges, deferred. 173a Westbourne Grove, W.11. Park 7785. 972-685

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

FRAZER-NASH drop-head coupe, counter-shaft drive, Anzani, very fast, smart excellent car, £25. Bullard, 187 Merion Rd., Southfields, S.W.18. 972-1397

GALLOWAY, 1927, 11hp 2-seater and dickey, complete equipment, £15. General Engineering Co., 13b High Rd., Kilburn, N.W. 972-1421

GWYNNE, £59!!! 1928 10-40 sports 2-seater and dickey, Perrot f.w.b. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-544

GWYNNE 8, late model, 2-3-seater, lighting, starter and numerous extras, beautiful order and condition, £18; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 972-425

GWYNNE, 8hp, 1925 sports 2-seater, wonderfully fast and economical, good order, £16. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 972-x733

HAMPTON, 9.8, 1929 saloon, excellent condition, cost £295, £65. Ninova, St. Hilda's Rd., Harrogate. 972-c96

"THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc.

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

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

HUMBER 9, 4-seaters at £48; ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.
 Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-610

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

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

JOWETT 1928 long-chassis 2-seater and dickey, good tyres, full equipment, low mileage, one owner, really exceptionally smart appearance, magnificent order throughout, genuine bargain, £45; exchanges, deferred payments. Humphreys, Ltd., 120-2 Hampstead Rd., N.W.1. Phone, Museum 9515. 972-367

JOWETT, 1931, long saloon, unregistered, sacrifice (cash). Ridings, Long St., Middleton, Manchester. 972-c346

JOWETT, 1925, 2-seater, dickey, new hood, repainted, £22. Graham, Lerne Villa, Western Rd., Brentwood. 973-c345

JOWETT 7hp, £58, 1927 (long chassis), coachbuilt saloon, maroon and black, upholstered cord, low-pressure tyres, not used since 1929, attractive condition, deferred terms. Phillips and Powis, 10-24 South St., Reading. Phone 2600. 972-420

JOWETT 7hp saloon, small mileage, tyres as new, fabric body, been very carefully used, bargain, £75; exchanges, deferred. Rhind and Co., Station Garage, Queen's Rd., corner Oldham Rd., Manchester. 972-408

JOWETT, 22 gns. 1925 7hp 2-seater, blue, very exceptional condition, 100 cars in stock, list free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-344

JOWETT, 1927 (June) long tourer, reliable mechanical condition, new appearance, £53. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-c302

JOWETT, Summer Sale, July 20th-28th. 150 cars to clear; huge reductions. Cash or deferred; send for list. Smith and Hunter, Below.

1930 (June) saloon de luxe, long chassis, large fapnets, freewheel clutch, very small mileage, cost £195 complete, £110. Below.

1927 full 4-seater, blue, good, 3 new Dunlops, electrical equipment, perfect. £52. Below.

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

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-493

JOWETT, 1925 2-seater, dickey, £25, overhauled, hardly soiled, 4 new balloons, taxed, insured next March. 15 Balham Grove, Balham. 972-4728

JOWETT 7hp long chassis 1927 tourer, free wheel fitted, good tyres, excellent condition throughout, £32; terms, exchanges, Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 972-477

JOWETT 1929 long fabric saloon, blue, one owner, taxed year, excellent condition throughout, £82 10s. Hyams Bros. and Beard, 19 Beynon Rd., Carshalton, Tel., Wallington 1917. 972-466

JOWETT, £22 10s. 2-seater, taxed year, starter, exceptionally well kept and in perfect order, in every way an exceptional car. Ward and Co., 5 Upper Richmond Rd., East Putney. 2818. 972-458

JOWETT 1929 short 4-seater, free-wheel clutch, bumper bars, luggage carrier, etc., exceptional condition, taxed, 58 guineas. E. H. Hora, Rainford Rd., Chelmsford. 972-c354

JOWETT, 1924 2-seater, in really fine order, £18. 2 Coddington Mews, Bichenham Crescent, London, W.11. 972-385

JOWETT 1926, long four, starter, balloons, taxed December, engine recently overhauled, bargain 20 guineas. White, 75 Stapleton Hall Rd., Stroud Green, London, N.4. 972-1377

JOWETT 1929 saloon, blue fabric, leather upholstery, £57 10s., terms, exchanges. Page, 199b Upper Richmond Rd., Putney. Tel., Putney 7671. Sundays 11-2. 972-514

JOWETT, £18: 1925, 4-seater, starter, balloon tyres, well equipped, excellent condition. 86 Acre Lane, Brixton. Phone 3401. 972-c355

JOWETTS and 200 others. See page 22. 972-330

JOWETT 7, 1927 long 2-seater and dickey, starter and full equipment, taxed year, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 972-c371

JOWETT. See the Naylor and Root special bargains on page 20. 972-649

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

JOWETT, F.O.C.H., Ltd., Jowett distributors and experts; 15 second-hand Jowett cars in stock; exchanges, deferred, free list. Below.

F.O.C.H. Very late 1927 7hp long 4-seater, maroon, almost unworn tyres, starter, twin automatic screen wipers, one owner, very carefully used, exceptionally good condition, year's tax, 58 guineas. Below.

F.O.C.H. Late 1926 7hp long 4-seater, repainted blue, starter, exceptional condition, unscratched, 29 guineas. Below.

F.O.C.H. 1926 7hp long 4-seater, blue, very good condition, 19 guineas; exchanges, deferred, list free. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 752. 972-575

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

1928 7-17hp 4-seater, blue, nice appearance and general condition, £45. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 972-529

JOWETT, 7hp, exceptional bargain, late 1927 long 4-5-seater, newly repainted saxo blue, all nickel newly replated, including double windscreen, new hood, battery, floor and step-mats and tyres, brakes and clutch relined, wiper and starter, 5-lamp set, leather upholstery, accessories and tools, engine overhauled, new car appearance and performance, used once since renovation, reason for quick sale owner's serious illness, a sacrifice, £35. Grandlay, 21 Lockington Rd., Battersea, S.W.8. 972-1424

JOWETT, late 1930, taxed, insured to end of year, perfect condition, £90. Apply, Marlborough Garage, 110 Marlborough Rd., Holford, N.19. 972-c364

JOWETT, 1929 long-chassis saloon, colour maroon, new condition, £80; also 1926 4-seater, colour blue, perfect runner, £30. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 972-690

JOWETTS, Andrews Automobiles for Jowett bargains:—
JOWETTS, £15 to £35, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-611

JOWETT, 1929 7hp fabric saloon, full dash, double screen wiper, very attractively finished in grey, roomy and economical car, £65. Kirk and Co. Below.

JOWETT, 1928, 7hp long chassis coachbuilt saloon, fully equipped, beautifully re-coach-finished, great value, £52; 3 months' written guarantee; exchanges, terms. 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 972-603

LEA-FRANCIS, Summer Sale, July 20th-28th. 150 cars to clear; huge reductions. Cash or deferred; send for list. Smith and Hunter, Below.

1927 12hp 4-door saloon, 4-speed, f.w.b., just overhauled, an attractive car, £46. Below

1925 (July) 12hp tourer, maroon, good tyres, £30. Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-490

LEA-FRANCISES and 200 others. See page 22. 972-331

LEA-FRANCIS, Brooklands sports 4-seater, 12-50, twin carb., unsoiled and perfect, £100; single carb., as above, with year's tax paid, £95; and also a 70 m.p.h. 1928 12-40 sports low-built 4-seater, like a new car, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends, Temple Bar 8.15-6.7. 972-543

LEA-FRANCIS, £49; exchanges!!! 1926-7 12-40 sports 4-seater, wire wheels, f.w.b., very pretty and fast car, taxed. Chidley, 379b High Rd., Tottenham. Phone 2920. 972-600

M.G. The Central Motor Institute, Finchley Rd., Hampstead, N.W.3, wholesale and retail distributors for North-west London and North Hertfordshire. Special tuning and service by experts. A selection of cars always in stock. Phone, Primrose 1161 and Hitchin 494. zzz-375

M.G. Midget, 1930, 2-seater, black, green, large sump, taxed, faultless, £130. Phone, Purley 1373. 972-c332

M.G. Midget, bargain, new 1931, colour blue, sports 2-seater, accept £20 under cost, or offer; h.p. terms arranged. 62 Selwyn Rd., Tinton Manor, E.13. 972-c342

M.G., 1931 Midget, mileage 3,000, choice of two, £145.

M.G., 1931 Midget, blue, £135.

M.G., 1930, latest type, big sump, small mileage, £125.

M.G., 1930 Midget sportsman's coupe, unscratched, £150.

M.G., 1930, red, 2-seater, £95. Largest stock of sports cars in Great Britain. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 972-359

M.G. Midget, Carlton Garage, 1929, really fast, 93 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 972-393

M.G. Midget, 1930 (May), sports big sump, ribbed drums, as new, one owner, £135. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 972-415

M.G. Midget, £89, 1929, 2-seater, very smart and exceptionally fast; exchanges, deferred. Empire Motors, 506 High Rd., Chiswick. Phone 0303. 972-437

M.G. Midget, 1929, blue, yellow wheels, new tyres, hood, etc., private owner, £100. Burridge, Newsagent, Bounds Green Rd., N.11. Phone, Palmers Green 0116. 972-727

M.G. Midget, 1930, 2-seater, late type, black-red, ribbed brake drums, specially tuned engine, positively as new, complete equipment, fully guaranteed, £116. Unique deferred terms. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-306

M.G. Midget, £8 deposit, 85 gns. cash. Very late 1929 super-sports 2-seater, red, very good condition. Free tax, free insurance to cash buyers. 100 cars in stock; list free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-345

M.G. Midget, 1930 coupe, mileage 8,000, perfect throughout, taxed year, £165. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 972-457

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

M.G. Midget, 1931 2-seater, carefully run in, cost over £200 with extras, which include bumper, direction indicators, spotlight, automatic wiper, radiator muff, etc., car as new, taxed and insured, £145. 1 Dingwall Rd., Croydon. Thornton Heath 3461. 972-x729

M.G. Midget. See the Naylor and Root special bargains on page 20. 972-651

M.G. Midget. Smith-conditioned spells safety for used car buyers, 1929 practically new, specially tuned, very fast, deposit £25, balance £85. F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone. Seven Kings 1000 (7 lines). 972-700

M.G. Midget, 1930, black fabric 2-seater, large sump, very small mileage, £127 10s. Below.

M.G. Midget, 1930 coupe sliding roof, large sump, very clean motorcar, £170; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St. W.1. Mayfair 5489. 972-679

MORGAN. Beards of Kingston, Morgan distributors and specialists. New and guaranteed second-hand Morgans always in stock. Liberal exchange allowances. Special hire-purchase terms. 102 London Rd., Kingston-on-Thames. Phone 5148. zzz-49

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

MORGAN. Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Cumberwell, S.E.5. Brixton 5725. zzz-122

MORGAN, £70; super-sports model, 1928-9, 10-40hp o.h.v. racing J.A.P. engine, f.w.b., cycle wings, speedometer, clock, mirror, pneumatic upholstery, new tyres, hood, etc., black and red chassis, perfect. Barnard, 68 High St., Crawley, Sussex. 972-1376

MORGAN, late 1927, Aero, 10-40 racing o.h.v. J.A.P., many extras, exceptionally smart and sound, £45 or exchange motorcycle and cash, 539a Goldhawk Rd., W.6. Riverside 5113. 972-379

MORGAN, 1922, 2-seater, excellent order throughout. What offers? 28 Wallwood Rd., Leytonstone. 972-c337

MORGAN, Aero, 1929 o.h.v., f.w.b., geared steering, dynamo, electric horn, speedometer, clock, bumper, perfect, taxed, insured, £70. Carr, Haven, Central Rd., Drayton, Portsmouth. 972-c325

MORGAN, late 1928, de luxe, w.c., 2-seater, dynamo, geared steering, f.w.b., taxed, insured, electric light, starter, other extras, excellent condition, £40. Johnson, 18 Sandgate Rd., Brighton. 972-1400

MORGAN, sacrifice for quick sale, £16, near offer, 1926 de luxe, w.c., dynamo lighting, speedometer, good appearance and running, 19 Holmdene Avenue, Herne Hill, Brixton 0384. 972-c349

MORGAN, family, w.c. M.A.G., taxed, insured, £20; offers; appointment. 15 Homefield Rd., Burnt Oak, Edgware. 972-c341

MORGAN, 1930 Aero J.A.P., excellent order, bargain, £65; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 972-409

MORGAN, 1930 Super Aero, 10-40 J.A.P., o.h.v., exactly as new, bargain, £98; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 972-410

MORGAN, 1929 Aero, 10-40 J.A.P., carefully used, excellent condition, bargain, £62 10s.; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 972-411

MORGAN, 1929, Super Aero, 10-40 J.A.P., o.h.v., hood, screens, etc., exceptionally nice in condition, bargain, £85; exchanges, deferred. Rhind and Co., Station Garage, Queen's Rd., corner Oldham Rd., Manchester. 972-412

MORGAN, 100 cars in stock. List free. Exchanges. Rowland Smith. Below.

£12 Deposit. 125 guineas cash. Late 1931, super-sports specially tuned racing o.h.v. J.A.P., cream and red, electric starter, cycle-type wings, foot accelerator, straight-through exhausts, hood, reduced steering cue owner, run 596 miles only, absolutely brand-new condition, cost about £160; free tax, free insurance to cash buyers. Below.

£7 Deposit. 75 guineas cash. Late 1929 super-sports specially tuned racing o.h.v. J.A.P., black and red, cycle-type wings, straight-through exhausts, reduced steering, carefully used, exceptional condition; free tax, free insurance to cash buyers. Below.

£7 Deposit. 72 guineas cash. 1930 Aero, 1,100 o.h.v. specially tuned racing J.A.P., red, f.w.b., dynamo lighting, reduced steering, hood, small mileage, very exceptional condition; free tax, free insurance to cash buyers. Below.

£5 Deposit. 52 guineas cash. 1929 Aero, 1,100 o.h.v. racing J.A.P., blue, electric starter, f.w.b., straight-through exhausts, reduced steering, free tax, free insurance to cash buyers. Below.

£2 Deposit. 25 gns. cash. Late 1927 de luxe 8hp J.A.P., brown, dynamo lighting, electric horn, exceptional condition; free tax, free insurance to cash buyers. Below.

Rowland Smith, 78-81 High St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. One minute Hampstead Tube. Phone, Hampstead 4881. 972-349

MORGAN, 1926, o.h.v., Aero model, f.w.b., starter, hood, aero screens, good tyres, pneumatic upholstery, 54 guineas. Below.

MORGAN 1929 model de luxe, f.w.b., J.A.P. engine, starter, good order throughout, 39 guineas. Below.

MORGAN 1930 super-sports Brooklands model, cost nearly £200, fitted many extras, 89 guineas; exchanges or terms. Comerford's, Portsmouth Rd., Thames Ditton. 972-450

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

MORGAN, Family, 29 guineas; 1927 model J.A.P., exceptionally well kept condition, runs perfectly, several extras. Maynards, 241a High Rd., Wood Green. 972-398

MORGAN, 1930, Family, starter, rigid side screens, hood, speedometer, etc., mileage 5,000 only, practically new condition, special bargain, £55. Below.

MORGAN, 1927 (late), Aero, 10-40hp o.h.v. J.A.P., 2-colour finish, f.w.b., magnificent condition throughout, £58; exchanges, deferred payments. Humphreys, Ltd., 120-122 Hampstead Rd., N.W.1. Phone, Museum 9515. 972-368

MORGAN, Bargain. Colmore offer 1931 super-sports 10-40 J.A.P., overhead valve, water-cooled engine, new type model M chassis, colour blue and beige, unregistered, used only for few trial runs, £120; you save £25 and get a better car. Easy payments from £20 down, balance 12, 15 or 18 months. Colmore Depot, 31 Colmore Row, Birmingham. 972-455

MORGAN, 1929 super-sports, J.A.P. o.h.v. racing engine, exceptionally fast, well equipped, £75. Below.

MORGAN Aero, 1926 8hp J.A.P. engine, finished dual colour, bargain, £28; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 972-476

MORGAN, 1930 (May) family model J.A.P., starter, rigid side screens, speedometer, mileage 5,000, absolutely as new, taxed year, insurance included, £70. Below.

1926 De luxe w.c. J.A.P., dynamo, new hood, repainted, new head and tyres, taxed, £25.

Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-487

MORGAN, 1924 de luxe, 8hp J.A.P., Lucas dynamo, side screens, mirror, discs, taxed to 1932, £24. Below.

MORGAN, 1927 standard, 8hp J.A.P., all good tyres, taxed and in good order, £29. Below.

MORGAN, 1928 Aero J.A.P., f.w.b., balloon tyres, hood, chrome nickel, perfect, one owner, taxed to 1932, £58. Below.

MORGAN de luxe Aero, 1931, 10-40 o.h.v. J.A.P., cream and green, the very last word in improvements, 2½ in. tube with improved head box and centre-fixing, super-type front, improved brakes and guards, £116 10s.; let me quote you for your old car, I can allow you the biggest price in part-payment cash or hire-purchase. Douglass for Morgans, St. Mary's Square, Ealing, W.5. 972-447

MORGANS, super-sports, 1929, 10-40 o.h.v. racing J.A.P., geared steering, starter, taxed year, from £87 10s. Below.

MORGANS, Aero, 1927 o.h.v. Blackburne, w.c., dynamo, starter, f.w.b., £45; 1927 J.A.P., f.w.b., repainted two colours, £45; 1926 o.h.v. Blackburne, f.w.b., geared steering, foot acceleration, £37 10s.; 1925 J.A.P., dynamo, £32 10s. Below.

MORGAN, de luxe, 1928, J.A.P., w.c., dynamo, £37 10s. Terms, exchanges. Page, 199b Upper Richmond Rd., Putney. Tel., Putney 7671. Sundays 11-2. 972-515

MORGAN, July, 1930 super-sports Aero o.h.v. J.A.P., M chassis, indistinguishable new, 92 guineas; exchanges, deferred. 95b Mitcham Lane, Streatham. Phone 5159. 972-584

MORGAN, Hall of Balham, offers: 28 guineas. Late 1927 de luxe 2-seater, pneumatic upholstery, dynamo lighting, f.w.b., o.h.v., straight-side balloons, exceptionally good condition; terms, exchanges. 48 High Rd., Balham. Battersea 6517. 972-567

MORGAN, late 1927, de luxe, geared steering, electric windscreen wiper, pneumatic upholstery, f.w.b., 35 guineas; exchanges, deferred. Merton Motor Mart, 114a Kingston Rd., Merton. Phone, Wimbledon 4186. 972-562

MORGAN, Naylor and Root, Ltd.,

MORGAN Specialists. Over 24 models in stock.

Easiest of easy terms and best exchange allowances.

£120. 1931 super-sports o.h.v. J.A.P., M chassis, many extras.

£105. 1930 super-sports, as above, finished black and cream, choice of three.

£85. 1930 Aero, o.h.v. J.A.P., M chassis, V screens, taxed December, as new.

£85. 1929 super-sports, o.h.v. racing special Blackburne, many extras, almost new tyres, taxed December.

£75. 1929 Aero, o.h.v. J.A.P., starter, f.w.b., many other extras, as new.

£75. 1930 Aero, s.v. J.A.P., M chassis, f.w.b., flared wings, very smart.

£68. 1928 Aero o.h.v. racing J.A.P., f.w.b., hood, speedometer, geared steering, good tyres, fast.

£57. 1928 Aero, s.v. J.A.P., f.w.b., flared wings, hood, almost new tyres, finished blue and red, very smart, taxed.

£45. 1927 Aero, o.h.v. M.A.G. engine, f.w.b., hood, speedometer, good tyres, re-coachpainted.

£59. 1930 family 4-seater, a.c. J.A.P., f.w.b., very nice condition, motor.

£55. 1929 family 4-seater, w.c. J.A.P., starter, side screens, speedometer, etc., very smart, taxed.

£29. 1925 family 4-seater, w.c. J.A.P., dynamo, speedometer, side screens, good runner.

£52. 1930 de luxe 2-seater, a.c. J.A.P., M chassis, starter, speedometer, side screens, etc.

£29. 1926 de luxe 2-seater, s.v. J.A.P., starter, speedometer, side screens, pneumatic seats.

Send for a copy of our bargain list giving complete specification of each model.

Naylor and Root, Ltd., The Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 927-658

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A Mine of Essential Information on Motor Ships and Shipbuilding. 5s. net. 5s. 6d. post free.

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

MORGANS. Homac's have for disposal the following guaranteed Morgans:—
1930 Family, 8hp J.A.P., dynamo, speedometer, side screens, taxed quarter, as new, £67 10s. Below.
1929 Aero, 8hp, s.v. J.A.P., dynamo, geared steering, f.w.b., balloons, just repainted cream with red V panel, faultless, £67 10s. Below.
1928 De Luxe 8hp J.A.P., f.w.b., geared steering, taxed, £42 10s.
1927 Aero, s.v. J.A.P., f.w.b., dynamo, etc., taxed for year, £45. Below.
1927 Family, 8hp J.A.P., dynamo, speedometer, side screens, f.w.b., nice order, £59 10s. Below.
1925 Aero, o.h.v. Blackburne, dynamo, £32 10s. Below.
1925 Grand Prix, 10hp, w.c., Blackburne, dynamo lighting, speedometer, dash lamp, bumper, many extras, Aero wings, £29 10s. Below.
Exchanges or deferred arranged on any of the above.
Homac's, the Official Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 3616-7. 972-674

MORGAN Family, late 1928, w.c. J.A.P., starter, screens, £38. 33 Normandy Rd., Brixton. 972-e422

MORGAN, 1927, de luxe 2-seater, f.w.b., insured to December, 29 guineas, exchange deferred. Whitby's, 7 The Vale, Acton, W.3. 972-664

MORGAN, family model, 1927, new condition, £35. 1924 de luxe, repainted, bargain, £20. Bunnings, Wealdstone, Harrow. 972-661

MORGAN, Aero, 1926, 10-40 o.h.v. J.A.P., f.w.b., new balloon tyres, excellent condition, throughout, £40; exchanges, terms. Yarwood's, Stoneley South, High Rd., Tottenham. Phone 3122. 972-657

MORGANS. Protect yourself with a 3 months' written guarantee, convenient deferred terms, exchanges. Kirk and Co. Below.
Super-sport Aero, 1929, 10-40hp o.h.v. racing J.A.P. w.c. engine, dynamo lighting, f.w.b.s, luggage grid, Bosch horn, original blue cellulose finish, excellent tyres, very fast and attractive sporting bus (Paddington), £79. Kirk. Below.
Aero, 1929, 10-40hp o.h.v. J.A.P. w.c. racing engine, dynamo lighting, f.w.b.s, flare wings, etc., very fine condition, most carefully used (Paddington), £72. Kirk. Below.

Aero, 1926, 10hp o.h.v. w.c., fully equipped, dynamo lighting, dash lamp, speedometer, hood and cover, etc., cycle wings, original 2-colour cream and crimson finish, excellent condition (Paddington), £49 10s. Kirk. Below.
Aero, 1928, 8hp J.A.P. w.c., sports 2-seater, all equipment, including dynamo lighting, hood, etc., flare wings, good tyres and appearance (Paddington), £59 10s. Kirk. Below.

Family, 1928, 8hp J.A.P. w.c., 4-seater, dynamo lighting, f.w.b.s, etc., very fine condition throughout (Paddington), £49 10s. Kirk. Below.

