

MOTORING



BIG LONDON MOTOR SHOW

Review of Exhibits at Olympia

Famous as have been previous motor exhibitions at Olympia, the 1912 show bids fair to surpass any of its predecessors whether at home or abroad for novelty, merit and representativeness. Organized by the Society of Motor Manufacturers and Traders in connection with the Royal Automobile Club, it is the eleventh of the series, going more than one better than the world-famed show of 1911. In fact it is the world's largest trade exhibition that has ever been held. The value in cars alone represents a quarter of a million pounds sterling.

Every available foot of space is put to advantage and thru the voluntary relinquishing of a considerable portion of the space previously allotted to the larger firms, additional space has been available for tires, novelties, wheels and component sections, enabling a considerably increased number of exhibitors to procure positions, making a record total of 352 exhibitors. Nor is this welcome addition obtained at the expense of visitors, for the gangways will be as commodious as before, and the whole of the exhibits staged to advantage.

A noticeable change is to be observed on this occasion in the grouping of the exhibits, the tire firms for the first time being located on the ground floor, leaving the gallery at the disposal of the accessories and component parts. As before, chassis, complete cars, not to mention the coach builders' stands, ever increasing in importance, are displayed in the main hall, which with the annex now forms practically one building.

The exhibition is remarkably representative, embracing as it does both British, continental, and American cars, small and large cars, carriages that are both low-powered and costly, and engines with two, four, six and even eight cylinders. Moreover, the handy run-about cars, motor cycles, men, touring cars and luxurious town carriages alike are prominent.

Tendencies of the automobile industry as revealed by Olympia is both striking and welcome. In the first place, there is a real and successful attempt to blend as it were, the carriage work with the chassis, the majority of the exhibits, the tire firms giving the impression that the body has been built regardless of its future destination. On the contrary, the dash and frequently sweeps upwards and outwards, its swelling panels merging harmoniously into the carrosserie. In not a few cases also, the same tendency is noticeable in the bonnet itself, which likewise blends with the dash without an abrupt transition, marking their junction. Moreover, there is a successful attempt to continue this graceful contour through the body, the gentle curves, rounded corners and graceful outlines of which, form an entourage at once graceful and effective.

Yet another tendency is that towards accessibility and automaticity. On the whole, the exhibits at the exhibition show conclusively that care has been taken so to dispose magnetos and carburetors and other vital features that they can readily be got at for adjustment or removal, a feature likewise aimed at in respect to the gear box and brakes.

While the general run of the exhibits conform more or less to well-known lines, there are here and there interesting innovations. For example, the two-stroke engine will be represented in an improved form, self-starters will be found to be adopted on quite a large number of cars, and there are also several very interesting improvements in body work.

Outstanding Features For 1912. In addition to the harmonious blending of chassis and coach-work there are various other tendencies of considerable interest to be observed. First of all, monobloc castings, popular with the "four's" and, as far as can be gathered beforehand, grouping in threes is a feature of six-cylinder engines. Thermo-siphon cooling is increasing in favor, as is also automatic magneto. In respect to the ignition, the dual system would appear to be nearly displaced by the single high tension magneto, and the coil and condenser shaft are in many cases actuated by silent chains. Likewise, valves are mostly disposed on one side and the cooling and lubrication are undoubtedly satisfactory. Taken as a whole, manufacturers would seem to favor a moderate bore-stroke ratio, skillfully avoiding the "square" engine on the one hand and the excessively long stroke motor on the other. Moreover, reciprocating parts are light and well-balanced, and three-point suspension is not infrequently adopted for engines and gear boxes. The cone clutch holds its own, the run close by which holds the gear in its position, its actuating mechanism is well designed, which is equally true to the gear box also, certain firms making a feature of a "light-touch" gear change.

Four forward speeds are becoming increasingly common, and gear boxes are compact and oil retaining, and the shafts free from whip. Two universal joints, one forward and one aft, are commonly fitted to the cardon shaft, but there is still some indecision in respect to the gearing between the latter and the crown wheel.

