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HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, FEBRUARY 22nd, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Complete Service Station—Secret Car for World Record—5,000,000 Cars in a Year—Opening up the Far East—An "Order of the Road"—A Motor Riddle—Motor Cycle Reliability Trial.

MOTOR NOTES.

THE FORD AGENCY.

A local company has been formed to take over Mr. Andrew Harper's business as Ford dealer, and amicable arrangements have been made by which Mr. Harper hands over his Ford interests. The new company comprises Mr. Harper's son and a number of other well-known business men.

Mr. Andrew Harper does not intend to retire from the motor business altogether, but his present premises will be handed over to the local company, while he will probably devote himself largely to developing up-country trade as agent for another well-known make of car.

Meanwhile, the jealously guarded local secret of the new Ford is to be kept to the last. A first consignment has arrived in the Colony and delivery will be taken to-day, but the windows of the Ford showroom have been covered over, and not until everything is ready on Saturday will the public be allowed a glimpse of the car.

THE PLATING BUGBEAR.

Recent visits to garages have revealed that large numbers of motorists are having windscreen supports and other exposed parts painted with the new cellulose preparations. The fact should embolden manufacturers to take their courage in both hands and abolish the fetish of plating. What is the purpose of it, anyway?

When, says a writer in *The Light Car and Cyclecar*, I ventured to comment on the paradox of having to put vasoline on plate which was supposed to be an armour against rust, a prominent manufacturer told me that plate was intended only for effect. Well, the effect after a few months—or even weeks in some cases—is not at all pretty, and there seems no reason for retaining such a transient medium.

The Austin people took a bold line when they brought out the Seven with a black radiator, and I have not heard that this had any adverse influence on sales. Doubtless glittering plate looks very alluring at Olympia, but the knowledgeable owner who has little time to spend with the polishing cloth is not deceived. Let but a few firms set a lead at the next Olympia Show and the bugbear will be gone for ever.

A NEW RACING ERA.

What we owe to racing up to the present may be as nothing to our debt in the future if entries in the world's most important events are confined to cars of the "sports touring" class. These cars would approximate closely to standard productions and weaknesses in design and avenues of development opened up by racing would be reflected at once in improvements made in the so-called "family car." It cannot be denied, says *The Light Car and Cyclecar*, that the lessons learned from what will soon be old-fashioned racing cars, costing thousands of pounds to build and totally unlike the production models bearing the same name, applied merely to automobile practice as a whole. We are, of course, really grateful for front-wheel brakes, engines of higher efficiency, lighter chassis, superchargers and so on, which "frank" cars evolved, but we shall be even more grateful for the perfection of individual makes brought about by the participation of tuned-up models in tests calculated to find out weaknesses and omissions which it often falls to the lot of a private owner to discover.

ON THE TRACK.

A very fine performance has been put up by a Singer Junior of 849 c.c. on Montlhéry track, where, under appalling weather conditions, it covered over 5,000 miles in six days' continuous running at an average speed of over 30 m.p.h. The test was carried out merely to prove that a small car, costing no more than £140, can be entirely reliable and capable of continued high speed. The car was standard in every respect, except that it had an extra large petrol tank, larger lamps and an automatic wiper.

Montlhéry track was, of course, the scene of the Hon. Victor and Mrs. Bruce's wonderful drive on their 6-cylinder Sports A.C. (Acades), when they beat the existing 15,000 miles World's record by 48 hours. Despite rain, snow and ice on the track and a crash in a blinding snow storm, the car ran like clockwork, lapping at 80 (Continued at foot of next column.)

THE BRITISH MOTOR CYCLE OVERSEAS.

The British Cycle & Motor Cycle Manufacturers' and Traders' Union have decided that the 1928 Cycle and Motor Cycle Show at Olympia, London, shall be open from the 5th to the 10th of October. Last year's show was very largely attended by representatives of overseas buyers and these welcome visitors are expected to grow in numbers yearly, as Great Britain is universally regarded as the centre of the World's market in these two industries and their allies.

Successes are already being reported from overseas in various reliability and speed events held this year. For instance, the South African T. T. Junior race of 240 miles was won by a 3.49 h.p. A.J.S. machine for the second year in succession. The rider, Mr. Len Cohen, established a new record average speed of 64.5 m.p.h., and also a record for the fastest lap of the 20 miles circuit at a speed of 60.2 m.p.h.

A new record breaking achievement in New Zealand stands to the credit of a standard E. W. Douglas machine. Mr. C. Capron rode from Hastings to Wellington, a distance of over 200 miles in 3 hours 47 mins., and then did the return trip with a total of 12 hours 21 mins. for the complete journey. This fine performance over a road which is very rough in parts attracted a great deal of attention, particularly as it broke the existing record by 51 minutes.

