

MOTOR NOTES.

BY "ACCUMULATOR."

The Ford.

The very latest Ford sensation is Ford Model "R" which is "an edition de luxe" of the familiar 4-cylinder 15-18 h.p. "W" Runabout; the body is larger and more highly finished.

Clutches.

If a clutch is fierce, scrape down the tacky polished surface—and, to do it thoroughly, unship the whole device—immerse in water (just warm) for say 24 hours, and then dress with some good clutch dressing-oil—not castor oil or mineral oil; it pays to buy the speciality.

TheMotor.

weather was fearful, and the aquatic deeds of the Mitchell are quite the talk among the "squatocracy."

The Car of the Future.

There is no doubt that the car of the future will be the 2-cycle air-cooled motor using a lower grade of fuel than heretofore, or else the steamer, which latter has already "arrived." One has only to experience a run on a White or Turner-Miesse steam car to understand thoroughly the "poetry of motion." It is a wonder the steam car has met with so much opposition so far.

Combination Racer and Cruiser.

This boat "Slim Jim" has developed a great turn of speed. She is 35ft. long by 5ft. beam with seating for eight passengers in the cockpit besides the steerman, is a good sea boat and has reached sixteen knots an hour with only 15 h.p., and has never been beaten by any boat of her size, power and displacement. Her engine is a 4-cylinder Monarch running at 750 revolutions per minute. When first built this boat (about two years

should be kept on your car. Another good book dealing with the motor-car generally is "The Motor Manual" (1/6) published by the proprietors of the "Motor".

About Radiators.

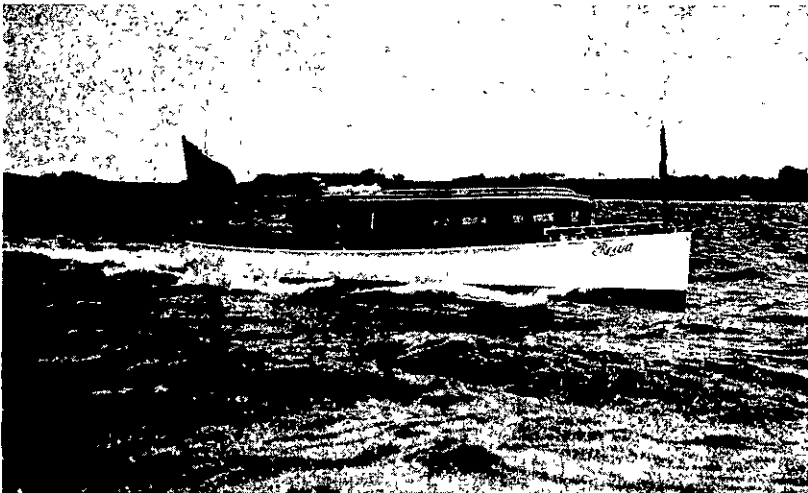
A radiator often gets excessively hot and occasionally the water boils in it. A very frequent cause of this is a defective pump, which results in poor circulation. Also I have found that the necessitous habit of filling up at odd creeks causes a certain amount of sludge and foreign matter to collect inside and clog up the tubes. To clear this out, throw in a few handfuls of washing soda, run for a few hours hard, and then drain off the water while the engine is going.

A Good Device.

