

TheMotor.

MOTOR NOTES.

By "ACCUMULATOR."

An agency for the Napier motor cars will soon be placed in the colony.

Messrs. S. F. Edge, Ltd., intend sending out several high-powered Napier cars to the New Zealand International Exhibition.

A French reporter at the recent Paris Salon noticed that visitors greeted each other with "le shake-hands à la cardan joint."

Messrs. Giffard Nicholls & Co., of The Garage, Manners street, have been appointed motor instructors to the Wellington Fire Brigade.

Mr. Norman Heath, of Norman Heath & Co., representing Sidney Straker & Squire, Ltd., left for London on the 14th of June, and will be away about six months.

An extraordinary looking motor caravan is now used in Paris for conveying parties to balls and theatres. Its huge interior is sumptuously furnished and fitted. Passengers are practically riding in an apartment on wheels.

Sidney Straker and Squire, Limited, have recently delivered 15 double-deck motor 'buses to the Great Eastern London and Suburban Tramways and Omnibus Company Limited, for services on the Romford-London road.

A syndicate has been formed in New Zealand for the purpose of patenting and exploiting a most ingenious invention for automatically inflating pneumatic tyres by the pressure of the tyre upon the ground under the weight of the rider.

Fig. 2 is an illustration of the 10-12-h.p. two-cylinder Argyll delivery van, capable of carrying an average load of 18 cwt. A large number of these vans are used by Express Agencies and general trades in the United Kingdom.

A leading American steel company is sending a qualified metallurgist to Europe to study the material used by the makers of the best motor cars. He will test and analyse samples of the steel used, and thirty United States' motor makers have agreed to buy their materials from this steel company after their investigations, under a guarantee that the metal supplied by them will be equal in every particular to the best used in European chassis construction.

A properly designed motor, driven by spirit, would be far easier to run than a petrol motor. Carburettor troubles are fewer, as alcohol will burn under more varying conditions than petrol. The production of this new fuel would give a big impetus to agriculture, and the money now pouring out of England would go into British pockets.

According to the annual report, just issued, of the Fire Brigade Department of the L.C.C., the following fires occurred in 1905 in commercial motors while on the public highways of the Metropolis—Motor omnibuses, 10 fires—causes: Escape of acetylene gas, 1; friction, 3; friction of machinery, 1; overflow of petrol, 4; unknown, 1. Motor



FIG. 1. 40 H.P. 6-CYLINDER NAPIER CAR.

tractors, 1 fire—cause: Spark from steam motor. Motor wagons, 1 fire—cause: Overflow of petrol. In no case was there injury to the person.

Fig. 3 depicts the Argyll car supplied to the Prince and Princess of Wales for the recent Indian tour, and was considered to be the choice of all the cars offering. The machine was taken from stock, and not specially made. The fact of an Argyll standard car being chosen from stock speaks volumes for the quality of these cars, considering the plentiful competition of many aspirants for the honour of supplying a car to Their Royal Highnesses.

The *Commercial Motor* says:—Automobilism will undoubtedly be the greatest industry since the beginning of the world. Great as it is at the moment, it is still in swaddling clothes. When horses are no longer used for traction purposes and industrial alcohol has been freed from the "duty fetters" of the inland revenue, the era of automobilism will really set in. We look to alcohol as a possible national product should petrol fail us, or should England at any time be blockaded.

A dividend of 6 per cent. per annum has been declared by the Palmer Tyre Co. Ltd. The capital has been increased from £48,000 to £60,000, to

enable the purchase of patent rights, and a new agreement for management has been made, under which at least £5,000 per annum will be received for royalties.

As much as £60 for the use for three weeks of a 15-horse, five-seated car during the British General Election was asked, and the bargain was cheerfully closed by candidates for Parliament. Owners who gain these prices are apt not to ask too many questions as to the candidates' views on motor legislation.