A Douglas machine, by the way, still holds the record for the Double 12 hours for a combination having an engine not exceeding 350 c.c. Although it was gained in 1922 by a 340 c.c. machine with side car which covered a distance of 1,002 miles at an average speed of 41.76 m.p.h., the record still stands.

A Matchless model L/R has carried off the Championship of Denmark for 1927 after a strenuous three-day trial over 1,000 miles of very bad roads. Then, in Holland, a model "V" Super sports machine made fastest time of the day in the flying kilometre Test and best time of the day for Dutch riders in the speed hill climb, which was open to all Holland.

In the Federated Malay States, Mr. Rex Duncan won the 250 c.c. side valve class of the Perak Motor Union Hill Climb with his model "R" and the 300 class with his model T/2, while yet another success was scored by the same rider in the 350 c.c. Sports Class riding a "Matchless" model L/R O.H.V. camshaft machine.

DRIVING LORRIES ON GAS FROM WOOD.

The employment of producer-gas as a fuel for vehicles formerly utilizing petrol is making sure, if rather slow, progress. It is hardly to be expected that with petrol at its present price level there is much scope for the gas-producer in this country, but overseas, in many parts where the country is only partially developed, petrol is a most important item of transport cost, reaching 4s. or more per gallon, and it is there, says *The Commercial Motor*, that the gas-producer should find a ready market if—and this is most important as it may have to be operated by native drivers—it is simple, does not require an undue amount of attention and is capable of being readily cleaned.

There are other important requirements. The producer must be able to consume fuel readily obtainable in the country where it is employed, at must not be so bulky as to obtrude much upon the loading space or be unduly heavy, and it must provide a gas of good and even quality a comparison of which with petrol will not be too invidious.

Most of the producers already in being have to be supplied with water, and, although the amount so consumed may not be excessive, yet in certain districts every drop of water is of value. A new type of producer is now being made, to utilize only wood or other vegetable-fuel and providing a gas of high calorific value without the addition of any water whatever whilst embodying in the one casing two groups, scrubbers and a cooler.

m.p.h. or so, with an average speed of over 68 m.p.h. for the full distance. The performance would have been a remarkable one under ordinary conditions, but is the more amazing in the face of such weather and after the shaking which both the car and Mr. Bruce received. Undoubtedly such achievements increase the prestige of British cars all over the world.

MOTOR-CYCLE RELIABILITY TRIAL.

TWO LOCAL AGENTS TO ENTER TEAMS.

It is understood that the local Agents for the Harley-Davidson and Rudge-Withworth motor-cycles are entering teams in the proposed Reliability Trial which is to take place on the 11th March.

The Harley-Davidson Agents, Messrs. A. Gascon & Co., have decided to use three of their "single" models, the type being the 350 c.c. O.H.V. Model. The riders most probably will be Messrs. A. Gascon, the Agent, S. Marriott, and P. Brown.

The Gascon Motor-Cycle Co. are to be congratulated upon their sporting decision to enter the Trial.

The Rudge-Withworth agents, Messrs. Rudolph, Wolfe and Kew, are entering, if possible, three of their latest 4.94 h.p. "Special" models. These motor-cycles have done exceptionally well in the Trials held at Home, and their coming performance will be closely watched by all local motor-cycle enthusiasts. Up to the present these are the only local Agents who have decided to enter but perhaps others will follow suit. Should the above mentioned agents be the only ones entering teams in the Trial, the straight duel between Britain and America should prove of interest.

