

## MOTOR NOTES.

BY "ACCUMULATOR."

The only motor cars which were exhibited at the Glasgow Exhibition in 1901 were a 12 h.p. Dennis and an 8 h.p. Argyll.

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The Automobile Company of N.Z., Ltd., have received advices that owing to the phenomenal demand for the new Ford "N" 4-cylinder 15-18 h.p. runabout, the manufacturers have been compelled to raise the list price of this car fifty per cent.

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PETROL in France is obtained as easily as "café noir." In villages and the smaller towns it is stocked by grocers, at once indicated by signs and signs by the roadside.

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Many New Zealand motorists think nothing of carrying provender at the rear end of the chassis, where the exhaust plays on the hamper to an extent sufficient to poison the whole party.

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The first Dennis car of any importance to arrive in the colony will be housed in the Exhibition early in December. This car, I understand, is already sold for £1,000.

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The Automobile Co. of New Zealand Ltd., are landing one 6-cylinder Ford "K" car, which is the first car of its kind to arrive in the colony; also two of the 4-cylinder 15-18 h.p. Ford runabout cars.

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In carrying spare tubes in a waterproof bag, see that the large thimble cap to the valve is not screwed on so that the pin in the dust cap projects beyond it, otherwise it will perforate the tube sooner or later.

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Messrs. Holmes & Allen, Wellington inform me that they have been appointed sole New Zealand agents for the well-known Mitchell motor cars. The same firm have also sole control in the colony for the Fairbanks marine and stationary oil engines.

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A novel type of motor boat has been designed in France for the International Cup races. The hull is an absolutely flat bottom, 8 feet wide amidships; and the propeller shaft will be altogether exterior to the hull, having its extremities encased in bearings supported by brackets projecting from the keel.

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It is said that a French automobilist, on paying his first visit to England the other day, when running into London was considerably perplexed at the meaning of a street board reading "Cars stop here." He is said to have stopped, until a passer-by, noticing the situation, informed him that the notice applied to trams only.

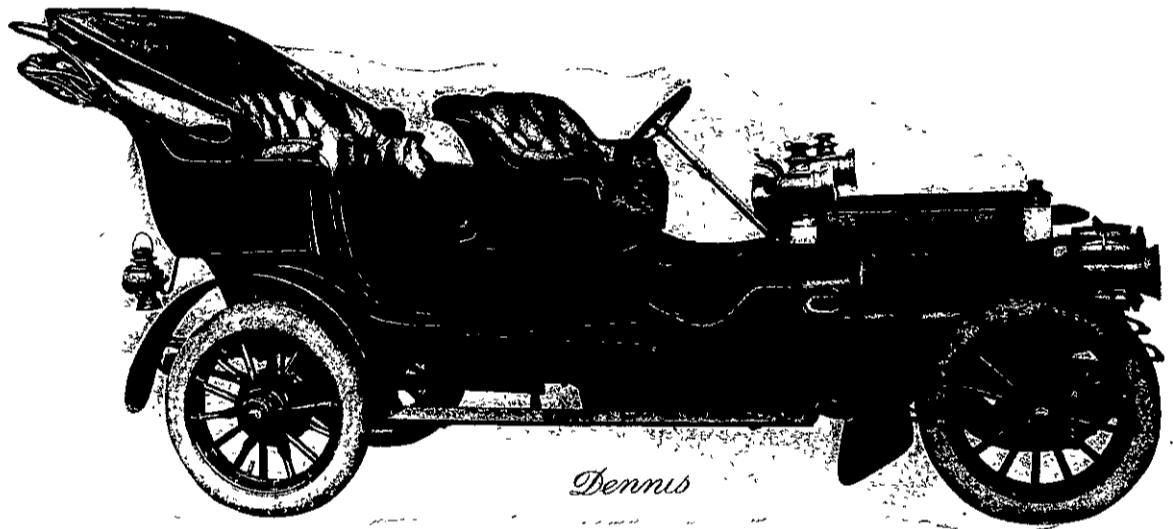
## The ... ...Motor.

What is it goes where the big car won't?  
The small car!  
What is it goes when the big car don't?  
The small car!  
What is it costs but a sixth to run,  
What is it gives you just as much fun,  
And gets where you want ere the day is done?  
Why the small car! The small car!

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Here are three good fundamental rules for getting the best work, with the least consumption, out of your engine.

1. Drive with ignition advanced to the utmost, short of getting engine knock.
2. Admit as much air to the carburetter as possible short of getting misfires. Thus, of course, only obtains with carburetters in which the air supply is controllable.
3. Never let the engine run hot or be in want of the proper supply of lubricating oil.

