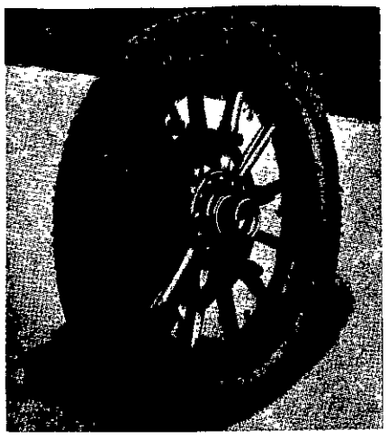


GUTHRIE NON-SKID.

necessary it is effected very quickly, and with practically no trouble worth speaking of. The claim is also that the simplicity of design decreases the cost of the upkeep as much as it increases the reliability. The new car has come to stay, and ranges from two cylinders to four, with h.p. of 10-12, 18-20 and 20-22.

Unseen Firing.

Multi-cylinder cars are the usual thing now-a-days, yet one often notices uneven firing in the cylinders. This may be due to a variety of causes—sooted plugs, uneven intervals between the making of contacts in the commutators, faulty carburetter and faulty adjustments of same accumulators run down, faults in the coils, and trembler blades sticking or points pitted, valves blowing back, etc.; all of these can be remedied by testing and adjusting. There is another cause which I have known to puzzle one—there are several pipe joints between the carburetter and the inlet valve. If one of these is leaking ever so slightly, it results in an excessive amount of air being sucked into one cylinder or another, and consequently too poor a mixture to explode. To test for this, pour a little thick oil on each joint in turn and watch if it is sucked in. If so, it will be necessary to take down the pipes and carefully remake the joints with sheet asbestos served with Dixon's pipe-jointing solution.

Some Don'ts.

Don't buy " cheap " sparking plugs.

Don't stop your car and leave gears in mesh.

Don't meddle with adjustments when everything is going well, just to see if you can improve things (that is, when you have friends on board—*they* don't appreciate this).

Don't go out of Wellington without *knowing* the brakes are right—there are too many declivities in and around the City for this; also think what a mess you would make of your car.

Don't, when you get a puncture, run home on the deflated tyre—use one of these " spare " wheels—the Stepney is one of the best.

Don't smoke when you are near the carburetter, or filling the tank.

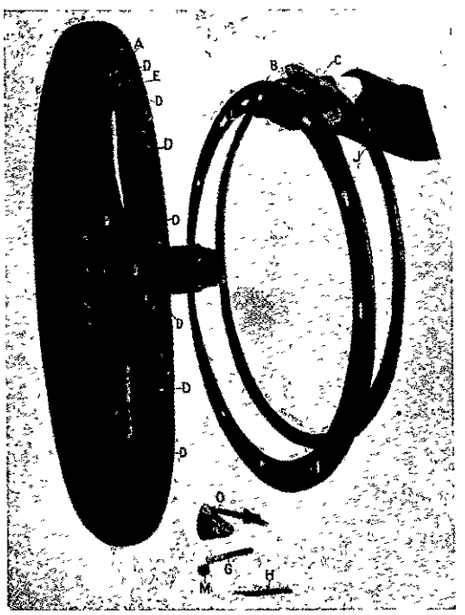
Recklessness ?

One hears so much about the recklessness of motorists, and especially their alleged ways of driving in traffic. If ever there was a subject with two sides it is this one. Primarily it is self evident that no motorist willingly endangers a valuable car which, in the event of a collision with a vehicle, is certain to suffer damage, and risk a fine more or less heavy. In the second place, we who have been behind the wheel know the quandaries one is faced with so constantly in town; due to carriages and carts appropriating whichever side of the road is convenient to them; while as for pedestrians, I cannot help thinking that it must be the bucolic element who imagine that Lambton Quay is the main street of Featherston, and therefore straggle anywhere and everywhere across the right of way. I should like to take our City Inspectors for a drive through town, and can warrant they would speedily change their views.

This is perhaps not the class of journal in which to air the motorist's grievances, still perhaps my remonstrance may catch the eye of those who have authority over us—let us hope with some good effect.

The Turquand Detachable Rim.

A simple and ingenious detachable rim has been invented by Mr. Turquand, Broad Street buildings, E.C. By its use a tyre may be removed in an incredibly short space of time, and, moreover, it can easily be adapted to any set of wheels, since all that is necessary is to saw off the outer edge of the rim and a small portion of the felloe. Referring to the illustration, it will be seen that the wheel has the outer edge of the rim A removed, while at intervals round the felloe hooks D are situated. In these hooks steps are cut, there being a short step on one side and a long step on the other. The tyre to be fitted has the partly inflated tube placed inside it, and the valve is inserted in the hole in the rim meant for that purpose. The tyre can then be slipped over the outside edge of the wheel. The circular plate B is then placed near the felloe so that the slot I is opposite the square hole in the wheel F. It will then be found that the other slots L correspond with the hooks D. The plate is now placed with its edge against the beading of the tyre, and a piece of iron to act as a lever (anything will do provided it is not too large) is inserted through the slot I, and moved towards the left. The effect of this is to force round the plate for a short distance so that the slots L are forced underneath the short steps on the hooks D. The tyre is now fixed in position to take some of the strain off the plate D; a circular D-section tube C is provided in which slots J similiar to L are cut. This is placed in the same manner against the plate B. But the lever is moved in the reverse direction, thus moving the outer plate against the long steps of the hooks in the felloe. As the slots are cut only on the inner surface of the top plate C all the hooks are covered, and there is no chance of wet reaching the inner portion of the rim. Also, since there are no outer projections, the wheel may be scraped against the kerb without fear of damage. The tyre is now as rigidly fixed as if it were on a solid rim, and it only remains to insert the square bolt H in the slot I, and the bolt G through the hole E, and to complete the inflation. Since the two plates move in different directions against the hooks, the locking action is perfect, while the two bolts referred to are more as a precaution than as a necessity. Mr. Turquand has thoroughly tested his rims on his own car, and declares they have given him absolute satisfaction. There is no doubt that the device is delightfully simple. All that is required to unship the tyre is the removal of two bolts and two short movements of the lever. Mr. Turquand's theory is that security bolts are most wanted in close proximity to the tyre valve, and in wheels of his design one is placed on each side of the valve as shown. O represents a novel form of security bolt made by the inventor of the rim. It will be seen that the stem is hinged close to the valve head, which results in the device being more readily placed in position than the old type, with less fear of nipping the tube.



THE TURQUAND RIM

The Latest Non-Skid.

This is said to be a sure preventive of any evil experiences. The Guthrie Non-skid is its name. The illustration depicts a non-skid device which is shortly to be placed on the market. As shown, double curb chains are employed, and placed across the tyre, these being fixed with spring hooks to an endless curb chain round the edge of the tyre tread. The patentee claims that not only will the idea prevent skidding, but that punctures are well nigh impossible, and that the chains act as a general protection to the tyre. Tests carried out over greasy roads have given highly satisfactory results. The completely fitted cover presents a pleasing appearance to the eye, and many are looking forward to the results of extended tests of the device, when further information will be given respecting it.

A Welcome Motor Coat.

Who has not felt cold against the breeze ? Who is not sighing at the approach of winter ? To the people affected the best consolation

A MOTOR COAT.