De luxe, 1928, 2-seater, 8hp w.c., f.w.b.s, fully equipped, hood, side screens, automatic lubrication, carefully used, one owner, unscratched (Highbury), £42 10s. Kirk and Co. Below.

De luxe, 1929, 8hp J.A.P., 2-seater, equipped with dynamo lighting, rigid side screens, pneumatic upholstery, most carefully used, excellent tyres and condition (Paddington), £39 10s. Kirk. Below.

Aero, 1925, 8-10hp o.h.v. w.c., specially converted super-sports type body, dynamo lighting, practically brand-new tyres, fine appearance, cycle wings, fast and smart (Paddington), £42 10s. 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2, and 28, 30, 32 Highbury Corner, N.5. Close 8 p.m. weekdays, Sundays 10 a.m. till 1 p.m. 972-604

MORRIS, 1931 s.v. 2-seater, brand new, shop-soiled only, £85 Box No. 2749, care of "The Light Car and Cyclecar." 972-d537

MORRIS Minor, 1929 o.h.v. saloon, splendid order, £70. Everett, 93 Western Rd., Southall, Middlesex. 972-c323

MORRIS Minor, 1931, coachbuilt sunshine saloon, mileage 1,000, otherwise brand new, £110. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 972-374

MORRIS Minor, 1930 saloon, blue, small mileage, exceptional, taxed, £90. Pickworth and Hull, 107 Gt. Portland St. Langham 1938. 972-376

MORRIS Minor, Carlton Garage, 1929 saloon, taxed, 69 guineas; terms, exchanges. 79 Carlton Vale, Kilburn. Open Sunday mornings. 972-394

MORRIS Minor, 57 guineas; exchanges, deferred, 1929 fabric saloon, in exceptionally nice condition, perfect running order. Below.
MORRIS Minor, 75 guineas; 1930 coachbuilt sunshine saloon, chromium, Triplex; really beautiful order. Maynards, 241a High Rd., Wood Green. 972-399

MORRIS Minor, £105!!! Saloon, 1931 model, very clean, small mileage, in excellent condition throughout.
MORRIS Minor, £67 10s!!! Saloon, 1929, in excellent mechanical condition, very clean, taxed to end of year. Bell Motor Mart, Ltd., Bath Rd., Clippenham, near Slough. Phone, Burnham 149. 972-404

MORRIS Minor saloon, 1929, blue, Triplex glass, exceptionally nice condition, £59; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 972-365

MORRIS Minor, 1930 saloon, excellent mechanically, very carefully used; unique deferred terms, £77. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-301

MORRIS Minor, £7 deposit. 75 guineas cash. 1930 fabric saloon, blue, carefully used, exceptional condition. Free tax, free insurance to cash buyers. 100 cars in stock. List free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-356

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

MORRIS Minor, £102 10s. 1931 fabric saloon, negligible mileage, taxed, spotless condition; exchange terms. Below.

MORRIS Minor, £62 10s. 1929 fabric saloon, small mileage, excellent condition; exchange terms. Ward and Co., 5 Upper Richmond Rd., East Putney 2818. 972-439

MORRIS Minor, Summer sale, July 20-28th. 150 cars to clear, huge reductions; cash or deferred. Send for list. Smith and Hunter. Below.

1930 (April) sunshine saloon, dual brown, one owner, mileage few thousand only, various extras, unblemished condition, taxed, £90. Below.

1930 sunshine saloon, new May dark maroon, mileage 7,000, perfect mechanically, guarantee given, £87. Below.
1930 fabric saloon, blue, Triplex throughout, one change ownership, insurance to 1932 included, £73. Below.

1929 saloon, brown, mileage 15,000, engine overhauled, various extras, taxed, £62. Below.
Smith and Hunter, Ltd., 407 Edgware Rd., Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-494

MORRIS Minor, 1930 coachbuilt sunshine saloon, small mileage, safety glass fitted, attractive, licensed December, £85; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 972-475

MORRIS Minor, 1930 fabric saloon, in really first-class order throughout, £85. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 972-465

MORRIS Minor, late 1929 saloon, year's tax, privately owned for pleasure purposes only, in excellent condition throughout, £65; liberal exchange and deferred terms. Washburn Motor Mart, 645 Garratt Lane, Epsom, S.W.17. Phone, Wimbledon 0607. 972-521

MORRIS Minor, 1929 saloon, in good condition, one owner, bumpers, safety glass, £62 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-504

MORRIS Minor. See the Naylor and Root special bargains on page 20. 972-650

MORRIS Minor saloon, 1931, black fabric de luxe £135 model, negligible mileage, guaranteed perfectly as new throughout, 59 guineas; deferred; great bargain. Whitby's, 1 and 7 The Vale, Acton, London, W.3. 972-665

MORRIS Minor, 1930 8hp fabric saloon, blue, chromium, small mileage, very carefully used, practically indistinguishable from new, 79 guineas; exchanges, deferred. Free list. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 3752. 972-576

MORRIS Minor, £85. 1930 coachbuilt sunshine saloon, complete equipment as new; choice of another, £80. Below.

MORRIS Minor, £60. 1929 fabric saloon, complete equipment, numerous extras, exceptionally good condition; exchanges, deferred. 86 Arre Lane, Brixton. Phone 3401. 972-c351

MORRIS Minor, 1931 2-seater, £95, small mileage Denmans 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-536

MORRIS Minor, 1931 8hp o.h.v. fabric saloon, blue, hardly soiled, £105. 1930 8hp fabric saloon, smart and generally attractive, £69. Newham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 972-532

MORRIS Minor, 1930 model saloon, in really excellent condition, good tyres, bumpers front and rear, 73 guineas. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 972-650

MORRIS Minors. Andrews Automobiles for Morris Minor bargains:—
MORRIS Minor tourers and saloons, £56 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.
Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Rf. and 5. 972-612

MORRIS Minors. Steele Griffiths offer an unusually fine selection of used Morris Minors, including a few 1931 demonstration cars, at reduced prices. Every car fully guaranteed in writing. Abbey House, Victoria St. (facing Westminster Abbey). Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. Open till 8 p.m. 972-641

MORRIS Minor, 1930 8hp fabric saloon, excellent condition, one owner, £85 cash, or £8 10s down and 10 monthly payments of £8 10s. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 972-706

MORRIS Minor, Smith-conditioned spells safety for used car buyers. 1930 blue fabric saloon, deposit £15, balance £65. P. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 972-701

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

MORRIS Minor, 1929 fabric saloon, good mechanical condition, £67 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-680

OMEGA, 3-wheeler, 1927 family model, water-cooled J.A.P., low mileage, good condition, fully equipped, £38 or exchange with cash for Singer Junior. Groves, 23 Holyhead Rd., Bangor, Caernarvonshire. 972-e348

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

PEUGEOT 7, late 1927, all-weather 4-seater, splendid condition throughout, £30. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 972-c370

PEUGEOT bargains:—

1931 10hp sports coupe, practically brand new, unscratched, £165. Below.

1926 7hp 4-seater, in good running order, £20; exchanges and deferred terms. The Light Car Co., 404 Euston Rd., N.W.1. 972-686

RENAULTS The following cars, together with several others, carry our usual guarantee. Deferred terms; part exchanges arranged. Call and inspect. 20 cars in stock.

1931 12.5 Monasix saloon, English finish, leather upholstery. Tecalemit lubrication, carrier, tax paid year, cost £280, accept £170. Another, similar but earlier model, £140.

1930 Monasix saloon, leather upholstery, bumper, chrome, etc., £150.

1929 Monasix saloon de luxe, servo, bumpers, chrome, £100.

1929 9.15hp saloon de luxe, coachbuilt or Weymann, bumpers, chrome, carrier, etc., £80 and £70 each.

1926 8.3hp 4-seater, chummy, overhauled engine, new battery, etc., £15. 972-388

RENAULT, £25: 1928. 8hp 2-seater, taxed, insured, exceptional condition. 221 Maida Vale, W.9. 972-1345

RENAULT, 1927, 8hp tourer, excellent condition throughout, all tyres nearly new, £22. 1 Streatham Place, S.W. Phone, Streatham 8024. 972-c358

RENAULT, 1929, 9-15 4-door coachbuilt saloon, attractively finished, excellent condition, open to any trial, £55; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Open Sunday mornings. 972-472

RENAULTS and 200 others. See page 22. 972-332

RENAULT. E. A. Cullum, A.M.Inst.B.E., M.I.M.T., offers:—

1928 9hp coachbuilt saloon, taxed and insured, in excellent condition, tyres excellent, subject to R.A.C. or A.A. examination, £75; exchanges, deferred. 36 High St., Eton. Phone, Windsor 308. 972-673

RENAULT, late 1925, 8.3hp, small 4-seater, all-weather equipment, f.w.b., nearly new balloons, electrically perfect, taxed, £14 10s. Slater, 10 Dorville Rd., Lee, S.E.12. 972-c388

RENAULT 9. Andrews Automobiles for Renault bargains:—

RENAULT 9, £14 to £56, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-613

RHODE, £22 10s., 1927, semi-sports 4-seater, sound condition, bargain. Ward and Co., 5 Upper Richmond Rd., East Putney. 2818. 972-440

RILEY 9, 1931, Plus series Monaco sunshine saloon, run 350 miles only, £258. Olympia Motor Co., Riley London Distributors, 3 Hammer-smith Rd., Kensington. Opposite Olympia. Fulham 4217. zzz-316

RILEYS, 400 Car List post free 1924 to 1931 new and used cars in stock: saloons, coupes, sports, landaulets, tourers, 2-seaters, etc.; Open till 8.30 p.m., week-ends included; exchanges and terms; distance no object. (The Northern Motor Olympia) Bambera, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms at 4 Guildford St., Leeds, and 16 Cambridge St., Sheffield.) zzz-398

RILEY specialists. Write for list of guaranteed used cars to Sussex Distributors, Lewes Motors, Lewes. zzz-474

RILEY 9, £180!!! 1930 Monaco saloon, colour dark blue, with cream wheels, 1931 condition throughout, bargain. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-517

RILEY 9, £95; 75 m.p.h., special tourer, twin carburetors, 1928 (August), recently overhauled. Adlards Motors, Ltd., 3 Keswick Rd. Putney 2334. 972-1403

RILEY, 1930, 9hp Monaco 4-door sunshine saloon, really splendid condition throughout, 12 months' guarantee, owner returned Kenya, genuine bargain, £175. Baxter, 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 972-375

RILEY Monaco saloon, 1929, Triplex glass, blue, excellent condition, 115 guineas.

RILEY 9 tourer, 1928, fabric 4-seater, exceptionally nice car, 99 guineas; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Plaxman 4633. 972-364

RILEY 9, 1931 Monaco saloon, sunshine roof, mileage under 600, taxed to September, used for our demonstrations only, full guarantee, £262 10s. Wellford Motors, Brighton. 972-356

RILEY 9, 1929 Monaco saloon, Mark IV, late delivery, small mileage, carefully driven since new, splendid order throughout, guaranteed; unique deferred terms, £129. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-305

RILEY 9, 1929 Monaco saloon, Triplex glass, tyres excellent, taxed, one owner since new, super condition throughout, genuine bargain, £130. H. Glover-Motors, Chelverton Rd. Putney 7134. (Open Sunday morning.) 972-351

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

RILEY, 9hp, £105, 1928 (July) special sports 4-seater, black and green, upholstered leather, pneumatic cushions, spring steering wheel, rev. counter, wire wheels, etc., exceptional condition and performance; deferred terms. Phillips and Powis, 10-24 South St., Reading. Phone 2600. 972-421

RILEY Redwing sports 2-seater, thoroughly overhauled, specially tuned by ourselves, nearly new tyres, perfect condition, £42 10s.; exchanges. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 972-483

RILEY, 1931, Plus model Monaco sunshine saloon, black-brown, cream wheels, only slightly used, unmarked, £250, guaranteed by Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 972-460

RILEY, 16 guineas, 4-seater, semi-sports, 4-speed, latest type radiator, good running order, starter, etc., any trial. Comerford's, Portsmouth Rd., Thames Ditton. 972-451

RILEYS, Steele Griffiths offer an unusually fine selection of used Rileys, including a few 1931 demonstration cars at reduced prices, every car fully guaranteed in writing. Abbey House, Victoria St. (Facing Westminster Abbey), Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. Open till 8 p.m. 972-642

RILEY 9, very late 1928 special Monaco 4-door saloon, twin carburetors, wire wheels, recently had £40 overhaul, excellent tyres, very carefully used, exceptionally good condition, taxed, 89 guineas; exchanges, deferred. Free list. F.O.C.H. Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 3752. 972-577

RILEY 9, 1929 (late) 4-seater, Mark IV, £125. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-549

RILEY, 12hp saloon, 1925, new balloon tyres, very clean interior, excellent mechanically, £25; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 972-451

RILEY 9, 1928 coachbuilt tourer, really as new, little and carefully used, one private owner, leather upholstery, full equipment, small mileage, taxed, 87 guineas; Austin 7 wanted. 350 Burdett Road, Limehouse, E.14. 972-c365

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

RILEY 9 Monaco saloon, special twin-carburettor engine, very fast; deposit £35, balance £135.

RILEY 9 1930 de luxe saloon, black and red, practically new, only done 8,000 miles; deposit £40, balance £155.

RILEY, 1930 Monaco saloon, red with black wings and valances, red upholstery to match.

RILEY, 1930 Monaco saloon, black with cream wheels and piping line.

RILEY 9 1930 Monaco saloon, red with French grey wings and red upholstery to match.

F. G. Smith (Motors), Ltd., Goodmayes, Hord. Phone, Seven Kings 1000 (7 lines). 972-705

ROVER 8, 1924 2-seater, starter, condition, appearance and tyres good, £8, near offer. Weybourne Cottage, Portsmouth Rd., Guildford. 972-d951

ROVER, 1927 model, 9-20, semi-sports 2-seater, black and cream, bumper, twin wipers, fully equipped, extremely attractive, taxed, 45 guineas; evenings. 125 Brookbank Rd., Lewisham. 972-d995

ROVER 9, 1926, 4-seater, colour blue, three new tyres, mechanically really good, most carefully kept since new, 55 guineas. Lees and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paddington 9350. 972-381

ROVER 10, 1929 4-door saloon, reliable mechanical condition, very nice appearance, completely equipped; unique deferred terms, £95. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-307

ROVER, £3 deposit; 29 gns. cash, 1926 9hp 4-door 4-seater, carefully used, exceptionally good condition; free tax, free insurance to cash buyers. Exchanges. Rowland Smith, Below.

ROVER, 19 gns. 1925 9hp 4-seater, red and black, very good condition, 100 cars in stock; list free. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-347

ROVER, Summer sale, July 20-28th, 150 cars to clear, huge reductions; cash or deferred. Send for list. Smith and Hunter, Below. 1929 10-25 Riviera sunshine saloon brown, upholstered leather to match, new tyres, coachwork perfect, £100. Below.

1929 (April) 2-litre 4-door saloon, leather upholstery, maroon, splendidly kept, fast, will do 65 m.p.h., £120. Below.

1924 9hp 4-seater, maroon-black, good runner, £16, £5 down, 10s. weekly. Below.

Smith and Hunter Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-492

ROVER 10, £69, 1928 Weymann fabric saloon, small mileage, excellent condition throughout. Below.

ROVER, 10, 60 guineas, 1928 sports 2-seater, wire wheels, perfect mechanically and externally; exchange terms. Ward and Co., 5 Upper Richmond Rd., East Putney. 2818. 972-441

ROVER 9, 1927 coupe, splendid order, £32; terms, exchanges. Page, 199b Upper Richmond Rd., Putney. Tel., Putney 7671. Sundays 11-2. 972-516

ROVER, 1927 (late), 2-seater, excellent condition throughout, good tyres, £35; exchanges and deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10 (adjoining the Metropolitan Station). Park 5641. 972-511

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

ROVER 1928, 10.25hp, semi-sports 4-seater, one owner, small mileage, special upholstery, new condition throughout, wonderful car, £65. 58 Black Lion Lane, Hammersmith. Riverside 4652. 972-499

ROVERS and 200 others. See page 22. 972-333

ROVER 9-20 1927-8, 2-seater super-sports, red and cream, £55; also Rover 3 saloon, Weymann fabric body, brown, snip, £50. 47 Meads Lane, Seven Kings, Essex. 972-x731

ROVER 10hp sportsman's coupe, sun roof, 1929, like brand new, ace discs fitted, 100 guineas. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-550

ROVER 10, 1928 sports 4-seater, bucket seats, recollused, fine order, £75. Denmans, 132-3 Long Acre, W.C. Open week-ends. 972-551

ROVER 7, £26 1926, f.w.b., 5-seater; also 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-552

ROVER 10, 1930 sunshine saloon, Weymann body; another, similar, overhauled by makers, £130. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-553

ROVER. See the Naylor and Rost special bargains on page 20. 972-652

ROVER. 1930 10.25 opening-roof saloon, blue and cream, exceptionally nice order, £125. Newnams, 237 Hammersmith Rd., W.6. Riv. 4646. 972-528

ROVER 10, 1931 coachbuilt 5-seater saloon, moderate mileage, positively excellent condition throughout, guaranteed; unique deferred terms, £149. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-308

ROVER 10 1930 4-door saloon, sun roof, taxed, one owner, condition as new, £155. Below. 972-395

Paul Sawyer and Co., 130 Gt. Portland St. Museum 1925. 972-395

ROVER. Cooke's Motors offer: 1931 10hp saloon, sunshine roof, wire wheels, mileage 300, positively good as new, 165 guineas. Brighton Rd., Sutton, Surrey. Phone 3800. 972-591

ROVER 9hp sports 2-seater, 1926, f.w.b., repainted, beige and red, very fast, excellent order, £28, any trial. Gatehouse Motors, Highgate Village, N.6. Phone, Mountview 4444. 972-x734

ROVER. Cooke's Motors offer: Smartest 10hp 2-seater on road, 1928 model, black and mauve, wire wheels, £75. Brighton Rd., Sutton, Surrey. Phone 3800. 972-590

ROVER 9s. Andrews Automobiles for Rover bargains:-

ROVER 9s. £15 to £68, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-614

ROVER 10, 1929 sportsman's coupe, taxed, wire wheels, excellent condition throughout, £110. Below. 972-419

Paul and Co., 114 Gt. Portland St. Museum 4117. 972-419

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

ROVER. 10.25, sportsman's coupe, black with red wheels, in practically new condition, sunshine roof, deposit £25, balance £100.

ROVER. 4 seater, 4-door saloon, as above, deposit £25, balance £95. P. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 972-698

SALMSON 1930½ sports special, 4 speed and reverse, taxed, too fast

for owner, cost £285, will accept nearest £85, or will exchange for Austin 7 or other small car. Austin Bros., Butchers, Crosspool, Shetfield. Phone 60600. 970-c347

SALMSON, 1927 (April), 10.20 sports, 2-seater, f.w.b., wire wheels, very fast, £35. Smith, 407 Edgware Rd. 972-489

SALMSON Grand Prix, overhauled, repainted, perfect condition, £40; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 972-484

SALMSON, 1926 sports 2-seater, entirely overhauled by Salmson, f.w.b., balloons, perfect condition, £22 10s. C. and K. Motors, 5 Putney Bridge Rd., Putney 2728. 972-485

SALMSON, Grand Prix Special, twin camshaft, 4-speed, roller-bearing engine, 80 m.p.h., £45; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd. Putney 2728. 972-486

SALMSONS and 200 others. See page 22. 972-354

SALMSON 2-3-seater 1925, perfect condition, £25. 78 Chesnut Rd., Plumstead, S.E.18. 972-c362

SALMSON Grand Prix 2-seater sports, 9hp, 4-cylinder, o.h.v., twin camshaft, fast and reliable, £20 or exchange. Billups, The Lodge, High Beech, Loughton. 972-c367

SALMSON 9hp sports 2-seater, black and green, fast, reliable, economical, first-class condition, taxed, insured, only wants seeing, £16 10s., appointment please. A. Langsdale, 33 Hugo Rd., N.19. 972-c359

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

SALMSON £25, 1927 model, 10hp 4-door fabric saloon, f.w.b., extremely good condition; exchanges. 86 Acre Lane, Brixton. Phone 3401. 972-c354

SALMSON. Hall, of Balham, offers: 22 guineas, 1925 double camshaft 2-seater sports, f.w.b., red and black, exceptionally fast, dynamo lighting; would consider o.h.v. motorcycle in exchange. 42 High Rd., Balham. Battersea 5517. 972-588

SALMSONS. Vadum Co. specialize in the speedy and economical 9.5 Salmson, 35-40 m.p.g., insurance from £1 0s. 6d.; A.A. or R.A.C. examination; deferred; exchanges. Open Saturdays.

£25, 1926 model sports, Grand Prix body, Vee screen, smart. 19 guineas, 1926 sports skill, Vee screens, wiper, starter, fast, smart. 20 guineas, 1926 o.h.v. 4-seater, taxed, new hood, f.w.b., balloons.

42 guineas, 1927½ long-tail fabric 3-seater sports, large f.w.b., balloons, Hartfords, runs exceptionally well.

32 guineas, 1926 model Grand Prix, f.w.b., special low-built body, pneumatic upholstery.

55 guineas, 1927 Grand Prix, twin o.h.v., f.w.b., large flexible steering wheel, shock absorbers, balloons, handsome fabric, long-tail, streamline body.

19 guineas, Twin camshaft coupe de luxe, dickey, divided windows, starter, very comfortable and roomy car.

SALMSONS urgently wanted, Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willcadon 2469. 972-682

SCHNEIDER, 1927 TH 10-30 4-door fabric saloon, £65; terms, exchanges. Page, 199b Upper Richmond Rd., Putney. Tel., Putney 7671. (Sundays 11-2.) 972-517

SCHNEIDER, 1928 sports 4-seater cutaway driver's side body, 1.25-litre, Oxford and Cambridge blue, £115. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-545

SINGER Junior 1929 4-seater, £52; 1928 Singer Junior 4-seater, £35. Taylors, 135 London Rd., Kingston. Phone, Kingston 1264. zzz-392

SINGER, 1930 Junior tourer, very fine condition, one owner, A.A. inspection invited, 7 days' free trial, £80. Taylors, 49 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-452

SINGER 10 1926 (July) 4-seater tourer, very nice condition throughout, fully equipped, £26. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-313

SINGER Junior saloons and tourers, 1930 models, from £40; 7 days' free trial; write for particulars. Taylors, 135 London Rd., Kingston-on-Thames, Kingston 1264. zzz-453

SINGER, Porlock 1931 sports, shop-soiled, otherwise brand new and unregistered, £130. Sumner Brothers, Warwick Row, Coventry. Phone 2902. 972-955

SINGER 10, 1931 saloon, shop-soiled, otherwise brand new and unregistered, £172. Sumner Brothers, Warwick Row, Coventry. Phone 2902. 972-956

SINGER, £90!!! Junior coachbuilt saloon, duo blue, late 1930 model, exceptionally good condition. Below.