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A man lying in the road near Market Rasen, England, one dark night was run over by a motor car. The owner, Mr. William Chapman, acting



20-H.P. DENNIS CAR THAT CARRIED OFF THE HONOURS IN THE RECENT BRITISH 4,000 MILES NON-STOP RUN.

the part of the good Samaritan, attended to the man, informed the police, and in company with a police officer fetched a doctor. The medical man afterwards made a claim of one guinea against the motorist for attending the injured man. The claim, however, was resisted, and the case came before the Market Rasen County Court recently for decision. His Honour, Judge Barker, gave judgment for the motorist, holding that what he had done was an act of kindness.

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Should a tank or other vessel which has contained petrol require repairs calling for a soldering iron, great care should be taken to clear such tank of any petrol fumes which may remain therein, otherwise there is the possibility of an explosion occurring. Petrol fumes being heavier than air, will remain in any vessel for a considerable time, even though it has an opening to the air. There are several ways of clearing away such fumes,

of which turning the tank with its opening to the lowest point and leaving it so for several hours, is the easiest. Another method is to subject the tank to indirect heat in a similar position to that mentioned; this is, perhaps, the quickest method, though not always convenient. In any case, it is always advisable to keep it, if a blow lamp is used, as far away from the tank as possible.

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Some sensible advice was given by the West Kent (Engl.) coroner recently, when after a jury had returned a verdict of "accidental death" on a woman killed by a runaway horse and van startled by a motor wagon, he said that in this instance had the van been left in charge of a boy the accident would probably not have happened, and he stated that in his opinion horse vehicles should not be allowed to stand unattended on busy thoroughfares.

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It will come as a surprise to many to know that a limited quantity of motor spirit is made in the British Isles from British material. The spirit is not distilled from imported oil, but I understand it is made from shale. Shale is a slaty clay often occurring in the coal measures, and from it paraffin has been extracted in Scotland, and it appears that it is also possible to distil a spirit from the oil thus obtained.

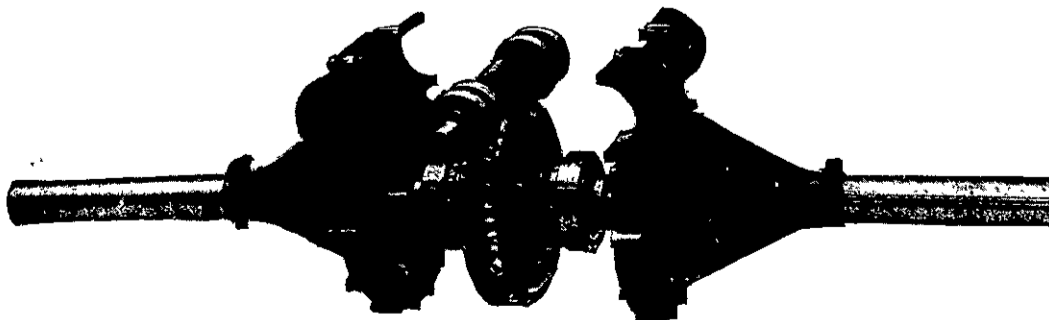
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The Scott Motor and Cycle Co.'s exhibit at the Exhibition is one of the attractions of the Machinery Hall. There are on view one 12-14 h.p. Argyll; two 10-12 h.p. 2-cylinder Argylls, one of which is a doctor's two-seater phaeton with wind screen, and the other a double phaeton with side entrance; one 18-20 4-cylinder Scott car, a fine London-made

machine, absolutely silent, having an exceptionally flexible running on the high speed, and fitted with a special form of radiator; one 8 h.p. single-cylinder Reo; and two 7 h.p. Alcyon cars of French make, each having a single-cylinder engine, and fitted with three speeds forward and a reverse. These latter handy little machines are furnished with hoods, and are to be sold at a very low figure.

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The enormous demand that exists for motor 'buses and wagons is shown by a letter received, by the last English mail, from Mr. Norman Heath, whose firm is the New Zealand and Australian representative of Messrs. Sydney Straker & Squire, Ltd., of London and Bristol.

Messrs. Straker & Squire increased their works to three times their former size, so as to enable their entering into the manufacture of delivery vans and motor cars, nevertheless, they found it almost impossible to cope with the rush of orders for motor 'buses and wagons, and have, as a consequence, been paying for some time past over £1000 per month in penalties.

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A correspondent writes:—"A two-cylinder car began to miss while running, so I stopped to find the cause. This was quickly located in a run-down accumulator, and, another being coupled up, that fault was remedied. Happening to cut out each cylinder separately to test the firing, I found that one cylinder would not run nearly as fast as the other. After trimming up the platinum points of the trembler which fired the defaulting cylinder, and adjusting the trembler so as to give the best possible spark, I still found that there was no improvement. Searching further for the cause, it was discovered that one of the wires of the core in the coil was



THE FAMOUS DENNIS WORM GEAR.