

Particular attention has been paid to the brakes, the large drums are made of improved material with exceptional wearing qualities, and the main adjustments for both the hand and foot brakes are above the floorboards in front of the driver's seat. Riding comfort has been improved by the fitting of 4.75 in. Dunlop tyres to 18 in. instead of 19 in. Rudge wheels.

In addition to those already mentioned, the salient features of the chassis include:—Spring and thermostatically controlled rear shock absorbers, which are in effect a combination of the friction and hydraulic type of shock absorber, having the advantages of both, for they take care of the quick and slow pitches of the springs.

Two six-volt large capacity batteries are mounted either side of the propeller shaft.

forward of the axle; where desirable, all electrical cables are metal harnessed, and all circuits are separately fused.

The illustrations give some idea of the four-seater body with its ample accommodation and pleasing lines. Behind the seats in the two-seater model there is ample accommodation for several large suitcases, and tools are carried in a rattle-proof tool-box between the facia and the bulkhead;

other features of the bodies include adjustable seats, Triplex toughened glass and trafficators. A revolution counter driven off the camshaft has m.p.h. readings in top gear; grouped on a centre panel are the mileometer, horn and dipper switch, dash, foglamp and trafficator switches, and on the left of the facia a panel carries the lamp and ignition switch, the ammeter and oil gauges. A water thermo is also a standard fitment.

On the road the new Magnette is a real joy to handle, giving that "true thoroughbred" feeling. The car seems to settle down to a 60/65 m.p.h. gait (which is well below its maximum) without effort, and the brakes and suspension inspire the confidence which enables these speeds to be



Another view of the 4-seater