SINGER, £35!!! 1928 9hp 2-seater, excellent condition throughout. Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tele., Putney 7611. zzz-518

SINGER 1930 Junior saloon, little used, unscratched, £90. Pence Motors, Green Lane, Penge, Sydenham 0604. 972-358

SINGER 1929 Porlock sports 2-seater, green and grey, in really exceptionally good condition throughout, £62 10s.; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 972-370

SINGER Junior 1928 (July) 4-door coachbuilt saloon, nice condition throughout, good set of tyres, one change ownership, £59. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-312

SINGER tourer, 9hp, 1927, equipped, perfect and clean, £25. 26 Belvedere Rd., Lea Bridge Rd., Leyton. 972-1398

SINGER 1928 Junior blue 4-seater, perfect condition and appearance, all-weather equipment, f.w.b., taxed December, £45. Apply after 6.30 p.m. Bowyer, 9 Fairmead Rd., Holloway, N.19. 972-1396

SINGER 8, wonderful bargain, tourer, mechanically faultless, paint and tyres perfect, tax September, £35. Grover, Dunstable. Phone 146. 972-339

SINGER, 1923-24, unused 2 years, small mileage, 4-seater, 9.8hp, starter, side screens, 2 horns, speedometer, spare wheel, good appearance and running, must sell, sacrifice £9. 19 Holmdene Avenue, Herno Hill, Brixton 0384. 972-c350

SINGER. Save your time and money. Consult a specialist on your Singer problems.

SINGER sales, service, spares. Murphy, 17 Sheen Lane, Mortlake, 3303 Richmond. 972-414

SINGER 10 1931 de luxe coachbuilt sunshine saloon, 4 speeds, wire wheels, very small mileage, indistinguishable from new, guaranteed, unique deferred terms, £170. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-314

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

SINGER 8hp saloon, 4-door body, small mileage, f.w.b., bargain, £75; exchanges, deferred. Rhind and Co., 258 Deansgate, Manchester. 972-413

SINGER. Summer sale July 20th-28th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter. Below.

1931 Junior sunshine saloon, maroon-black, mileage 4,000, grid, quite as new, £118. Below.

1930 sunshine saloon, new February, mileage small, wire wheels, full guarantee, £95. Below.

1929 Junior coachbuilt 4-door saloon, leather upholstery, dual brown, one change only, A1 condition, very clean, £68. Below.

1928 (April) Junior saloon, 4-door, blue, leather upholstered, run 11,000 miles only, taxed, £55. Below.

1927 (March) Junior 4-seater, one owner throughout, mileage 11,000, superbly kept, taxed, £58; another, May delivery, one owner, £35. Below.

Smith and Hunter Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-496

SINGER, 8hp, 1928 Junior fabric saloon, exceptional condition throughout, 4-door body, £48; exchanges, terms. Norrington's, 245 Goldhawk Rd., Shepherds' Bush, W.12. Open Sunday mornings. 972-474

SINGER, £140; Junior sun saloon, black and red, new, unused; exchange, terms. Below.

SINGER, £112 10s.; 1931 Junior sun saloon, black and cream, spotless throughout, bargain; exchange, terms. Ward and Co., 5 Upper Richmond Rd., East Putney 2818. 972-442

SINGER Junior 1930 coachbuilt 4-door saloon, one owner, good mechanically, appearance and tyres as new, unique deferred terms, £81. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-315

SINGER Junior £7 deposit; 75 gns. cash. Late 1930 tourer, 2-tone blue, one owner, very small mileage, carefully used, practically new; free tax, free insurance to cash buyers. Exchanges. Rowland Smith. Below.

SINGER Junior. £4 deposit; 45 gns. cash. 1928 model tourer, maroon, f.w.b., carefully used, very exceptional condition; free tax, free insurance to cash buyers. 100 cars in stock; list free. Exchanges. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Rowland Smith, 78-81 High Street, Hampstead. One minute Hampstead Tube. Phone. Hampstead 4881. 972-548

SINGER, 1930 8hp coachbuilt saloon, sunshine roof, duotone blue, 4 new tyres, tax paid until December, one owner, splendid condition; £115; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. 972-353

SINGER 8, 1928 saloon, carefully used, £55; terms, exchanges. Page, 195b Upper Richmond Rd., Putney. Tel., Putney 7671. Sundays 11-2. 972-518

SINGER, £30; 10hp 1926, coachbuilt saloon, an excellent cheap saloon; terms, exchanges. Page, 195b Upper Richmond Rd., Putney Tel., Putney 7671. Sundays 11-2. 972-519

SINGERS and 200 others. See page 22. 972-335

SINGER, 1927, 10hp de luxe touring, first-class order, maroon and black, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-556

SINGER 8, 1927, touring car, first-class order, £39. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-557

SINGER. Newnhams always have an excellent selection of Singer used cars available. Full list on request.

1931 8hp coachbuilt sliding-roof saloon, brown and cream, beautiful condition, £118.

1931 8hp 4-seater, dual brown, moderate mileage and in exceptional condition, £99.

1930 8hp coachbuilt sliding-roof saloon, black with cream w.w., beautiful little car, £89.

1929 8hp 4-seater, maroon and black, smart appearance and very sound, £52.

1928 8hp 4-seater, brown, smart and ready for season's running, £39. Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 972-551

SINGER Junior, 1927, 8hp, 4-seater, in excellent condition throughout, new tyres and battery, hood and screens perfect, £30; terms and exchanges. Cross, 54 Durham Rd., S.W.20. Phone, Wimbledon 2558. 972-429

SINGER 10, 1927-1928, 2-seater and dickey, f.w.b.s and full equipment, rear petrol tank, etc., really good condition throughout, £35; terms, exchanges. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 972-e368

SINGER 8, 1928, 4-seater, f.w.b., 4 doors, full equipment, good condition, taxed year, £39; terms, exchanges. Central Auto Service 15-17 Putney Bridge Rd., Wandsworth. Phone, Putney 4466. Open Sundays. 972-e309

SINGER saloon, 10hp, late 1927 model, condition, appearance excellent, very roomy, does 35 m.p.g., taxed to end September, any trial, £55. Blekiron, Ascot Private Hotel, Bognor. 972-e360

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

SINGER saloon, 10hp, 1927, 4-door, repainted, as new, a bargain, £39; exchanges. 34a Hereford Rd., Westbourne Grove, W.2. 972-1439

SINGER, 1930, Junior, black and red, sportsman's coupe, in absolutely 100% condition, privately owned, £85. London. Bros. Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 972-631

SINGER Junior, 1930 saloon, sliding roof, chromium plating, beautiful condition, £85; cash, exchange or deferred. Whitby's, 1 and 7 The Vale, Acton, London, W.5. 972-667

SINGERS. Steele Griffiths offer an unusually fine selection of used Singers, including a few 1931 demonstration cars, at reduced prices, every car fully guaranteed in writing. Abbey House, Victoria St. (Facing Westminster Abbey). Vict. 0467. Court House, 320 Chamberwell New Rd., S.E.5. Rodney 3201. Open till 8 p.m. 972-643

SINGER Junior saloon, 1931, four speeds, sliding roof, only used for three weeks, positively as brand new, £132 10s.; exchange, deferred. Whitby's, 1 and 7 The Vale, Acton, London, W.5. 972-666

SINGER. See the Naylor and Root special bargains on page 20. 972-633

SINGER Junior, 1928, 4-seater, exceptionally nice condition, 45 guineas; exchanges and deferred. Palmers, 53 York St., Twickenham. 74 p.m. grove 1454. 972-565

SINGER, brand-new 1931 10hp saloon, list price £210 used for few demonstrations only, maker's guarantee, £158. Rose and Young, 97 Stratham, opposite "Locarno." Tel., Stratham 9520-1. 972-470

SINGER Junior, 1929 model, 8hp, 4-seater, brown and lawn, four doors, f.w.b., luggage trunk, one owner, very carefully used, exceptionally good condition, 49 guineas; exchanges, deferred; free list. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Hampstead 3752. 972-578

SINGER. Cooke's Motors offer: Brand-new shop-soiled 1931 10hp saloon, complete to makers' specification, list price £210, our clearance price £158; exchanges and extended payments. 54 and 56 Brighton Rd., Sutton, Surrey. Phone, 3800-1 and 366 High St., Sutton. Phone 4660-1. 972-596

SINGER, 1930 model Junior, dual grey coachbuilt saloon, excellent tyres, taxed to 1932, just decarbonized, 77 guineas. London Bros. Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 972-633

SINGER 8. Cooke's Motors offer: 1931 saloon, as brand new, £125; also 1929 coachbuilt saloon, as new, taxed year, £85. Brighton Rd., Sutton, Surrey. Phone 3800. 972-592

SINGER, 18. Exchanges!!! 1925-6 10hp de luxe 4-seater, lighting, starting, all-weather equipment, taxed year, any trial with pleasure. Chidley, 579b High Rd., Tottenham. Phone 2920. 972-599

SINGER, 1931 Junior coachbuilt sunshine saloon, under 2,000 miles, absolutely perfect, owner bought larger car, 115 guineas. London Bros. Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 972-632

SINGER Perlock, 1930 model, 8hp sports 2-seater, full dash, wire wheels, f.w.b., collapsible hood, side screens, etc., special two-colour buff finish, very fast and attractive, £79; 3 months' written guarantee; exchanges, terms; 150 other cars. Kirk and Co., 22, 49 Praed St., Paddington, W.2. Close 8 p.m. week-days; Sundays 10 a.m. till 1 p.m. 972-605

SINGER Junior, 1928 8hp coachbuilt saloon, f.w.b., very nice condition, £45; exchanges, terms. Yarwood, Stoneley South, High Rd., Tottenham. Phone 3122. 972-638

SINGERS. Andrews Automobiles for Singer Juniors and Singer 10s:—
SINGER Junior 8hp, 1928 and 1929 tourers and saloons, £40 to £68;
Singer 10s, £10 to £30, ready for the road, taxed, insured and guaranteed, simplest hire-purchase scheme in existence. List of 100 small cars free on request.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-615

SINGER, 1930 8hp coachbuilt saloon, mileage only 4,000, perfect condition, £100 cash, or £25 down and 12 monthly payments of £6 17s 6d. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 972-707

SINGER 1928 8hp tourer, very low mileage, appearance as new, £50 cash, or £5 down and 10 monthly payments of £5. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 972-708

SINGER Junior 8hp 4-seater, 1927%, good hood, balloons, smart appearance, economical, fast, bargain, 26 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2459. 972-683

SINGER Junior, 1929, coachbuilt saloon, exceptional condition throughout, £75; exchanges and deferred; terms. The Light Car Co., 404 Euston Rd., N.W.1. Museum 2122. 972-688

SINGER 8 4-door saloon, colour maroon and black, perfect condition, £64; also 1927 10hp saloon, pneumatic upholstery, in leather, £45. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3122. Open Sundays 11-1 p.m. 972-691

STANDARD 9, 1930, Teignmouth saloon, blue, as new, bumpers, £120. Below.

STANDARD 9, 1929 Teignmouth saloon, blue, cream wire wheels, taxed, one owner, engine recently overhauled, perfect, £95. K.J. Motors, Bromley. Ravensbourne 3456-7. 973-500

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

STANDARD. 1931 Big 9, sunshine saloon, just three months' old, positively excellent condition throughout, full written guarantee, taxed, unique deferred terms, £158. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-310

STANDARDS. 400 Car List post free. 1924 to 1931, new and used cars in stock, saloons, coupes, sports, landaulets, tourers, 2-seaters etc. Open till 8.30 p.m., weekends included. Exchanges and terms. Distance no object. (The Northern Motor Olympia), Bambers, near Birkdale Station, Southport. Phone, Birkdale 66161. (Branch Showrooms at 4 Guildford St., Leeds, and at 16 Cambridge St., Sheffield.) zzz-399

STANDARD 9. 1930, sports coupe, £115; exchanges and deferred terms. The Light Car Co., 404 Euston Rd., N.W.1. Museum 2122 972-687

STANDARD. brand new 1931 Big Nine saloon, sliding roof, wire wheels at 179 guineas (listed £215, plus £2 10s. delivery), unregistered, slightly shop-soiled only, never used for demonstration. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 972-684

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

STANDARD 9 Swallow 1930 saloon, practically new, maroon and cream, very fast, deposit £40, balance £155.

STANDARD 9 1929 special saloon, sliding roof, safety glass, black and cream, exceptionally good condition, £25; balance £85.

STANDARD. 1930 4-cylinder, high-compression engine, 3 speeds forward and reverse, detachable and interchangeable wire wheels and spare, usual complete equipment, including air speed indicator; only done 2,000 miles, fitted with standard Avon Swan sports 2-seater body with cycle-type wings and disappearing hood, colour scheme plum red with cream wheels and line; upholstery to match. A very attractive car, exceptionally fast, 65 m.p.h. Deposit £35, balance £150.

F. G. Smith (Motors), Ltd., Goodmayes, Ilford. Phone, Seven Kings 1000 (7 lines). 972-704

STANDARD 9, late 1929 Teignmouth sunshine fabric saloon, long chassis, wire wheels, one owner since new, excellent condition, licensed December, £95. Below.

STANDARD 9, 1928 2-seater and dickey, well kept, excellent condition, £48. Terms, exchanges, Norrington's, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. Open Sunday mornings. 972-475

STANDARD. 1930, 9hp Teignmouth sun saloon, grey, one owner only, perfect condition, £125. Smith Auto, Ltd., 145 London Rd., Croydon. Croydon 2182. 1688. 972-461

STANDARD. Summer sale, July 20th-28th, 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter, Below.

1930 (March) Teignmouth saloon, black-white line, one change ownership, mileage moderate, first-class mechanically, guaranteed, £125. Below.

1929 (April) Teignmouth saloon, black-cream, splendidly kept, mileage 8,000, taxed December, £105. Below.

1929 Teignmouth saloon, navy blue, mileage 12,000, very full equipment, sound tyres, £100. Below.

1929 (July) Teignmouth saloon, black-red line, same owner throughout, 100% mechanically, £98. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 972-495

STANDARD 9. 1931 Swallow saloon, 4-speed gearbox, finger-tip controls, chromium-plated, bumpers, 2-colour, sky and Danish blue, leather upholstery, 179 guineas.

STANDARD. 1931, 9hp saloon, chromium-plated, very small mileage, £148. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel. Streatham 9520-1. 972-371

STANDARD 1931 Big 9 Swallow saloon, all cream, light brown wings, 6,700 miles only, 4 speeds, wire wheels, taxed year, absolutely as new throughout, £195; exchanges, deferred. Open week-ends, Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 972-371

STANDARD 9 1928 2-seater and dickey, small mileage, tyres and mechanical condition excellent, taxed, £50. Free, 82 Alexandra Rd., Wimbledon, S.W.19. 972-1379

STANDARD 9, 1930 sunshine 4-door saloon, extremely nice condition throughout, full written guarantee, unique deferred terms, £113. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-311

STANDARD 1925 11.4 tourer, fully equipped, taxed, insured, genuine bargain, £30. Write, Patin, 117 Friern Rd., E. Dulwich, S.E.22. 972-1380

STANDARD 11.4hp 1924 2-seater, very good throughout, bargain, £12. Meadowside, Chessington Rd., West Ewell. 972-c339

STANDARD 1931 Big 9 coachbuilt saloon, demonstration only, taxed, £190. Briton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 972-389

STANDARD 9, 1929 Long Teignmouth sunshine saloon, nice mechanically, appearance and tyres as new, unique deferred terms, £99. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-309

STANDARD 9, 1931 Special 4-speed saloon, coachbuilt, blue, one owner taxed year, leather upholstery, bumpers, safety glass all round, perfect condition, £185. Vicarage, Eastern Green, Coventry. 973-1501

STANDARDS and 200 others. See page 22. 972-336

STANDARD, £125, 1930 (late), 10hp Teignmouth, long chassis, 6-light fabric saloon, sliding roof, chromium plating, complete equipment, new condition; exchanges, deferred, 86 Acra Lane, Brixton. Phone 3401. 972-4356

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

STANDARD. Newnhams always have an excellent selection of Standard used cars available. Full list on request.

1931 Big Nine 2-seater and dickey, blue, mileage under 500, £175.

1931 Big Nine sliding-roof saloon, dual colours, exceptional value, £159.

1930 9hp Teignmouth sliding-roof saloon, black with cream w.w., one owner, £125.

1929 9hp Teignmouth sliding-roof saloon, blue, exceptional order, £99. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 972-530

STANDARD 9 1929 Teignmouth fabric saloon, sliding roof, black and cream, £100. Below.

STANDARD 1929 9hp Fulham saloon, brown, one owner only, taxed to December, £85. Leeds and Oxley, Paddington 3843. 972-670

STANDARDS. Steele Griffiths offer an unusually fine selection of used Standards, including a few 1931 demonstration cars, at reduced prices, every car fully guaranteed in writing. Abbey House, Victoria St. (facing Westminster Abbey). Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. Open till 8 p.m. 972-644

STANDARD, 1930, Teignmouth sunshine fabric saloon, wire wheels, usual equipment, very nice condition and fully recommended, £155; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 972-657

STANDARD 1930 Big 9, black and cream line, sunshine saloon, in 100% condition in every respect and maintained by ourselves since new, bargain, 110 guineas. London Bros., Ltd., 179 South Norwood Hill, S.E.25. Livingstone 1000. 972-634

SWIFT. Newnhams always have an excellent selection of Swift used cars available. Few examples below but full list on request.

1931 10hp drop-head coupe, maroon, almost as new, £168.

1931 10hp Nomad saloon, blue with cream wire wheels, faultless order, £149.

1930 (late) 10hp Swallow sports saloon, dual blue, small mileage, practically as new, £159.

1930 10hp Paladin coachbuilt saloon, brown, wire wheels and several extras, one owner, £128.

1930 10hp drophead coupe, dual colours, beautiful condition, £128.

1929 10hp Paladin coachbuilt sliding roof saloon, black, with red wire wheels, distinctive appearance and excellent mechanically, £105.

1928 10hp 4-seater, dual brown cellulose, exceptional opportunity, £47.

1926 10hp 4-seater, maroon, r.w.b. nearly new tyres, etc., £25. Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 972-333

SWIFT 1927 10hp 4-seater courier, fine condition, black, red upholstery, taxed and insured, any trial, £42 10s. 1 Seaford Rd., Enfield. 972-1378

SWIFT. £85 10s. 6d. 1929 saloon, fully guaranteed. South London Car Sales, Porden Rd., S.W.2. Brixton 6634. 972-406

SWIFT, 1929 (late) 10hp 4-seater, as brand new throughout, finished in 2-tone grey, very small mileage, taxed end of year, six months' guarantee, £72. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. Phone 2526. 972-432

SWIFT. 1929 Paladin coachbuilt saloon, one owner, very carefully used, excellent condition throughout, written guarantee, unique deferred terms, £99. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-299

SWIFTS and 200 others. See page 22. 972-337

SWIFT 10, £135; 1930 saloon, spotless condition. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-546

SWIFT 10, 1929 saloon, in perfect order, small mileage, £95. Denmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8135. 972-548

SWIFT 10hp 4-seater, complete with all-weather equipment, practically like new, £40. Telephone Motors, Allsop Place, Baker Street Station. 972-558

SWIFT, 1931, Cadet 8hp, coachbuilt saloon, colour blue, sunshine roof, tank at rear, bumpers, etc., unscratched, £119.

SWIFT, 1931, sunshine saloon, Crusader model, mileage 1,000, bumpers, tank at rear, £145.

SWIFT, 1929, 10hp, 4-door saloon, wire wheels, 4-speed, leather upholstery, £79. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel. Streatham 9520-1. 972-372

SWIFT. Andrews Automobiles for Swift bargains.

SWIFT 4-seaters and saloons, £40 to £75, ready for the road, taxed, insured and guaranteed 3 months; simplest hire-purchase scheme in existence. Write for list of 100 light cars or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-616

SWIFT. Cooke's Motors offer: 1929 Nomad saloon, 10hp, good condition, £65; also 1929 Nomad saloon, small mileage, £95; also 1929 Fleetwing saloon, £89. Brighton Rd., Sutton, Surrey. Phone 3800. 972-594

"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).

SWIFT 10, 55 guineas. 2-seater, 1928, with dickey, perfect order, very smart, wire wheels. Denmans, 132-3 Long Acre, W.C. Open week-ends. 972-547

SWIFT, 1930, 10hp fabric 6-light saloon, pneumatic upholstery, small mileage, perfect condition throughout, £130 cash, or £30 down and 12 monthly payments of £9. McCarthy's Motors (1925), Ltd., 28 Queen's Rd., Bayswater, W.2. Park 7766. 972-709

TALBOT, 10-23, 1924, tax September, Weymann saloon, complete equipment, good condition, 25 guineas. Popesgrove 2066. 972-383

TALBOT, 1926, 10-23 folding head coupe, recellulosed primrose and black, new tyres, taxed to December, extremely attractive, £65. Leeds and Oxley, Paddington 3843. 972-671

TRIUMPH "Scorpion" (6-cylinder) saloon, dark blue, fawn top, sliding roof, £175. Chomley, 18 Belsize Park, N.W.3. Phone (evenings) Primrose 5538. 972-4976

TRIUMPH 1930 2-4-seater de luxe, perfect order and appearance, taxed, £95; exchanges, deferred. Below.

1931 Scorpion sun saloon, shop soiled, 200 guineas; exchanges, deferred. Martin's Garages, Highgate Village. Phone, Mountview 1228. zzz-522

TRIUMPH 1930 Gordon England and de luxe saloon, very small mileage, beautifully kept, £112 10s; exchanges, deferred. Open week-ends. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426-7. 972-372

TRIUMPH 1931 Scorpion saloon, sunshine roof, duo-tone blue, used for our demonstrations only, fully guaranteed, £199. Welfords Motors, Brighton. 972-357

TRIUMPH. Exchange wanted. Singer saloon or Triumph tourer in exchange for 1929 Gordon England Triumph saloon. Holly House, Newton-le-Willows, Lancs. 972-6331

TRIUMPH 10hp 2-seater and dickey, excellent condition, taxed and insured, ready for immediate use, £17 10s., or exchange. 339a Goldhawk Rd., W.6. Riverside 5115. 972-378

TRIUMPH. £110!!! Super 7 tourer, 1930, very clean, condition as new, full all-weather equipment. Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone, Burnham 149. 972-405

TRIUMPH 1930 coachbuilt coupe, perfect in every detail, £110; part exchange and deferred terms. British and Colonial Motors, Ltd., 8-9 Long Acre, Temple Bar 3605. 972-454

TRIUMPH 9, 1931 saloon de luxe, dual grey, new condition throughout, £135. Below.

Paul Sawyer and Co., 150 Gt. Portland St. Museum 1925. 972-395

TRIUMPH, 1930, Super 7 fabric saloon, leather upholstery, excellent tyres, in brand-new condition throughout, 95 guineas. Bell Motors, Church St., Staines. Phone 401. Open Sundays 10.30-1.30. 972-467

TRIUMPH Scorpion, 1931, 6-cylinder, coachbuilt sliding-roof saloon, mileage under 2,000, £189; taxed. Below.

TRIUMPH 7, 1931, de luxe fabric saloon with sliding roof, black and red, mileage 500, absolutely as new, £159. Below.

TRIUMPH 7, 1930 Gordon England saloon with sliding roof, one owner, taxed year and in first-class order throughout, £112 10s. Below.

