

the club in whose area the offence is committed.

(d) All repressive action to be taken by the club in whose sphere the car is registered.

Of course the club was to co-operate to the utmost of its power with the local clubs. It was a scheme complete and fairly workable, and, above all things remarkable, for the good will with which the leading motorists of the Kingdom went into it.

Almost at once the whole of the local clubs took up the suggestion, and the motor world is now engaged in the business of setting its house in order.

At the same time the Local Government Board was not idle. It addressed itself to the County and Borough Councils, and discoursed to them anent the evils of the motor traffic due to the inconsiderateness of the few, who ought to be repressed. One reads the document with much attention, seeing that its author is the practical John Burns, and the object is to help the motorists who are trying to help themselves. Before deciding upon fresh legislation, the Board draws attention to the provisions of the existing law, which, it thinks, should be sufficient to prevent most of the evils complained of. In particular it considers that racing, either by motor-omnibuses or other motor vehicles, on the public highways should be rigorously suppressed. The circular acknowledges that a speed of ten miles an hour may often be exceeded with safety, and offers some advice as to the conditions in which the lower speed limit may properly be imposed. After inviting the road authorities themselves to help in diminishing the risk of accidents by the rounding off of street corners, the pruning of hedges, and other measures, the Board discusses the dust nuisance, which, it fears, cannot at present be altogether removed. It recommends the road authorities, however, frequently to water the roads

Alcohol for Fuel.

An advantage of this fuel is its cheapness, as we have shown from time to time, but it is an advantage that falls short of predominance. It has now been discovered in Queensland, we understand, that a percentage of the molasses running from the sugar mills is alcohol, which can be separated at a cost amply repaid by a selling price of sixpence the gallon. Mr. Cheal, who writes to us on this subject from Auckland, suggests that the Government would do well to take up the industry. He cites the case of Russia, which makes alcohol a Government monopoly. Russia is, of course, not exactly the model for a free country to form itself upon, generally speaking. But there may be exceptional reasons in this case. Any move in the direction of cheap fuel would be welcome, especially if it took the shape of a large national profit in connection with what the Prohibitionists would call an innocent trade. The only way for a start would be to secure the option over the whole Queensland and Fijian output of molasses. How long the Governments of those countries would permit the resulting profitable monopoly to be enjoyed by this Dominion is another matter. Possibly the monopoly would find itself soon in the category of things that get short shrift. At any rate, there is room for an inventor to extract the alcohol at the price, or if an inventor is not required, the place will be for the first enterprising business man that comes along.

The Magneto.

If given a fair chance a good magneto is a most reliable instrument, but we must say that many magnetos do not have a fair chance. They are put in such a position that they are constantly bombarded with splashes of oil from the engine, flywheel, or gear, and very often, too, they are exposed to wet not only when the car is over-copiously washed, but when driving in heavy rain they are sometimes just in a position where they get quite a lot of it. Now, a little wet or a little oil does not hurt the magneto, but when the machine is constantly soddened with one or the other trouble is apt to arise; in fact, it is sure to arise eventually, and it could all be overcome if the magneto were covered. Many cars have a neat, strong leather cover which completely envelops the magneto machine, and we certainly think this is a desirable precaution in the majority of cases. It is true that some magnetos are so placed that they are protected entirely, or almost entirely, from wet or oil splashes, but even these would be better for being covered up, as the cover keeps dust out of the machine, and that must tend in the long run to a longer life of the distributor and working parts generally.

Concerning Varnishing.

The average motor mechanic regards the work of renovating motor bodies as exclusively a coachpainter's job, and so it is when it has to be done thoroughly, but as all of us are more or less slaves of appearances—our customers more so—it may be usefully noted that a coat of varnish on top of dull paint makes a car look as though it had been renovated, and as it is quite easy to do it quickly and well, there is no reason why it should not be done by repairers oftener than is the case after a thorough overhaul, and when the car owner has neither time nor inclination to wait for the coach-painter's slow and methodical procedure.

The constant washing of car bodies, of course, destroys the original coat of varnish, and the paint work takes on that dead lack-lustre appearance which makes it appear as though re-painting is essential.