Amongst welcome points noticeable

in the exhibits are the clean appearance of the engine, the neatness of the dash, the increased steering lock and the provision for adjusting requirements. Likewise petrol tanks have generally capacity and grease cups are generally fitted to all the working parts of the chassis.

Pressed steel frames still hold their own being well tied and braced, in-ward in front and up-ward at rear, and wheel bases are slightly increased.

Some Special Points. One of the outstanding features of the forthcoming exhibition is the care that has been taken to study the convenience and comfort of motorists in every possible manner. For example, self-starting devices are fitted more generally than ever, while detachable wheels, or rims of the same denomination, are found in the majority of cases. Electric lighting for cars has made astonishing progress. The driver of the future will have little to do but press a button and the reliable automatic functioning of the carburetor and magneto, not to mention the lubrication system. Yet another important point is that not infrequently seats will be found capable of being adjusted to individual needs, while protection from the elements in touring cars has been carefully studied. Silence will characterize the majority of the new models, and respectable citizens inadvertently allows the rear light on his motor car to go out, he is fined five dollars and costs.

For this piece of amusement Atkins was fined \$3 and costs.

The above item is from an evening paper. For fighting and assaulting an officer of the law in a theatre and children, a man is fined two dollars and costs.

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JUSTICE ?

In a nickel show on Saturday night the audience got the benefit of an extra turn, when Wm. S. Atkins became disorderly and had to be ejected, and gave a lot of trouble, and in the scuffle a constable got his coat torn.

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1913 Packards

With shipments of 1913 Packard "38" demonstrators going to all parts of the country, more than five hundred orders for this new car have been received, the total of sales exceeding \$2,000,000. Several thousand craftsmen are bending their efforts to meet the demand.

To expedite the manufacture of the "38" and future models, the Packard plant, already comprising thirty-seven acres of floor space, is being enlarged.

Three buildings, constructed entirely of glass concrete and steel, have been erected to conform to the Packard factory's system of shop units. The added room will permit of more rapid production and is in keeping with the policy of systematic expansion which has been followed since the factory was started.

The additions are practically complete and will be ready for occupancy by January 1.

Motor Fire Apparatus.

Some years ago a famous fire-fighter remarked that while he loved his horses, he knew that his days were numbered as factors in fighting fires, because the motor-propelled engine "beat them all beaten seven ways." The truth of this, of course, is not true in every city that lays any claim to progressiveness, but in many municipalities the equipment has not yet been entirely motorized. Horses and motors work side by side, and, of course, comparisons are inevitable. Not long ago an incident occurred in Springfield, Mass., which drew a striking parallel.

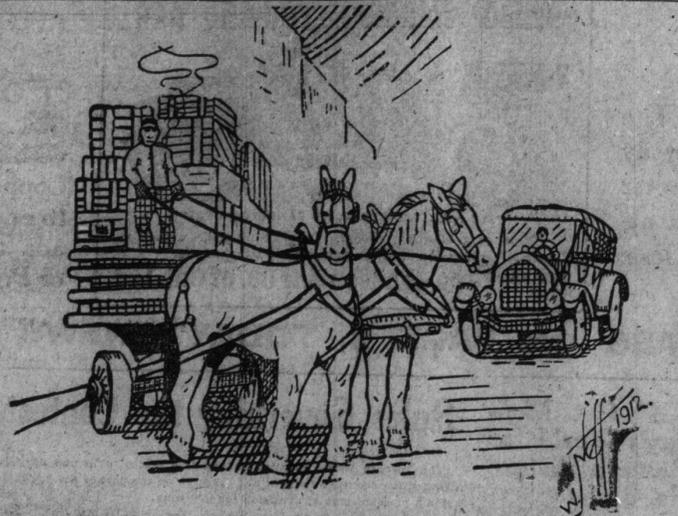
Springfield has retired all her old fire horses on pensions, except in one district, where the old-fashioned engines still hold forth. During the ferocious winter which we "enjoyed" about July first, an incendiary visited Springfield and on the hottest day of all, no less than 14 fires were started. The poor horses in the Hooker Street Fire House did their gallant best and answered three of the alarms in rapid succession. Then, overcome by the terrible weather, they were forced to remain in their stalls in spite of the frantic ringing of the alarm bells. On the other hand, the Knox and motor engines answered every call without a hitch and in record time. Beyond a doubt, Springfield's times over on July 1 by the prospective loss they were able to avert.

