

**NEWS AND VIEWS.—Contd.****No Licences After 4 p.m.!**

Adverse criticism is being directed at the London County Council for closing down at 4 p.m. the Licence Issuing Department at the present time of renewed activity. Queues of people with money ready to pay are turned away promptly at that hour.

**Petrol Combine's Loss.**

The accounts of the Motor Owners' Petrol Combine for the two years and nine months ended September 30th show a loss of £66,441, increasing the adverse balance brought forward to £264,391. A scheme for the reduction is to be laid before the shareholders.

**Preserving England's Beauty.**

On Wednesday, January 30th, a conference is to be held by the Scapa Society in conjunction with the Royal Automobile Club. The object is to reach an agreement among all the petrol companies on the question of withdrawing their country advertisements, but the recent decision of two concerns may render the conference unnecessary.

**Prosperous French Industry.**

We hear from Mr. H. M. Ainsworth, formerly of the Hotchkiss Co. of Coventry and now with the French concern, Paris, that business is going strong and orders for Hotchkiss cars are being booked faster than ever.

**Tyre Prices Reduced in Canada.**

Tyre manufacturers in Canada announced substantial reductions in prices of all tyres on December 15th. The popular size of 30 ins. by 3½ ins. was reduced 7½ per cent., while larger sizes were cut as much as 18 per cent.

**Cars in Germany Tripled in Three Years.**

The Paris Press publishes statistics drawn up by the Government of the Reich showing the number of motorcars in circulation in Germany. In 1923 the total number was 152,068, composed of 100,329 cars for the transport of passengers and 51,739 for the transport of goods. The preceding year the number only amounted to 126,403; in 1921 to 91,390, and in 1920 to 52,192. The figure for 1914 was 70,615. Thus the present total shows an increase of 115 per cent. as compared with the pre-war total.

**Our Wonderful Police.**

How an ex-soldier and the driver he employed were fined 25s. for what was obviously a very trivial offence illustrates what officialdom can do with our complicated motoring laws. The case was heard at Barnet last Tuesday. The defendant employs a driver for a hackney carriage, a six-seater landaulet, which returned one day with the rear hackney carriage plate hanging down. It was taken off just before being replaced, but in the meantime the vehicle was used and "spotted" by a Barnet constable. Subsequently the car and plate were examined by the police, and the registration book was produced as proof that no attempt was being made to defraud the revenue. There followed a summons against the proprietor for "aiding and abetting" the driver in the commission of this dreadful crime. The car was an old one, and if a licence at the private rate had been taken out on it the 20 per cent. rebate to which the owner was entitled would have brought the amount down to the same as the tax paid on a hackney carriage. There was thus no question of defrauding the revenue. The magistrates considered that it was a trivial matter, but fined the driver 5s., and the proprietor 20s., with 1s. costs. The proprietor points out that since January last he has had no fewer than three burglaries at his premises, and the police so far have not found a clue to the perpetrators.

**Trade Ship Scheme Failure.**

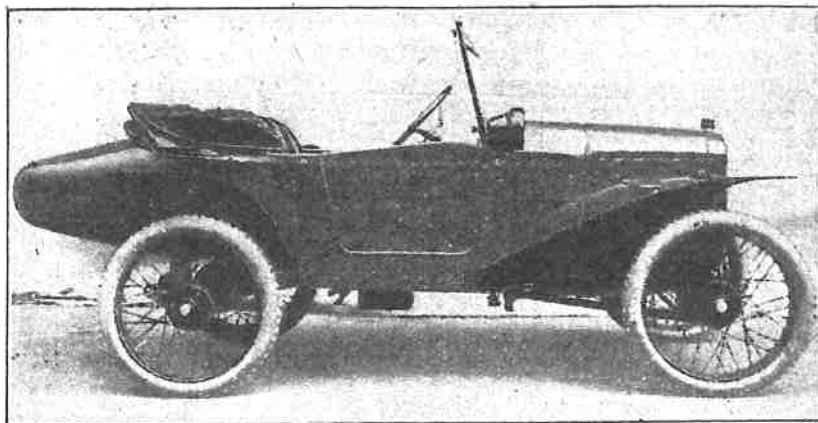
The affairs of the company which was concerned in running a trade ship which was to have exhibited, amongst other things, motorcars and parts, were investigated at a meeting of creditors and shareholders in London recently. Arrangements were made to purchase the "Orontes" for £45,000, but it was discovered that £30,000 would have been required for overhauling the machinery of the ship. Eventually it was considered that she was unfit to undertake the voyage. The Official Receiver said the company's failure was attributed to insufficient capital. There was a total deficiency of £28,635. It was decided to leave the matter in the hands of the Official Receiver.