TRIUMPH 7, 1930 de luxe saloon, black and red, one owner, several extras, exceptional condition, taxed, £107 10s. Hyams Bros. and Heard, 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 972-464

TRIUMPH, brand new, shop-soiled only, unregistered, 1931 series, de luxe fabric saloon, list price £185, offered at £157 10s. finish blue and sporttop; deferred terms. Surplice, Poole Hill. Phone 1793. 972-448

TRIUMPH. Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz-719

TRIUMPH, 1929 7hp Super Seven de luxe tourer, pneumatic upholstery, very good tyres, tax paid until December, £75; exchanges, easy payments. Beechings, Ltd., Farnborough, Hants. Telephone 279. 972-352

TRIUMPH 1930 Super 7 de luxe fabric saloon, one owner, positively as new throughout, comprehensive guarantee, unique deferred terms, £97. 516-522 Streatham High Rd., S.W.16. Phone, Pollards 4444. 972-304

TRIUMPH, 1931 Scorpion six-cylinder sunshine saloon, blue and black, taxed, oversize tyres, mileage 6,000. This car is privately owned by the managing director of the Coventry distributors, is unscratched and in a 100% perfect condition, price £180, cash or terms. Apply, Managing Director, The Bablake Garage, Ltd., Queen Victoria Rd., Coventry. 973-1302

TRIUMPH 7, 1930, black fabric saloon, taxed year, superb, £110, exchanges. Page, 199b Upper Richmond Rd., Putney. Tel., Putney 7671. Sundays 11-2. 972-520

TRIUMPH, 1930 super 7 4-seater tourer, de luxe, excellent condition throughout, Triplex, all-weather equipped, taxed for the quarter, £75. Haskins, 155 Ladbroke Grove, North Kensington, W.10 (adjoining the Metropolitan Station). Park 5541. 972-510

TRIUMPH, 1929 Super 7 coachbuilt saloon, really nice condition, one owner, will accept for cash £65. Ratchiffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-505

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

TRIUMPH, 1930, Super 7, fitted with Tickford sunshine body, small mileage, condition as new, £135. Ratchiffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-506

TRIUMPH, 1929, Super 7 Gordon England saloon, as new, £92 10s. Ratchiffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-507

TRIUMPH, 1930, 7hp 2-seater de luxe, small mileage, in extremely good condition, £105. Ratchiffe Bros., 200 Gt. Portland St., W.1. Museum 8603 and 4. 972-508

TRIUMPH! Morgan Hastings, Ltd., largest distributors of Triumph cars, offer following:—

£95!!! 1930 2-seater and double dickey, colour duo blue, exceptionally good condition throughout.

£105!!! 1930 de luxe Gordon England fabric saloon, carefully driven by one owner.

£85!!! 1929 Gordon England de luxe saloon, carefully driven by one owner since new, bargain! Morgan Hastings, Ltd., 212 New King's Rd. (opposite Putney Bridge Station), S.W.6. Tel., Putney 7611. zzz-519

TRIUMPH, 1931, super 7hp 2-seater and dickey, dual grey, beautiful condition, £115.

1930 super 7hp fabric saloon, dual colours, nice condition, special offer, £99.

Newham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 972-537

TRIUMPH, Reene's, 1929 7hp de luxe 2-seater, maroon, cream, red wheels, dickey, coupe, hood, wide screens, i.w.h., speedometer, clock, mirror, screen wiper, dynamo, starter, wonderful condition, very fast, 68 guineas; exchanges, terms. 232-54 Upper St., Islington, N.1. Near Tubes. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 972-675

TRIUMPHS. Steele Griffiths offer an unusually fine selection of used Triumphs, including a few 1931 demonstration cars, at reduced prices, every car fully guaranteed in writing. Abbey House, Victoria St. (facing Westminster Abbey), Vict. 0467. Court House, 320 Camberwell New Rd., S.E.5. Rodney 2201. Open till 8 p.m. 972-645

TRIUMPH. See the Naylor and Root special bargains on page 20. 972-648

TRIUMPHS, 1928, Super 7 tourer and saloon, original tyres, 47 guineas and 57 guineas; exchanges, deferred. 95b Mitcham Lane, Streatham. Phone 51589. 972-585

TRIUMPH, 1930 model, sportsman's coupe, chromium plated, Bosch headlights, black and cream, very smart little car, £85. Rose and Young, 97 Streatham Hill, opposite "Locarno." Tel., Streatham 9520-1. 972-575

TRIUMPH 7 4-seaters and saloons, from £65 to £75, ready for the road, taxed, insured and guaranteed 3 months, simplest hire-purchase scheme in existence. Write for list of 100 light cars, or call.

Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). Phone, Richmond 0576. 972-617

TRIUMPH super 7 2-seater, 1930, low mileage, taxed, one owner, choice of two, at £95; exchanges and deferred terms. Open till 8. Phone, Popesgrove 1035. Spinks (Twickenham), Ltd., Heath Rd., Twickenham. 972-601

TRIUMPH super 7, late 1929 Gordon-England saloon, Triplex glass, new tyres, splendid condition, £75; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. Phone 5122. 972-639

TRIUMPH Super 7 saloon, 1930, very small mileage, as new, £107 10s.; motorcycles in part; deferred terms. Broadway Motors, 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 972-681

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

TROJAN car, pneumatic tyres, excellent mechanical condition, £10. Wyatt Manning, Soham, Cambs. 972-6353

VERNON-DERBY, 110 guineas; 75 m.p.h., 9hp streamlined sports 2-seater. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6. 972-537

WOLSELEY Hornet Arrow sports coupe, 1931, coachbuilt in black and green, 6,000 only, exceptionally smart car, cost £260, bargain, £185; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 972-366

WOLSELEY 1931 Hornet, 12hp, 6-cylinder, speed model, Jensen 2-seater, as brand new, £185; exchanges, deferred. Bartlett, 27a Pembroke Villas, Notting Hill Gate. 972-360

WOLSELEY 1931 Hornet sports 2-seater, blue and grey, mileage under 500, untaxed, used for our demonstrations only, £175. Welfords Motors, Brighton. 972-355

WOLSELEY Hornet, 1931, E.W., International sports 4-seater, Magna wheels, mileage 600, otherwise new, £205. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 972-375

WOLSELEY Hornet, 1930 (June), 12hp, 6-cylinder, saloon, Triplex, bumpers, luggage carrier, etc., excellent order, fully equipped, one owner, £115. Chantry Motors (formerly South Ealing Garage), 50 Uxbridge Rd., W.5. Ealing 4161-2. 972-435

"THE MOTOR MANUAL," 27th Edition. 770th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. post free.

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

WOLSELEY. Summer sale July 20th-28th. 150 cars to clear. Huge reductions. Cash or deferred. Send for list. Smith and Hunter, Below.
1930 (June) Hornet saloon, beige-black, mileage moderate, bumpers, direction indicators, bargain, £100. Below.
1926 1122 4-door saloon, good balloons, sound and reliable. £22 (£8 down, balance instalments). Smith and Hunter, 407 Edgware Rd., Ambassador 1011. 972-491

WOLSELEYS and 200 others. See page 22. 972-538

WOLSELEY Dealer, diekey, 1923, o.h.v., taxed and insured, all on, £18. or near offer. 27 Burleigh Avenue, Wallington. 972-e375

WOLSELEY. £20: 1926 touring car, 10hp, new hood and screens, runs well, Demmans, 152-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-647. 972-540

WOLSELEY Hornet Brooklands Motor Co. offers: 1930 coachbuilt saloon, taxi, exceptional condition throughout, £110; exchanges, deferred. 531 Euston Rd., N.W.1. Museum 3143-4. 972-589

WOLSELEY Hornet, Conke's Motors offer: 1930 saloon, several extras, including spring steering wheel, coach horn, specially tuned, 70 m.p.h., bargain, £108. Brighton Rd., Sutton, Surrey. Phone 3800. 972-595

SPARE PARTS FOR LIGHT CARS.

HOMAC'S. Morgan official service depot.
MORGAN. All spares in stock; c.o.d. service; trade supplied.
OFFICIAL repairers appointed by the Morgan Co. for London
SERVICE overhauls and repairs our speciality.
DEPOT: Homac's, 245-7 Lower Clapton Rd., N.E. Clissold 9616-7. zzz-954

CALTHORPE and Hinds spares of all models supplied from stock by the manufacturers. The Calthorpe Motor Co., Ltd., Cherrywood Rd., Bordesley Green, Birmingham. zzz-608

TRIUMPH spares, complete stock for Triumph Super Seven, trade and retail. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603. zzz-605

ROVER 8 spare part and repair specialists. Write for our complete price list of second-hand spares, in excellent condition approval. Clare's Motor Works, 118 Tulse Hill, S.W.2. Brixton 6507. zzz-636

GENUINE spares and parts for all makes of Hampton cars. London Depot, 40 Woburn Place, W.C.1. Tel., Museum 3851. Factory Depot, Hampton Works, Stroud, Gloucester. 974-565

ERIC CAMPBELL. See below.

WINDSOR. Only genuine spares for the above cars can be obtained from the manufacturers. Walkins and Doncaster (Services), Ltd., Windsor Works, 786a High Rd., N.17. Tottenham 3171. zzz-915

CLYNO spare parts. Send for our new revised list. Many prices reduced. Post free 1s. 6d. There is a better service behind Clyno cars to-day than ever before.

R. H. COLLIER AND CO., LTD., successors to the Clyno Engineering Co. (1922) Ltd., South Yardley, Birmingham. Telephone, Acoccks Green 1351. Telegrams, "Colspar, Birmingham." zzz-194

A.C. All replacements stocked for all models, also guaranteed second-hand parts. Elephant.

BELSIZE. All models. Genuine parts only obtainable from Elephant Motors, new and second-hand.

ELEPHANT service. New and second-hand parts for Fiat, Renault, Citroen, Bonnet, Wolseley, Ansaldo, Austin, A.B.C., Deemster, Calthorpe, Zebre, Grey, Horstman, Marsal, Rhode, Riley, Rover, Calcott, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampton, Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

CLYNO. For prompt service try Elephant first. Complete stock of new and second-hand parts. Reduced price list 1924-9 models, 1s. post free.

ELEPHANT. Special parts made or repaired, gears, worm wheels, shafts, etc., quick service.

ELEPHANT MOTORS, LTD., 97-103 Newington Causeway, London, S.E.1. Phone, Hlop 7076-7-8. zzz-106

RHODE. All spares in stock. Repairs Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Shirley 194. zzz-1111

MASKELL for Morgans. Official repairers, carry a complete stock of Morgan spares, write for spare list gratis. 6 Station Rd., Camberwell, S.E.6. Brixton 5725. zzz-203

SALMSON 10, 1925, 1926. Kirton, Honiton, Devon. zzz-262

SCOTIA MOTOR WORKS have enormous stocks of parts for practically all makes and types of cars, including:—

A.C., A.B.C., Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belsize-Bradshaw, Buick, Buckingham, Clyno, Calthorpe, Calcott, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, Deemster, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hirtu, Hotchkiss, Horstman, Hampton, Lagonda, Morris, Marsal, Maxwell, Mercury, McKenzi, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standard, Singer, Stellite, Scripps Booth, Talbot, Talbot-Darracq, Trojan, Wolseley and many others. Also large stock of accessories and equipment, including screens, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

SCOTIA MOTOR WORKS 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. Telegrams, "Scotia, Streatham 6187, London." zzz-221

SPARE PARTS FOR LIGHT CARS
(continued).

AUSTIN 7hp dynamos, brand new, 37s. 6d. each, or 30s. plus your old one; many other spares for Austins. Clare's Motor Works, 118 Tulse Hill, S.W.2. zzz-272

G.N. spares, new and second-hand replacements for all models. G.N., Ltd., 300 Balham High Rd., S.W.17. Phone, Battersea 0033. zzz-583

SENECHAL cars. Sales, spares and service at the Winter Garden Garage, 10 Macklin St., Drury Lane, W.C.2. Telephone, Holborn 4256. zzz-574

SWIFT spares.

A large and comprehensive stock of genuine Swift spare parts always available at Henlys Service Station, Hawley Crescent, Camden Town, Tel., Gulliver 1121. zzz-429

DISMANTLING A.C., Ariel, Clyno, Riley, Swift and Wolseley. Witham's, Oldridge Rd., Balham, Battersea 3280. zzz-428

SPARES, lowest prices on approval, for the following—Austin, Morris, Clyno, Singer, Chrysler, Delage, Standard, Citroen, Rover, Salmson, Armstrong, Rhode, Darracq, Swift, A.C. Bean, Lea-Francis, Peugeot, Wolseley, Essex, Autocrat, Galloway, Crossley, Durant and many others. The Balham Motor Mart, Ltd., Eton Garage, 260 Balham High Rd., S.W.17. Phone, Battersea 2969. zzz-437

F.O.C.H. (Jowett distributors). All Jowett spares in stock. F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. zzz-488

HEADINGLEY for spares. Frazer-Nash (G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot, Large stocks, expert advice. Phone 52080, or wire, "Trubie, Leeds." The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. zzz-510

CLARE'S MOTOR WORKS for spares: 300 cars dismantled; all makes; quotation by return; approval. 118 Tulse Hill, S.W.2. Brixton 6507. 972-656

G.N. spares, engine, sprockets, etc. Pearce, Hydens Ball, Godalming. 972-45

DISMANTLING hundreds of light cars, all makes. We hold the largest stocks in Great Britain of second-hand engines, gearboxes, back axles, spare parts, accessories, cheap, inquiries invited. Caplans, Ltd. Motor Demolition Works, Possil Rd., Glasgow. Phone, Douglas 4090. Telegrams, "Demolition, Glasgow." 977-1190

ALPHA MOTOR WORKS Hampton Hill, Middlesex, for spares and quick service for Angus, Buick, Essex, Continal, Citroen, Chevrolet, Citroen, Charron, Essex, Morris, Overland, Phoenix, Renault, Singer, Standard, Trojan, Talbot, Darracq, Wolseley and many other makes. rock-bottom prices, inquiries invited. Phone, Molesey 1473. 972-337

PARWOOD for Austin spares, repairs, overhauls efficiently and promptly executed. Open 9-9, Sundays 9.50-1. East Hill, Wandsworth. 972-420

SINGER spares. We specialize, and requirements. Murphy, 17 Sheen Lane, Mortlake. 3505 Richmond. 972-416

DISMANTLING A.C., Austin, Ariel, Alvis, B.S.A., Bean, Baylis, Citroen, Clyno, Calcott, Calthorpe, Fiat, Galloway, Gwynne, Hillman, Hinds, Horstman, Humber, Jowett, Lea-Francis, Morris, Mathis, Peugeot, Rover, Swift, Singer, Standard, Seabrook, Salmson, etc. Snows, 188 Tottenham Rd., London, N.1. zzz-100

ROVER 8. Send for my spares list. Snow's, 42a Wilton Rd., Dalston, E.8. zzz-100

CONWAY, the cheapest man in the trade for good second-hand spares. Austin, Alvis, Ariel, A.C., Armstrong, Angus, Albert, Ansaldo, Bean, Belsize, Bradshaw, Buick, Baylis-Thomas, Clyno, Calcott, Calthorpe, Citroen, Chrysler, Charron, Crossley, Coventry-Premier, Cubitt, Daimler, Delage, Darracq, Dodge, Essex, Enfield, Fiat, Gwynne, Galloway, G.W.K., Hampton, Hillman, Humber, Horstman, Jowett, Lagonda, Lorraine, Le Buire, Morris, Minerva, Mora, Peugeot, Rhonde, Riley, Renault, Rover, Standard, Squire-Berwick, Swift, Singer, Sunbeam, Studebaker, Straker-Squire, Star, Talbot, Talbot-Darracq, Vulcan, Vauxhall, Wolseley, etc. Phone, Chiswick 5531. Gloucester Rd. and High St., Acton. 972-695

SPARE PARTS—Wanted.

WANTED, a quantity of Salmson parts. Kirton, Honiton, Devon. zzz-322

CROWN wheel and pinion for 1925 Ariel 9 splined bevel shaft. Aldridge, 40 Middleton Rd., Dalston, E.8. 972-1405

NEW LIGHT CARS AND CYCLECARS

A.J.S. Southampton and Mid-Hants distributor. Demonstrations, part exchange and deferred payments. B. B. Tebbutt, Commercial Rd., Southampton. Phone 4863. zzz-197

A.J.S. Taylor's of Kensington. A.J.S. London distributors. Immediate delivery from stock. All models. Call and inspect and avail yourself of demonstration, 52 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-394

A.J.S. Hyams Bros. and Heard. A.J.S. sole district agents. Immediate delivery from stock all models. Demonstrations any time. 19 Bernon Rd., Carshalton. Tel., Wallington 1917. 972-462

AMILCARS. Amilecars (Gt. Britain), Ltd., 95 High Holborn, W.C.1. Part exchanges, spare parts and service. Chancery 8623. zzz-168

AUSTIN. £12 deposit secures delivery of new Austin 7. Rowland Smith Motors, Ltd. (Austin agents). Open all week-days, including Saturdays, 9-8; Sunday, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-108

AUSTIN agents. Immediate delivery of 7hp model. Deferred terms, exchange. Highest exchange allowances. Open all week days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead (one minute Hampstead Tube). Phone, Hampstead 4881. zzz-107

NEW LIGHT CARS AND CYCLECARS
(continued).

AUSTIN. Exchange your present car, motorcycle or combination for a new Austin light car. Keenest allowances, attractive deferred payments. Distances no object. Bamber's ("The Northern Motor Olympia"), 2 Eastbank St., Southport. zzz-396

AUSTIN.

No deposit. Tourer, £6 14s. 9d. monthly. Guaranteed after-sales service.

Distributors for Boyd-Carpenter (B.C.) and Arrow Special bodies.

Normand Garage, Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2.

11 Hammersmith Rd., W.14 (opposite Olympia). Phone, Fulham 3477-9.

92 Gloucester Rd., S.W.7. Phone, Frobisher 3037.

Open till 6 p.m. Saturdays. zzz-280

AUSTIN. Weybridge Automobiles, Ltd., official main dealers and specialists. Unique sales and service facilities, Weybridge. Phones 235-6-7. zzz-400

AUSTIN Swallow, Liverpool and Wirral distributors. Immediate delivery. All models. Roscoe Motors (Moscrop and Harris, Ltd.), 62 Roscoe St., 7 Berry St., Liverpool. 977-5228

AUSTIN Arrow, Lancashire distributors. Immediate delivery. All models. Roscoe Motors (Moscrop and Harris, Ltd.), 62 Roscoe St., 7 Berry St., Liverpool. Royal 3164. 977-5229

AUSTIN. Taylor Austin special de luxe sports 2 seater, very roomy, renowned for comfort. Full all-weather equipment and luggage space. £165. Write for List 1. Taylor's, 52 Sussex Place, South Kensington Station. Phone, Kensington 8841. zzz-408

AUSTIN. Archie Simons and Co., Exchange Specialists. Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-469

AUSTIN. Immediate deliveries. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 972-432

AUSTIN Swallow, Lancashire distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 972-430

AUSTIN. Delivery from stock of the new 12-6 Austin de luxe saloon, £225; also standard model, £198; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. Phone, Battersea 6187-9. 972-659

AUSTIN. Henlys for Austin cars.

Best terms, best allowance, best service.

Henlys, Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7754. 972-622

AUSTIN specialists. Stuart and Co. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 972-560

AUSTIN. Newnams supply Austins better through having large stocks, plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4646). Branch showrooms, 136 Streatham Hill, S.W.2. (Streatham 8850.) 972-523

AUSTIN Showrooms, Bayswater. Before buying your new car visit us and inspect a complete range of the new model Austin car. We can deliver all models on payment of £25 upwards and balance spread over 12, 18, or 24 months, liberal part exchange allowances. Yearly replacement scheme, £40 for 7hp models, £75 for the new 12.6 model, £100 for 12hp models, and £120 for 16hp models, including free service for 12 months. McCarthy's Motors, 28 Queen's Rd., Bayswater, W.1. Park 7766. 972-705

B.S.A. 3-wheelers. Get yours from Naylor and Root.

Immediate delivery of sports models from stock. Demonstrations willingly arranged. Best exchange allowances. Deferred terms over 18 or 24 months. Let us quote you. Naylor and Root, 248 250 Lavender Hill, Clapham Junction, S.W.11. Phone, Battersea 6188-9. 972-660

DERBY. Morgan Hastings, Ltd., sole concessionaires for Great Britain. 9hp Derby sports cars. Spare parts and service; part exchange. deferred terms. 17 Berkeley St., W.1. Mayfair 5323. zzz-956

FRASER-NASH. All inquiries re hire-purchase or part exchange should be addressed to Fraser-Nash Cars (Sales Department), 400 London Rd., Isleworth. Hounslow 3171-2. 2-seater models from £325. Demonstration runs at any time, anywhere. zzz-256

JOWETT. Croydon wholesale and retail agents. Official Jowett sales and service depot. Turner's, Lower Addiscombe Rd. and Dingwall Rd. Phone, Addiscombe 3131. zzz-935

JOWETT. Godfreys are trade and retail distributors. Large stocks for immediate delivery. For easy terms and part exchanges. Godfreys, Ltd., 366-368 Euston Rd., London N.W.1. Phone, Museum 3401-2. zzz-32

JOWETTS. Manchester main distributors. Saxon Jeffers, Ltd., Deansgate. Comprehensive stock special easy terms. zzz 64

JOWETT service station (London), main agents. Immediate delivery new Jowett saloons; part exchanges and deferred payments, service after sale; overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Ilop 1665. zzz 62

NEW LIGHT CARS AND CYCLECARS
(continued).

JOWETT cars, 1931 models, trade and retail main district agents and service station. The Turpin Engineering Co., Ltd., 177 The Vale, Acton, W.3. Shepherd's Bush 2040. zzz-185

JOWETT. Lovatts for Jowetts.

South London Service Depot and trade distributors. Early delivery of all models; cash or deferred. To ensure Jowett service consult the Jowett specialists.

Mitcham 191 Streatham Rd. Phone, Mitcham 1597.

Croydon. 185 Hardcroft Rd. Phone, Thornton Heath 2468. zzz-257

JOWETT cars. Sales and special service depots, Newbury Park Garage (opposite the hospital), Ilford (phone, Ilford 2463); and Beehive Garage, 88 Beehive Lane, Ilford (phone, Valeriano 3922). 974-10927

JOWETT Specialists, A. V. Motors, Ltd. We have had many years' experience with these cars and can give you excellent service. Phone, Kingston 0710. Address, 28 The Causeway, Teddington. zzz-487

JOWETT. F.O.C.H. (Distributors and Specialists) 1931 models in stock; immediate delivery. Exchanges, deferred. F.O.C.H. Below.

F.O.C.H. for Jowetts. Let us demonstrate.

F.O.C.H. for Jowetts. Efficient service.

F.O.C.H. for Jowetts. London's experts. Exchanges, deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturday, 9-8; Sundays, 9-1. Hampstead 3732. zzz-489

JOWETT. The Service Company, trade and retail distributors. Sales, services, spare depot. All models on view. Part exchanges. Best possible deferred terms. 275 High Holborn, W.C.1. Holborn 0666. zzz-204

JOWETT. Harrow and district for many years, we have held the wonderful car. New and second-hand models always in stock; exchange deals anywhere; easiest terms. Buntin's, Wealdstone, Harrow. 972-662

LEA-FRANCIS cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-505

MATHIS cars and service. Sole concessionaire of genuine spares for this country. Gardner Motors, Bolton Rd., Harrogate, N.W.10. Widdenden 5065. zzz-870

MATHIS. Sole distributors for Yorkshire, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-506

M.G. Midget part exchanges won't make you fidget. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-115

M.G. Hammersmith, Chiswick and district. Wholesale and retail distributors. Coachbuilt coupe in stock, immediate delivery, £245; part exchanges and extended terms. M.G. service by experts. Members, Morris Specialists, Young's Corner, Hammersmith. Riverside 0740. zzz 59

M.G. Midget in stock for immediate delivery. 1931 super-sports 2-seater, black and red, list price £185; 100 cars in stock, list free; hire-purchase, exchanges. Open all week-days, including Saturdays, 9-8; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. 972-541

M.G. Jervis, of Wimbledon, wholesale and retail distributors of M.G. cars for S.W. and S.E. London, Northern Surrey and Kent, can give earliest delivery of the new Mark II Montlhery type Midget.

