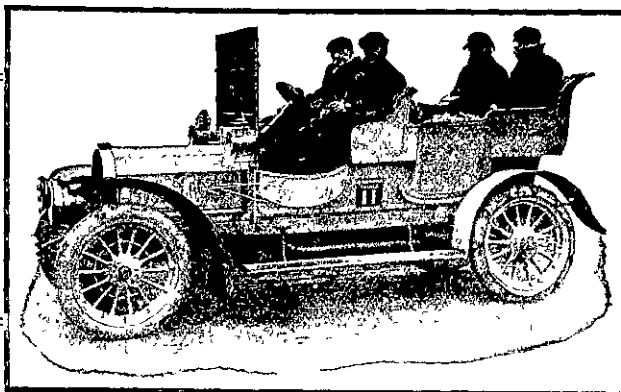


# Motors



# Motoring

## NOTES.

Owners of cars with expanding brakes should from time to time look at the drums to see to what extent they are worn, as it is by no means uncommon for such to be burst with a full application of the brakes. With expanding brakes the drums should of course be heavily ribbed. Yet such reinforcement is often omitted, and the brake gear being enclosed misses the necessary scrutiny. Drums are essentially of light construction since they have to be able to cool rapidly, and one good season's work could easily thin them to a mere shell. The Paekakariki hill and a suddenly bursting brake drum is an undesirable combination.

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Selden rings have established their claim to the master patent for the car-engine; the Wrights are regarded as fairly certain to maintain their basic right for aeroplanes; the Palmer and Singer Manufacturing Company of New York, the makers of the P.S. car, claim to own the master patent on multiple jet carburetters, as they have acquired the rights from Mr. John Mac-Mulkin.

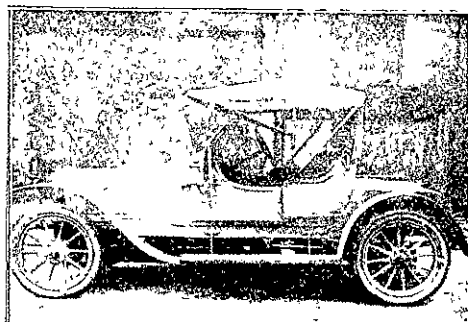
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The ear is powerful in motoring if only it is asked to attend to all the sounds that emanate from the machinery at work. The machinery is very silent nowadays, but to the trained ear the noises it makes are very eloquent and most reliable. The engine still emits a wide range of sounds—one might almost say "whispers"—each of which has, to the trained ear, a distinct tone. The expert driver soon learns for instance, that the different speeds of the gear-box have each a different note, and he also quickly becomes familiar with the slight clicking of the valves, the puff of the exhaust, to mention only two or three out of a long list that he mentally and almost involuntarily makes during his close companionship with the car. The result is that, should a false note be sounded in what may be termed "the Automobile Concert," his trained ear instantly detects it. It may only be a "blow" in the inlet or exhaust-pipe, owing to a joint having worked loose, a plug that may have broken or short-circuited; or it may even be a more pronounced noise, such as that made by a squeaky spring, the "floc" "floc" of a punctured tire, or the popping of the carburettor—it is sufficient to indicate that all is not well.

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The eye, of course, plays a part of importance. In so doing it is apt to get put out of action in the easiest, the most painful, and the most troublesome manner. Dr. Foster, of London, has written a paper

on the subject of the modern realm of accidents to the eye which is worth attention of all motorists who have suffered and are likely again to suffer from the various accidents of the road. Foreign substances, he says, such as particles of dust and minute particles of stone, striking the front of the eye at high velocity, are the causes of a great deal of trouble to motorists and chauffeurs, they being apt to set up what is known as "keratitis," or inflammation of the front of the eye, which is sometimes, when not properly treated, severe enough in the end to destroy the eye. Even the blowing away of the tears from the front of the eye by the wind and the consequent drying of the cornea may also produce keratitis. The constant or oft-repeated presence of dust at the edges of the upper and lower lids of the eye when there is a lack of the proper moisture as provided for by nature



The Delage Car

which competed in the recent Light Car Reliability Trial in France. In this event a total distance of about 2000 miles was covered the vehicle illustrated above doing this without the loss of a single mark.

is apt to set up a chronic inflammation of the upper and lower lids and of the conjunctivae covering the eyeball. This is called chronic "conjunctivitis." More than this, the presence of harmful germs in the dust which gathers on the eyes may cause more serious trouble, such as pink eye, or trachoma, or even that dreaded disease—ophthalmia.

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The use of cheap goggles not properly ventilated, and made of cheap glass, is, remarks Dr. Foster, to be avoided. Such goggles are very apt to produce inflammation of the eyes, and give rise to headache and nervous strain. It is much better to have the glasses of goggles fitted to the eyes by an oculist. If the motorist wears glasses ordinarily, care should be taken that the lenses in the goggles are the same as those in the glasses which he habitually uses. Frequent bathing of the eyes in ice cold water is strongly recommended, the bath being continued for five or ten minutes after every long trip. Another

beneficial agent is a saturated solution of boric acid in distilled water; this solution should be dropped into the eyes, especially when there is any strain or pain after driving. The presence of foreign matter in the eye, such as particles or dust or stone, should receive immediate attention. If it is not possible to wash such particles out with boric acid solution they should be removed with a clean handkerchief, one corner of which has been dipped in the solution. If the particle is too deeply embedded to be removed by ordinary means, the eye should be bound with a handkerchief and no time lost in consulting a physician.

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Now, writes a well-known authority, that the car has become a commonplace means of travel, it may be interesting to notify the dates on which the keenest motorists took their last trip by train. So far we believe that Mr. Lyecester Barwell, of Ascot, who has never travelled on the railway since December, 1904, holds the record in this respect. During the five years that have elapsed he has, however, journeyed 85,448 miles by automobile. Such an experience is doubtless unique. It is eloquent testimony to the change that has come over our methods of travel; and also suggests the reason for the decline in the first-class passenger receipts of the railway companies. Those who could afford the luxury of the first-class carriage now favour the automobile—a fact which accounts for the restricted accommodation for such passengers on the main lines.

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What is a corrupt practice and what is an illegal practice a good many people of the Dominion knew well enough last general election. The result of their enquiries was that they managed to get all the use they wanted out of all the motors offered to them without breaking the law. An echo of this sort of practice reaches us from the centre of the struggle which has just ended in Britain. It informs us that a circular was issued early in the election to many well-known people suggesting that they should purchase cars with an agreement that the seller would buy them back after the election, thus enabling the friends of the candidate to give help during the election. There was no note of warning as to what might be the fate of the car on a heavy day's polling. After the election pictures were shown of the car in three stages. Number one showed it spic and span and serene before the start of the polling, shining brilliantly before the eyes of its radiant owner. The second picture represented the car carrying voters on every coign of vantage, even to the mud guards, and a fine old-fashioned noise they were making.