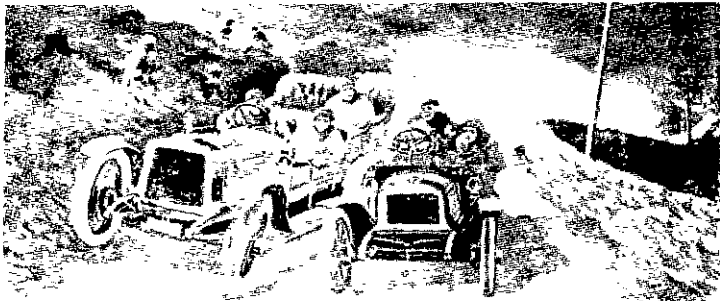


makers stock and sealed all over if they like, that is where we are prepared to come in and do our best in the development of the light-motor vehicle with one of our standard Phoenix cars. The public would see of what the actual car they buy is capable. At present they only see what a special car on which money has been lavished wholesale, and which is quite different from the car they purchase, can do. Even the High Priests of the present type of racing are asking themselves whether it is not time to stop. We went through the 1,250 miles Tour de France (one of the very few reliability runs promoted by the French), we have been twice from London to Edinburgh (a distance of nearly 400 miles on a straightaway run averaging 20 m.p.h.); and have in many other ways demonstrated that which the public require to know concerning the actual vehicle they purchase. No doubt the other cars named with the Phoenix are capable of equally good work, but it is not by disorganising a factory to build a special team of racing cars, which prove nothing to the public concerning the car they buy, that a really sound business is to be developed, or a national industry maintained.

Wellington Automobile Club.

The third annual meeting of the Wellington Automobile Club was held some days ago in the Empire Hotel. Mr. G. W. Shurtcliffe, a vice-president, occupied the chair. The financial position of the club is very good, and the report and balance sheet were adopted. The following officers were elected for the present year:—President, Hon. T. W. Hislop; vice-presidents, Hon. Dr. Findlay and Hon. Dr. Collins, Dr. Gibb, Messrs A. de B. Brandon, W. H. P. Barber, M.P., C. Elgar, G. W. Shurtcliffe, J. J. Williamson, and T. M. Wilford, M.P.; committee, Messrs A. de B. Brandon, Wm. Crichton, T. Inglis, J. H. Owen, G. W. Shurtcliffe, H. Wadell, J. J. Williamson, Drs. Gibbs and Prendergast-Knight; hon.



A dangerous turn during the July Scotch climbing trials, the 10 h.p. Adler having stopped suddenly, forcing the 20 h.p. Talbot to a sharp turn of extreme danger to get past at 40 m.p.h.

secretary, Mr. C. M. Banks, hon. treasurer, Mr. E. Bucholz; hon. auditors, Messrs. Oswald Beere and A. E. Whyte.

The proposal of the committee to hold a two-days' reliability trial was confirmed. The route will be from Wellington, via Masterton, Pahiatua, Palmerston North, Paekakariki and back to Wellington. A stop will be made the first day either at Pahiatua or Palmerston North. A gold medal will be awarded to each car which makes a non-stop run on the two days. As the cars have to go over the Rimutaka and the Paekakariki Hill, the test will be very severe for such a short run. The date of the trial will be decided by the committee presently.

The Albion Commercial and Pleasure Cars.

Mr. Hamilton Grapes has just returned from a business trip to the Old Country and the Continent, where he devoted a considerable amount of attention to the motor car, both as a business and pleasure vehicle. It will be remembered that Mr. Grapes has been for some time the New Zealand representative of the Albion Motor Co., and was running a service of cars at Rotorua.

The new Albion cars are well maintaining the reputation of the older models, and have received an immense patronage the world over for commercial purposes particularly; the Albion Co. are specialists, and devote their attention to one model only, 16-20 h.p., which fulfils all necessary requisites.

The New Zealand Government are users of Albions for tourist purposes, and have four in use between Culverden and Hamner; these are fitted with char-a-banc bodies and carry twelve passengers. The daily run is from Culverden to Hamner and back, a distance of 48 miles.

It is a most popular trip, and the Albion cars usually take a full complement of sight-seers and their baggage, etc. The Government have since placed an order with Mr. Hamilton Grapes for a 16-passenger vehicle.

In view of the inclination of the Postal authorities here to collect the mails by motor, it is interesting to learn that the Federal Government of Australia, after experimenting with various makes of car, have ordered Albion for the Melbourne service, and intend to instal similar vehicles throughout the various centres in the Commonwealth.

NOTES.

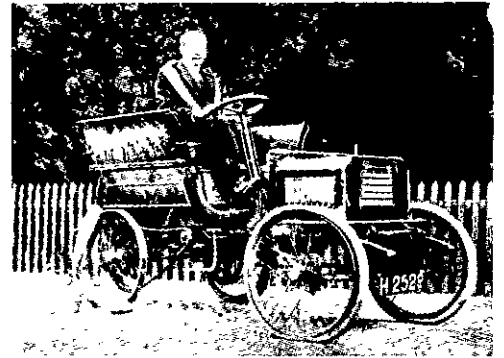
Mr. G. V. Shannon, of Clifton Terrace, was seen recently on a new car—he has taken delivery of the new 20 h.p. Rover which he has had on order for some time. The one we saw, equipped with Stepney spare wheel, Cape hood, and all appurtenances necessary to comfort, is painted a useful dust-grey colour and was travelling very sweetly.