Call and inspect the Jarvis coachbuilt Midget, the smartest small sports car on the road, cellulose finish any colour to choice; liberal exchanges; open all Saturday. Victoria Crescent, Wimbledon. Phone 2526. 972-456

M.G. Ray Abbot, Ltd., M.G. Sports Distributing Dealers. Exchanges, deferred. Harrow Weald. Phone, Harrow 3884. 972-635

MORGANS. Maskell for Morgans

The only recognized house in South London.

Everybody knows Maskell in the Morgan world. Official distributors.

Repairs by Morgan mechanics from Morgan's works. Trade supplied.

Maskell for Morgans, 6-8 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-732

MORGAN. £9 deposit secures delivery of new Morgan. Rowland Smith Motors, Ltd. (Morgan agents). Open all week days, including Saturday, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-109

MORGAN. 1931 models at reduced prices. Colmore.

Colmore offer Standard Family air-cooled, J.A.P. engine, colour blue, front-wheel brakes; 1931 catalogue price £85, reduced to £75.

Colmore offer Family de luxe model, air-cooled, J.A.P. engine, starter, speedometer, side-screens, new type model "M" chassis, colour red; 1931 catalogue price £100, reduced to £90.

Colmore offer Aero de luxe model "M" chassis, 10-40 J.A.P. overhead valve, water-cooled racing engine, colour special bright red; 1931 catalogue price £126, reduced to £116.

Colmore offer Super Sports, 10-40 J.A.P. overhead valve, water-cooled, colour blue and beige, real 90 m.p.h. bus; 1931 catalogue price £145, reduced to £135.

Colmore will supply any of the above, at the reduced prices, on easy payments or arrange an exchange. Write to-day for a Colmore "Better Way" Morgan folder and enquiry form—it gives exact easy payment terms for each Morgan model over 12, 18 or 24 months. Colmore Depot, 31 Colmore Row, Birmingham. (Largest Morgan distributors in Great Britain.) 972-454

NEW LIGHT CARS AND CYCLECARS
(continued).

NEW LIGHT CARS AND CYCLECARS
(continued).

MORGANS. Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespears St., Nottingham. zzz-199

MORGAN. Rowland Smith Motors, Ltd.

MORGAN agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-110

MORRIS Minor dealers. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-153

MORRIS Minor. First payment of £12 13s., including insurance for one year, and 11 equal payments of £12 13s.; any make of car, motorcycle or sidecar combination taken in part exchange. Write for particulars. Earliest deliveries. Sole London Distributors, Stewart and Ardern, Ltd., Morris House, 105 New Bond St., W.1; Morris House, The Vale, Aston, W.3; Morris House, Bensham Lane, Croydon; Morris House, High Rd., South Tottenham, N.15. zzz-75

MORRIS Minors in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376, 482 High Rd., Streatham, S.W.16. Phone, Streatham 8480. zzz-692

MORRIS Minor. Rowland Smith Motors, Ltd.

MORRIS. £12 deposit secures delivery of new Morris Minor. Rowland Smith Motors, Ltd. (Morris agents). Open all week-days, including Saturdays, 9-8; Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-112

MORRIS Minor, latest production £100 2-seater in stock, immediate delivery. Members, Young's Corner, Hammersmith. Riverside 0740. zzz-287

MORRIS. Members ("The Northern Motor Olympia") for 1931 Morris cars. Your present car, motorcycle or combination taken in exchange; highest allowance; attractive deferred payments. 2 Eastbank St., Southport. zzz-397

MORRIS Minor. Archie Simons and Co., exchange specialists, authorized agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-465

MORRIS. 1931 Morris cars. All models.

Best terms, best allowance, best service.

Henlys. Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7734. 972-623

RILEY. Olympia Motor Co. are London distributors of Riley cars. New models in stock; generous part-exchange terms and proper after sales service. 3 Hammersmith Rd., Kensington, opposite Olympia, Fulham 4217-8-9. zzz-947

RILEY 9, easiest terms and service fine. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-115

RILEY. Archie Simons and Co., Exchange Specialists, Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-467

RILEY official depot for sales, spares and repairs, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-507

RILEY 9. Immediate delivery from stock, saloons in various colours. £298; exchanges or deferred. Cummings, 101 Fulham Rd., London, S.W.3. 972-423

RILEY. Boon and Porter, Ltd.

RILEY 9 specialists and distributors in London, Surrey, Middlesex and Berkshire.

Immediate delivery of sliding roof and other models. Open until 9 p.m. from Monday to Friday. 159 Castelnau, S.W.13. Riverside 4444. 972-468

ROVER. Archie Simons and Co., Exchange Specialists, Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-466

ROVER. Immediate delivery from stock. All models 10-25 Rover cars. Cummings, Rover Agent, 101 Fulham Rd., London, S.W.3. 972-424

ROVER. Immediate deliveries. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 972-431

ROVER. Henlys for Rovers.

Best terms, best allowances, best service.

Henlys. Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7734. 972-624

SALMSON. Sole concessionaires. Spares and repairs depot. S.M. Ltd., Church Wharf, Chiswick, W.4. Chiswick 3531. zzz-202

SALMSON distributors and specialists for Yorkshire, the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-508

SINGER. Croydon. Wholesale and retail agents. Official Singer sales and service depot. Turner's, Lower Addiscombe Rd., and Dingwall Rd. Phone, Addiscombe 5131. zzz-936

SINGER.

For immediate delivery.

Extended payments arranged in 48 hours, no deposit, after-sales service. Authorized agents, Normand Garage Ltd., 489 Oxford St., W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Also 92 Gloucester Rd., S.W.7. Phone, Frohisher 3037-8. Open until 6 p.m. Saturdays. zzz-323

SINGER. £15 deposit secures delivery of new Singer Junior. Rowland Smith Motors, Ltd. (Singer agents). Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-113

SINGER. Rowland Smith Motors, Ltd.

SINGER agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-114

SINGER 8. Selling, buying, say the date. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-120

SINGER. Archie Simons and Co., Exchange Specialists, Authorized Agents, 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-468

SINGERS. F.O.C.H. (Singer distributors). Immediate delivery, all models. Exchanges, deferred. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Hampstead 3752. zzz-490

STANDARD Big 9 new models in stock. For best terms inquire of the official agents, Olympia Motor Co., 3 Hammersmith Rd., Kensington (opposite Olympia). Fulham 4217-8-9. zzz-540

STANDARD 9. Easiest terms and service fine. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8623. zzz-117

STANDARD. Truscott for saloons. All new models in stock for immediate delivery; exceptionally attractive terms. John S. Truscott, 173a Westbourne Grove, W.11. Park 7785. zzz-213

STANDARD. Archie Simons and Co., Official Agents. Immediate deliveries, highest allowances, deferred terms. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-464

STANDARD. F.O.C.H. official agents. Immediate delivery all models; exchanges, deferred. Highest allowances. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. Hampstead 3752. zzz-491

STANDARD cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-509

STANDARD. 1931 cars, all models.

See the Standard Swallow saloon, the most elegant light car of to-day. Henlys, Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7734. 972-625

STANDARD. Newnham's supply Standards better through having large stocks plus advantages of self-financed hire-purchase terms and generous part-exchange allowances. 237 Hammersmith Rd., London, W.6 (Riverside 4646). Branch showrooms, 136 Stratbam Hill, S.W.2 (Streatham 8830). 972-524

STANDARD specialists. Stuart and Co. Immediate delivery all models. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 972-561

SWIFT service and spare parts.

Henly's Service Station, Camden Town, N.W.1. zzz-430
Tel., Gulliver 1121.

SWIFT. Henlys, joint London distributors for Swift cars. Early delivery of all models.

Henlys. Henly House, opposite Gt. Portland St. Station, Euston Rd., N.W.1. Tel., Museum 7734. 972-626

TRIUMPH. Ratcliffe Bros., Triumph Specialists and Distributors for London and Essex, can offer immediate delivery of Super 7 and Scorpion models. We have every model on view and demonstration cars are at your service. 200 Gt. Portland St., W. Museum 8603. zzz-192

TRIUMPH. Morgan Hastings, Ltd., Triumph Distributors, London and Surrey, Super Sevens and Scorpions. Come and see the 1931 models. Part exchanges, deferred terms, immediate delivery. 17 Berkeley St., W.1. Mayfair 5323. Super Service Station: 212 New King's Rd., S.W.6 (opposite Putney Bridge Station). Tel., Putney 7611. zzz-228

TRIUMPH. Hyams Bros. and Heard. Sole District Agents. Immediate delivery from stock all models, including the new Triumph saloon at £159 10s. Demonstrations any time, part exchanges, deferred terms. 19 Beynon Rd., Carshalton. Tel., Wallington 1917. 972-463

TROJAN.

High prices allowed for your present car; low deferred payment terms. Ask for particulars of the new Trojan from Normand Garage, Ltd., sole London and Kent distributors, 92 Gloucester Rd., S.W.7 (6th door from Station). Frohisher 3037. 489 Oxford St. (between Marble Arch and Selfridges). Mayfair 6801-2. Service Depot and Spares: Avonmore Place, W.14 (opposite Olympia). Fulham 4972. Also 7-8 Fairmeadow, Maidstone, Kent. 2740. Open until 6 p.m. Saturdays. zzz-282

NEW LIGHT CARS AND CYCLECARS
(continued).**TALBOT 90.** Easiest terms and service plenty. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8625. zzz-114**TRIUMPH.** New 1931 "Scorpion" 6-cylinder coach-built saloon de luxe, sliding roof, duo-tone blue, £237 10s.; top price allowed for used motor-cycle, Morgan or Super Seven in part exchange; balance arranged over 12, 18 or 24 months. It pays to deal direct with the Great Triumph Agents. Colmore Depot, 31 Colmore Row, Birmingham. 972-455**WOLSELEY Hornet.** Marvellous value and terms for it. Vernon Balls, 95 High Holborn, W.C.1. Chancery 8625. zzz-118**WOLSELEY.** Weybridge Automobiles, Ltd., one of the largest Wolseley distributors. All models Hornets on view. Weybridge. Phones 255-6-7. Reading Depot: Caversham Rd. Phone 3140. zzz-401**WOLSELEY cars.** The sole London distributors are Eustace Watkins, Ltd., 12 Berkeley St., W.1. Mayfair 5084. Wolseley Works and Service, Manor St., Chelsea. Flaxman 8181 (10 lines). zzz-423**WOLSELEY Hornet Swallow.** Lancashire distributors. Parker's, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 972-429**WOLSELEY.** Denmans, of Long Acre, W.C., the authorized agents for Wolseley Hornet cars, any model instant delivery, best allowances and terms. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 972-535**MISCELLANEOUS LIGHT CARS & CYCLECARS.****I BUY** motorcars for cash.**I SELL** motorcars for cash or easy payments.**I EXCHANGE** motorcars.**DROP** me a line, or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Sloane 8231. zzz-111**ROWLAND SMITH'S** special list of Special Bargains. Yours for the asking. Write, phone or call now. Open all week-days, including Saturdays, 9-8. Sunday 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-117**ROWLAND SMITH MOTORS, LTD.****AGENTS** for all cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-115**YOU** will buy it cheaper from Rowland Smith. Cash, deferred or exchange. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-115**ROWLAND SMITH MOTORS, LTD.****YOU** are certain to find the car you want at the price you want to pay amongst our huge stock. Call and inspect or send for lists. Cash, deferred or exchange. Open all week-days, including Saturdays, 9-8. Sundays, 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-118**F.O.C.H.** stock all makes high-class second-hand cars. Free list; 30 tested second-hand cars always in stock. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Hampstead 3752. zzz-492**40 cars** must be cleared, no reasonable offer refused; exchanges, deferred. Tamplin Motors, 50 Malden Rd., Cheam. 972-4375**AUSTIN 7, Morris, a.h.v.** luggage grids, 12s. J. and H. Stephens, Stonehouse, Gloucestershire. 972-1458**CARS FOR HIRE.****£1 per day** hire Essex saloons. 20 Paddenswick Rd., Hammersmith, Riverside 2578. zzz-173**AUSTIN** Mayfair saloons de luxe, 25 h.p., with chauffeur. Mash, St. James's Rd., S.W.17. Battersea 4241. 975-x693**WANTED—Cars.**R
O
W
L
A
N
D
S
M
I
T**H MOTORS, LTD.,** will pay spot cash on sight and the highest prices obtainable for Austin Sevens, A.B.C.s, A.C.s, Amicars, Bugattis, Citroens, Clynos, Fiats, Frazer-Nasheas, G.N.s, Hillmans, Humbers, Gwynne Eights, Morris Minors, M.G. Midgets, Triumphs, Vernon-Derby's, Jowetts, Lea-Francis, Mathias, Morgans, Pougcoets, Renaults, Rileys, Rovers, Saloons, Senechals, Singers, Standards, Swifts, Talbots, Wolseleys, or any other make. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-366**F.O.C.H.** urgently want and pay highest cash prices for all makes reasonably modern light cars. Bring F.O.C.H., Ltd., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Hampstead 3752. zzz-493**WANTED—Cars (continued).****ROWLAND SMITH MOTORS, LTD.,** want an unlimited number of Austin Sevens for spot cash. Highest price paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-133**ROWLAND SMITH MOTORS, LTD.,** want Rovers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-134**HAROLD SIMONS, LTD.,** urgently require late model A.C.s of all types. Highest cash prices paid. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Phone, Museum 9764. 972-692**ROWLAND SMITH MOTORS, LTD.,** want Salmsons for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-131**YOUR car!** If above average condition will be worth more to Stelo Griffiths than to anyone else in town. Abbey House, Victoria St. (facing Westminster Abbey). Vict. 9467. 972-646**ROWLAND SMITH MOTORS, LTD.,** want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-132**S AND S MOTORS, LTD.,** wish to purchase (urgently) all makes of light cars and Morgans (particularly Aeros). We are prepared to pay really high prices for cars in good condition. As light car specialists we have a ready sale and consequently can offer you the best highest prices and, furthermore, immediate cash. Try other dealers first and then get our offer. S and S Motors, 395 Edgware Rd., Paddington, W.2. Tel., Padd. 7958. Open 9-8 and Sunday morning. zzz-597**ROWLAND SMITH MOTORS, LTD.,** want Morgans for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-129**NEWHAMS** want any well-known make of light car for cash or in exchange for any new or used model; best possible prices offered, cash either way. 257 Hammersmith Rd., London, W.6. Riverside 4640. 972-525**ROWLAND SMITH MOTORS, LTD.,** want Rileys for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-130**PICKWORTH AND HULL** require 1930-1 Austins, M.G.s, Rovers, Standards, Hornets, cash or exchange. 107 Gt. Portland St., Langham 1998. 972-577**ROWLAND SMITH MOTORS, LTD.,** want Jowetts for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-128**WANTED** for spot cash, highest prices paid, several 1929 and 1930 Austin 7 tourers, customers waiting. Whitby's, 7 The Vale, Acton, W.3. 972-668**ROWLAND SMITH MOTORS, LTD.,** want Standards for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-127**THE SERVICE CO.** 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-503**ROWLAND SMITH MOTORS, LTD.,** want Rovers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-126**ROWLAND SMITH MOTORS, LTD.,** want Fiats for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-125**FINCHLEY MOTORS** want modern light cars, cash waiting. 132 and 148 High Rd., East Finchley. 972-563**ROWLAND SMITH MOTORS, LTD.,** want Morris Minors for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-138**ROWLAND SMITH MOTORS, LTD.,** want Triumphs for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-124**SINGERS** urgently wanted, best prices. Murphy, 17 Sheen Lane, Mortlake. 3303 Richmond. 972-417**ROWLAND SMITH MOTORS, LTD.,**

The largest buyers of Morgans, all models. Highest prices paid. Spot cash on sight. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-150

A GOOD light car or Morgan required immediately; cash waiting. Chidley, 579b High Rd., Tottenham. Phone 2920. 972-598**ROWLAND SMITH MOTORS, LTD.,** want Senechals for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-137**"THE MOTOR ELECTRICAL MANUAL."** 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.

JULY 24, 1931.

(Supplement xvii.)

WANTED—Cars (continued).

AUSTIN Sevens, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-144

SPORTS cars wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-149

ROWLAND SMITH MOTORS, LTD., will pay more for your Morgan than any other dealer in London. Spot cash on sight. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-146

WANTED, cheap Austin 7, £20-£30, particulars by letter. 3 Landon Rd., Stockwell. 972-c324

ROWLAND SMITH MOTORS, LTD. If it's a Morgan, any model, age or condition Rowland Smith will buy it. Spot cash on sight and the highest price. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-147

WANTED, Riley 9, not later 1929. G. Everett, 93 Western Rd., Southall, Middlesex. 972-c322

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest price obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-146

HIGHEST cash prices!!! Morgans, Austins, Morris Minors, Rileys, Jowetts, Rovers, Standards, also jalopies. Wandsworth Motor Exchange, Eborer St., Wandsworth (Town Station). 972-400

ROWLAND SMITH MOTORS, LTD., will pay spot cash on sight and the highest price obtainable for sports cars. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-139

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars, cash on sight. Call, phone or write. 5 Warren St., W.1. Museum 0535. zzz-329

ROWLAND SMITH MOTORS, LTD., want Lea-Francois for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-136

ROWLAND SMITH MOTORS, LTD., want Singers for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-123

F.O.C.H. (Jowett experts) urgently want Jowetts. Highest cash prices. Bring or send particulars, F.O.C.H., 5 Heath St., Hampstead. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Hampstead 3752. zzz-494

ROWLAND SMITH MOTORS, LTD., want Austin Sevens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-140

GET more for your car by sending it to the Motor House, Ltd., 20-22 Finchley Rd., N.W.8. You can draw 50% on the sale price on sight, balance a day after sale. This is the most sensible way to sell any modern car. Hundreds have found it so. Printed booklet on application. Most cars sold immediately upon receipt. zzz-359

ROWLAND SMITH MOTORS, LTD., want M.G. Midgets for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-135

URGENTLY required, late model Standard 9 saloon, good price paid. Phone, Riverside 2365. Write or call, 245 Goldhawk Rd., Shepherd's Bush, W.12. 972-482

AUSTIN Sevens, all models, all types, wanted for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-145

M. F. EDWARDS AND CO., LTD., 175 Gt. Portland St., W.1 offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or phone Welbeck 4161. zzz-513

ROWLAND SMITH MOTORS, LTD., want Aero, Grand Prix de luxe (air and water cooled), standard and family model Morgans for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-142

WE are urgently in need of an unlimited number of light cars, highest prices paid, distance no object, write particulars, any make, 1927-1930. Phone, Richmond 0576. Andrews Automobiles, 37 Sheen Lane, Mortlake (Station). zzz-382

ROWLAND SMITH MOTORS, LTD., want Amilcars for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-122

NORRINGTON'S require unlimited number of Austins, Jowetts, Fiats, Singers, Rovers, Standards, Morris Minors and Morgans, all models; also sports cars; highest prices given. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 972-481

WANTED—Cars (continued).

ROWLAND SMITH MOTORS, LTD., want Citroens for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-121

WANTED, 7hp Austin saloon, late model. 69 St. Paul's Avenue, Willesden Green, London. 972-469

ROWLAND SMITH MOTORS, LTD., want Clynes for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-120

AUSTIN Sevens, all models, all types, wanted for cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. Rowland Smith Motors, Ltd., 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-143

NORRINGTON'S want your car and will pay top prices for modern cars. Call, write, or phone, Riverside 2365. 245 Goldhawk Rd., Shepherd's Bush, W.12. 972-480

ROWLAND SMITH MOTORS, LTD., want Frazer-Nashes for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-119

WANTED, 7 8hp 4-seater, cheap, Jowett saloon, preferred. Write, Box No. 2804, c.o. "The Light Car and Cyclecar." 972-c357

ROWLAND SMITH MOTORS, LTD., want Vernon-Derby for spot cash. Highest prices paid. Open all week-days, including Saturdays, 9-8. Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-141

CARAVANS, TRAILERS, ETC.

RAVEN CARAVANS for light cars. Prices from £50; completely equipped.

RAVEN CARAVANS, 2 Ravenscourt Square, Goldhawk Rd., Hammersmith. Phone, Riverside 0353. zzz-48

CARAVANS for hire. Mysons, Ltd., have a large fleet of car cruiser caravans for sale or hire, also motor caravans. Write for terms. 89 Cromwell Rd., S.W.7. Frobisher 1034. zzz-335

CARLIGHT TRAILERS best value obtainable, 9½ guineas baby trailers for baby cars. Sleaford. 983-946

TRAILER caravans, sale or hire. Ideal Caravan Co., Bramatone St., Brighouse, Yorks. 972-c871

MAKE it a caravan holiday this year.

IT'S wholly delightful and not impossible for even a baby car.

WE have special light models for Morris Minor and Austin 7.

SEND for hire details to Welford's Motors, Brighton.

STILL a few vacant dates for the holiday weeks. Write for details. Welford's Motors, Brighton. Phone 2440. zzz-520

FOLDING trailer caravan, complete with brakes and tow-bar, new shop-sold only, £17 10s. Rhode Motor Co., Birmingham. Phone, Springfield 2374. 972-498

DINKY trailer caravan, specially built for 7-9hp car, automatic brakes, sleeps 2. £8. Speedwell, Ambleside, Lightwater, Surrey. 972-c340

CARAVANS FOR HIRE.

CARAVANS to let reasonably, lightweight, three-berth, for Austin 7a or larger. Miss Allen, Nortons, Lingfield, Surrey. Phone 36. 973-b870

AGENCIES.

PROFITABLE whole or spare-time employment, exclusive provincial territory. Write BCM/KXWV, London, W.C.1. 995-d261

BATTERIES—ACCUMULATORS.

"DININ" batteries. Any make of battery repaired, two-hour service. The Turpin Engineering Co., Ltd., 177 The Vale, Acton, W. Phone, Shepherd's Bush 2040. zzz-372

GENERAL MOTOR AND TYRE CO.

G.M.T. New starter batteries, all well-known makes, fully guaranteed for 12 months. Send for detailed price list. Batteries repaired and recharged at either depot. Always a large quantity of charged batteries in stock for immediate dispatch.

40s. Morris-Cowley 12-volt 45 a-h.

28s. Ford and Chevrolet 6-volt 88 a-h.

18s. 6d. Austin 7 6-volt. a-s.

24s. 6d. Morris Minor 6-volt 72 a-h.

CAN be despatched fully charged and ready for use, 6-volt 2s. and 12-volt 3s. 6d., carriage forward.

GENERAL MOTOR AND TYRE CO., 81 Queen St., Hammersmith, W.6. Phone, Riverside 6388 (5 lines). Depot, 370 Gray's Inn Rd., King's Cross. Phone, Terminus 4429 (3 lines). zzz-446

"MOTOR REPAIR MANUAL." For the Owner, Driver and Amateur Mechanic.
2s. 6d. net. 2s. 9d. post free.

