

THE MOTOR WORLD.

LIGHTING-UP TIMES.

To-night	6.12
Sunday	6.11
Monday	6.10
Tuesday	6.9
Wednesday	6.7
Thursday	6.6
Friday	6.5

First Petrol Car.

The death is announced at Rochester, New York, of Mr. George B. Selden, who is described as the inventor of the first petrol-propelled vehicle. Mr. Selden was in 1879 in New York granted a patent for an improvement in road engines, and he claimed that any vehicle propelled by an internal-combustion engine afterwards manufactured was an infringement of his rights. At the beginning of 1910, 71 American motor manufacturers admitted this claim.

The Dodge Purchasers.

Satisfying the demand for Dodge Brothers' cars is a great problem, and although many deliveries are being made it is impossible for the Winterbottom Motor Company to catch up to the orders. The following is a list of those who took delivery of Dodges during March, though owing to the late arrival of the shipment only 15 orders were executed out of the

TO THIS IS 72,000 OF MOTOR. VERY HERE IS
known of the Knight motor in this State,
but what are here have given an excellent
account of themselves. A most interest-
ing working model of a sleeve-valve en-
gine in section can be seen working in the
window of Adams Motors Ltd., opposite the
Bungalow. The quietest of poppet valve
engines can never equal in silence the
Knight motor or power with equal dimen-
sions.

Adams Motors, Ltd.

Although only a week in the new pre-
mises, Adams Motors, Ltd., have sold a
number of Overland fours, and expect to
be waiting on new shipments by Easter.

Regular shipments of Willys-Knight are
to be expected, as this car has not even a
competitor, and must attract attention at
the present price.

New Company Director.

Lieut.-Colonel Margolin, D.S.O., has join-
ed up with Adams Motors, Ltd., and has
been appointed a director. Colonel Mar-
golin has seen extensive war service. He
left W.A. with the famous 16th Battalion,
served in Gallipoli, Egypt, and France for
3½ years with that unit. Then he was
transferred to the Imperial Army, and
served in Palestine during the last phase
of the campaign. Eventually he resign-
ed his position with the Palestine Gov-
ernment last May, and returned home,
where his intentions were to settle on the
land, but as he did not succeed in getting
suitable property during the five months

a suitable property during the five months since his return, he has decided to join the above firm, and trusts that he will be able to further the interests of the firm and the Overland and Willys-Knight cars in this State.

Engine Design.

Based on its ability to give maximum power under all conditions, with a minimum consumption of petrol and oil, and to

be so constructed as to need practically no looking after, the engine is either a complete success, or needs re-designing in certain important features from time to time as occasion demands. Since 1916 the Chevrolet engine has not been altered. The only differences effected during those past six years is the addition of a water pump, and a change to high tension magneto ignition. Such a remarkable example of skilful designing is rare in motor history. When it is remembered that the annual output of Chevrolet cars has exceeded the 200,000 mark, simple calculation will show that during this period a mileage of many millions has proved, beyond the slightest shadow of doubt, that Chevrolet owners have one of the most efficient engines ever made. Overhead valves, together with a general simplicity and all round accessibility, stamp it as an ideal unit for the man who makes a hobby of looking after his own car, and that it is economically perfect is shown by the consistent high average of petrol and oil mileage.