Fig. 1 depicts a fine Napier 40-h.p. six-cylinder car built for use in South Africa. Several deviations have been made from the English standard, on account of the conditions of the roads and rough tracks. The wheels are 40" diameter, and the springs are placed well above the axles, which are of special shape, thus giving no less than 21" from the engine cover to the ground. The front axle, which is a very strong H section forging, and best able of any part of the car to stand shock, is the lowest point, being 15½" height from the ground. The exhaust outlet, on account of the frequent necessity to cross deep spruets, is placed very high up. The body is built chiefly of aluminium, carries five passengers, and, as can be seen, is fitted with

the Napier horizontal type of Cape Cart Hood, which acts as a dust screen when let down at the back, and, together with the detachable side curtains makes the car entirely waterproof when put up. The car is painted Napier green, the cushions and upholstery are in scarlet, and are provided with well-fitting dust khaki covers.

Mr. Sidney Straker, M.Inst.Mech.E., Assoc.M. Inst. C.E., has been elected president of the Society of Motor Manufacturers and Traders, England, for the third year in succession. Messrs. S. F. Edge and E. M. C. Instone have been elected vice-presidents, whilst the committee of management, in addition to the foregoing officers, is composed of Messrs. H. Austin, H. G. Burford, G. A. Burls, T. Clarkson, F. Coleman, E. Gascoigne, C. Jarrott, Claud Johnson, and Charles Sangster. It will be seen that commercial motors have a good share of representation on this committee.

Upwards of 1,000 hands are already employed at the new Alexandria works of Argyll Motors, Limited, and this number will be approximately doubled when the extensions are completed. The thorough manner in which these works have been erected and equipped constitutes a record in the history of British automobilism, and a not inconsiderable section of the plant will be engaged in turning out commercial motors of various types, although it is anticipated that the great demand for touring cars will prevent any considerable display of the heavier vehicles before the Olympia Show of March, 1907.

M. Darracq is reported to have acquired the whole of the Serpollet patents, and to have in hand an order for no less than 2,000 omnibus and lorry chassis from A. Darracq and Company, Limited. Between 80 and 100 chassis are already finished and lying at the St. Denis works, whilst the recent upward movement of the Darracq Company's shares is to be attributed to this arrangement. All will agree that nobody understands output better than M. Darracq, whilst M. Serpollet possesses engineering genius of the highest order. We are informed that the deposit is already paid on the 2,000 chassis referred to, many of which are for London.

The ordinary petrol motor is not adapted for the proper use of alcohol fuel. A special design is necessary, which so far no one has seriously studied. Our advice to firms with an eye on the future is to seriously experiment with alcohol

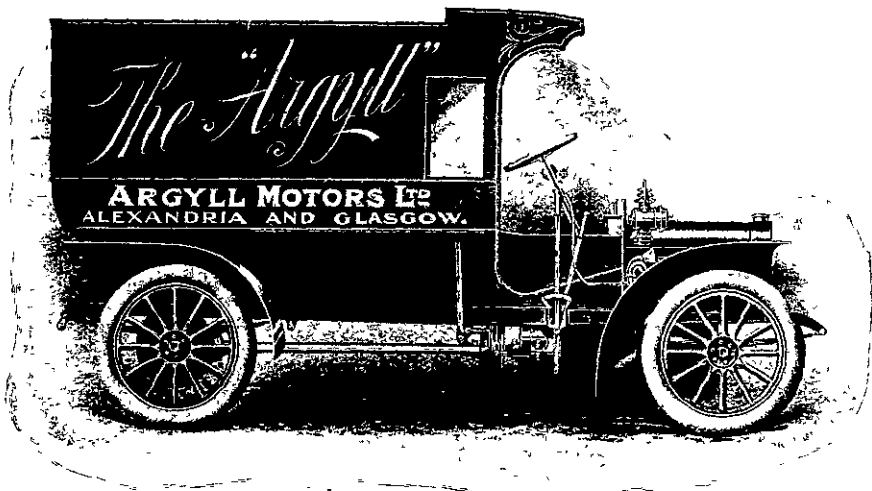


FIG. 2: 10-12-H.P. ARGYLL DELIVERY VAN.