BATTERIES (continued).**LUCAS, C.A.V., Rotax.****OFFICIAL** service, large stocks, replacements, exchanges, immediate delivery, low prices.**LUCAS, C.A.V., Rotax battery service station.****CAMDEN TOWN:** 91 Bayham St. Phone, Gulliver 4461-4.**KINGSTON-ON-THAMES:** Elton Rd. Kingston 3557-8.**BECKENHAM:** Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

19s. 6d. New starter batteries: Austin 19s. 6d. large capacity 24s.; Ford 28s. 6d., extra large capacity 32s. 6d.; Morris 43s. 6d., best make 48s. 6d. Replacements for any car supplied. Send for list. Marble Arch Motor Supplies, Ltd., 135 Edgware Rd., London, W.2. 972-579

BODIES.**SPORTS** bodies, latest design, mounted on Austin 7, Morris Minor and all other chassis in this class at £35. Exceptional value. Armstrong.**DETACHABLE** van tops for Austin 7s, Triumphs and similar, from £14. Armstrong.**SALOONS** from Austin 7s and others; touring bodies converted from £25. Repairs, renovations at low prices. Armstrong, 4 Leysfield Rd., Shepherd's Bush, London, W.12. 972-325**CAR PAINTING.****QUALITY** painting from £3 10s., quick delivery, fabric covering, hoods, side screens, tonneau covers, all repairs. Phone, The Light Car Repair Specialists, J. Durrant and Sons, Humbolt Works, Fulham Cross, W.6. Fulham 3218. zzz-425**HENLYS.****THE** most modern cellulosing and paintshops in London. The best work at lowest cost. Any make of car, estimated free. Henlys, Ltd., Hawley Crescent, Camden Town, N.W.1. Tel., Hampstead 5177. 972-628**CARPETS, MATS, ETC.****CARPETS** and mats for all cars in coco-nut fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1880), 145-150 Portobello Rd., London, W.11. Tel., Park 2703. zzz-854**CELLULOID.****ALLEN AND DORSETT** for new British transparent polished sheets, 20-1,000 thickness, economical sizes, 55, 24, 5s. 6d., 50, 20, 5s.; 58, 18, 5s.; 50, 16, 4s. 6d.; carriage paid, cash with order; e.o.d. 4d. extra, trade supplied. Side screens renovated cheaply. 63-65 Aslet, St., Wandsworth. Phone, Battersea 1422. zzz-309**CLOTHING.****LEATHER** coats, teddy lined, ladies' or gent's, from 40s.; list free; easy payments; 7s. 6d. secures delivery. Pride and Clarke, 158 Stockwell Rd., S.W.9. 972-620**CONSULTING ENGINEERS.****SYDNEY G. WILLIAMS, M.Inst.B.E., M.I.M.T.,** Gunnersbury Filling Station, Chiswick. Phone, Chiswick 0655. 972-u868**CYLINDER GRINDING.****INSIST** on Laystall for cylinder grinding and de luxe lightweight cast-iron pistons; ensure 100% accuracy and quality, with perfect finish. Rapid deliveries and special prices for popular types, free collection and delivery in London. Laystall, Ewer St., Southwark, S.E.1. Hop 6140. zzz-735**YOU** will like the fine finish of our grinding and the price. All types pistons, rings or valves. Sealrite Piston Ring Co., Esherborne St. Works, Islington, N.1. zzz-573**READING CYLINDER AND PISTON CO.,** 774 Oxford Rd., Reading. Cylinders ground and fitted Cylite heat-treated alloy pistons with six months guarantee. Austin 7, 52s.; 12, 70s.; Morris-Cowley, 68s.; Oxford, 72s. Delivery two days. Reading 3224. zzz-420**WHITE, WATSON AND CO.** Cylinders reground and fitted with alloy pistons. Austin 7, 52s.; 12, 66s.; Morris-Cowley, 66s.; Oxford, 68s.; others from 52s. Engine reground in chassis, valves seated, bearings adjusted, run in and tested, £10. First-class workmanship and materials guaranteed. 80 Belvedere Rd., S.E.1. Phone, Hop 4352. zzz-440**DYNAMOS AND MAGNETOS.****DYNAMOS,** starters and magnetos. 1,000 different reconditioned replacement types, from 25s. each. See below.**EXCHANGES** made from 25s., while you wait. See below.**WE** specialize in high-class electrical service and have the most up-to-date machinery in London. See below.**BEARDMORE SERVICE, LTD.,** 12-28 Queen's Rd., Hyde Park, W. Phone, Park 8641-2. zzz-362**LUCAS, C.A.V., Rotax.****ELECTRICAL** service, large stocks, replacements, exchanges; immediate delivery, low prices.**LUCAS, C.A.V., Rotax battery service station.****CAMDEN TOWN:** 91 Bayham St. Phone, Gulliver 4461-4.**KINGSTON-ON-THAMES:** Elton Rd. Kingston 3557-8.**BECKENHAM:** Chaffinch Rd. (opposite Clock House). Beckenham 1146-7. zzz-512**ELECTRO. CHROMIUM AND NICKEL PLATING.****CHROMIUM,** nickel, radiators, screens, fittings, work guaranteed. West Central Plating, 275 Gray's Inn Rd., King's Cross. Terminus 3820. 975-e126**CHROMIUM** plating. Quality work at moderate charges by the original chrome platers in Manchester and district, also nickel, silver plating and enamelling. F. Davis (Manchester), Ltd., East Stanley St., Salford. Phone, Blackfriars 4040. zzz-874**CHROMIUM** plating, high-grade work on heavy nickel deposit, with latest plant, price from 26 10s. per car upwards, exclusive of dismantling radiator, windcreens, lamps, door handles, wheel nuts. Car-taken into our service department. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-5. zzz-482**ENGINES.****CITROEN,** Rover, A.B.C., Anzani, Bean, Morris, Essex, Buick, Singer and *Olym* engines, also most other makes. Inquiry invited. Sobra Motor Works, 126 Upper Tooting Rd., London, S.W.17. Phone, Streatham 6187-8. zzz-45**ALPHA MOTOR WORKS** Hampton Hill, Middlesex for quick service. Angus, Buick, Bristol, Deauville, Continental, Chevrolet, Citroen, Clarron, Essex, Morris, Overland, Phoenix, Renault, Singer, Standard, Trojan, Talbot, Darracq, Wolseley; inquiries invited. Phone, Molesey 1473. 972-c377**CONWAY,** the cheapest man in the trade for good second-hand engines (all makes). Phone, Chiswick 5531. Gloucester Rd. High St. Acton. 972-695**EXCHANGES.****ROWLAND SMITH MOTORS, LTD.,** will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand car. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St. Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-156**MANCHESTER.** Exchange your car with Rhind and Co., 258 Dean-gate, Manchester. zzz-58**F.O.C.H.** specialize in exchanges. Comprehensive stock of modern sound light cars. Highest allowances, easiest terms. F.O.C.H., Ltd., 5 Heath St., Hampstead. Open 9-8 Mondays to Saturdays inclusive; Sundays 9-1. Phone, Hampstead 5752. zzz-495**NORMAND GARAGE, LTD.,** exchange specialists, offer highest possible price for your present car or motorcycle on receipt of full particulars in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours delivery and collection in England, Scotland or Wales; free service. Immediate deliveries of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber, Rover, also Austin 7, Morris Minor and Hornet chassis with Boyd-Carpenter (B.C.) and Arrow sports bodies. Call, write or phone 489 Oxford St., W.1 (Mayfair 6801-2); 11 Hammersmith Rd., W.14, opposite Olympia (Fulham 3477-9); and 92 Gloucester Rd., S.W.7 (Frobisher 3037-8). zzz-324**ROWLAND SMITH MOTORS, LTD.,** Morgan agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-154**ROWLAND SMITH MOTORS, LTD.,** Singer agents. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-152**ROWLAND SMITH MOTORS, LTD.,** Morris Minor dealers. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-153**ROWLAND SMITH MOTORS, LTD.****AUSTIN** agents. Immediate delivery of 7hp model. Deferred terms, exchanges. Highest exchange allowances. Open all week-days, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-155**ARCHIE SIMONS AND CO.** Exchange Specialists. Any make of car supplied; deferred terms, highest possible allowances. 67 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470**AUSTIN** 12 4-seater coupe, value £25, excellent condition; also Austin 12 tourer, 1926, absolutely as new, value £55; exchange either for smaller car. 58 Black Lion Lane, Hammersmith. Riverside 4652. 972-500**NEWHAMS** allow full market value for second-hand cars in part payment for new or other used models. Business arranged anywhere in Great Britain; 200 cars always in stock. Below. zzz-470**STANDARD,** 1931 Big Nine coachbuilt sliding-roof saloon, dual colours, few hundred miles only, will exchange for small or medium-powered car; cash either way, deferred arranged if desired. Newhams, 237 Hammersmith Rd., W.6. Riv. 4646. 972-526**EXCHANGE** 1930 Morris Minor saloon for combination, balance payable over 18 months if desired. Whitby's, 7 The Vale, Acton, W.3. 972-669**EXTENDED PAYMENTS.****THE TRADING AND FINANCE CORPORATION, LTD.** (Incorporated 1900), give best terms for deferred payments on new and second-hand cars. Payments over 12, 18 or 24 months. Completion within 12 hours.**THEY** are also prepared to purchase any car and resell to a third party without extra profit by extended payments.**WRITE** or call. Bush Lane House, Cannon St., London, E.C.4. Phone, Mansion House 8863-4. zzz-51**"THE PETROL ENGINE"** All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

EXTENDED PAYMENTS (continued).

ROWLAND SMITH MOTORS, LTD.

DEFERRED terms. No references, no inquiries of employers, guarantors and deposits not essential. Balance 6 to 24 months, charges from 3 1/2% individual requirements given every consideration. Highest exchange allowance, full particulars and list on request. Open all weekdays, including Saturdays, 9-8; Sundays 9-1. 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4881. zzz-157

ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queens Rd., W.2, and 205-7 Gt. Portland St., W.1. zzz-175

F.O.C.H. LTD. can arrange easiest hire-purchase terms in London. Lowest charges. Send for details. F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. zzz-496

THE SERVICE CO. the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

GARAGES

CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; 24-way open, running repairs, accessories, etc.; theatre facilities. Gerard 1489. zzz-73

HOODS AND SCREENS.

GRAFTON hood re-covering sets. Fix in own garage. Convenient, cheap. All sewing completed. Carriage paid, passenger train. Details, samples and prices gratis. State make, year, h.p. and seating capacity when writing. Morris and Austin 7 in stock. Guaranteed materials. Many testimonials.

GRAFTON backlight replacement. Troubles with broken backlights eliminated cheaply, quickly and permanently. Easy fixing. List free

GRAFTON side screens, cheapest and best. Grafton Engineering Co., Sycamore Grove, New Malden. Phone, Malden 0161. zzz-91

ALLEN AND DORSETT for hood re-covering with super material, first-class finish; 2-seaters from 30s.; 4-seaters from 40s.; hundreds of delighted clients. Below.

ALLEN AND DORSETT for side screens, renovations, recolloding, etc. Example Austin 7, set 8 panels replaced, 20s. Trade inquiries, Allen and Dorsett, Motor Trimmers, 63-65 Aslett St., Wandsworth. Phone, Battersea 1422. zzz-310

COX. Calso, Rotax and Easting patent hoods and windscreens are now solely manufactured by us. Replacements and repairs to these and other types receive immediate attention.

COX. Easting dickey screens, £3 3s.; rear screens, £4. Special lists on application.

COX. Hood re-covers by skilled trimmer at really reasonable price, according to quality of cloth.

COX. Side curtains, recolloding from 5s. per panel, side curtains, from 15s. each; catalogue and measurement charts on application.

COX. Hood cloth, fawn or black twill, 5s. 6d. yard; extra quality, 6s. 4d. yd.; 72 ins. wide; black leather cloth, 60-in., 2-ply, 7s. 4d. yd.; 1-ply, 5s. 6d. yd.; other qualities pro rata. Webbing and piping 6d. per yd.; covered studs 1s. dozen. Patterns on application.

COX. Celluloid, English, 29 ins. by 18 ins. by 20-1,000 in., 2s. 9d. sheet; other sizes pro rata.

COX AND CO. Lower Richmond Rd., Putney, S.W.15. Tel. Putney 6193-6. zzz-481

HARRISON'S. Hoods re-covered in few hours. Loose covers all cars. **HARRISON'S.** Replace celluloid while you wait or by return post or rail.

HARRISON'S. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all weather equipment, renovating.

HARRISON'S, 355 Norwood Rd., Tulse Hill Station, S.E.27. Telephone, Streatham 6846. zzz-327

TODD AND CO. Hoods re-covered and repaired, side screens recolloded, general upholstery and repairs fabric bodies re-covered or repaired. Duncan St., Islington. 974-371

ASMUS. Hood re-covering best materials, 2-seaters from 30s., 4-seaters from 40s., screen recolloded cheaply. 65a High St., Clapham, S.W.4. (Next to Jay's). Macaulay 5042. zzz-501

RE-COVERS from 35s., celluloid replacements, 4s., repairs. Jones, 778 High Rd., Tottenham. 972-6366

INSURANCE.

THIRD-PARTY insurance payable by instalments. Ernest Bass, 40 Chancery Lane, W.C.2. Holborn 0328. zzz-184

THE "OPEN ROAD" Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply at the Army, Naval and General Assurance Association Ltd., Trafalgar House, Waterloo Place, Pall Mall, S.W.1. Telephone, Regent 0984-5. zzz-191

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-221

INSURANCE (continued).

INSTALMENT premiums, quarterly or monthly, accepted by Carfax, Ltd., the pioneers of Period-Payment Policies, covering all motor risks. Fully comprehensive or third-party only, affording full protection under the new Road Traffic Act covered at Lloyd's or with leading non-tariff companies. Instalments unaffected by claims. Transfers without loss of bonus. Special rates attach to Morris, Ford, Standard, Singer, Triumph and Rover cars. Carfax, Ltd., 13 Albemarle St., W.1. Agent 3200. Immediate issue of certificates. zzz-418

WE select the best and cheapest policies from Lloyd's and 95 leading companies for motorists' individual requirements. For lowest cash and instalment premiums consult Metropolitan Insurance Brokers, Ltd., Empire House, St. Martin's-le-Grand, E.C.1. Nat. 5261. 979-605

LOWEST rates. Immediate cover. Deferred terms. Examples (R.T.A.): Austin 7, £2 11s.; Cowley, £3 2s.; Oxfords, £3 12s. 11d.; motorcycles, 15s. 6d. Big no-claims bonus. Jackson's, Insurance Brokers, 54 Old Broad St., E.C. London Wall 0329. zzz-471

MASCOT policies. Guaranteed by a company with 23 years' reputation for generous settlements. Quotations by return for any period. Quarterly instalments if desired. Policy and certificate issued on first payment.

MASCOT POLICIES, LTD., 30 Lime St., London, E.C.3. Telephone, Moancourt 1159. zzz-521

DEFENCE, LTD., 40 King William St., E.C.4 (Mansion House 9022-3), for lowest rates, payable by instalments. See page 8. 972-1429

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 4. 972-449

LAND, HOUSES, ETC.

BUNGALOW. Week-end, furnished, sleep 6, lovely views, Box Hill district, £85. 205 Southampton St., S.E.5. Phone, Rodney 4247. 973-1423

LAMPS.

RENNO'S. Enormous stock British Sphinx lamp bulbs, side and tall, 6d.; head, 1s.; double filament, 1s. 9d.; postage 2d.; every voltage, contact, candle-power; secure now for holidays, avoid road trouble. 232-3-4 Upper St., Islington, N.1. Near Tube. Phone, North 4467-8. Open Sunday mornings 10.30 to 1.30. 972-676

LOST.

LOST on July 18th, between Barmouth and Sutton Coldfield, an Armstrong Siddeley disc spare wheel, painted blue, fender rewarded. John Grove and Son, Exeter Passage, Holloway Head, Birmingham. 972-501

LUGGAGE GRIDS

PRESSED-STEEL luggage carriers, latest type, fitted without drilling, for Austin 17, 17s.; Morris Minor, 17s.; Cowley 22s. 6d.; Oxford, 22s. 6d.; other types supplied. Young's, 32 Abingdon Rd., S.W.17. zzz-479

MAGNETO AND DYNAMO REPAIRERS.

FOR these units we have the most up-to-date testing and service machinery in London. See below.

TROUBLE located and the faulty unit exchanged while you wait, from 30s. per unit. See below.

1,000 different type replacement magnetos, dynamos and starters in stock ready to fit. See below.

BEARDMORE SERVICE, LTD., 12-18 Queen's Rd., Hyde Park, W.2. Phone, Park 8641-2. zzz-737

IMMEDIATE magneto exchange service! Your magneto exchanged same day for same make and type at cost of repairing your faulty one. Guarantee given. Super Power Co., 81 North Side, Clapham Common, London, S.W.4. Phone, Battersea 0270. Telegrams, "Superpower, Batt., London." zzz-54

MISCELLANEOUS.

DECARBONIZER. Cleans cylinders, valves; efficient, harmless; saves dismantling; 2s. 6d., 6s. 6d. Shippey Bros., 108 City Rd., E.C.1. 973-6560

COLEY radiator thermometers, 25s.; Coley oil gauges, 25 lb., 6s. 6d.; altimeters, 11s.; K.L.G. plugs, F7, 1s. 9d.; files, recuts, assorted dozen, 5s. 6d.; gloves, leather gauntlets, fleecy-lined, tan, 7s. 6d.; dark brown, 8s. 6d.

AEROPLANE wheels, fitted with new heavy-tread tyres and new tubes, pair, with axle 70s.; screw pickets, 12-in., 9d.; motor repair outfits, 1s. 3d.

WINDSCREEN frames, 13 ins. by 3 1/2 ins., 1s. 9d.; 6-volt Stewart horns, new, 17s.; chamois leathers, 16 ins. square, 1s. 9d.; bolts, nuts and washers, 7-lb bag, assorted, 4s.

ABOVE postage paid. Send for illustrated list. Coley, Ltd., Ordnance Works, Queen Elizabeth Rd., Kingston-on-Thames. zzz-486

PRIDE AND CLARKE. Radiator thermometers, latest type, dash fitting, 15s. 6d.; Boyce meters, large, 8s. 9d.; gradient indicators, 1s. 6d.; air speed indicators, 5s.; pressure gauges, 5s. 9d.; approval; postage extra, or c.o.d. 158 Stockwell Rd., S.W.9. 972-621

"THE MOTOR MANUAL." 27th Edition. 770th thousand. The standard work on motors and motorins. 2s. 6d. net. 2s. 10d. post free.

MUDGUARDS.

MUDGUARDS for Austin 7, Morris (all models), Morgan, Rover, Singer, Standard, Clyno, Swift, Triumph, from 35s. set; cycle-type for Austin 7, 70s. set. Young's, 32 Tooting Bec Rd., S.W.17. zzz-480

MUDGUARDS for Austin, Morris, Rover, Singer, Standard, etc., from 35s. set.—Send for list, post free. Marble Arch Motor Supplies, 135 Edgware Rd., W.2. 972-580

NUMBER PLATES.

CAST aluminium polished plates. Beadless 3s. 9d. each, beaded 4s. 6d. and 5s. 6d. each. Post free. Moseley and Son, Founder, Wolverhampton. zzz-35

BALE, 44 Howland St. Tottenham Court Rd., London, W.1. Phone, Museum 6731. Special terms to the trade; contractor for quantities.

BALE'S high-grade plates. Olympia model, bold raised figures and beading, polished by return (one hour), 10s. 6d., 12s. 6d. or 15s. 6d. per pair, according to quality; postage 9d.

BALE'S white porcelain finish plates require no cleaning, absolutely free from corrosion or rust, 21s. 15s. 6d. and 9s. 6d. per pair, according to quality, instant service, post 9d.

BALE'S polished edge cast plates, 4s. 9d. each, black edge plates 3s. 9d. each net; post 9d.

BALE'S solid aluminium plates, Vanguard model, bold, raised, polished figures, mirror, finished 4s. per plate; post by return.

BALE'S letters and figures for mounting own plates, polished, 4d. each; white, 6d. each; post 6d. per dozen, from stock.

BALE'S aluminium (pressed) plates, London model, raised figures and beading, 5s. 6d. per pair net.

BALE'S arc makers of good and expensive plates with raised lettering, for all purposes, such as streets, houses, doctors, dentists, registered offices, direction signs, etc. zzz-72

3s. 9d. Aluminium number plates, raised and polished figures, 3s. 9d. each, 7s. 6d. pair; postage 9d. De luxe model, heavy cast, 5s. 9d. each, 11s. 6d. pair; postage 1s. delivered by return. Marble Arch Motor Supplies, Ltd., 133-135 Edgware Rd., London, W.2. 972-581

OILS AND GREASES.

MOTOR oils. Blenders of over 50 years' standing offer motor oils (state car), 5-gallon drums for 12s. 6d.; Ford oil, 11s. 6d.; cash with order to John Hatch, Ltd., 25 St. James's St., Islington, N.1. 984-1191

PATENT AGENTS.

A. P. THURSTON AND CO., Chartered Patent Agents, British and Foreign Patents. Trade Marks and Designs, 329 High Holborn, W.C.1. zzz-158

KING'S PATENT AGENCY, LTD. (B. T. King, G.B., U.S. and Can. Patent Agents), 146a Queen Victoria St., London, E.C.4. Advice Handbook and consultation free; 45 years' service. 972-780

RADIATORS.

CONWAY, the cheapest man in the trade for good sound second-hand radiators (all makes). Phone, Chiswick 5531. Gloucester Rd., High St., Acton. 972-694

REPAIRERS.

BARIMAR scientific welding is better and 75% cheaper than new parts. As the largest welders in Great Britain, we offer guaranteed repairs to broken cylinders, combustion heads, flanges, bores, water jackets, cracked, burnt and worn valve seatings, smashed aluminium crankcases and gearboxes, axle cases and axle shafts, crankshafts, steel road wheels, etc. Worn parts built up by electro-deposition. Any metal welded and machined ready for assembly. Guaranteed cylinder grinding and Barimar de luxe pistons. The best, quickest and cheapest service.

SCORED and worn cylinders (air-cooled and water-cooled) can be repaired by Barimar metallurgical (patented) process, to fit existing pistons and returned in two days under money-back guarantee at low cost. Write to-day for Barimar booklet.

LONDON: Barimar, 14-18 Lamb's Conduit St., W.C.1.

BIRMINGHAM: Barimar, 116-117 Charles Henry St., Birmingham.

MANCHESTER: Barimar, 67 Brunswick St., Ardwick Green, Manchester.

NEWCASTLE-ON-TYNE: Barimar, 31 The Close, Quayside, Newcastle-on-Tyne.

GLASGOW: Barimar, 134 West George Lane, Glasgow, C.2. zzz-629

SCORED cylinders. Scores in cylinder bores repaired by the Laystall process to fit existing pistons and returned in two days; repairs are permanent and guaranteed. Laystall, Ewer St., Southwark, London, S.E.1. zzz-915

AUSTIN 7's. Let the official appointed agents and service station execute your repairs. All work guaranteed. Advice given. Spares stocked. Phone, Battersea 5360. Write or call, if in trouble. Ingrave Motors, Ingrave St., Falcon Rd., Clapham Junction, S.W.11. zzz-331

AUSTIN 7. Authorized agent and repairers, late foreman Austin London service. Thompson Garage Works, Ballards Lane, North Finchley, N.3. Finchley 1750. zzz-337

MASKELL for Morgans; officially appointed distributors and repairers by the Morgan Motor Co., Ltd. Every Morgan spare part actually in stock, new and second-hand; trade supplied; repairs by Morgan mechanics; spare list gratis. 6 and 8 Station Rd., Camberwell, S.E.5. Tel., Brixton 5727. zzz-432

REPAIRERS (continued).