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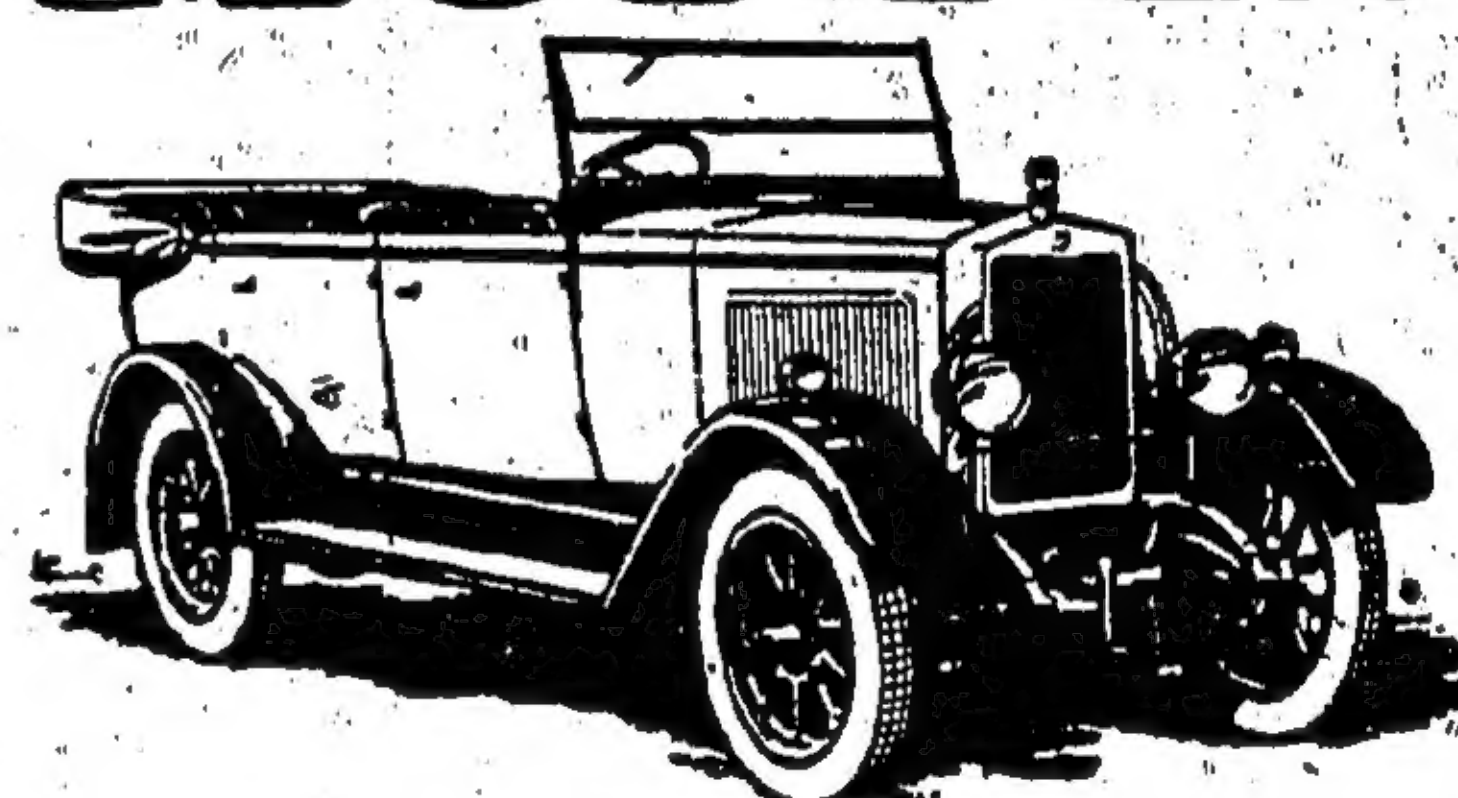
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48" TRACK—105" WHEELBASE.				48" TRACK—106 1/2" WHEELBASE.			
ROADSTER	4 Seater	£180	£180	ROADSTER	4 Seater	£250	£240
TOURING (4-DOOR)	4 Seater	210	200	TOURING	4 Seater	270	260
COUPE (FIXED HOOD)	2 Seater	220	210	COUPE	2 Seater	290	270
SALOON (4-DOOR)	4 Seater	235	225	SALOON	4 Seater	310	290
TRAVELLER'S CAB	—	—	200	LANDAULETTE	5 Seater	370	330
STANDARD VAN	—	—	200	MORRIS-OXFORD 13.9 H.P.			
MORRIS-COWLEY 11.9 H.P.				56" TRACK—106 1/2" WHEELBASE.			
56" TRACK—105" WHEELBASE.				TOURING	5 Seater	295	275
ROADSTER	4 Seater	—	190	SALOON	5 Seater	335	310
TOURING (4-DOOR)	4 Seater	—	205	MORRIS-OXFORD 15.9 H.P.			
COUPE (FIXED HOOD)	2 Seater	—	220	56" TRACK—114" WHEELBASE.			
SALOON (4-DOOR)	4 Seater	—	235	(4-speed gear)			
MORRIS-OXFORD 11.9 H.P.				TOURING	5 Seater	365	355
48" TRACK—106 1/2" WHEELBASE				SALOON	5 Seater	435	400
TOURING	4 Seater	—	235	MORRIS LIGHT SIX 17.7 H.P.			
SALOON	4 Seater	—	255	2468 cc—Approx. 2 1/2 litres.			
				TOURING	5 Seater	—	360
				SALOON	5 Seater	—	405



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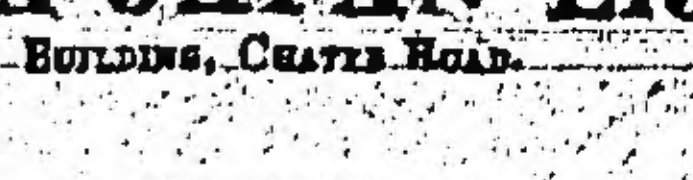
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