

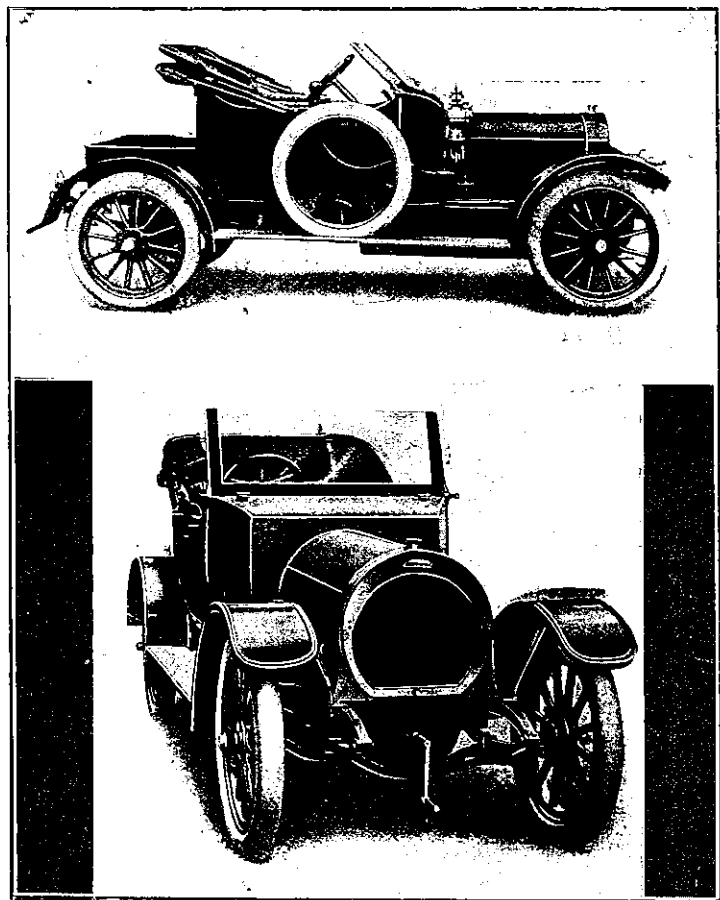
due to Vedrines and Vedrines' skill as a mechanic.

A young man with an abundance of money and spare time can readily become an aviator nowadays. He will have the best machine; will have highly paid French mechanics to do all the delicate work of adjusting and overhauling engine and planes, so that his task is merely to pilot a super-excellent aeroplane.

It will benefit the sport and business of aviation greatly if the majority, and not the small minority, of aviators were "glorified chauffeurs," with a mechanical bent.

A Wright Wing-Flapping Machine.

Vague cabled reports state that the Wrights have built a new machine with flapping wings instead of usual screw propellers. It is well-known that the



"NEW PICK" CAR.

Wright's have been deeply engaged in the propeller problem for some time past. While not inclined to believe much success lies ahead of wing-flapping devices, it will be as well, pending more details, to give the Wrights credit for not being freakish investigators.

Nevertheless I cannot help thinking that the fact that steamships are kept in motion by means of screw propellers instead of big "fins" should serve to indicate that a parallel must exist for aerial locomotion.

A well-founded "Canard."

Considerable attention is being given by constructors to the marine aeroplane. In the happy French jargon, these machines are called "Canards," and the pretty wit of every scribe encourages the

remark that "It is no canard that Mr. So-and-So is building a canard!"

The rumour that M. Bleriot has now completed his "duck" aeroplane indicates that developments in this direction are to be looked for. The Bleriot is a most extraordinary machine. In appearance it is like a stumpy monoplane seen in a distorting mirror. The "tail" is in front; the engine behind; and the pilot amidships. The main plain is well to the rear of the covered-in prow, which is deep and rises sharply.

The Bleriot is not merely an aeroplane with a few floats attached. It is a wholly new and special design for a specific purpose. It looks as if it would both swim and fly well. But one never can tell.

Retrospective.

How few motorcyclists ever give a thought to the countless inventions of which their machines represents a "tabloid" expression. There is hardly one amongst us who has any idea of the patient effort and tireless devotion to an ideal which actuated the pioneer investigator. To-day there must be over 250,000 motor cycles in use throughout the world. Twenty-five years ago there was but one extant. This machine was the progenitor of all motor cycles, and was the creation of the brain of the father of automobilism—Gottler Daimler.

I have before me, as I write, an illustration of this archaism. Quaint it certainly is in appearance, yet many points of its design are retained on the modern mount. It had a long-stroke engine, with internal fly-wheels. Its exhaust valve possessed an angular seating, and was actuated from a camshaft. Its inlet valve was automatic in action. The engine was suspended vertically "amidships," and drove a round belt, running over grooved pulleys. This machine also possessed that 1911 innovation (*sic!*) a free engine handle-starting device.

From year to year the motor cycle has been undergoing more a process of refinement than one of revolutionary change. The immense store of knowledge gained during the past quarter century has been drawn on freely. The result is a single-track motor vehicle, possessing every refinement permitted by the dictates of advisability, and staunch enough to sustain a full effort by the hour, by the day, or by the year.

The inherent sentimentality of the motor cyclist should teach him that even

a casual thought of the work of Daimler is but tribute due to a real benefactor.

The "New Pick" Car.

The "New Pick" car, which is British built throughout, has an engine of the "Enbloc" type. The bore is 90 m.m., and the stroke 127 m.m.

The inlet and exhaust branch is ribbed, and is cast separately, being secured to the upper part of the cylinder casting by four studs, the four inlet ports in communication with the single flange to which the carburetter is attached being ingeniously cast about the exhaust gas passages, so that the ingoing gas is vaporised efficiently.

The valves are all arranged on the left-hand side of the engine, and large plates serve to cover the valve springs and tappets to the exclusion of dust from the wearing parts.

The cooling is arranged on the thermosyphon principle, the radiator being of the vertical gilled tube type, a quantity of water being carried in the upper part forming a reservoir, the cooling being assisted by means of a belt-driven fan.

Ignition is by means of a Simms SU₄ type magneto, and is arranged on a bracket on the left hand side of the crank case.

The clutch is of the self-contained type, but in place of the usual leather covering to the cone, red fibre is employed, and this is found to take up its work in a very smooth manner.

The gear box contains three speeds, forward and reverse, the direct drive on top. The wheel base is 9ft.

The brakes on this car are exceptionally well carried out. The foot brake is of the contracting type, acting upon a drum behind the gear box, the hand brake being of the internal expanding type, taking effect on the wheel drums.

Long semi-elliptical springs are fitted on rear and front, with a transverse inverted semi-elliptical spring in addition anchored to the centre of the rearmost tubular cross-member of the pressed steel frame.

The front axle is of H section steel, the rear axle casing is strongly stayed and ribbed, the propeller shaft is enclosed and runs on ball bearings.

The general design and workmanship of the chassis and body is excellent. The New Pick Company claim it to be the best value in the world.

One great feature about the New Pick engine is the extreme quietness and absence of vibration on high speeds, which undoubtedly shows that great care has been taken in assembling the engine and in the balancing of the reciprocating parts.

The carburetter is of the well-known "Zenith" type, which is perhaps the most popular carburetter on the market to-day.

The wheels are very strong English Artillery, and the tires are first grade Dunlops.

The New Pick is a delightful car, and runs easily without jar. Mr. Mervyn Stevenson, of Hereford Street, Christchurch, will be glad to demonstrate to any interested person the truth of this, and give any information required.