

## Olympia Revisited

## CARS UP TO £150

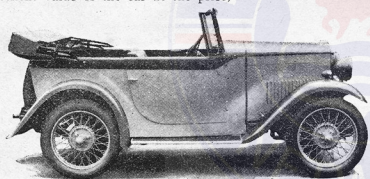
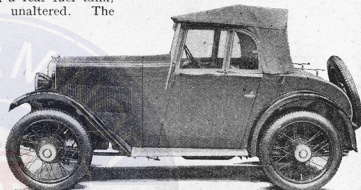
**A**LTHOUGH only six cars qualify for inclusion in the lowest section of the price range, they include names famous for reliability and value. The lowest-priced of all is the Rover Scarab, costing only £89. This is an unconventional design propelled by an air-cooled overhead-valve twin engine situated at the back of the car. The bonnet is, of course, a dummy, and is used to house the spare wheel. Four seats are provided.

Although the equipment is naturally simple, all the essentials of a modern car are provided. The gear change is central, the lever travelling in a forward and backward direction to select the gears, as was the practice in the old Peugeots, the reverse notch alone being to one side. As to the appearance of the car visitors to the Show must form their own opinion. Obviously, the designer has been set a very difficult task in providing accommodation for four and room for the engine on so small a wheelbase without detracting from the appearance. As a result the bonnet is short, and the appearance consequently unusual, but there can be no denying the excellent value of the car at the price,

design which has probably been subjected to less alteration in the eight years of its existence than any other car. Considering the amazing speeds which it has attained this year, and the excellent record of reliability in the hands of private owners, there is clearly no need for any radical change at the moment. The enamelled chassis is well worth studying as a lesson in design.

Hardly less famous, though younger in years, is the Morris Minor, which made its bow in side-valve form last year and claimed the honour of being the first £100 four-wheeler on orthodox lines. This year's model is improved by the adoption of a chromium plated radiator and a rear fuel tank, but is essentially unaltered. The

(Right) The Morris Minor two-seater is the cheapest four-cylinder car at Olympia. A rear fuel tank and chromium-plated radiator are features for 1932.

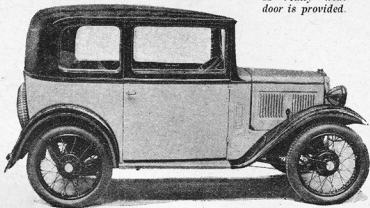
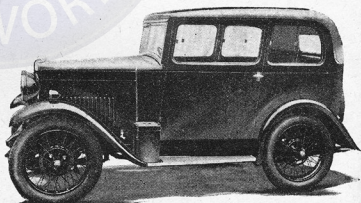


(Left) The Triumph Super Seven as an open four-seater. The car has always been noted for its good finish, and no falling off is noticeable this year.

and for the last week it has formed a focus point for the interest of visitors. The finish of the engine unit is remarkably good and accessibility appears to have been studied. The valve gear is lubricated by oil mist and is totally enclosed.

At the other end of the scale comes the ever-popular Austin Seven, a

(Right) At £150 this attractive saloon body on a Triumph Super Seven presents excellent value. A really wide door is provided.



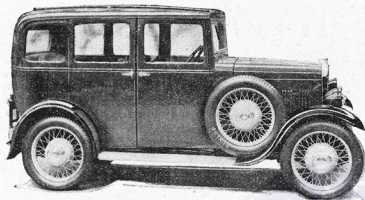
(Left) The de luxe model Austin Seven saloon for 1932 will prove as popular a car as its fore-runners for the last eight years have done.

Minor is no sluggard, and, to the amazement of many, attained more than 100 m.p.h. at Brooklands in supercharged form. Such speeds are beyond the need of the private owner, but every car sold should be capable of a genuine 50 to 55 m.p.h. There is full room for two adults, but no dickey seat is provided, and luggage accommodation is naturally limited. For those who need something roomier there is the smart little saloon.

Slightly more expensive are the Singer and the Triumph, but both of these may be obtained in either open or saloon form at £150 or less. The excellent finish of the Triumph is well known. It has finger-tip control and

hydraulic braking, features which one normally associates with cars of a far higher price. The Singer has the very important distinction of being the only design in this category equipped with a four-speed gear box which, this year, incorporates a silent third, or "Hi-lo," gear.

Finally, there comes the Jowett, one of two twin-cylinder cars on view at Olympia. Here, again, the essential design, simple and economical, remains unchanged, but the outward appearance has been improved out of all recognition year by year, so that in the smart saloons exhibited at the Show this year one finds it hard to recognise the lineal descendants of the earlier models from this Bradford factory. The fittings of the standard

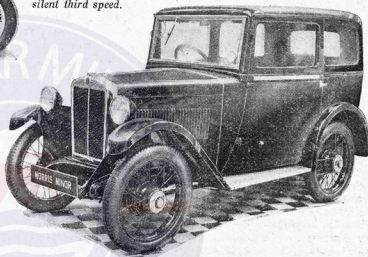


(Left) The Singer Junior saloon is the cheapest four-speed car on the market. For 1932 it is equipped with a silent third speed.

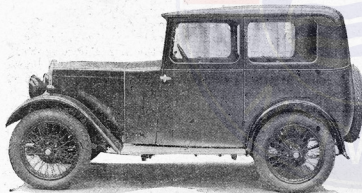
saloon models are simple, but a really elaborate equipment is provided on the de luxe cars. As before, the Jowett claims not only to be one of the most economical of small cars, but also one of the most roomy.

Reviewing the cars in this class generally, it will be seen that they

(Right) For those who need to carry more than one passenger the Morris Minor can be obtained in saloon form. The price is only £135.



(Left) While the Jowett remains almost the sole twin-cylinder design on the market, its economy guarantees for it a large measure of popularity.



years ago have been included in the catalogue of luxuries for which an additional charge was made.

One of the few special bodies available is the Arrow Morris Minor, which costs only £148, and is probably the lowest-priced example of specialised coachwork on view.

provide all that can be needed in the way of economical and comfortable travel for two or three people. Also they have as much speed as the average owner requires. Where four people are to be carried, or a considerable quantity of luggage, it may be that something a trifle larger will be needed, though for ordinary pleasure trips there is no difficulty in accommodating four people on board the more roomy of these cars. Few examples of special bodywork are priced

(Right) A new model for 1932, the Rover Scarab is a distinct breakaway from normal car practice, with its air-cooled twin engine at the rear.