Mr. Pincock, of the Tirocadero, Wellington, is a proper motor enthusiast. Wellingtonians will see him out this summer in a new six-cylinder Stuart car. This car is painted green and upholstered in black, and presents a very rakish front, while as regards noise, this is noticeable by its absence.

British manufacturers will probably be the last to tackle the question of standardisation, and if so their businesses will receive their death-blow. We hear on good authority that American makers of cars and component parts are working to bring about the standardisation of the more vital components of motor cars, such as motor transmissions, clutches, and universal joints. Once American makers come to an agreement, it is almost good-bye to the Bri-

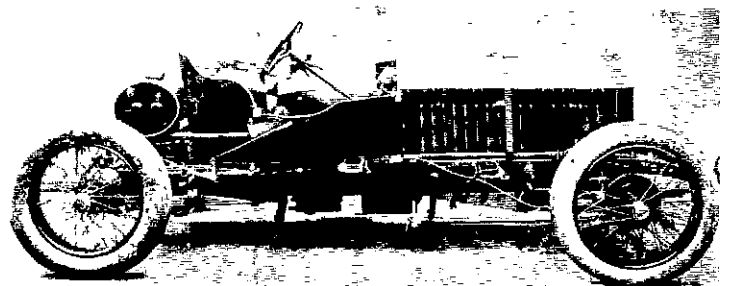
The Question of Speed Variety.

No one thinks that all cars should have four speeds, but the vast majority are much pleasanter to drive and to use with four speeds than with three. When engines of huge power and remarkable flexibility are used, three speeds may



45 CAR—An old Buick 3 1/2 h.p. bought and restored for £5. This is the car for moderate means.

suffice. There seems to be a general misunderstanding even among those who would be expected to know better, as the advocates of three speeds nearly always take the line that with three speeds one can go as fast as any reasonable person would wish, and that if the engine is big enough practically all ordinary hills can be climbed upon the top speed. They seem to think that the advocates of four speeds must want four speeds because of a sinful lust for high speed. It does not occur to them that if two cars are taken both with the same top gear ratio, and therefore the same capabilities for maximum speed, the one with four speeds will be pleasanter to drive than the one with three.



RACING ILLUSTRATED
A Grand Prix Model Napier, such as came to grief at Brooklands on August 3

A Clever Bit of Work.

Low Petrol and High Resource.

Messrs. Trengrove, Howard Brothers, and Scott, were returning from Levin the other day, and found themselves at the steepest pinch of the Paekakariki hill in difficulties. The Decauville car (16/20) came to a stop because the carburetter was left "high and dry" in consequence of the low level of the petrol in the tank. For the moment there seemed no prospect of relief short of a long journey. But Mr. Trengrove was equal to the occasion. He unscrewed the tank plug and got one of his passengers to blow into the tank (connected a human pump, in fact), with the result that the carburetter filled at once and the engine started away to work once more all right. The "passenger" in question states, we understand, that but for the intoxicating effect of the petrol fumes, he could see no reason why he should not undertake to blow the car from the bottom to the top of the tortuous and steep incline of the Paekakariki. It is a big "but."

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The coal supply of the Philippines has been found to be much larger than was anticipated and of a uniformly good character. It is stated that a large vein crosses the entire group of islands, and it has been clearly traced in one vicinity for twenty-five miles.

tish motor manufactory. The Swiss, and especially the American, machine-made watch, was the ruin of the splendid hand-made English lever, and when America gets down to business and standardises motor parts, she will be able to sell a really first-class motor car in London at prices which will leave no margin of profit to a car not built on the same system. The cheap American car assembled from standardized parts made by factories, each one specially fitted up to make one particular part, will not be as good as a hand-made car, but it will suit the purpose of the great majority in the same way that a Waltham watch has replaced the English lever.

Imperfect inflation is responsible, to a greater extent than anything else, for tyre "bursts" and quick disintegration. When a tyre is not sufficiently pumped up the walls are continually bending backwards and forwards as the car moves, with the same result as when a wire or piece of metal is bent backwards and forwards, that is, heat is engendered in the threads, as a result of which they soon weaken, and in a short time the inner walls are no longer strong enough to support the air pressure multiplied by the weight of the car, and "bursts" result.

Lack of lubrication in a particular cylinder may sometimes cause so much friction that the cylinder will lag, and, especially at low throttle openings, will add little or nothing to the power of the engine. Under such conditions the particular engine will probably heat excessively, and become so hot as to develop pre-ignition and "knocking." Conditions such as these are, however, likely to be detected during the operation of starting the motor, or by a squeaking sound when the engine is running.