

Where are the Steam Cars?

The Editor, PROGRESS.

Sir.—We have perused with interest your article in the issue of March 1st, "Where are the Steam Cars?" We cannot agree with your statement that the machinery in a steam car is more complicated than that of a petrol car, or more liable to get out of order. We claim that a steam car is less complicated than a petrol car and less liable to get out of order, and we think we could bring ample proof of the justice of this contention.

Will you permit us to call your attention to the following two letters which appeared in different motor journals. The writers of both these letters are private individuals without any mechanical experience:—

"Re Turner-Miesse steam cars. I have had mine for over 7 months, and have driven over 1,800 miles. I have never had anything happen to any part of the car or machinery, and I have not looked at the engine or ground in a valve. I clean the nipple each journey, and don't have any trouble with the furnace. I have had to tighten the brakes (owing to wear), but the engine, pumps, and generator have given no trouble at all, and I have had but one puncture. I drive the car myself and a boy does the cleaning down. If I were to sell this car, I should buy another with a larger body, as there is ample power. I went to London recently with five up, and had a good tour round, altogether about 350 miles, and no trouble at any time. My first stop was at Bishop Stortford, 80 miles, and I filled up with paraffin and water as it was a handy spot. I consider the great advantage of a good steam car lies in what it has not got, viz. sparking plugs, accumulators, coils, gears, clutch, etc., and another thing: I once had a rare bang on the arm in starting up a petrol engine, and don't want another. By all means go for a Turner-Miesse treat it properly and you are bound to have complete satisfaction."

"Your correspondent 'W.R.C.R.' wishes to know of the good points of steam driven cars. Let us consider the ultimate aims of the makers of petrol cars which are reliability, power, ease of control, flexibility, cheapness of running, ditto of maintenance (including tyres), silence, simplicity. The Turner-Miesse cars have all these good points, and in addition, no changing of gears, no clutch, and no electricity. As a private owner, I have driven one of these cars (a 10 h.p.) for a year and a half, and am very pleased to be able to say a good word for them."

Further, you state the cost of running per mile is greater with a steam car than with a petrol car. This, again, we do not consider a correct statement. The consumption of paraffin or kerosene, by a 10 h.p. Turner-Miesse steam car, carrying a load of four or five passengers, is approximately 1½ gallons per hour. You will observe that the Turner-Miesse steam cars use kerosene as fuel, and we think you will admit the great advantage of being able to use a fuel which, we understand, can be readily obtained in your country at a moderate price. We feel quite sure that you are entirely unprejudiced, and that you will grant us the necessary space to remove any misapprehensions that may be caused by the article in question. We are pleased to say that the modern steam cars of the type of the Turner-Miesse are growing steadily in popularity in this country. We are increasing our output every year, and if any of your clients are desirous of taking up an agency, we shall be pleased to send full particulars on receipt of enquiry. We should also like to take this opportunity of informing your readers that we are now manufacturing light steam commercial vehicles, using ordinary kerosene as fuel, carrying a load up to two tons, or 16 to 20 passengers. The construction of these vehicles is

so simple that they can be placed in the hands of any man of average intelligence after a short tuition, with complete success.—We are, etc.

TURNER'S MOTOR MANUFACTURING CO., LTD.,
J. B. DUMBELL,
Managing Director.

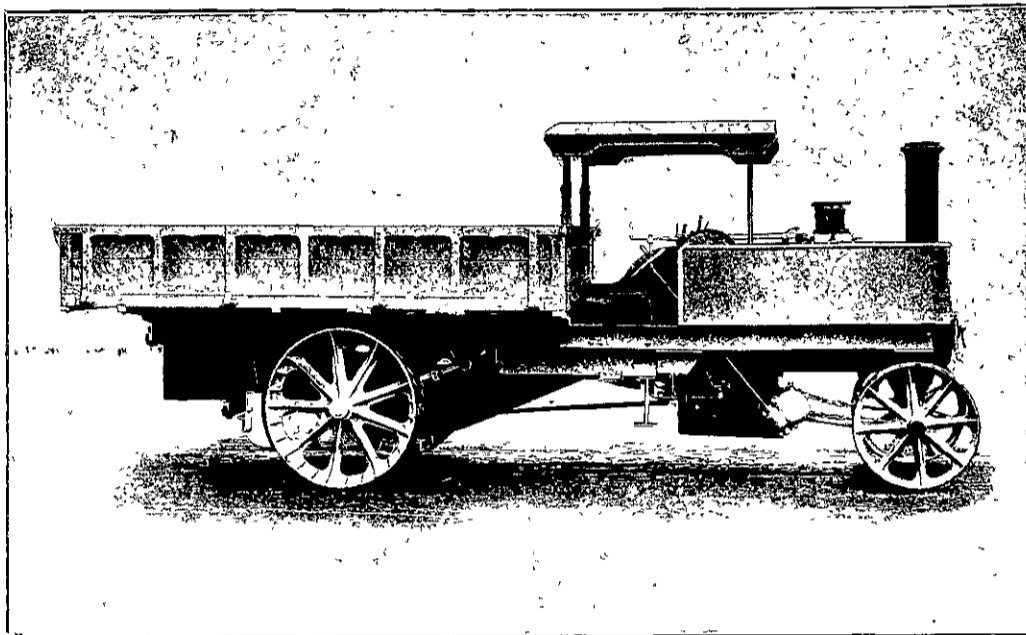
Economical Motoring.

REMARKABLY LOW RUNNING EXPENSES OF A 10-12-H.P. "ARGYLL."

ABOUT a year ago, says *The Sketch*, of May 16th, 1906, Argylls London, Limited, which is the independent company formed to take over the retailing of Argyll cars in London and a certain distance

the 5,000 miles necessary to qualify for the prize and certificate, and that these will be able to show figures as satisfactory as those here quoted.