JOWETT repair specialists; advice and estimates free; standard repair charges, guaranteed work. T. W. Cooler, A.M.Inst.B.E. 110 Camberbury Rd., West Croydon. Thornton Heath 2487. zzz-162

HENLYS wonder service station, Hawley Crescent, Camden Town, N.W., is completely equipped for repairs and overhauls of every description; all makes of car; specialists in Alvis, Swift, Austin, Riley, Clyno; cylinder grinding, cellulosing, body repairs, carried out on the premises; expert workmanship at low cost, estimates free. Henlys, Camden Town, Hampstead 5177. 972-627

SALOON FABRICS.

HARRISON'S. See Hoods, Screens, Saloon, Fabric Columns, Saloons, tourers, retrimmed in latest upholstery designs; loose covers all makes; cars retrimmed in moquette from £4. zzz-893

SPARKING PLUGS.

PRIDE AND CLARKE. Lodge clearance, brand-new, in makers' boxes. 1s. 3d.; K.L.G., P.7, 1s. 6d.; A.C. 3d.; K.L.G., soiled, 6d.; 5s. dozen; postage extra; approval. 158 Stockwell Rd., S.W.9. zzz-619

TUITION.

FOREST HILL. E. Hillier, of Titjen and Hillier, 110 Wood Vale, S.E.25, gives course of driving and technical instruction inclusive with service before and after purchase of a new car. All makes supplied. Sydenham 2432. zzz-975

4s. 6d. Lesson; 21s. complete course. Nash, 16 Cornwall Mews (behind Madame Tussaud's). Welbeck 4288. zzz-472

THE MOTOR TRAINING INSTITUTE is entirely devoted to individual private tuition. Established in 1907. 24 years' experience at your service. Courses for every need, including "Special Austin Course." Prospectus free. Inspection invited. 90 George St. (bus stop, Baker St.), W.1. Welbeck 2947. zzz-229

BRITISH SCHOOL OF MOTORING. Private driving lessons on 1931 cars (open or saloon) at times to suit each pupil. All B.S.M. cars have safety controls and are in charge of expert instructors. Write or call. The British School of Motoring, Ltd., 5 and 6 Coventry St., Piccadilly Circus, W.1. Gerrard 5435 (3 lines). Established 21 years. Over 73,000 taught. zzz-158

TUNING.

HORNET special tuning: Twin carburettors, £10; high-compression pistons, £7 10s.; heads polished and ports streamlined, £2 10s.; 48 hours' service. Cars fetched and delivered. McEvoy, Leaper St., Derby. zzz-389

TYRES AND TUBES.

THE DUNLOP RUBBER CO. accepts no responsibility for tyres purchased at prices other than those authorized. In the interests of the public the prices of Dunlop car, motorcycle and bicycle tyres are protected, and the sale of any such tyres at prices above or below those appearing in current lists constitutes a breach of the company's conditions of licence. zzz-105

HOMERTON RUBBER WORKS, LTD., the right place to purchase your tyres. Our goods, prices and service cannot be beaten. Tyres fitted free while you wait. Goods dispatched carriage paid or c.o.d.

HUGE REDUCTIONS. WONDERFUL BARGAINS. NEW EXTRA HEAVY REMOULDED COVERS. Guaranteed 9,000 miles minimum, same as giving service to 20,000 miles and upwards: 700 by 80-85, 12s. 6d.; 710 by 90, 28 by 3s., 760 by 90, 17s. 6d.; 765 by 105, 25s.; 715 by 115, 20s.; 730 by 130, 25s.; 775 by 145, 30s.; 27 by 4.00, 15s.; 27 by 4.40, 16s.; 28 by 4.95, 22s.

NEW HEAVY DUTY COVERS. Guaranteed 10,000 miles: 700 by 80, 17s. 6d.; 710 by 85, 18s. 6d.; 710 by 90, 28 by 3s., 21s.; 760 by 90, 25s.; 30 by 3s., 22s. 6d.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 20s.; 27 by 4.40, 24s.; 28 by 4.95, 29 by 5.00, 27s. 6d.; 30 by 4.50, 25s.; 30 by 5.00, 35s.; 715 by 115, 23s.; 730 by 130, 35s.; 775 by 145, 32s. 6d.

SECOND-HAND covers in good condition: 700 by 80, 10s.; 700 by 85, 710 by 90, 28 by 3s., 26 by 3.50, 27 by 4.00, 27 by 4.40, 12s. 6d.; 28 by 4.95, 29 by 4.95, 715 by 115, 730 by 130, 775 by 145, 15s.

HOMERTON RUBBER WORKS, LTD., 11 Upper Saint Martin's Lane, W.C.2 (Phone, Temple Bar 3137, 2 lines); and 140 Lower Clapton Rd., E.5 (Phone, Amburst 2889). zzz-349

THE DUNLOP RUBBER CO., LTD., announce that their productions offered to the general public at prices other than those appearing in their current retail list are either shop-soiled clearance surplus stock of an obsolete type or pattern, or are sold in contravention of the company's conditions of licence. Any matter arising out of such a purchase will not be dealt with in any way by the company. zzz-104

REPETITION rebuilds are guaranteed 10,000 miles in 12 months. See display advertisement. 972-547

LADBROKE'S new depot. New prices. New stocks.

OPENING offer by Ladbrooke's.

26 by 3.50 new cord surplus covers, guaranteed by Dunlops, 14s. 9d., post 1s. 3d.

GOODYEAR Pathfinder and Avon Democrat, guaranteed by makers; reinforced cords, clearance: 26 by 3.50, 18s.; 27 by 4.00, 21s. 6d.; 27 by 4.40, 24s. 6d.; 29 by 4.40, 30s.; carriage extra.

LADBROKE MOTOR STORES, 204 Ladbrooke Grove, W.10. Also at 105 Goldhawk Rd., Shepherd's Bush. Phone, Park 5569. 972-629

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A Mine of Essential Information on Motor Ships and Shipbuilding. 5s. net. 5s. 6d. post free.

TYRES AND TUBES (continued).

MASONS. RECOGNIZED!—for the Most Comprehensive Stocks in the Country, and the best New Tyre Value possibly obtainable! **LITERALLY HUNDREDS UNSOLICITED TESTIMONIALS.** Approval against remittance or c.o.d. Carriage Paid! Immediate Despatch! Do not confuse New Tyres with remoulded!

MASONS. GREAT PRICE REDUCTIONS!! GOODYEAR PATH-FINDER "Supertwist," DUNLOP CLIPPER and FIRESTONE OLD-FIELD "Gumclipped," all latest buttressed Reinforced Cords, PERFECT in MAKERS' Wrappings, Makers' Guarantee (NOT sold or clearance!): —700 by 80-85, 21s.; 710 by 90, 28 by 3½, 27s.; 30 by 3½, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 27 by 4.40, 32s.; 29 by 4.40, 30 by 4.50, 36s. 6d.; 28 by 4.95, 29 by 5.00, 38s. 6d.; 29 by 4.95, 30 by 5.00, 45s. 6d.; 28 by 5.25, 44s. 6d.

MASONS. STEPNEY Super-heavy Roadgrip (Genuine Latest!) HEAVY SERVICE Cords, Perfect, Makers' Guarantee Special Surplus. 700 by 80 (26 by 3), 17s. 6d.; 28 by 3, 19s.; 710 by 90, 28 by 3½, 22s. 6d.; 700 by 85 (Super Reinforced Morgans), 25s.; 26 by 3½, 8s. (Morgan), 25s. Balloons Reinforced: 26 by 3.50, 21s.; 27 by 4.00, 25s.; 27 by 3.85 (Balloons for 700 by 80-85), 25s.

MASONS. BRAND NEW (Clearance) Tyres. Huge Purchases from the Leading Manufacturers! ALL BEST MAKES and Latest Types. We guarantee minimum 10,000 miles! Note: These are genuine New goods. NOT reconstructed or remoulded! 550 by 65, 25s.; 700 by 80 (26 by 3), 16s.; 700 by 85 (Full Section), 18s.; 710 by 90, 28 by 3½, 21s. 6d.; 30 by 3½, 20s.; 760 by 90, 25s.; 765 by 105, 35s.; 28 by 3, 17s. 6d.; Balloons Reinforced: 26 by 3.50, 15s. and 17s. 6d.; 27 by 4.00, 18s. 6d.; 27 by 4.40, 22s. 6d.; 29 by 4.40, 30 by 4.50, 24s.; 28 by 4.40, 27 by 4.75, 29 by 4.50, 32s. 6d.; 28 by 4.95, 29 by 5.00, 28s. 9d. and 32s. 6d.; 29 by 4.95, 30 by 5.00, 30s.; 716 by 115, 720 by 120, 24s.; 750 by 130, 35s.; 27 by 3.85, 21s.; Tubes, 3s. 6d. to 5s.

MASONS. FREE INSURANCE! AVON Democrat (Latest) Cords. Perfect, in Makers' Wrappings, Makers' Special Written Guarantee against everything (Surplus) 30 by 3½, 24s.; 26 by 3.50, 18s. 6d.; 27 by 4.00, 21s. 6d.; 27 by 4.40, 26s.; 29 by 4.40, 30 by 4.50, 30s.; 28 by 4.95, 29 by 5.00, 32s. 6d.

MASONS. ASTOUNDING VALVE in new super remoulded reinforced tyre: on special GUM DIPPED CASINGS, guaranteed 9,000 miles: 26 by 3.50, 13s.; 27 by 4.00, 14s.; 27 by 4.40, 17s. 6d.; 28 by 4.95, 29 by 5.00, 730 by 130, 24s. 6d. (28 by 4.95, clearance, 18s. 6d.); 720 by 120, 22s.; 715 by 115, 19s. 6d.; 775 by 145, 30s.; 700 by 80-85, 15s.; 710 by 90, 28 by 3½, 18s. 6d.; 760 by 90, 30 by 3½, 18s.; 765 by 105, 24s. 6d. Masons, "A" Dept., The Tyre House, Ipswich. 972-322

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

NEW and additional Show and Sale Rooms at 84 and 85 BROAD ST., BIRMINGHAM. Telephone, Midland 3393.

NEW Branches: HARTSHILL RD., STOKE-ON-TRENT. Telephone, Hanley 48432. 19 MARKET SQUARE, NORTHAMPTON. Telephone, Northampton 1975.

20,000 Car covers to be cleared immediately. All brand-new goods. WE have without doubt the largest stock in the country. Goods dispatched, carriage paid, against cash, seven days' approval, first passenger train or c.o.d.

FURTHER Hugo Price Reductions. WRITE for price list.

NEW All-weather Remoulded Covers, double weight, guaranteed 9,000 miles, minimum; these are giving wonderfully good service: 700 by 80-85, 15s.; 710 by 90, 28 by 3½, 18s. 6d. Balloons: 26 by 3.50, 27 by 4.00, 27 by 4.40, 28 by 4.40, 18s. 6d. All other sizes in stock.

5,000 Second-hand Tyres; every size in stock. Taken off conversion jobs. All one price, 11s. each. Tubes, 4s. each. Suitable for many thousands of miles.

THOUSANDS of Fort Dunlop Cords and Goodyear Heavy Duty Tyres in stock.

IF the cover you require does not appear we will quote you prices by return of post.

SPECIAL prices to Factors and genuine Tyre Dealers.

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO., Broad St., Birmingham. Telephone, Midland 3393. zzz-321

BULL'S. Phone, Temple Bar 1747. **THE OLDEST** Name in the Tyre Trade. Experience counts. Expert buying means good value for you. West End Agents for Dunlop, India, Goodyear, Firestone, Pirelli, etc. Fitted free; no waiting

BULL'S GOODYEAR PRICES REDUCED! New latest pattern "Supertwist," Buttressed Cords, guaranteed. Seals Unbroken. Don't be misled by other offers; these are really genuine: 700 by 80-85, 21s.; 710 by 90, 28 by 3½, 27s.; 30 by 3½, 29s.; 26 by 3.50, 22s.; 27 by 4.00, 25s.; 27 by 4.40 (29 by 4.40); 36s. 6d.; 28 by 4.75, 37s. 6d.; 27 by 4.40, 32s.; 28 by 4.95, 38s. 6d.; 29 by 5.00, 38s. 6d.; 30 by 5.00 (29 by 4.95), 45s. 6d.; 28 by 5.25, 44s. 6d. We can also supply new Dunlop and Firestone at above prices in "Clipper" and "Oldfield" Tyres. Fitted free.

BULL'S SPECIAL OFFER. If you require a new "Clearance" Tyre you may deduct 15% from above prices. New Tubes, 4s. 6d. to 6s. 6d.

BULL'S NEW TYRES. Deferred payments. Pay as you ride. Write for form, mentioning size.

BULL'S BRAND-NEW CABLE CORDS: 27 by 3.85, 22s. 5d.; 715 by 115, 24s.; 720 by 120, 24s.; 730 by 130, 35s.; 740 by 140, 35s.; 775 by 145, 42s. 6d.; 765 by 105, 35s.; 760 by 90, 25s.; 28 by 3, 17s. 6d.

BULL'S. Hundreds of really sound bargains in all sizes. Second-hand, 10s. to 15s. each. New tyres in all sizes, special clearance, 25% to 40% below makers' prices. These are better value than "remoulded."

BULL'S. All above carriage paid, approval against remittance, or C.O.D. if desired. Bull's Rubber Co., Ltd., 3 Upper Saint Martin's Lane, London, W.C.2. Phone, Temple Bar 1747. zzz-364

TYRES 5s. with order secures delivery of any size brand-new Dunlop, Michelin or Firestone tyre (balance monthly). State size and make required. Pride and Clarke, 158 Stockwell Rd., S.W.9. 972-618

"THE MOTOR MANUAL." 27th Edition, 770th thousand. The standard work on motors and motoring. 2s. 6d. net. 2s. 10d. post free.

TYRES AND TUBES (continued).

THE GENERAL MOTOR AND TYRE CO.,

81 QUEEN ST., Hammersmith, W.6. Tel., Riverside 6388. 370 GRAY'S INN RD., King's Cross, W.C.1. Tel., Terminus 4429. DEPOTS: Paris, Brussels.

LARGEST tyre factors in the world.

OUR stock is the largest assorted stock in the world. Tyres fitted while you wait at either Depot. All tyres are New and Guaranteed by us. All well-known makes in stock. Send for detailed price list. Tyres, Accessories, Starter, Batteries, Jacks, Clothing, etc., etc. London area tyres delivered c.o.d. All goods, except to Ireland, goods-carriage paid; if required passenger add 1s. per tyre 6d. per tube. All goods sent on 7 days' approval. Cash refunded if not satisfied. These are not remoulded or reconstructed, but New Goods:—

NEW COVERS: 26 by 3, 700 by 80-85, 16s.; guaranteed tubes, 3s. 6d.; 710 by 90, 20s.; tubes, 3s. 6d.; 765 by 105, 33s.; tubes, 6s.; 28 by 3½, 20s.; tubes, 3s. 6d.; 30 by 3½, 17s. 6d.; tubes, 4s. 6d.

NEW BALLOON: 26 by 3.50, 15s.; guaranteed tubes, 3s. 6d.; 27 by 4.00, 15s.; tubes, 3s. 9d.; 27 by 4.40, 22s. 6d.; tubes, 4s. 9d.; 29 by 4.40, 30 by 4.50, 24s.; tubes, 4s. 6d.; 28 by 4.75, 28s. 3d.; tubes, 4s. 9d.; 30 by 4.75, 30s.; tubes, 5s.; 29 by 5.00, 26s. 6d.; tubes, 5s.; 30 by 5.00, 27s. 6d.; tubes, 5s.; 715 by 115, 24s. 10d.; tubes, 4s.

NEW GUARANTEED 12,000 miles brand-new buttressed tyres by well-known makers, extra heavy super tyres, 27 by 4.40, 25s.; 30 by 5.00, 28 by 4.95, 24s. 6d.; 30 by 5.25, 38s. 4d.; 29 by 5.50, 42s. 9d.; 32 by 6.00, 52s. 3d.; 30 by 4.50, 26s.; 29 by 5.00, 28s. 10d.; 31 by 5.00, 34s.; 31 by 5.25, 40s. 4d.; 30 by 5.50, 41s. 8d.; 30 by 3½, 25s.

WELCH reconstructed tyres Guaranteed 10,000 miles: 26 by 3.50 14s.; 27 by 4.00, 16s.; 27 by 4.40, 18s.; 30 by 4.75, 25s.; 29 by 5.00, 28 by 4.95, 24s. 6d.; 30 by 5.00, 29 by 4.95, 24s. 6d.; 31 by 5.25, 29s. 6d.; 31 by 5.00, 30 by 4.95, 25s. 6d. FULLY guaranteed by factory.

SEND us any make of old tyre carriage paid, collected in London area free of charge, with remittance, and we will return to you same day (carriage paid) a reconstructed tyre indistinguishable from new tyre. Following sizes only:—

26 by 3.50, 12s.; 27 by 4.00, 14s.; 27 by 4.40, 16s.; 30 by 4.75, 22s. 6d.; 26 by 4.95, 29 by 5.00, 21s. 6d.; 29 by 4.95, 30 by 5.00, 22s.; 30 by 4.95, 31 by 5.00, 23s.; 30 by 5.25, 26s. 6d.; 31 by 5.25, 26s. 6d.

THE Welch method of reconstruction is a new process and not the old method of retreading. In addition to the tread, the walls are strengthened and entirely covered with new Rubber, only the original cord casing is used as a foundation. Other popular sizes will be in production later. Tyres may be left at either our Hammersmith or King's Cross Depot, or we will collect London area.

GENERAL MOTOR AND TYRE CO. 972-391

UPHOLSTERY.

HARRISON'S. See Hoods, Screens and Upholstery Columns. Expert fabric repairers, materials, new designs. zzz-89:

VALVES.

MARBLE ARCH MOTOR SUPPLIES, LTD. Best quality 3½ nickel valves, all makes, from 2s. 6d.; made to pattern 3s. 6d. 133-135 Eps. ware Rd., London, W.2. 972-582

HOTELS.

CHALFONT ST. PETER. Spend a week-end or longer in this lovely spot near London. Old house, completely modernized, every comfort; over two acres of private grounds, tennis court, golf. Many historical places near. Moderate terms. Write or call on Major and Mrs. Lewis Day. "The Wheatleys," Chalfont St. Peter, Bucks. zzz-210

LLANDRINDOD WELLS. Le Wells Hotel. 100 bedrooms, with running water, lifts, billiards, hard tennis courts. Near golf. Good garage adjacent. A.A.: R.A.C.; Michelin. zzz-558

BOOKS AND PUBLICATIONS.

SINGERS. "The Book of the Singer Junoir" is a detailed guide to the construction, running, and repair of this make of car; 2s. 6d. net, obtainable from any bookseller, or Pitman's, Parker St., W.C.2. 972-199

"THE MOTOR SHIP REFERENCE BOOK FOR 1931." A mine of essential information for the shipowner, shipbuilder and marine engineer. Contains concise summary of motor shipbuilding up to the close of 1930, and includes a complete list of all motor ships on order. 266 pages of text. Numerous technical diagrams. Price 5s. net, or 5s. 6d. by post, from Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. Completely up to date, with many new illustrations. Written in simple language to meet the demand of owner-drivers for complete practical information on the electrical equipment of their cars. 2s. 6d. net, 2s. 9d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"HOW TO DRIVE A CAR." 11th Edition. By the Editor of "The Motor." Leads the reader step by step from an explanation of the elementary principles of car control to the finer points of driving. 2s. 6d. net, by post 2s. 9d. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE PETROL ENGINE." A new and thoroughly revised edition of this popular handbook. The usual chapters dealing in simple language with the principles and construction of all types of petrol engine are included and have been brought up to date. Every type of petrol engine is dealt with, including motor boat engines, aircraft engines, portable electric lighting and power set engines. Written by experts on the staffs of "The Motor," "The Commercial Motor," "Motor Cycling" and "The Motor Boat," this manual will be found invaluable to every keen motorist. Price 3s. 6d. net, by post 3s. 10d. Temple Press, Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

Head Offices: 5-15, ROSEBURY AVENUE, LONDON, E.C.1.
Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000
(Private Exchange).

Midland Offices: 61-65, New Street, Birmingham. Telephone, Birmingham.
6 Warwick Row, Coventry. Telephone, Coventry 4775.
Telegrams, "Presswork, Coventry."

Northern Offices: 274, Deansgate, Manchester. Telephone, Central 5433-4. Telegrams, "Presswork, Manchester."

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MRS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

SUBSCRIPTION.—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

REMITTANCES.—Postal orders, cheques, etc.: should be made payable to Temple Press Limited, and crossed "Midland Bank, Ltd., Bedford Row." Remittances from abroad should be made by International Money Order in Sterling. All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

"South Western" GARAGES
& SECTIONAL BUILDINGS — ALL KINDS

14ft. x 8ft. £10 - 5 - 0
15ft. x 9ft. £12 - 13 - 6



CARRIAGE PAID to nearest station England or Wales, or free delivery within 20 miles London.

WRITE FOR ILLUSTRATED CATALOGUE "G."

SOUTH WESTERN APPLIANCE CO. (1929), LTD., Dept. L.C., HIGH STREET, FULHAM, S.W.6. PUTNEY 2771.

SCRIVENER'S PATENT—A Magic Valve Fitting Tool For AUSTIN 7, 12, 16 and 20. The only Tool which fits Valve Spring Cotters instantly. Worth a GUINEA each. BEWARE OF IMITATIONS.



Fingers safe from pinching. For Austin 7, 3/8 each. For ALL OTHER CARS 4/6. Post 3d. each. Scrivener's, Patentees & Manufacturers, Fleet St., SWINDON

"THE MOTOR MANUAL"

Will teach you how to understand your car. It is the standard book on the subject. 2/6 net. 2/10 post free.

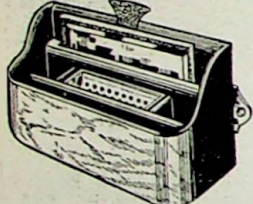
EDGELL'S GARAGES Estd. from £6 1889. *Associated Payments 1/4d. per week.*



Greenhouses, Garden Frames, Lock-up Shops, Poultry Houses, Bungalows, Mission Halls, etc. Edgell's buildings have proved by test to be the best.

W. & A. EDGELL LTD., DEPT. RADSTOCK, Catalogue free. Phone: 47, Mid. Norton, Nr. BATH.

Read **"THE MOTOR"** EVERY TUESDAY - 4d.



COMPANION SETS. Mahogany Walnut finish. Size 6" x 3" with mirror and receptacle for cigarette ends and ash. Actual value 15/-. Our Price ... 2/6. Postage 6d.

MARBLE ARCH MOTOR SUPPLIES LTD., Phone: Paddington 133 & 135, EDGWARE RD., LONDON, W.2. Branches: "Asheley, Essex, Midd." BRANCH DEPOSITS: 26-28, Goldhawk Road, Shepherd's Bush, and at 15, Rushcroft Road (opposite Town Hall), Brixton, S.W., and at 280, Romford Road, Forest Gate, E.7, and at 34 & 36, Brighton Road, South Croydon, and at 57, Newington Causeway, S.E.1. Post Orders to Edgware Road. Hours of Business 9-8. Sat. 9. (Sun. 10-1. Edgware Road and Shepherd's Bush only.)

GREAT CLEARANCE SALE. GENUINE BARGAINS



1/6 Special Bargain Offer. K.L.C. F7 single point sparking plug. Every plug guaranteed. New in makers' boxes. Standard thread and reach. A real "hotstuff" plug. Original price 3/6. Our price 1/6. Postage 2d. 4 for 5/6. Postage 6d. Above plugs are Government surplus.