**The Ten-mile World's Record.**

In our article on outstanding events of 1923, in the issue of January 1st, it was stated that Mr. J. G. P. Thomas held the ten-mile world's record on the Leyland. It should, of course, have been stated that this honour belongs to Capt. J. E. P. Howey on his Leyland.

**Italian Rule of the Road.**

The Italian Cabinet has approved a draft of a decree making it compulsory for traffic to adopt the right-hand rule of the road, as in other Continental



A NEW SPORTS MODEL OF THE AUSTIN SEVEN WITH A GUARANTEED SPEED OF 50 M.P.H. IT IS PRICED AT £175.

**Police 50 m.p.h. Chase.**

Strong comments were made last Wednesday by the stipendiary magistrate at Liverpool against the local police for chasing motorcyclists in a sidecar in order to charge them with dangerous driving. The police patrol admitted that he had to drive at 50 miles an hour in order to catch one of the motorcyclists.

**"Model Engineer" Exhibition.**

The annual exhibition organized by Percival Marshall and Co., proprietors of "The Model Engineer," was opened on Friday last at the Horticultural Hall, Westminster, and re-

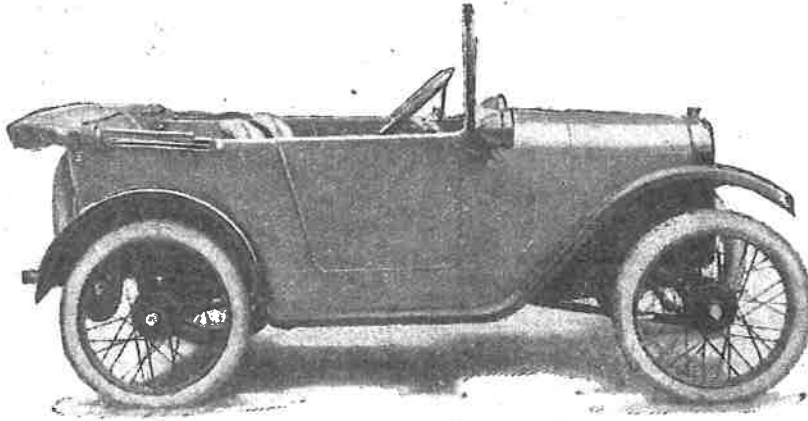
**Austin Seven Sports.**

A sporting model Austin Seven, costing £175, and guaranteed to attain a speed of 50 m.p.h., has been produced recently. The lines of the body are distinctly rakish, and with the racy design of guards and raked steering column produce quite a sporting appearance. The spare wheel and tyre are accommodated in the tail, the gear lever is canted back so as to be in a more accessible position, and shock absorbers are standardized. An electric starter, speedometer and fan are included in the equipment of this speedy little machine, the body of which is finished in kingfisher blue.

MAINLY ABOUT SMALL CARS.—Contd.

*The Victorious Bugatti.*

I HAVE a very great admiration and respect for the Bugatti team, but at the risk of offending Raymond Mays, Colonel Lefrere, and several others, I should like to see something with a British name and an equally good, if not better, performance. I believe that the Bugatti victories have done a lot to encourage the activities of British manufacturers,



THE AUSTIN SEVEN IN ITS LATEST FORM. IMPROVEMENTS INCLUDE A LONGER BODY, WIDER DOORS AND A HOOD WHICH PERMITS OF MORE HEADROOM FOR THE REAR PASSENGERS. THE SPECIFICATION REMAINS THE SAME.

In the first place, the water should be drawn preferably from a tiled roof in contrast with, say, a timber-roof which has been creosoted. The water should be taken from the tub after it has been standing for some hours, and before being introduced into the cells it should be decanted into a large, clean receptacle, such as a gallon jar, so that it can be securely corked and is ready for use at any time. It is a foolish policy to deal with a quantity which is just sufficient for the moment. Fix up twelve months' supply: it will keep.

*Preventing Short Circuits.*

THE method adopted by the writer for decanting purposes is to use a silk handkerchief as a strainer, the liquid being poured gently into the handkerchief, which is stretched loosely over the mouth of a fairly large jug. The necessity for making sure that the water is perfectly clean arises, because, should foreign substances find their way into the accumulators, they may bridge the gaps between the plates and lead to internal short circuits. That both rain-water and distilled water meet this requirement is their only merit, and it should not be thought that they contain some magical property which enables an accumulator to give of its best. As a general rule, accumulators require replenishing every 14 days, presuming that the car is used fairly often. Care should be taken not to overfill, for