



(CONTINUED.)

Some interesting figures have been issued by the Motor Traders' Association of New South Wales. At the end of 1917, there were 17,508 cars in use in New South Wales, as against 14,175 on December 31, 1916. Motor cycles have also grown in popularity, the latest figures being, 8007, as against 7070 the previous year. The registered drivers jumped from 22,598 to 27,958, motor cycle riders from 9444 to 10,067. The growing use of commercial vehicles is represented by an increase from 845 to 1336. Considering the war conditions and the scarcity of shipping, the above figures show a surprising increase.

The following new members were elected at the last meeting of the Wairarapa Automobile Association:—J. E. Henry, Lansdowne, Masterton; T. W. P. Hardy, Te Hopal, Featherston; H. P. Toogood, Wellington; C. F. Madden, Masterton; S. D. Thomson, Masterton.

The women of the United States are learning the mechanism of the car with a thoroughness such as could not be surpassed were they to know they would be called into service tomorrow, says "Motor Age." Dealers throughout the country have joined in the new era of education, and several classes have been graduated. In the west this intensive study of the interior of the car has not been taken up to such extent, though it is known widely that the women of the west more often than not drive their own cars. California has perhaps the largest proportion of women who drive. Utah has almost as many women drivers as registrations, it is claimed. While all the western states, especially those of the coast, are known for the initiative of their women in motoring.

It is generally accepted in motoring circles in England that coal gas as a motor fuel is no mere war-time expedient, but has great possibilities after the war and has come to stay. Its very cheapness makes it a serious rival to petrol, for under present conditions petrol would have to be sold at about 10d. per gallon to compete with it. At present coal gas is denuded of many valuable constituents; when, on the cessation of hostilities, these constituents are no longer needed for the manufacture of explosives, the gas will be richer and will give an appreciably greater mileage per hundred cubic feet, thus in effect further cheapening gas considerably as a fuel. It should also be possible for the gas companies to reduce prices in view of the increased demand. It is probably true that the atmospheric or gas bag method of conveying the gas is merely a war-time expedient—at least, so far as private vehicles are concerned, where space is not abundant. This will render it necessary to instal compressors, and the cost of compressed gas will naturally be slightly higher than where it is taken at ordinary pressures. With the development of gas pressure systems, however, we may see high pressure gas mains installed in our larger and more progressive cities, with every modern garage having its connection to the high pressure gas supply. It is very probable that for light cars the gas cylinders will be of the semi-rigid type, such as the lately-produced Wood-Milne container. Rigid metal cylinder will hardly find favour with light car manufacturers, because of their excessive weight. The Wood-Milne container, however, in what we may call its experimental form, as it is of such recent birth, weighs but 60lb., and contains gas to the equivalent of two gallons of petrol. Now the weight of two gallons of petrol is about 15lb., so that the Wood-Milne container can be regarded as involving only 45lb extra weight. With the growing use of gas, it will not be long before motor car bodies are specially designed to carry a number of gas reservoirs out of sight under the seats or in the boot of single-seater cars. With four containers stowed away a light car could run about 240 miles without any bodies and the Board of Trade just

need of re-charging. A pressure gauge on the dashboard would tell at a glance how much fuel remained in the reservoirs. Another advantage that gas fuel offers is the use of same for illuminating purposes. It should prove even simpler than electric lighting. In fact, gas fuel, has big possibilities in a motoring connection.

Although storage accumulators should normally remain dry on the outside, a little liquid or moisture sometimes escapes. This, being sulphuric acid, is very destructive and should not be allowed to remain on any part of the car. To neutralise and remove it a solution of ammonia or washing soda may be applied. It is most destructive to wearing apparel.

We wonder, says the "Light Car" (England) if it has ever occurred to the British motor industry, the trade

was stationed at Egmont Street corner to see that the cars drew up in rotation. The risk of accident was minimised.

A lapse of memory caused a well-known Napier business man considerable worry a few days ago (states the "Telegraph"). He is the proud possessor of a car and on returning from a country run he, as usual, put the car in its shed. In the afternoon after doing business in the town he went with a friend to where he was accustomed to stand his car while about the city. No car was there, however, and inquiries round the town could not place it. Visions of motor thieves loomed up and the owner was beside himself with worry. It was only after considerable time that a visit to the garage found the motor safe and sound.

It is stated that 30,000 Fords were stolen in the United States last year.

Charges of riding motor cycles at a furious rate were preferred against five pupils of the New Zealand Flying School at Kohimarama, before Mr. F. V. Frazer, S.M., at the Auckland Police Court last week. It was stated in the police evidence that these

young men were in the habit of running their flying machines at from 80 to 100 miles an hour, and did not seem to know when they were exceeding the speed limit on the roads. On the occasion complained of the riders were trying to break the speed record on the Kohimarama roads. Defendants, who all pleaded guilty, were convicted and ordered to each pay 9s. costs.

On Sunday, February 10, G. Lambert, riding a 7-9 h.p. Indian, with S. Mallard in the side-car, broke the existing side-car record from Christchurch to Hanmer Springs and back by 5½ minutes. On September 3, 1916, it is recalled in the Christchurch "Press," H. Jones, on a Harley-Davidson, put up a record of 4hr. 44min. for the trip; on September 6, 1916, Allan Woodman, on a Henderson, went up in 2hr. 5min., but failed to finish, and on September 8, 1916, E. C. F. Hinds, on an Indian, went up in 2hr. 11min., but had an accident and also failed to finish. Lambert, who started at 4.40 a.m., did the up trip in 2hr. 27min., and came down in 2hr. 11½min., a total time for the trip of 4hr. 38½ min. The only trouble experienced en route was slight carburettor disorder near the Hurunui on the up trip.



SINN FEIN UNREST IN IRELAND—TWO MOTOR CARS WHICH WERE STOPPED ON THE ROAD AND THEIR OCCUPANTS INTERROGATED BY THE POLICE. Although many wild and exaggerated rumours have been circulated about the condition of Ireland the situation gives ground for anxiety. Sinn Fein meetings at Newbridge and Athy, which were proclaimed by the authorities, have been abandoned by the local committees.

what would happen if American production of motor cars exceeded the home demand? Everything is tending that way, and we predict that, sooner or later, the enormous development of American car factories can have only one end—a supply far and away exceeding the demand. There are signs that that end is not far off. Already certain factories in America have been obliged to slack off, and the sales of cars have been seriously interfered with by the demand for the Liberty Loan. It must not be imagined that the enterprise and development of the factories in the United States have been curtailed by war demands, as in this country. They have not. Sooner or later a crisis will be reached, and then—the dumping of surplus stocks wherever they can be dumped. At present the surplus of cars would have to be got rid of in our colonies, but when the import restrictions are removed they would flood this country. It is thus seen that there is imperative need for the Bill now before Parliament for three years after the war, if there is not the necessity for imposing a prohibitive tariff for some time after that. And we should like to see the colonies set their face against the unrestricted dumping of foreign goods to the detriment of future Imperial trade.

Motor traffic, as usual, was very busy in the town during race days, but its regulation was particularly good, and reflects great credit on the officials concerned, says the Taranaki "Daily News." A decided improvement was the alteration of the route, compelling cars returning from the race-course to drive up Powderham Street, round by the Post Office into Devon Street, along which they travelled on their outward trip. This "round the block" drive did away with any confusion in turning, and the inspector

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