NEW LANDAUETTE BODY FOR SALE

We have just finished, ready for immediate delivery, a beautiful aluminum Landauette body of latest design, luxurious upholstery, superior finish; will fit any chassis from 110 to 125 inch wheelbase.

THE CONBOY CARRIAGE CO. (Queen E. & Don) TORONTO

HOW TEAMSTERS BREAK TRAFFIC BYLAWS



The above drawing shows something which occurs a thousand times a day on Toronto streets. The driver of the delivery wagon or heavy truck, which has been standing stationary at the curb, will without a moment's warning, or any movement ahead, swing his team square across the road in the path of on-coming traffic, sign of his intentions. Were it not for the fact that all automobile drivers are constantly on the alert and have their machines under perfect control, many cars would be smashed every day because of the absolute disregard the average horse driver has for other traffic on the streets.

When the driver of a motor vehicle is about to change his direction he always looks about him and usually gives some definite signal for the benefit of other traffic as to what he intends to do. The drivers of horse vehicles should be compelled by law to do this also.

If the police paid more attention to the regulation of horse traffic, instead of watching motors for possible offences, the number of street accidents would be considerably lessened.

MACHINE TAKES PLACE OF STAMPS

People of New Zealand Put Letters Into Device and Turn Crank.

ARE LEASED TO USERS

Records Amount of Postage Like Gas Meter—Collector Gets Payments.

Instead of using postage stamps which have to be pasted on envelopes, the people of New Zealand may now simply put their letters under a stamping machine and turn a crank. This device has been in use in New Zealand for the past six years, and is said to have proven most satisfactory in its work.

The machine, according to a writer in The Review of Reviews, is rented from the postal authorities. It records the amounts stamped, just like a gas meter, and payment is made to a collector who calls for it at intervals.

The machines are "turned out from the work shop with only one means of opening, and that is by a key. The lock, the key of which is handed to the postal authorities after the machine has been exhaustively tested. There are no screws that will give admission to the interior, and therefore the mechanism cannot be tampered with. The dies are cut by hand, and it is just as difficult to copy them as it is to copy handwriting. Each die has a distinctive number, and, as the department only gives a permission for the use of the machine, a record is kept of every user and any doubtful impression can be immediately challenged.

The ribbons are non-copying, and a carbon impression could be easily detected with the naked eye or by the very simple test of glycerine. Both the inventor and the postal officials have tried every means of defrauding the impression, and the machine has arrived at its present state of perfection mainly by the criticisms and suggestions of the latter.

However, the greatest safeguard was recognized in the fact that the impressions are not salable, and the labor of committing a fraud would be valueless. Another safeguard is that the users are mostly commercial firms who would not be a party to a fraud if there was any doubt suspicion of the returns, which would be always before the departmental officers in their usual periods. From an economic point of view, the saving to the government is very considerable; it saves the cost of printing stamps and the labor and accountability in connection with issuing and checking them.

The safeguards in the machine itself are that the handle will not move unless the indicator of the value is in the slot, but once it is set in motion it records the amount and cannot be turned back.

The department will refund the amount of spoiled impressions, but only upon the production of the used envelope or telegraph form, and this must be unutilized. This is a proper precaution for both parties. No refunds are made on impressions upon plain sheets of paper.

The machine at present is only manufactured for using impressions of the British postage values. It is being prepared for altering to the decimal coin-

Ambulance Owner Fined For Doing Act of Mercy

Another ambulance owner has been fined by the magistrate for exceeding the speed limit. It appears that the fact that the driver was making a run with death had no weight. The facts were admitted and the magistrate imposed a fine because it was the law.

