



(CONTINUED.)

A Bill has recently been passed by the New York State (U.S.A.) which requires that all motor car head-lamps must be suitably controlled or deflected so as to avoid any danger of dazzling the eyes of those approaching from the front. The glare nuisance is becoming so acute in this country that it is time the authorities took some steps with a view to reducing dazzling head-lamp effects on city and suburban roads. Since the advent of the electric lighting sets, the trouble has greatly increased, and on certain thoroughfares it is positively dangerous driving into the glare of these undimmed lights; in fact, one is to all intents and purposes blinded for the time being whilst within the range of these lamps. In America the trouble is being grappled with,

in front of the car, while, if the upper half is covered, the light is thrown in the air and directly in the face of the approaching driver or pedestrian.

When Arthur Spencer annexed the American professional sprint championship from Frank Kramer recently, he issued a challenge to his redoubtable adversary for a match race, and followers of racing in the States have looked forward to this event with considerable interest. By winning the first heat Kramer raised great hopes among his supporters, but Spencer outpaced him in the remaining two heats and thus won the match.

The American authorities have practically decided on adopting standardised specifications for the motor

standard transmission coupling and must also have the same location for the various auxiliary parts. This does not mean that the details of the interior of the engine will need to be alike. The designer can use his originality in perfecting the inner parts of the engine, which, after all, are the parts that have the material bearing on the production of power. The interchangeability of parts will be a boon to the truck assembler, inasmuch as if he fails to obtain deliveries of certain units from one parts maker, he can obtain a part of different design and manufacture that will have exactly the same system of installation hangers as prevails in the one that he could not obtain originally. There are good reasons for this standardisation, as it is an accepted fact that it has been proved during the present war that an army cannot use motor vehicles of all types indiscriminately without great difficulties. Not only does it produce trouble in forming convoys if the trucks are of different manufacture, but it also complicates the equipment necessary for maintenance. The more trucks of

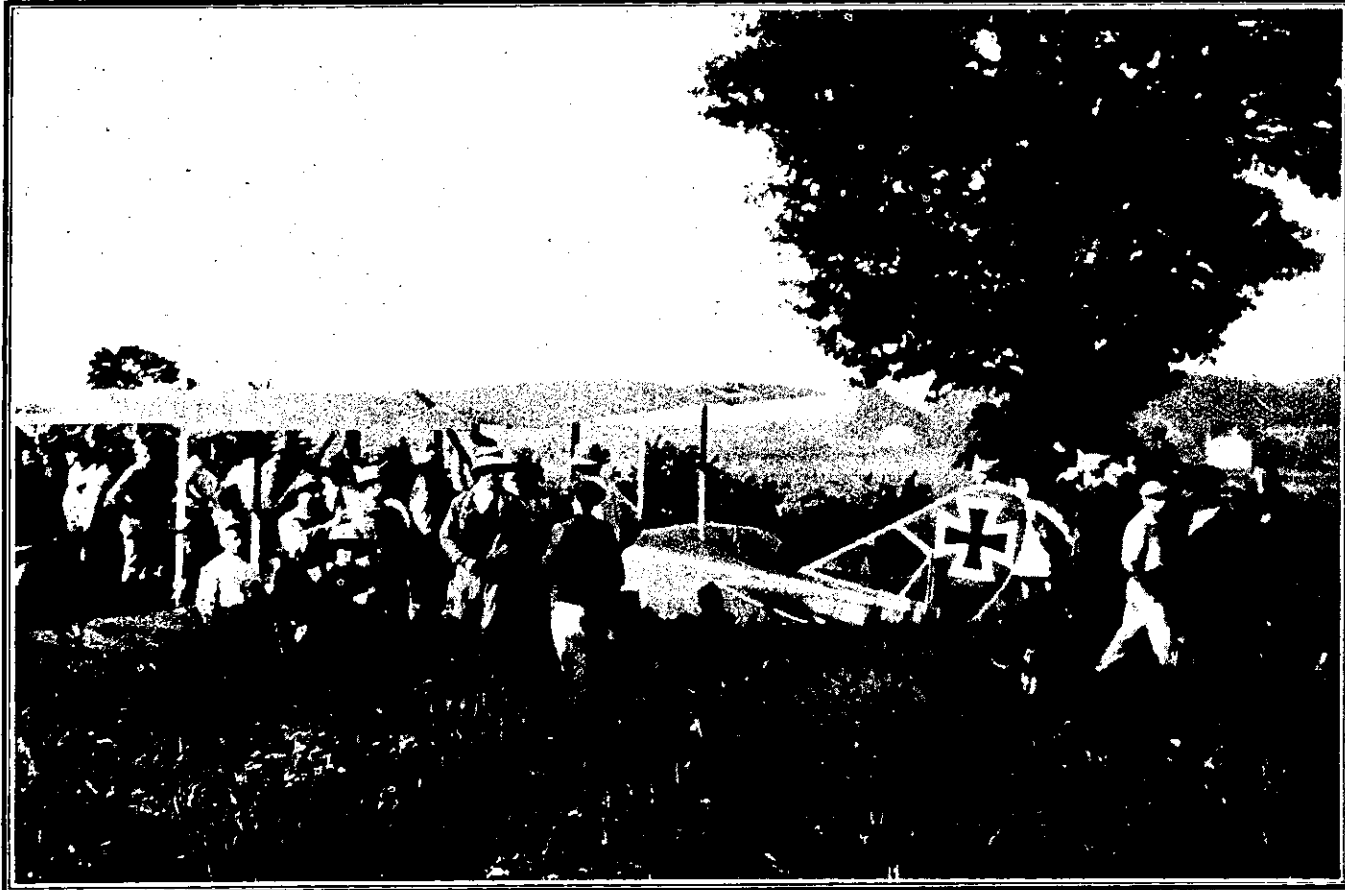
the same make that an army has, the more its problem of maintenance is simplified. Another advantage of the standardisation is that the American Government will have a large number of manufacturers to draw upon in case of need. It is quite evident by the careful study that is now being given to this subject, that the United States Army will be in possession of the most complete motor truck equipment of any army in the world, and one that will be of great value, because it will have been designed for the purpose intended and be composed of units well adapted to co-ordinate in the way that is necessary to secure most efficient transportation.

