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THE MOTORING WORLD.

The Straits Times, 7 August 1916, Page 15

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THE MOTORING WORLD.

NOTES AND COMMENTS ON CURRENT TOPICS. NLB

The Selangor Motor Union.

The Selangor Motor Union has been re-established for the general convenience of and assistance to motorists, with a view to drawing the attention of the Government to dangerous corners, the condition of roads, the necessity for sign boards and danger signals and the condition of rest houses.

At a general meeting of the Union (Mr. Justice Innes in the chair) held at the offices of Messrs. Morgan's Agency on Saturday, reports the Malay Mail, the following are some of the rules and resolutions that were passed:—

The annual subscription to be \$5 payable in advance.

Original members to retain membership on application to the hon. secretary and on payment of their subscription before August 31.

Subsequent candidates for election to be proposed and seconded, all elections being in the hands of the committee.

It was proposed to bring to the notice of the licensing officer any instances of careless and furious driving and to issue in the Chinese and Malay languages leaflets containing hints and suggestions to drivers. It was hoped that all members would co-operate by bringing to the notice of the committee any information in connection with the above.

Rule 4 under the Traction Engines and Motor Cars Enactment of 1912 was discussed with regard to the use of electric horns within town limits. The meeting was unanimous in agreeing that the particular type of electric horn as fitted to American cars ought to be allowed, and the Hon. Mr. A. K. E. Hampshire promised to bring the matter before the next meeting of the Sanitary Board.

A vote of thanks to the chair terminated the meeting.

The temporary headquarters of the Selangor Motor Union are at the offices of Messrs. Morgan's Agency. The following gentlemen were elected members of the committee:—His Honour Mr. Justice Innes (president), Mr. G. S. D. Morgan (hon. secretary and treasurer), the Hon. Mr. A. K. E. Hampshire, Messrs. J. L. Sime, E. C. Wakefield (Klang), H. R. Moullin (Kajang), and H. L. K. Graburn (Kuala Kubu).

The general design in motor-cycles has undergone radical alteration since the early days, when the machine represented little more than an ordinary safety bicycle, with a motor attached in some way, and to various portions of the frame—to the head, the front down tube, the bottom bracket, and even

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27 April 1916 - NOTES AND COMMENTS ON CURRENT TOPICS. Motor-Cycle Items. The motor-cycle and side car which is listed at £100 becomes the competitor of the cheap car and the motor bicycle at from £70 to £80 is outside the means of many 1 m en and youths whereas a...

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MOTORS & MOTORING.

21 December 1910 - MOTORS MOTORING. NOTES AND COMMENTS ON CURRENT TOPICS. H. C. Lafone contributes the following jottings to the Globe, of November 28 Although full details of the step are not yet forthcoming, it can be definitely stated that the longed-for amalgamation between the Motor Union and the Automobile Association is...

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3 May 1916 - NOTES AND COMMENTS ON CURRENT TOPICS. Motor Cycling The counterhatch three-speed gear is nowadays the most popular type of change speed mechanism adapted to motorcycle use, and in combination with a t tificion clutch it provides a satisfactory mrdium for the pur pose it has to meet...

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11 September 1916 - NOTES AND COMMENTS ON CURRENT TOPICS. A New Type of Motor Vehicle. More than once have I regarded the whizzer or scooter," now so commonly used by boys and girlB on the suburban footpaths, as being the forerunner of a motor propelled machine of that type, says...

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25 August 1916 - NOTES AND COMMENTS ON CURRENT TOPICS. Motor Cycling. Two invention" affecting motor-cycle design hive recently been patented and will, it is believed, shortly be introduced in a marketable form, says the Daily Telegraph The one nrovidea a simple method of protecting the rider's fwt and legs against...


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THE MOTORING WORLD.







within the rear wheel. Then it was a cycle with a motor; now it is in reality a motor-cycle; and, in adapting the frame to suit the engine, the transmission gear, and general equipment, the designers had some very nice points to work out. Modern standards in motor-cycle design favour to-day the adoption of frames in which the top tube is sloped from the head to the seat pillar in a continuous line. One of the chief claims for this type of construction is that it ensures a low saddle position, and without the need of bending the tube, a point to which some importance is attached.



There is another reason why a low saddle position is desirable, if not necessary. Unlike the simple cycle, the mere raising or lowering of the saddle does not altogether suffice for the power machine, and in many of the early models a rider of short stature could not, even with the saddle lowered to the limit, reach the ground with his feet with that ease necessary to afford him full control of the machine when brought to a standstill, as in traffic or in bad stretches of roadway. It was a great disability with many riders, which increased as the power of the engine rose, because that meant added weight; and when the rider could reach the ground merely with his toes the top-heaviness of the machine overmastered him frequently, and they both came to earth. Designers therefore are now directing their energies to evolving a machine that will bring the saddle very low without sacrificing too much of the space required for oil and fuel tanks, and, possibly, the engine.



Hence we now see many machines with sloping top tubes, and fuel tanks which flatten and taper to the rear, widened in many instances to afford ample capacity for petrol. By curving the top tube, of course, the tank could easily be enlarged, but the bending of members is sought to be avoided. It may be impossible, or nearly so, to avoid bending the lower tubes of the frame in the majority of designs, some of which are conspicuous for this feature; but it has been demonstrated that a wholly satisfactory design can be produced without extending the practice to the top tube, whilst, at the same time, the demands of the most fastidious as to appearance and low saddle position can be satisfied. It may here be said that, in the matter of appearance, the "straight" dropped pattern frame is, in the opinion of many experts, superior to any which rely on a curved top tube; and as in a mechanical sense there is nothing against straight tubes—rather are they to be advocated—the design embodying them wherever possible is to be preferred.



An important point connected with the design of the motor-cycle is that which relates to the method of fitting and securing the wheels and the arrangements made to render the latter capable of ready detachment when required. A sine qua non is that both front and rear wheels should have drop stands fitted to permit of their being raised clear of the ground, and most of the better grades of machines have these adjuncts fitted. The steering-wheel rarely requires attention, for punctures seldom happen to the front tyres; but when occasion does arise for lifting the wheel from the ground the absence of the proper means is sadly felt. Devices for readily releasing the rear wheel have been incorporated in many machines; some have what are called "knock-out" axles, and, by removing the side nuts and knocking out the axle, the wheel will drop out of the frame after the belt or chain and the brake mechanism have been released. In others the wheel is removed as simply as with the ordinary cycle—slipping it out of the back forks after having removed the belt and brake gear. Motor-cycles having the driving chains encased give more trouble, but even with these a divided axle removes the necessity for entirely detaching the wheel.

27 November 1916 - NOTES AND COMMENTS ON CURRENT TOPICS. Motor Cycling. Belt transmission is much preferred by many motor cyclists, although others favour chains, and regard the belt as an inferior and out-of-date method. When, as nowadays frequently happens, one can obtain from a single rubber and canvas belt longstanding...

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6 May 1916 - NOTES AND COMMENTS ON CURRENT TOPICS. The Motor-Assisted Bicycle. I A writer in The Australasian says: Numerous references have been made to several small motor-units for attachment to the ordinary bicycle, chief of which is the Wall auto-wbee, driven by a 1h.p. engine. This unit is securely...

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