

The ...
...Motor.

MOTOR NOTES.

By "ACCUMULATOR."

The N.Z. Automobile Co. Ltd. was incorporated on the 13th ulto., with Mr. H. Leicester as secretary.

Fig. 3 illustrates an 8-h.p. Reo car recently delivered to Dr. Douglass, of Nelson.

The Government have under consideration a scheme for employing motor delivery vans in connection with the State Coal Department.

Two of the well-known Yorkshire patent steam wagons will shortly arrive in the colony for use in the brick-carrying trade.

The N.Z. Automobile Co. report that they have disposed of fifteen Ford cars during the past two months.

A new Dennis petrol-driven 'bus, with patent worm drive, is to arrive in the colony at the end of August. The agents are the N.Z. Automobile Co., Wellington.

The widespread strike in the French motor industry will, if continued, render acute the already serious delay in the delivery of various commercial motors, including motor omnibuses.

It has been found by a representative of the *Daily Mirror* that it is possible to travel round London by electric tram cars and motor 'buses, covering no less than 79 miles in 12 hours, at an average cost of one halfpenny a mile.

Fig. 1 illustrates a 16-h.p. Reo car which won the Mount Washington International Climbing Contest, and lowered the record of its class 23 minutes in 8 miles, beating its nearest competitor by 8 minutes. The Mount Washington Climb means 8 miles of steep, rocky road.

In the course of his speech at a luncheon given by the directors of the Daimler Motor Company, Limited, at the Coventry works, on the 2nd June, Mr. E. Manville, chairman of the company, announced the fact that the Daimler works would, at no distant date, be turning out large numbers of commercial vehicles.

Some interesting correspondence from the Turner-Miesse Co. appears in this issue. It seems that this company considered our enquiry which appeared in the March motor number as to "Where are the Steam Cars?" of sufficient value to warrant their supplying the answer. Their letter will be found on another page.

Edinburgh Corporation has to be added to the list of local authorities which are modifying their tramway projects owing to the arrival of satisfactory motor 'buses. The last month has witnessed the excision of all clauses from the

gauges which show the state of the tank. A combined watch, compass, and aneroid barometer fastened to a patent speed gauge. Goggles made with side mirrors working on hinges, by which the driver can see behind him without turning his head or taking both eyes off the road in front. The safety glass screen is a triumph. Two sheets of plate glass are fastened together with a sheet of celluloid between them, and the result is that when indignant foot-passengers heave half bricks, or the car tries to ride over a bull, the glass does not splinter. It merely "stars" or cracks. The celluloid sheet keeps the pieces in place, and it is just as transparent as the single sheet of glass.

The new motor car which has been built for Mr. G. W. Perkins, the American millionaire, puts all others in the shade. It has a drawing-room and a bed room. The former is furnished elegantly, and has revolving chairs fastened to the floor. The bed room has a couch and a complete dressing-table. There is an electric light over the couch, so that, when reclining, the millionaire may read comfortably. There is

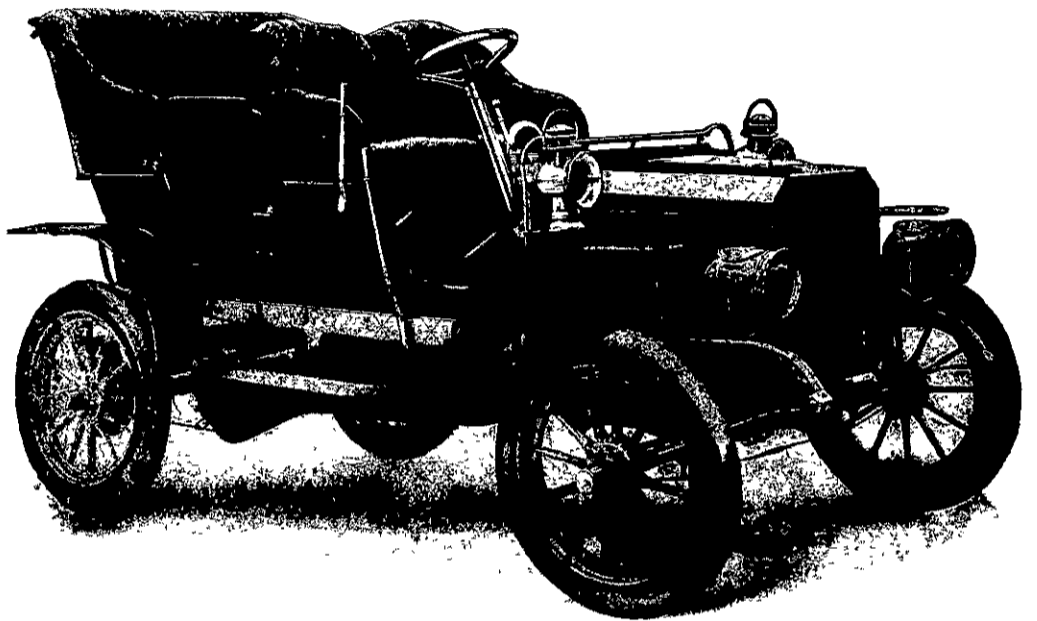


FIG. 1: 16-H.P. REO CAR THAT WON THE MOUNT WASHINGTON (U.S.A.) INTERNATIONAL CLIMBING CONTEST.