Some 200 rubber trees have been planted in selected spots on Mr. Richard Keane's estate at Parenga, in the Far North. This has been done as an experiment, which, if successful, will be valuable to the Dominion.

Mr. J. B. Clarkson has done 2000 miles by motor since his return from America.

The following new members of the Otago Motor Club were elected last week: Dr. Colquhoun, Dr. Drennan, Messrs. D. Mann, J. E. Jago, R. A. Buckley, G. Duncan, A. Hoskin, T. Igrocchi, C. Paterson, A. M. Sidey, J. T. Tisdall, W. Taine, E. A. Tattersfield, E. L. Wilson, R. S. Glendinning, T. E. Sagar, C. J. Stewart, M. B. McKenzie, and G. W. Walters.

Mr. P. R. Harman, who has been secretary to the Pioneer Club, Christchurch, for the last four years, will go into the CI Camp in January. Mr. Harman enlisted on the outbreak of war, but was rejected. He was also rejected on the ballot.



A German seaplane brought down from a height of 12,000 feet by French anti-aircraft guns in a village behind the lines. The pilot was killed, and the observer, who was uninjured, taken prisoner. The illustration shows the warplane, which was practically undamaged except for the motor being torn away during the machine's enforced descent.

and many devices are now marketed that minimise the glaring headlight. Recently 38 devices were tested by the New York State Motor Federation and 25 of them were found to be capable of curbing the glare within the restrictions now imposed by the law. If they can be curbed in America, the problem is not insoluble in this country. In this connection an experienced motorist states that the desired end can be attained by painting over the lower half of the lens, and not the upper half, as is frequently recommended. He adds that this can be tested by driving the car up to within a few feet of the garage door, or a wall, in such a manner that the lights will throw two bright circles or spots, then cut off the light from one lamp by covering up first the lower and then the upper half. When the lower half is covered, it will be found that the light is thrown directly on the ground

vehicles intended for war purposes. It is expected that before the end of 1917 motor trucks will be produced by the American manufacturers which will be entirely standard with respect to interchanging important parts. Engines, chain speed sets, axles, radiators, springs and even frames will be so closely alike in external dimensions that one can be easily replaced by another unit from a vehicle of different manufacture. Considerable objection was raised to this standardisation when it was first spoken of, on the ground that it would hamper originality of design. There is, however, no foundation for this belief, inasmuch as the only parts that are to be standardised are those relating to the location or placing of the part in the frame structure. Engine hangers, for example, must all have a certain relation relative to the longitudinal centre line of the engine, and engines must have a

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