

Buying a Cheap Car: Good Advice Humorously Given

By "THE MAN WHO LOST"

Even if your income is small you may still become a motorist and so enjoy all the exercise of mind and body that a car makes possible.

In the early days of motoring the invention of "motor car" suggested to the average person a curious mechanical contraption which made a noise, emitted clouds of blue smoke, caused a horrible smell, and seldom got anywhere.

A few years later things changed, and then the "car" was considered as being inseparable from immense wealth, fur coats, and other extravagances.

Now-a-days a great many people are still of the opinion that a car of any description requires not only a large initial outlay, but also constant expenditure for upkeep. This, however, is not the case, and providing the choice is made with care, even those with small incomes can afford a car.

Recently at a city garage I witnessed a particularly interesting transaction. Outside, against the curb, stood an exceedingly old and delapidated two-seater which, it was quite evident, had been left out in the open, in someone's back yard, for months.

A tired-looking man wearing a very greasy suit and an old felt hat, who, after making an inspection of this mechanical "crock," entered the garage and addressing the "boss" thus:

"How much for the old iron, outside?" he inquired mournfully, jerking his thumb in the direction of the old car. "A tenner, if you like," was the offer made.

"Nothin' doing," replied the salesman, "but you can have it for 'a scove' as it stands, if you take it away now."

In due course the speedy one concluded the deal, and after filling up the tank with petrol, and using the oil-can liberally, prepared to take his leave.

"Goin' far?" I enquired casually. "Hamilton," came the dismal response. "I got to be there by five o'clock, too." As it was already lunch time I suggested that he was being rather optimistic, and the result of a short argument was that I bet him a pound he wouldn't get there in time.

The mournful spectator was, however, a sportsman. He cheered up at once and accepted the bet.

I had arranged for him to get a friend of mine in Hamilton to 'phone me through upon his arrival, and I was more than surprised when the call came through at a quarter to five, to say the man—and the "bus" had reached the capital of Dairyland.

Although of Scotch descent, I must own that this particular car was, in my humble opinion, good value for the money. It may be still available, so that if anyone would like to buy it, I would be pleased to furnish the name of the

owner—on payment of the pound which our acquaintanceship has cost me.

I should, however, hate to be the cause of any disappointment in the ranks of would-be motorists, and my conscience compels me to point out that £20 motor-cars, besides being few and far between, frequently lack several little refinements, such as hoods, screens, lamps, and sometimes tyres, which are expected now-a-days, besides having generally been subjected to fairly heavy wear.

tion, though generally greater than with a modern car, is not such an important point. Really sound vehicles, at prices ranging from £70 upwards are quite easily obtainable, whilst occasionally a bargain can be picked up even cheaper.

Before purchasing a cheap car of this kind, inspection made by a thoroughly competent and trustworthy mechanic, as appearances, always deceptive, are even more so than usual with cheap cars, especially when the vendors are dealers in used cars.



FIRST AID

It is, nevertheless, possible to purchase quite a sound car for £75 to £100—one which will take you on a hundred mile run as surely as a Rolls Royce, although not quite so quickly or comfortably.

If your motoring must cost you as little as possible, the first point to consider is the class of work which is to be undertaken.

When a car is in constant use, petrol and oil consumption become important factors so far as running costs are concerned, whilst tyres have an unfortunate habit of wearing out, so that allowance must be made of their replacement.

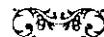
For short journeys and occasional trips into the country, or to take the youngsters out during the weekends, a cheap old car of some description is often most suitable, as the initial outlay and depreciation are small, whilst the fuel consump-

tion, when calculating the initial outlay, allowances must be made for insurance and taxation. When these points are considered, one realises that some of the American cars, which are offered at absolutely low prices, are not quite such attractive propositions as they appear to be at first sight.

Modern light cars are, of course, very much cheaper to run than old ones, besides having a far more complete equipment. If, therefore, the vehicle is to be in constant service it is often better to obtain a new or nearly new model on the hire-purchase system. Usually a deposit of 33 1/3 per cent. secures the delivery of the car, the balance being paid by twelve, or sometimes eighteen monthly instalments.

Even if these deferred terms are not quite so attractive as those offered by the furniture people, they are

really very reasonable. No scruples need be entertained about making your purchase on these lines, as fully sixty per cent. of motor cars of the lighter type are now being sold in this way and it is considered quite respectable—even Ministers of the Crown and Judges, to say nothing of doctors and lawyers, have been known to buy their cars by deferred payments.



Always be Enthusiastic

When one is invited by one's friend to cast an admiring glance at his new car, the following well-chosen words one may always use with the knowledge that one will not offend:

"Yes, nice little car, Bill, not a bad bus at all for the money. Lots of 'em sold nowadays. Of course, this finish won't hold up long and the engine overheats on the hills, but there'll always be a garage nearby so you can get towed in.

"A chap I know got good service for the first 10,000 miles out of one of these cars, and then the thing went to pieces. But, of course, he didn't take care of his bus like you will. He never could get more than thirty-seven out of his but a man's crazy to try to speed these days.

"A fellow told me they were going to tear out this cheap engine and put a real power plant under the hood next year, and if that doesn't keep 'em from rattling to pieces they're going to discontinue this model. But you've got a nice little car, Bill, nice little car."

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