Corporations Bill, now before the British Parliament, which contain proposals for tramway extensions in the suburbs.

Fig. 5 is an illustration of the Reo 16-h.p. 10-passenger 'bus, with a speed of 18 to 20 miles with a full load. This car is the machine that won the American National Trophy at the recent 6 days' Economy Contest. The machine carried its full load for six days, travelling 682 miles at a total cost of 10/8 per passenger. This car also won two other medals, in the same Contest, for economy, including tyre charges, and another trophy for the least gasoline cost per passenger.

Motor improvements are crowding so fast on one another that it is almost impossible to keep pace with them. Here are a few: Lamps fitted with reversible lenses, that can be made to throw either concentrated or widely divergent beams. Petrol

a megaphone over the head of the chauffeur, connected to speaking tubes to various portions of the car, so that commands may be passed without moving. Electric heaters warm the apartments throughout, and at the back there is a dainty little cooking kitchen. There is a roll-top desk in the passage way, and Mr. Perkins uses this on his journeys for his correspondence. The car cost £5,000, and in case Mr. Perkins wants a run for mere enjoyment, he is having another car built of an ordinary pattern. Apparently the £5,000 affair does not conduce to enjoyment.

From the bulk of correspondence received by the last American mail we learn that almost every British and Foreign motor-car factory is overtaxed with Home orders. So much so is this that great difficulty is experienced in filling colonial demands. Indeed, the factories which have contemporaneously gauged the dual requirements of a Home and export trade are virtually the only ones which can entertain colonial orders at the moment, and, possibly for some time to come. Amongst these the Argyll people may be reckoned with as displaying a prescience that has no record in the chronicles of a similarly expanding industry. A few years ago this celebrated Scotch concern foresaw the congestion that would ensue on the non-completion of all orders, whether Home or Foreign, with the result that to-day they can boast the largest and most complete plant in the world, a plant that is enabling their famous product to reach out to the most distant parts of the habitable globe in fulfilment of urgent orders. Other British firms which have kept pace with the times are the Napier, Wolseley, Turner-Miesse (steam), and Alldays, all of which are pushing export trade to the detriment of the products of less resourceful concerns.

Mr. J. Liddiard, writing to *PROGRESS*, under date 25th May, 1906, says:—"The motor 'bus, as Londoners have it, is by far the most remarkable of modern street developments. The other day I stood in the Edgeware road for 10 minutes, and during that time there passed 18 motor 'buses, larger and more comfortable in every way than the old horse 'buses"

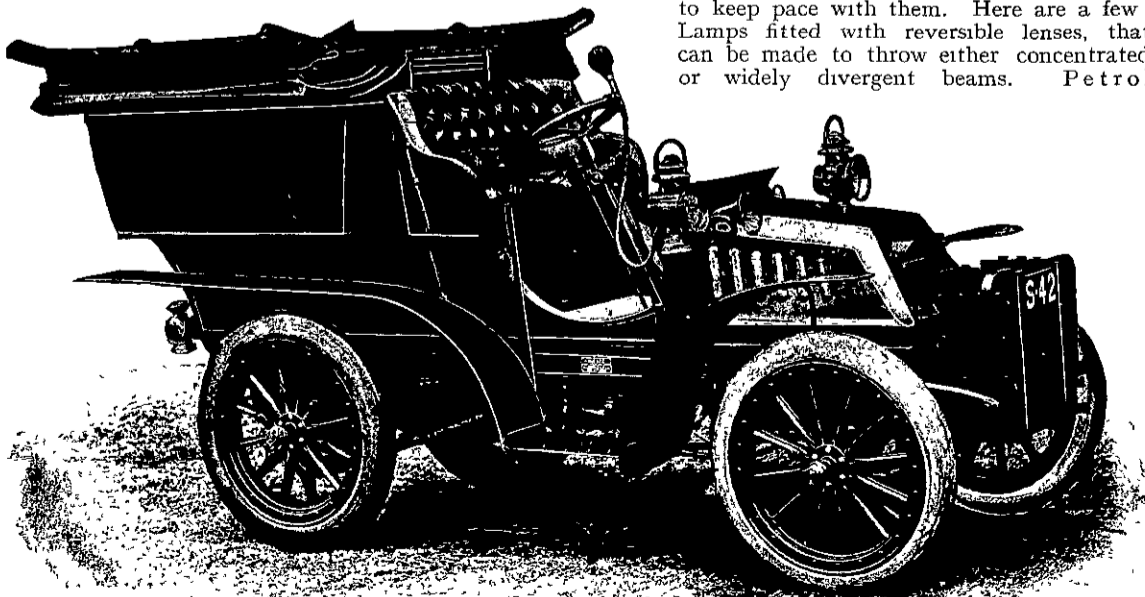


FIG. 2: 12-14-H.P. TURNER-MIESSE STEAM CAR.