2/6 As illustrated.

SEND FOR FREE LISTS


BOYCE MOTOR METERS. Brand new, fully guaranteed genuine Boyce Motor Meter. Gem Model. Usual Price 15/-. Our Price 8/6. Special line Motor Meters with St. Christopher Mascot. 5/9. Postage 6d.




SMITH'S EXTRA AIR AND PETROL ECONOMISER. 3/6 Smith's Extra Air and Petrol Economiser, comprising instrument as shown, dash or column fitting, complete with length of copper tubing, and all fittings, easily fitted; saves petrol, increases power, full instructions with each instrument. Actual list price 25/-. OUR PRICE, 3/6. Post 0d.



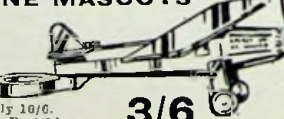
6/11 PANORAMIC MIRRORS A limited supply, very latest type with rustless metal back plate. Usually 12/6. Our price 6/11. Postage 6d.




AMPMETERS. 3/6 Showing charge and discharge 15-0-15 also 10-0-10, made by Smith & Sons. List Price 10/6. Our Price 3/6. Postage 4d.




AEROPLANE MASCOTS Aeroplane Mascots, heavily nickel plated with provision for fitting Motor Meter. Length overall 6in. Usually 10/6. OUR PRICE 3/6. Post 6d.



HYDRAULIC JACKS. 15/- Made to lift two ton. Most easily operated jack in the world. Complete with folding handle. Usual Price 27/6. Our Price 15/-. Carriage 1/3



THE VACULARM 5/- Petrol Gauge. Most novel and useful instrument giving audible warning when your petrol supply is running low, and enables you to check petrol consumption. Works from Auto-vac. Supplied complete with all fittings and instructions. Actual list price, 45/-. Our Price, 5/-. Postage 6d.



Battery Indicators 2/6 Battery Indicator, tells you at a glance the state of your battery; for 6 volt or 12 volt; dash fitting. Made by Austin Motor Co. Original price 12/6. OUR PRICE 2/6. Post 4d.


8-Day Clocks 15/- Inexpensive time bargains offer. Genuine 8 and 4 Guinea 8-day Clocks, fully jewelled, finest Swiss movement. Dash fitting type. Usual fitting type as illustrated 18/-. Large size, 4 in. dial, 19/6. Others from 10/-. Post 6d.



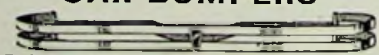
4/6 WINDSCREEN WIPERS Bowden operated Wind-screen Wiper for open or closed cars. N.P. finish, beautifully made. Actual list price 25/-. OUR PRICE 4/6. Bowden-operated Wiper 2/- Post 6d.



MUDGUARDS 8/6 for Morris, Austin, Singer, Standard, Swift, Morgan, etc. All Models from 6/6 each. Sports Mudguards for Austin 7, Morris Minor, Morgan, etc., from 8/6 ea. Send for list.



CAR BUMPERS 12/6 80 Sets only. Front and Rear Twin Bar Bumpers, complete with all fittings, suitable for all makes of cars. Well-known make. Actual value, 20-10-0 per set. OUR SPECIAL PRICE to clear—Front 12/6, Rear 12/6. Front and Rear 25/- per set. Carriage extra



139 TENTS. Complete poles, pegs, lines, runners, etc.; folds into compact case with handle. Measuring 16' x 6'. Size erected, 6' x 4' 6" x 3' 6". 13/9. Post 1/3. Send for "Camping List" Free.



"HOW TO DRIVE A CAR." 11th Edition. By the Editor of "The Motor." A complete guide. 2s 6d. net; 2s. 9d. post free.

FOR YOUR TENT AND CAMPING EQUIPMENT GO TO Jas. GROSE LTD.

J. GROSE LTD. TOURING TENTS.
Send for Illustrated List. Carriage Paid.

The PIONEERS of TENTS for MOTORING.

379, Euston Rd.

WHITE.
7 ft. long,
5 ft. wide,
4 ft. 6 in.
high.



24/-

WHITE, 11 ft. long, 7 ft. 6 in. wide, 3 ft. 6 in. high, 8 ft. 6 in. wall. **12/-**
Superior Quality, 15.6.

GREEN ROTPROOF, 6 ft. long, 4 ft. 3 in. wide ... 19/6

GREEN, 7 ft. long, 5 ft. wide ... 30/-

6 ft. 6 in. long, 7 ft. wide, 8 ft. 9 in. high, 2 ft. walls, best quality white wash Ridge Pole ... 45/-

BEST GREEN WILLESDEN ROTPROOF ... 55/-
Complete in neat Montainer. Carriage Paid.

GROUND SHEETS (Best Quality).

Size 6 ft. x 3 ft. Size 7 ft. x 3 ft. Size 9 ft. x 6 ft.
Super Proofed, 4/6 Super Proofed, 7/6 Super Proofed, 11/6

**PRIMUS STOVE
OUTFITS.**

Complete in Metal Case.



1-pint size ... 11/-

1 ... 13/-

1 1/2 ... 16/6

THE PHOENIX.

1-pint size ... 8/6

1 1/2 ... 10/6

Post Free.



Post 6d.
**GROSE PICNIC
BOILING OUTFIT.**
Comprising Kettle,
Saucepan, Cup, Spirit
Container and Burner.
Special
Value **1/11**
Usually 5/6.

**EXPANDING
LUGGAGE
CARRIER**

9/6

Clip to any Running Board.



We have made a study of Camping for Motorists and shall be pleased to advise on suitable equipment for your needs.

TEA OUTFIT CASES

Black fibre cases with lock, containing every requirement for picnics. With vacuum flask, 2 persons ... **14/6**
For 4 persons ... 22/6
With Kettle, for 2 persons ... 16/6
For 4 persons ... 25/-
Tea and Luncheon.
Thermos Flask, 2 persons ... 21/-
4 persons ... 32/6



Depot also at 4, Old Jewry, Cheapside, and 255, Holloway Road.



**Repetition
Rebuilds**

**HALVE YOUR
TYRE BILL**

26 x 3-50	16/-	700 x 80	16/-
27 x 4-00	18/-	710 x 90	17/6
27 x 4-40	18/6	760 x 90	20/-
29 x 4-50	21/6	765 x 105	22/6
29 x 5-00	23/6	28 x 3 1/2	20/-

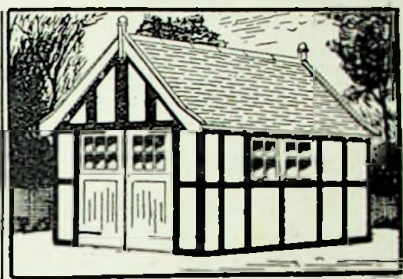
Manufactured from Goodyear Rubber.

FULLY GUARANTEED

Cash with order against seven days approval. Carriage Paid. Extra charge of 2/6 for delivery from stock in default of your own casing for reprocessing or exchange. Further particulars and prices on application.

REPETITION TYRE AND INVESTMENT CO., LTD.,

Tally Ho! Works,
GREAT NORTH ROAD, LONDON, N.12
Telephones: Finchley 1764 and 4209.



Design "99" Asbestos Garage.
**MOTOR HOUSES IN WOOD,
STEEL OR ASBESTOS**

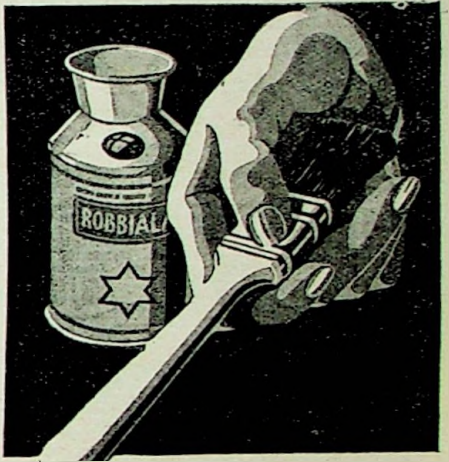
Send for our Free Catalogue entitled THE BETTER GARAGE. Army Huts from £20-3-6 Horse Sheds from £3-8-0. GARAGES FROM £6-15-0. Carriage Paid.

EASY TERMS ARRANGED.
W. H. ROTHWELL & CO. (Dept. T)
"The Garage People,"
RICHARD STREET, ROCHDALE
Telephone: 2323.

MOSAIRE Three Models
20/- 25/- & 30/-
AIR VALVE COMPLETE OUTFITS.

Fit the "MOSSAIRE" on a Month's Free Trial and you will prove it does all we claim. Improved Engine Performance. Quicker and Better Acceleration. Less Oil and Carbon. More Power with Less Petrol.
Write for Booklet and copies of recent testimonials.
ALDAM & CO. (M. Dept.), MISTERTON, DONCASTER.

READ
"THE MOTOR"
Every Tuesday - Fourpence.



**HAVE YOU
TRIED...?**

QUICK DRYING

ROBBIALAC

NOW ONLY 1/- & 1/9
ROBBIALAC WORKS, STRATFORD, E.15.

**LOVATTS
FOR
JOWETTS**

ALL SPARES IN STOCK.
TRADE SUPPLIED.

OVERHAULED AND GUARANTEED **JOWETTS**—EASY DEFERRED PAYMENTS
WE HAVE A LARGE SELECTION OF
1928 FOUR SEATERS AT £55 0 0—£60 0 0 1926 FOUR SEATERS AT £35 0 0—£37 10 0
1927 " " £42 10 0—£47 10 0 1925 " " £30
AND TWO-SEATERS AT PRICES FROM £15.

Jowett Overhauls and Repairs are our Speciality.
LOVATTS, 191 Streatham Rd., MITCHAM and 189 Handcroft Rd., CROYDON
PHONE: MITCHAM 1597. THORNTON HEATH 2468.

"GRANOLA" (Regd.) THE FINEST OF ALL DIGESTIVE BISCUITS.

TAKE A PACKET WITH YOU AT ALL TIMES.

Sold by all Grocers and Bakers.

SOLE MAKERS
MACFARLANE LANG

New Price 9d.
Half-lb. Packet.

GAMAGES HOLBORN

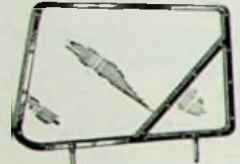
Final Days of the Great
53rd HALF YEARLY **SALE**



PUMP-OPERATED FIRE EXTINGUISHERS

Car size. Instant in operation, perfectly finished. Gives a continuous high velocity jet of fire quenching Carbon-Tetra Chloride. Complete with bracket.

SALE PRICE **9/6**
Post 9d.



RIGID SIDE SCREENS

These screens are brand new, and fitted with crystal clear flexi celluloid. Supplied in sizes as under: 2 Sizes: (1) 21" Top, 25" Bottom. Height 16 1/2". (2) 10 1/2" Top, 10 1/2" Bottom. Height 16 1/2".

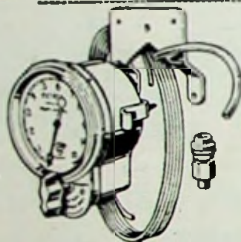
Worth 16/6
SALE PRICE Post 9d **3/3**



STARTER BATTERIES

Brand new and fully guaranteed. We can supply batteries for practically every make of car and save you money. Let us know your requirements. For Austin 7, Morris.

SALE PRICE **17/6**
Carriage 1/3.



'METRETA' PETROL GAUGES

Absolutely brand new! Calibrated in ins. Complete with all fittings. Simple and easy to install in any Tank. Full instructions given. Actual value 42/6.

GAMAGE SALE PRICE Post 9d. **10/6**



ADAPTO JACKS

A first quality easily operated Jack which can be adapted for use on any type of car, whether same has a high or low ground clearance. Lowest position 64 ins., fully raised 14 1/2 ins. Complete with handle.

Originally 10/6
SALE PRICE **3/11**
Carriage 1/3.

Further Proof of the Popularity of

GAMAGE OIL

31,200 Gallons have been sold since Feb. 1st, 1931 and it is still selling fast.

Supplied in the following grades: A, BB, XLG. special oil for Austin, Morris, Daimler, and other sleeve valve engines. Also new Fords. XXL-G, 16/8 per five galls. Clear Golden Texas Oil, 15/- per 5 gall. Drum. Usually 18/6. Carriage 1/3 for England and Wales, 4/- for Scotland and Ireland.

REDUCED TO **12/6**
Per 5 Gall. Usually 14/8



GAMAGES-HOLBORN LONDON, E.C.1.

Telephone: Holborn 8484.
Also obtainable at our City Branch: 107, Cheapside, E.C.2

Fitted for Oil or Grease Lubrication as preferred

AUSTIN 7 h.p.	- 22/6 per set
MORRIS Minor	- 30/- " "
SINGER Junior	- 35/- " "
SWIFT Cadet	- 22/6 " "
STANDARD 9 h.p.	50/- " "

Post Free.

Quick Fit Gaiters FOR ALL CARS

W. DICKINS & CO. LTD. Cross Cheaping COVENTRY

Manchester Depot: 11, Radium Road, Oldham Road.

8'15" FREE BOOK

SUTCLIFFE'S GARAGES

Easy fitting sections: 5/8 in. planned, rebated, moulded weather boards. Weatherproof and strong. Roofing felt supplied. Ample room. Large windows. Delivered Carriage Paid England and Wales. Floors extra.

Long.	Wide.	High.	Cash.	M'tr.
11ft.	7ft.	8ft.	£8-16	10 1/2
14ft.	8ft.	8ft.	£10-10	10 3/4
16ft.	8ft.	8ft.	£12-12	23 1/2
14ft.	9ft.	8ft.	£12-6	22 1/2
16ft.	9ft.	8ft.	£13-10	24 1/2

BIO CATALOGUE OF PORTABLE BUILDINGS FREE

F. & H. SUTCLIFFE, LTD., 26, Wood Top, Hedden Bridge, Yorks. London Showrooms, 40-42, Oxford St.

SPORTS BODIES & REPAIRS

W. & J. DUGMORE

11 & 16, Railway Viaduct, EALING RD., WEMBLEY

Light Car Engineers & Coachbuilders

GORDON - ENGLAND BODY SPECIALISTS

Cars for repair collected from anywhere in Britain

ALL SPARES STOCKED Price list post free

Phone Wembley 3975

VIVIAN'S EVERYTHING IN PORTABLE BUILDINGS

JUST THE GARAGE FOR YOUR 'BABY' CAR

Remarkable Value!

PRICE: Complete for Easy Erection **£8**

(10' x 7' x 6' x 8')

Floors Extra: £10 6 0

11' x 7' x 6' x 8'	£8 10 0	14' x 8' x 6' x 8'	£10 6 0
12' x 8' x 6' x 8'	£9 0 0	16' x 8' x 7' x 9'	£12 10 6

Please send for FREE new Catalogue.

HOUNSLOW, MIDD. PHONE 2082

Ellis's GARAGES



Sectionally built of 3" creosoted weatherboarding. Matchboarded and felted roof. Glazed window. Bolts for erection. Carriage paid Eng. & Wales.

From **14'8" DOWN**

10ft. x 7ft.	£8 0 0 or 14/8 down
14ft. x 8ft.	£10 6 6 or 19/-
16ft. x 8ft.	£11 18 0 or 21 6



Sectionally built of asbestos-cement sheets on strong planed framing. Glazed windows. Bolts for erection. Carriage paid England and Wales.

From **11'5" DOWN**

We supply free plans of these buildings for submission to your local Council.

Hundreds of Sizes and Designs in Free Catalogue.

G. Ellis & Co., Millers Wharf, Gainsborough Rd. London, E.9.

ON VIEW IN OUR SHOWGROUND

For touch-ups. Black, 2-1 Colours, 2,3. Also in Quikamel Oil Enamel (dries in 4 hours).

Sole Manufacturers: Postans, Morley Brothers & Birtles, Ltd., Trevor St., Birmingham.

HERE'S THE CURE

Morgan Owners!

CUT OUT STEERING WOBBLE

HOOLEY STEERING DAMPER

HOOLEY'S GARAGE

COVENTRY VICTOR

Vibrationless Engines and Three-Wheelers. Write Now for Catalogue M.2, giving particulars of the CHEAPEST AND SOUNDEST SMALL CAR.

Coventry Victor Motor Co., Ltd., Coventry.

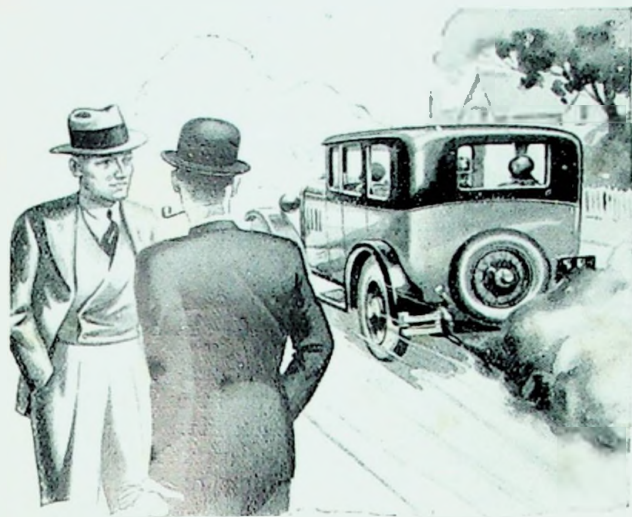
Telegraphic Address: "Precision, Coventry." Telephone: 8054, 8055.

10 GNS

Finest Value yet in Ready-to-Erect GARAGES. All sections COMPLETE. Just bolt section to section. All fittings sent. Nothing more to buy. Garages for Baby Cars from £8-11.

THORNER BROS. 9, Mythenroyd, Yorks. London Office: 47, Victoria Street, S.W.1.

Send for FREE Garage Folder



"There goes Robinson-laying his smoke-screen again!"

Something the matter with his engine. Too much oil consumption and a dirty exhaust tell their own tale. A tale of inferior or worn out piston rings, most likely! Perfect piston rings are just as vital to engine performance as changing the oil, in order to provide thorough lubrication of the cylinder walls and hold compression.

Excessive oil consumption and loss of power can be cured by fitting a new set of BRICO Piston Rings. Remember, faulty piston rings will reduce the performance of the finest engine, and, sooner or later, ruin the engine also. A little attention at the right time will repay the trouble.

Any first-class Garage will supply and fit a new set of BRICO Piston Rings to your car at a small cost.

Manufactured by

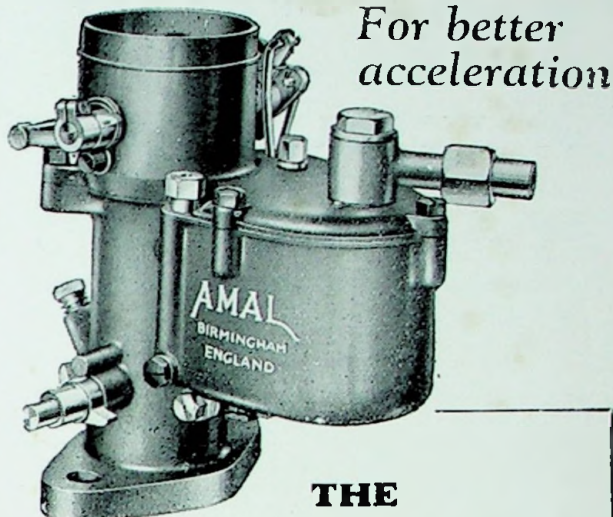
The BRITISH PISTON RING Co. Ltd.
COVENTRY.



**PISTON RINGS
FOR QUALITY & ENDURANCE**

H.P.

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



THE
**AMAL
DOWN DRAUGHT
PUMP
CARBURETTER**

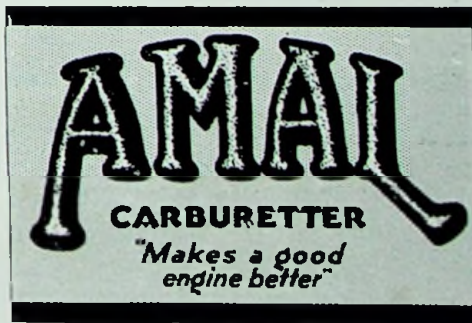
The latest product of Amal. The carburetter fitted to the M.G. Midget with which Mr. G. E. T. Eyston recently broke records at over 100 m.p.h.

Its big advantage is in the fact that the petrol vapour, instead of being drawn into the induction pipe, falls into it by its own weight.

This, combined with the pump action, which enriches the mixture whenever the accelerator is depressed, makes the Amal D.D. Pump Carburetter the most successful for acceleration. It also embodies the Amal Bridging Jet which completely eliminates flat spots.

Write for descriptive leaflet and prices.

NOTE.—A Down Draught Carburetter necessitates a special Induction pipe.



AMALGAMATED CARBURETTERS LTD.,
Dept. L.C.6, Perry Barr, Birmingham.

C.F.H.

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

“My running costs for two years work out at only 0.984d. per mile!”



*Owner Report No. 340; Austin Seven; Chassis No. A8 832.

We have often stated that four people can travel in an Austin Seven for 1½d. a mile. Now, an Austin owner has sent his observations on running costs, which more than vindicate this claim. His figures for two years' motoring, day in, day out, are as follows:

1st Year's Running	Mileage 9,212	Total Cost £36.16.6	Per Mile .9594d.
2nd Year's Running	Mileage 7,109	Total Cost £29.17.8½	Per Mile 1.009d.

These costs, the owner reports, have been carefully compiled and are correct to the last halfpenny. They include petrol, oil and grease, tyres, tax, insurance, spares and garage sundries. For a mileage of 16,321, therefore, the average cost was .984d. per mile.

From this you can see how reasonable in cost motoring—with a thrifty Austin Seven—can be. A car can be secured on payment of a small deposit, with the balance to suit your convenience. Why not talk matters over with your nearest Austin dealer?

*Remember. No specially made tests are solicited or published in this series of reports.

AT FOUNTAINS ABBEY. Near RIPON

Take this run through the Yorkshire Dales from Harrogate via Ripley to Pateley Bridge. Visit Nidderdale, then retrace through Greenhow to Bolton Abbey. On through glorious Wharfedale to Bainbridge and back through Wensley and Ripon to Fountains Abbey.



With full equipment, new bodies, new beauty—Coachbuilt or Fabric Saloon £130. Sunshine Roof £5 extra. Tourer £122.10.0. Triplex glass, chromium finish and Dunlop tyres.

READ THE AUSTIN MAGAZINE: FOURPENCE EVERY MONTH.

AUSTIN 7



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

"The Light Car & Cyclecar" is Printed and Published Weekly by the Proprietors, TEMPLE PRESS LTD., 5, 7, 9, 11, 13, 15, ROSEBERY AVENUE, LONDON, E.C.1. OVERSEAS AGENTS—Australia—GORDON & GOTCH, Melbourne, Sydney, Brisbane, Perth, Adelaide, Launceston, Wellington, etc. India—A. H. WHEELER & CO., Allahabad, Bombay, Calcutta, etc. Africa—CENTRAL NEWS AGENCY, LTD., Cape Town, Johannesburg, Durban, etc. Canada—W. DAWSON & SONS, LTD., Toronto, etc. GORDON & GOTCH, 122, Bay Street, Toronto. U.S.A.—THE INTERNATIONAL NEWS CO., 131, Varick Street, New York, N.Y. AGENTS FOR FRANCE AND BELGIUM—W. H. SMITH & SON, 248, Rue de Rivoli, Paris, and 78, Marche aux Herbes, Brussels.