

and part of the water-jacket. The remainder of the jacket is formed of corrugated sheet copper held down by steel bands fastened in place by screws. The valves are set diagonally in the cylinder-heads, and are operated by rock-levers from an overhead cam-shaft, which is driven by bevel-gearing from a vertical shaft in front of the engine. A transverse shaft, skew-gear driven from this vertical shaft, drives the magneto and the circulating-pump. Another vertical shaft is used to drive the oil-pump, which is situated outside the crank-chamber. The engine, as a complete unit, is mounted in a pressed-steel frame suspended on quarter-elliptic springs placed transversely at the corners.

Dimensions.—190 mm. by 230 mm.; weight, 500 kilogs.; h.p., 200.

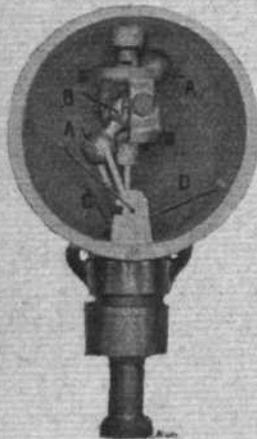
Wolseley 180-h.p.—British-built 8-cyl. V-type engine having its cylinders cast in pairs complete with the cylinder-heads, valve-chambers, and part of the water-jacket. The remainder of the water-jacket is formed by a sheet of copper held in place by screws. Over the valve-chambers is a detachable cover-plate separately water cooled. Particulars of this engine have already appeared in FLIGHT.

Dimensions.—140 mm. by 160 mm.; weight, 600 kilogs.; h.p., 180 at 1,000 r.p.m.; price, 25,000 francs.

SIMPLICITY IN SPEEDOMETERS.

THE ELLIOTT MECHANISM.

THERE are few motorists who have not made the acquaintance of the Elliott type of speedometer at one time or another, or who do not habitually use it upon their own cars, but we venture to think that comparatively few of them have any idea as to the internal simplicity of this beautifully designed little instrument. Certainly, judging from our own experience with it on numerous cars, they will neither have had any occasion nor any excuse to make investigations on their own account owing to any trouble that may have been experienced with it, or to any fault that is likely to have developed when in use.



At any rate the accompanying illustration cannot but prove interesting to those who appreciate a first-class instrument of this kind, and this to-day means every

owner and user of any make of motor car. Our photograph shows the interior of one of these speed indicators, made with a specially light case to render it suitable for aeronautic purposes, but otherwise identical as regards the moving parts, to the thousands of Elliott

speedometers which are in regular use in every part of the globe.

No difficulty will be experienced in recognising the governor-balls, A, which are pivoted upon a radial shaft mounted within their revolving casing, nor will any difficulty be experienced in following out the manner in which the ball on the left is linked up with the sliding collar, C, which rides upon the vertical revolving spindle, and engages with the recording-needle that is normally brought back to zero, and held up against one side of the collar by means of the light spring, D. It will, in fact, be observed that the life and soul of the instrument is the revolving casing that carries the two balls, A, which are free to rock about the spindle against the action of the coiled spring, B.

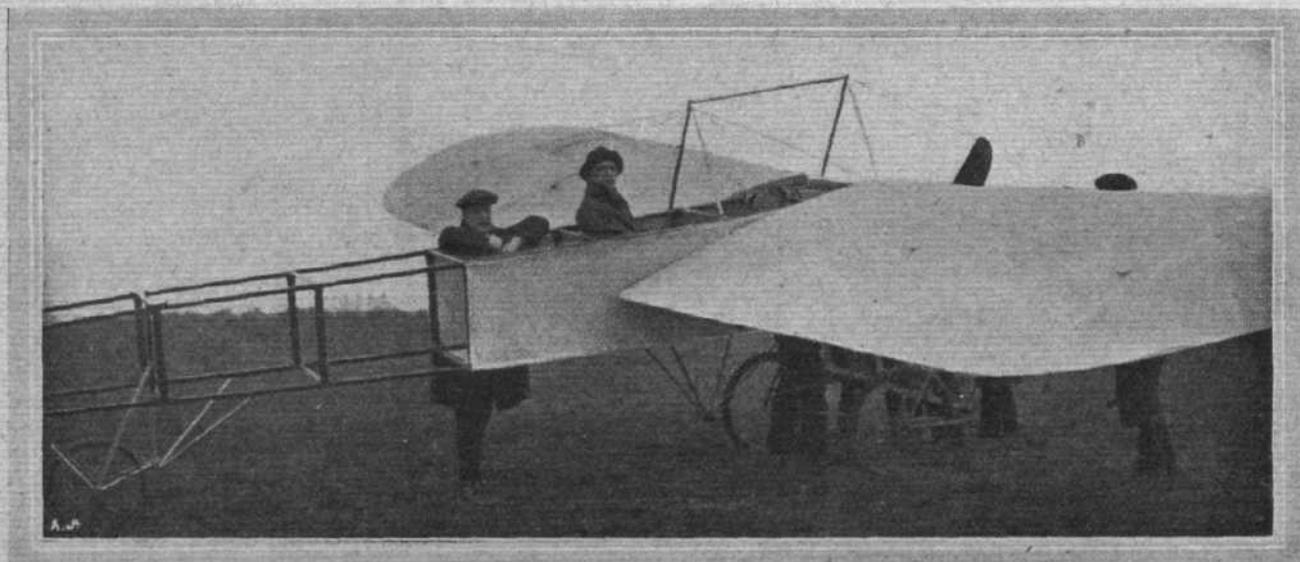
It is, of course, the centrifugal force acting on the balls, A, that causes them to fly outwards and assume a more nearly horizontal position against the action of the spring, B, while it is the fly-wheel effect produced by the nicely balanced casting carrying them which renders this celebrated make of instrument as dead beat as it is.

The actual instrument from which our photograph was taken has an aluminium case and a plain glass front whereon can be affixed any desired scale that may be needed by the motorist or the aviator; thus equipped it weighs no more than 28 ozs.

History on Canvas.

By way of commemorating the cross-Channel flight of M. Bleriot, the French Under-Secretary of Fine Arts, M. Dujardin-Beaumetz, has instructed M. Therenot to

paint a picture showing M. Bleriot being embraced by M. Fontaine on landing on British soil. M. Therenot was gazetted to the Legion of Honour on the same day as M. Bleriot.



Mr. G. W. Parkinson, of Gosforth, Northumberland, at the wheel of his Bleriot monoplane. Mr. Parkinson, as we recorded, made his initial flight at Newcastle three weeks ago.