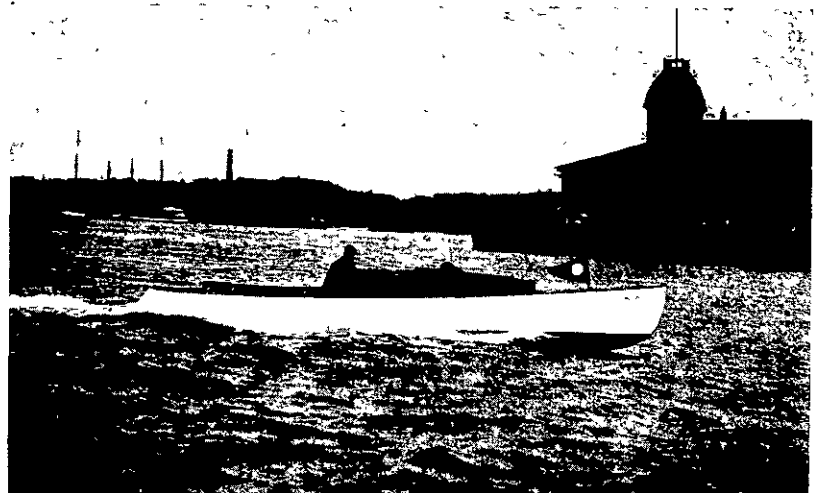
The Stepney "Spare" wheel has become standard in Europe. It consists of a rim provided with adjustable clamps. This is carried on the footboard with a blown up tyre on it; should the motorist get a blow-out or puncture, all he does is to clip the Stepney on to the rim *alongside* the deflated tyre, and then proceed on his way. It is essentially a temporary device, and should be run not more than say 30 to 50 miles. However, instances have been known where they have covered quite long distances.

A Canterbury Tribute.

Mr. Geoffrey Porter, of Ashburton, writes as under: "My Ford 'W' has now completed



CABIN-CRUISER "RTWA."



CRUISER-RACER "SLIM JIM."

Rewa.

A fast cabin cruiser built by T. M. Lane & Co., Auckland. She has a 3-cylinder engine of 15 h.p. ("Monarch,") is very strongly built with three skins of planking, and can negotiate any weather with comfort. She has a speed of over 10 knots, the engine running over 500 revolutions per minute.

The Steering Gear.

Often the steering gear is a faithful servant which is generally neglected. All the various joints of the steering rods must be thoroughly well oiled; and if there is excessive back lash at the base of the steering column it should be corrected. A moment's thought as to the danger attending a breakage here will emphasise how vital these parts are.

Good Motoring.

The 18/20-h.p. Mitchell owned by Messrs. Holmes & Allen has seen some rough service lately—down in Canterbury it toured the whole province, and immediately on its return made a second visit to the Wairarapa, where it covered about 400 miles. The

ago) was the fastest boat in Australasia, easily beating her only competitor in the speed class, a boat of greater length and double the horse power. Since then she has been beaten by Mr. Whitney's "Grey Witch," 50 h.p., which is a knot faster.

Lubricate.

Leaf-springs should be lubricated, as well as all other moving parts of a car: it is a point very often neglected, but which, if attended to, conduces to easy running. The first sign that anything is wrong is rust showing at the edges—a quick way of remedying this is to run an old knife in and out between the leaves—then work in some kerosene in a similar way; afterwards anointing with lubricating oil.

Good Reading.

It is quite natural that a rather hazy idea should exist among motorists as to the why and wherefore of the electrical side of the car. I can recommend "Electric Ignition for Motor Vehicles" (W. Hibbert 2/-) as filling a long felt want. It is couched in simple language and makes easy reading; a copy

3,500 miles, and been subjected to some very severe trials. crossing rivers and riverbeds, and hill climbing, and has behaved splendidly. In Timaru recently car negotiated all the stiffest grades I could find; crossed the Pareora River on several occasions with 18 inches to 2 feet of water, without a fraction of trouble; most hills were taken on high gear; they are remarkably easy on tyres; up to present have not had single puncture or slightest worry."

The Brown Car.

Yet another car has to be added to the vast multitude already in the market, in the shape of the car from the establishment of Brown Brothers, of London, who make it a speciality to turn out cars for road service. With that end in view, the car is in every way as simple as possible; chassis engines and other parts being remarkably free from complications. Their claim is that this elimination of all, except really essential parts, must result in greater reliability. Another point to be emphasised is the accessibility of all the working parts. Thus should any roadside adjustment become