Arthur W. Miles was called by Dr. C. W. Brand of Bloor street to remove a dying woman to the Western Hospital. He was instructed that the woman was in a very critical condition and to proceed as quickly as possible, but the motor policeman is not expected to show any discretion. He has his orders and can't do any thinking.

Surely the law should be amended to cover such urgent cases as this one or the officer on duty must be allowed some latitude in carrying out the law. Mr. Miles states that on the night of the Streetsville disaster his men were instructed to run as fast as they could to carry the injured soldiers to the hospital. That was where the police exhibited common sense. Why are they not allowed to show the same quality in emergency cases such as the hurrying of a dying woman to the hospital. It is a matter for the careful consideration of the police commissioners.

The police ambulance has the right of way and why should an exception be made in the case of a private ambulance after the facts have become known and it is ascertained that the case is an urgent one? The say so of the attending physician in the case should be warrant enough for the police to stop prosecution. Private ambulances should not be subjected to annoyances of this kind.

Keeton Organization

Keeton Motors, Limited, take pleasure in announcing that Mr. W. P. Blanchard, formerly manager of the Studebaker Corporation of Walkerville, served his connection with the above corporation on Oct. 1, and is now permanently connected with Keeton Motors, Limited, of Brantford, Ont., as factory and production manager, where he will have full charge of all matters pertaining to factory management and production. Keeton Motors, Limited, have been very fortunate in obtaining the services of Mr. Blanchard, as his years of experience in motor car industry, dating back to the day of the old Pope-Toledo, give him a range of experience which is distinctly advantageous to any motor car manufacturer who might secure his services.

Ralph S. Hoot, formerly assistant factory manager of the Dayton A. Truck Company, of Dayton, Ohio, purchasing agent of the Courier Car Company, and also with the Croxton-Keeton Motor Company, is another valuable addition to Keeton Motors, Limited. After the purchase of the factory, Mr. Hoot's specialty is after the younger men in the automobile industry, whose rise in their ranks of prominence has been very rapid owing to his ability and adaptability to the special work which he is taking up.

It is said for Mr. Hoot, that he has installed in the country, factory systems which are most commendable, and the Keeton Motors, Limited, are to be congratulated upon having secured the services of so valuable a man.

In the woolsen trade during the past ten years Great Britain has made Germany and France as much progress as France.

Sunday World Garage Directory

DOMINION AUTOMOBILE CO., Limited
COR. BAY AND TEMPERANCE STREETS, TORONTO
Distributors for Peerless, Stevens-Duryea, Napier and Hudson Automobiles—Peerless and Auto-Car Trucks.

STEPNEY WHEELS and TIRES
VULCANIZING A SPECIALTY
THE STEPNEY MOTOR WHEEL OF Canada, Limited
130-132 King Street East, Toronto.

AUTOMOBILES FOR HIRE
Storing, Repairing and a full line of supplies at lowest prices.
Ontario Agents for the
CENTRAL GARAGE AND SUPPLY COMPANY
Temporary Garage and Showrooms, 288 King Street West. Tel. Adel. 17.

McLAUGHLIN-BUICKS & FIATS
CORNEL CHURCH and RICHMOND STREETS
PHONE MAIN 7810. TORONTO
Garaging, Accessories, Repairs and Sales Rooms.
Also: Hamilton, Bay St. London, Richmond St.; Peterboro and Belleville. Factory at Oshawa.