For instance, we have a car in our repair works now which has not been painted and lined for two years, yet the paint on the body and the engine bonnet is good, though dull. After some extensive repairs to engine and chassis, I had the painted parts washed quite free from all traces of grease, and likewise had the workshop floor swept free from dust and very liberally watered.

Then, after closing time on Saturday night, two of us put in a couple of hours overtime with a varnish brush each, and half a gallon of best pale carriage varnish, which we applied as thinly, evenly, and deliberately as possible upon the clean, dull paint.

Thus Saturday night, Sunday, and Sunday night were available for the varnish to be drying within closed doors, in an atmosphere comparatively dustless with what it is during the ordinary week days. The car body has now quite a smart appearance, which is in keeping with the extensive repairs previously effected.

The essentials to success in this matter of re-varnishing are best quality carriage varnish, good brushes, a surface free from grease to work upon, and an atmosphere free from dust.—*A Manufacturer in Print.*

The Motosacoche.

A correspondent writes enthusiastically declaring that the growing popularity of the handy little Motosacoche has been frequently remarked, but it is not till one's business or pleasure takes him to remote and the more inaccessible parts of New Zealand that the quality of this popularity is properly understood.

I am, he says, an ardent admirer of this natty little motor cycle, and watch with interest its conquest of our country.

This was forcibly impressed upon me recently when a fellow passenger in the s.s. "Kahu" informed me that his way home to Castle Point, on the East Coast, lay over the side of the steamer (with his Motosacoche), into a surf boat, and thence per motor along eight miles of ocean beach, broken here and there with patches of huge boulders over which, of course, it was necessary to lift his motor. Again, when gazing from the train at one of the stations on the Main Trunk line with the wondering eyes of a stranger in a strange land, a back blocker on a pack-laden Motosacoche looked so grotesquely up-to-date that an involuntary smile went round the carriage. A well-known traveller for an American oil firm, was recently met crossing the Otira Gorge to Christchurch. He had his wife on her ordinary cycle coupled to the side of his Motosacoche, and his proud and tolerant smile as the pair glided by, clearly showed he had no desire to adopt such obsolete methods of travelling as coaching. In the Wai-kau, Rotorua, the rough bush tracks from Gisborne to Opotiki, over the Rimutaka, Hokitika, the gold fields of Central Otago; in fact, everywhere is the Motosacoche finding its way into man's everyday life.

One reverend gentleman considers the fact that morning service is separated from his evening service by 50 miles, of very mixed road, nothing extraordinary now he has a Motosacoche, while country doctors hail their Motosacoche as the greatest blessing of the century. It is the fact of its extreme adaptability on all classes of roads and tracks that has made the ordinary bicycle popular, and I have not the slightest doubt that in a short time the easy and luxurious Motosacoche will not only secure enormous patronage from the non-cycling public, but will also largely displace the push bicycle here, as on the Continent.

Racing—A Renunciation.

(S. F. EDGE IN *Auto-Car*.)

Sir,—The views which have been so well expressed in your columns with regard to dangerous motor racing have interested and impressed me greatly.

I feel that you will realise that the question is a very serious one for the manufacturer.

There can be no doubt that the rapid development of the automobile has in the past been very largely due to racing, and the public undoubtedly then took a great interest in it; but your recent utterances have developed the fact that there is now an immense volume of public feeling against dangerous racing, and that there is a general idea that the automobile is developed and established so sufficiently that racing demonstrations of an extreme type are no longer necessary.

As one who has been responsible for most of the racing in this country, I think it may perhaps be my duty in deference to public feeling to be the first manufacturer to publicly announce my intention of withdrawing Napier cars from all dangerous competitions.

In making this announcement I hope the public will accept my assurance that my sole object in automobile racing in the past was to demonstrate the ability of a British manufacturer to hold his own in this high type of engineering against any one in this world, notwithstanding the long start our faulty legislation gave our foreign competitors in this great industry.

I feel that that object has now been achieved, and that the British motor-car now leads in type, design and workmanship.

As I have said, this matter is a serious one for the manufacturer, and it is possible that abstention from racing contests may, as some think, react upon my firm. I must therefore qualify this declaration of my withdrawal from abnormal contests by claiming liberty to lead the way again if I have mistaken the trend of public feeling.

I would add that my decision in relation to racing will involve no relaxation in every possible scientific effort towards the refinement and development of the British motor-car.