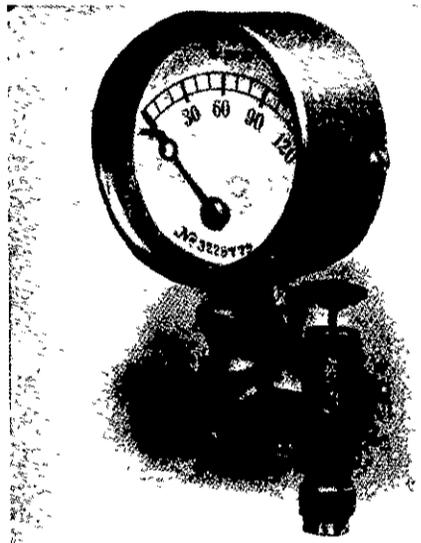


The Motor Business.

Here is at last a new attraction for youth intent on starting in life. Young men are attracted to the motor business because they think it is almost entirely an open-air driving profession, and their elders second their ambitions because they believe there is so much money in it. They do not realise how comparatively few people have made money in the motor industry, and they do not appreciate the immense advantages which these pioneers have had or the immense sacrifices they have made. Nor do they know that they are in a venture which the majority of people would have said ten, nay six years ago, was a mad one. Any success they have earned has been hardly achieved, and many a man who started by their sides in the then infant industry has found the pace too hot for him, and has dropped out. The many who have failed or partly failed have been forgotten, but they outnumber those who have succeeded.

A Useful Pressure Gauge.

This is simply an ordinary pressure gauge to about 120 lb. to the square inch, its main object being to enable motorists and the



PNEUMATIC TYRE PRESSURE GAUGE.

users of pneumatic tyres, to continually test the pressure in the tyres at any instant, and so maintain this at a uniform figure; it saves the laborious trouble of continually screwing the valve of the pump on to the tyre valve each time a test is desired. The gauge is simply screwed over the valve, and on pressure of the spring button it immediately indicates the exact pressure in the tyre. If the pressure should not be to the required figure, the pump can then be attached to the same gauge without the trouble of removing it from the tyre.

A British Judge on Motoring.

Mr. Justice Jelf spoke strongly on the subject of motor cars in addressing law students at Birmingham recently. He declared that for him the dangers of the streets had become so great, that the pleasure of walking or driving in London had been reduced almost to a minimum. There was scarcely a street where you did not find the atmosphere reeking with the smell of motor vehicles, or where you could drive without imminent

danger of being run into by something. The judge entered into a disquisition on the principles governing the law of running down, but returned to the motor car to speculate as to whether something might not have been done if the people had taken the bull by the horns at the beginning and said: "This fellow is a public nuisance; with his noise and his stink he is making life intolerable; with the dust he is stirring up he is destroying the peace of everybody else." But it is too late now. Motor cars had come, and had come to stay, and those who drove them must have justice the same as everybody else. He had tried a great many cases in which motor cars had been concerned, and had found the motor driver quite as often in the right as the drivers of other vehicles. A skilful motor driver, with the power he has of stopping and turning, might go through life without an accident.

French Competition.

In this connection the things to be remembered, as has been well said, are:—

- A. In the beginning England had the lead in locomotive invention and enterprise, the continent being nowhere.
- B. In consequence of absurd legislation which strangled invention, the English automobile movement of about 1830 was reduced to a moribund condition. It did not regain its vitality until the passing of the act of 1896 when France had already gained considerable advantage in the contest for supremacy of the automobile industry.
- C. But since then, year by year, Great Britain has overtaken France—so much so that now a large number of English people who formerly would only purchase Continental cars are now convinced that the best English cars are at least as good as the majority of French cars.
- D. Frenchmen who have studied the latest models of the best English makers admit that there are few points, if indeed there are any, in the French cars which entitle them to be regarded as superior to English cars of certain makes.
- E. As to the six-cylinder cars, England is undoubtedly at the head of the movement, the Napier being the first six-cylinder car.

Conditions of a Cover.

(1) It should always be in readiness for any change of weather. Detachable tops are, generally speaking, unsatisfactory.

(2) It should be possible for a lady to raise or lower any portion from the inside while travelling without undue exertion, so that if the weather changes, or the current of air is too strong from any quarter, the windows may be instantly raised or lowered, so that sufficient ventilation is obtained without any discomfort.

(3) There should be a clear view all round when closed. This is important, both for the occupants and the driver. Owing to the view from the front being obstructed by the driver and mechanic, the most pleasant views are from the sides, and these should be as clear as possible, without the necessity of leaning forward. When reversing it is often a great convenience to have a clear view behind.

(4) Conveniences inside, in the way of receptacles for books, hats, papers, etc., should

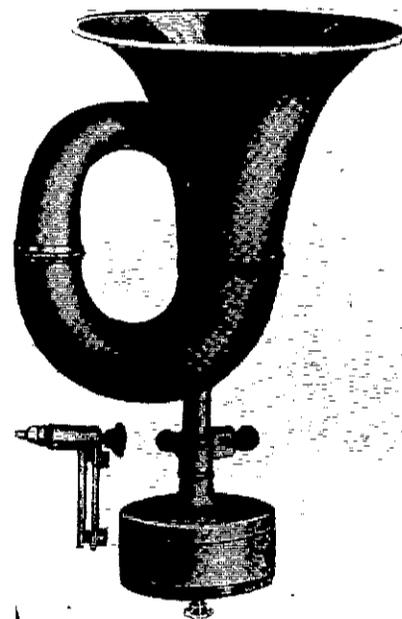
be as complete as possible, without causing obstruction, and it should be possible to carry light bulky packages and spare tyres on the roof as there is really no other place suitable.

To Keep Driving Chains in Good Order.

Every time the car is washed paint round the chains with paraffin, put on with an ordinary sash tool. Dry roughly with a cloth (not too dry, just wipe them over), and then brush on Crown chain lubricant. I have just taken the chains off a 28 h.p. Daimler after 5,000 miles of this treatment to examine them, and I found them hardly worn at all and every roller running free. I had exactly the same results on another Daimler after 6,000 miles.—FRED C. HUNTER.

Electric Horn.

Recently introduced by the Gralge Patents and Engineering Syndicate (London.) The electric horn is operated from a small



AN ELECTRIC HORN.

battery circuit, and works on the principle of a make and break electro magnet vibrating a springy and resilient diaphragm, the diaphragm itself acting as the current interrupter, in the usual method through platinum points. This is a distinct novelty, protected by patents, and is meeting with considerable demand.

Advantages of Britain.

In the first place the roads are most carefully marked, and have sign posts everywhere, showing distances to and from towns, the nature of the country, dangerous hills, and when nearing villages, notices to motorists particularly to reduce speed to not more than ten miles an hour, and, generally, all the information a tourist could possibly require. The guide books, also, are perfect works of art, and the trouble taken to show the contour of the country, distances, hotel accommodation, etc., is wonderful. In these directions there is room in this country for that imitation which has been described as the sincerest flattery.