At the risk of a suggestion that I am dwelling at too great a length upon one subject, I shall venture to give the items making up this total amount of £25 11s. 3d. Expenditure: petrol, 310 gallons, £11 7s. 2d.; engine oil, 13 gallons, £2 10s.; machine oil, 10s.; grease and paraffin, 4s. 3d.; paste, dusters and waste, 13s. 9d.; renewals, 4 sparking plugs, 6 valve springs, 1 fan belt, 2 ball races, £2 9s. 10d.; repairs and adjustments, £6 16s. 6d.; sundries, 19s. 9d.; total, £25 11s. 3d. Other amounts given, which clearly cannot be put to running charges, are tyre, one inner tube (not used) £1 14s.; sundries, oil-can, 1s. 6d.; 1 spoke brush, 2s. 6d.; hose for garage, £1; 1 second-hand accumulator, 10s. No figures are set down for charging accumulators, as they were charged from the firm's electric light installation.



A NEW TYPE OF STRAKER TIPPING WAGON, 25 OF WHICH HAVE RECENTLY BEEN DELIVERED TO THE BRITISH GOVERNMENT.

round, were, in the person of their chairman and managing director, Mr. Eustace H. Watson, seized of an idea—to wit, to offer a prize of five pounds and a certificate to any paid driver of an Argyll car who had driven his car five thousand miles at a minimum cost for fuel, repairs, etc. The first claim has been made by W. W. Parks, a driver in the employ of Messrs. McDowall, Stevens and Co., who ran a 10-12 horse-power two-cylinder Argyll car for the conveyance of their travellers in and about London. The figures as detailed hereafter, show a total expenditure of £25 11s. 3d. so far as actual running costs go. This works out at 1.181d per mile, while the petrol consumption is at the rate of 16.74 miles per gallon.

The major portion of this tour of 5,000 miles odd has been covered over London streets, which, as is well known to all who drive much in the congested thoroughfares of our overgrown city, cause much waste of fuel by the frequent starting, stopping and declutching they necessitate. Under such circumstances it cannot be gainsaid that the figures are very creditable, not only to the driver but to the car. This will be readily admitted when I point out that the maximum amount allowed for expenditure by Argylls London to any driver applying for the premium is £42. Mr. Watson informs me that there are a number of drivers in charge of both two and four cylinder Argylls who are almost on the point of completing

Motor Boots.

Parisians were recently startled by seeing a big-booted man whizzing along the Avenue des Champs d'Elysees and thence to the Bois de Boulogne at the rate of 25 miles an hour. It was M Constantini, inventor of motor boots, displaying his new footwear. The boot resembles tiny automobiles, 15 inches long fixed on high boots. Each has four rubber-tyred wheels eight inches in diameter. Accumulators are carried in a belt. They transmit by wires one and one-fourth horse power to each motor. The motor can be run at a speed ranging from 6 to 30 miles an hour. Each boot weighs 16 pounds, but as the feet are not lifted up the weight does not matter. Constantini claims to have travelled several hundred miles with them. He intends to travel from Paris to St. Petersburg on them.

A postal card from the globe-circling motorist, Mr. Charles J. Glidden, has been received from Saigon Cochun China, showing that his mileage up to the 24th March had reached 32,000 miles, covering a period of 257 days. In a postscript Mr. Glidden adds that "China and Japan come next. Have planned fifty thousand miles in fifty countries, to finish 1911."

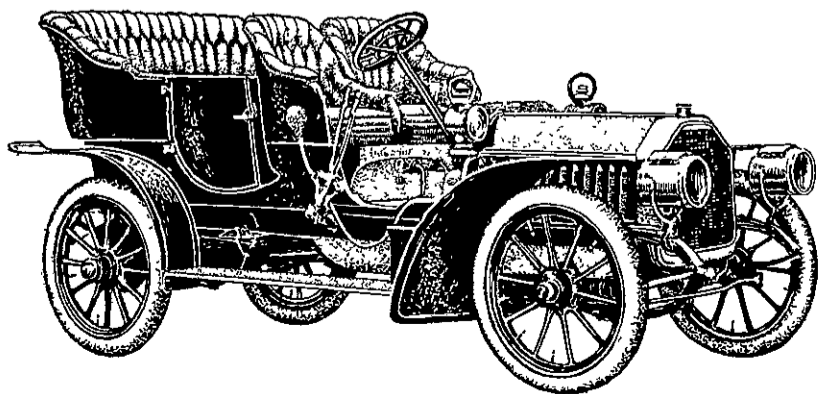


FIG. 6: 30-H.P. PEERLESS TOURING CAR.

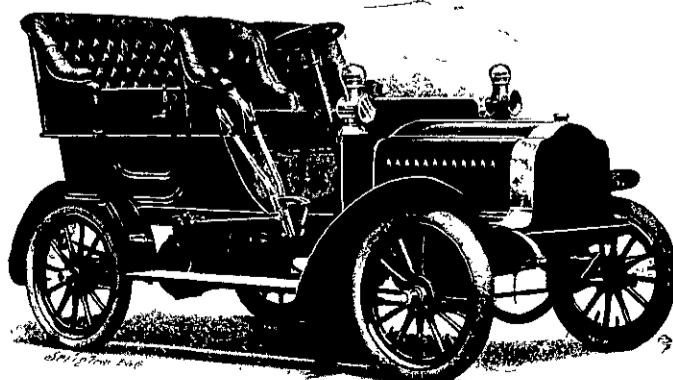


FIG. 7: 16-H.P. 3-CYLINDER COMPOUND LIGHT TOURING CAR.