ROSS MOTOR CAR COMPANY, Limited
REGAL MOTOR CARS
TIRES AND ACCESSORIES OBE VERY DESCRIPTION
132 & 134 Simcoe Street, Toronto

THE COLLEGE GARAGE
466 BATHURST STREET
ABBOTT-DETROIT CARS
SUPPLIES AND REPAIRS
PHONE COLL. 1044

CONSOLIDATED MOTORS LIMITED
GARAGE & SHOWROOMS, MAINTENANCE & SERVICE DEPT
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PLEASURE CARS, ACCESSORIES, COMMERCIAL MOTORS

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MAKE A SPECIALTY OF QUICK REPAIRS OF BRONZE CASTINGS, etc.
IRON, BRASS, COPPER, ALUMINUM, etc., BY
AUTOGENOUS WELDING
(Oxy-Acetylene Process)
We employ only expert operators skilled in an automobile work.
231 Yonge St. Opposite Edward St. Telephone Adelaide 198, Toronto

CANADIAN DISTRIBUTORS for the MOON MOTOR CAR
SEE THE OLINTON TRUCKS
Automobile Sales Company, Limited,
Accessories and Repairs 75-77 Queen St. West, Phone Adelaide 993, Toronto.

HIGH PARK GARAGE
119 FERNAGH HIGH PARK BOULEVARD
A Fine, Large, Well Heated Garage—Full Line of Automobile Supplies

MOTORING FADS AND FANCIES

One of the newest style luncheon baskets is of willow. The top holds the fittings, the sandwich box and the vacuum bottle. The bottom uncaps and makes a box that holds a number of things. Individual plates and butter plates are included in the fittings.

The newest over-night bags are shaped like the Victoria cases, and are nearly twice the size of those used last season. They may be had in all of the popular leathers.

Newcomers this season are the restaurant suit case. They open like the use of six persons and are very compact. The lightest enamel dishes and food carriers are used.

For the men, the toilet cases of pig-skin are even flatter than last season, as all the articles fold, even to the brushes. They look more like a lawyer's brief case than a toilet outfit.

A very swaggar new coat is of grey-tweed with a lining of chamolite and is enough to need it. The coat is in the old staid model with the new drop sleeves and convertible collar.

New raincoats are of rubberized corduroy. They are practical and alpine so very good style, as they come in the Raglan model, and the mannish coat sleeves come down well over the hand.

Very dainty are the soft velvet hats made with "Tan" crowns and soft lined brims. One in taupe has a large flat rose and leaves of delicate pink velvet and chiffon. The rose just above the point of the brim is especially attractive.

Another bit of luggage that will be appreciated by the "trippers" is the new double suit case. It is divided in the centre and is very roomy.

Quite an unusually pretty coat is one of mixed tweed with a shawl collar and cuffs and big buttons of sealskin. It is in the Raglan model, seemed at the waist in the back and having half kimono sleeve. It is unlined, as the goods is double faced, forming a plaid on the wrong side.

A rather expensive and luxurious bag is made of white leather. It is made of silk lined linoleum toilet case that slips into the side pocket.

Fur hats are coming in the soft shades, used so much last year, that pulled down over the ears. They are untrimmed but have simply an elegant coming in the short haired furs. There is also a fad for adding a bunch of fresh violets as trimming each day, which, tho a trifle expensive, is most fascinating.

An added convenience for the traveler is the new square leather suitcase. It has snap catches at the corners that let it out flat so that it may be used at a table or on the lap. It is fitted completely, even to the little ink flask, and when it is closed it looks like a small dress suit case.

Tan suede hats trimmed with velvet roses or Roman scarfs are very much used for the long trips, as they stand the weather well and are very light on the head.

DIFFUSING BRILLIANT LIGHT.

The brilliancy of the tungsten lamp has made a demand for some means of diffusing its light so as to protect the eyes, but the method of accomplishing this by frosting the bulb or by making use of a shade has the objection of reducing the candlepower of the lamp. A patent has been recently granted to Peter Cooper Hewitt on a lamp bulb formed with parallel longitudinal grooves in the outer surface. The lamp is thus formed into a myriad of long narrow prisms which diffuse the light so that the entire bulb seems to be aglow. The light of the filament is being spread over a large surface is not so painful to the eye. At the same time, practically none of the light is lost, as in the case of the frosted bulb. The lamp bulb is grooved by etching the glass with hydrofluoric acid.

Time signals sent out from the Eiffel tower are received thruout France and Switzerland.

A storage battery train is in use in Cuba, running about 100 miles out from Havana.