



TheMotor.

Automobile Club so that, irrespective of the Scotch Trials, in which the cars of Messrs Straker and Squire performed so satisfactorily, this club trial will enable the cars further to demonstrate their merits in the public eye

In a recent number of *PROGRESS* were described the advantages of substituting steam motor wagons for horse traction in the carriage of heavy goods. It is gratifying to note that the satisfactory working of those in use in Auckland, Wellington and Christchurch has caused numerous enquiries to be made for this class of vehicle

After exhaustive enquiries and trials of various wagons, by their engineer, the Rangitikei County Council have purchased a wagon from Messrs Norman Heath & Co., Wellington, who represent Messrs Sydney Straker & Squire, Ltd. Three more of these wagons have been shipped to orders received from different parts of the Wellington Province

British motor-car manufacturers are just discovering that it is necessary for them to build special cars for tropical climates. It has now dawned on them that coach-work into which a good deal of glue, to say nothing of varnish neces-

MOTOR NOTES.

By "ACCUMULATOR"

The Wellington and Wairarapa Motor Co. Ltd have succeeded to the business formerly known as that of Jenkinson & Co. Ltd

I am informed that the car leading the motor-car procession through the tunnels of the *Mauretania* (which formed the subject of an illustration in last month's *PROGRESS*) is a six-cylinder Napier

The *Motorist* is the name of a new fortnightly review published by Argyll Motors, Ltd. The first number, issued on November 10th of last year, has reached this office and is of a highly attractive nature

A new method of adjusting chains has just been introduced by the famous Peugeot house. Instead of the old left and right-handed nut placed on the radius rod midway between the driving sprockets and the back wheel, there is a very neat adjustment provided on an extension of the radius rod which projects behind the axle. Not only is it more accessible but provision is more easily made for fitting a gear case

A five-ton steam wagon was landed in Dunedin a few days ago to the order of Messrs Ross and Glendinning, who were first in the southern city to recognise the great saving to be made by the use of steam traction

The voracious parasitic insect, or spider, popularly known as a tick and familiar in most hot countries, has been scheduled in New South Wales as an undesirable alien, and strict watch is kept on the frontier to secure its exclusion. A Brisbane motorist with a 16 h.p. car was recently stopped at the frontier by the local "tick inspector" and condemned to forty-eight hours quarantine while the car was undergoing the process of being smeared the regulation number of times with disinfectant

The Czar of Russia is the possessor of a bullet-proof automobile, devised not for safety alone but for comfort as well. It is fitted up with a chest of drawers, cabinet, easy chairs etc

In an advertisement in a contemporary, I notice that one satisfied member of the medical profession, in describing the merits of his particular car, gloats over the fact that his high-tension magneto is "gear-driven, and not, be it remembered, driven by chains or belts—another very striking feature in a small car." Certainly a belt-driven high-tension magneto is a striking feature!

Although the success of the recent Olympia Show has reduced the interest taken by British motorists in the Paris Salon, there is no doubt the French exhibition will still attract automobilists from all parts of the world. Among British exhibitors will be Argylls, who are fast gaining a footing on the Continent as well as in the Colonies

Unavoidable circumstances prevented the inclusion of the new Straker and Squire cars in the Tourist Trophy Race recently held in the Isle of Man. Messrs Straker and Squire Ltd have therefore made arrangements for carrying out a 4000 miles reliability trial under the auspices of the

serious consideration by manufacturers. The subject was discussed at some length in *Motor Traction*, and it was advocated that standardisation should be adopted which would render many of the details on all makes interchangeable. The matter, however, is attended with great difficulty

The Russell motor car is fast gaining popularity in New Zealand, and the two interesting photos which we print in this issue, through the courtesy of the agents, Messrs Magnus, Sanderson & Co., depict this make of car in two very useful forms, viz. as a hockey and golf brake, and as a char-a-banc. The hockey and golf brake is made to seat ten passengers comfortably, or, if required, it can be made in larger sizes. The horse-power is 16 to 24. The char-a-banc is capable of seating twenty passengers and is of 24 h.p. A feature of both cars is that they are fitted with the Swinehart tyres, which are made on the solid principle, but have great resiliency and have proven highly satisfactory for very heavy services.

40 h.p. Six-Cylinder Napier Chassis.

It is universally acknowledged that British machinery is superior in durability and finish to that produced in any other part of the world, and in the construction of motors the Napier chassis is looked to uphold this reputation, representing as it does the highest possible standard of British motor engineering

It is claimed that the six-cylinder Napier chassis is better than any chassis made by other manufacturers at the present time. This claim is not made without proof being given on each point. The material and workmanship are an example of the reliability of the highest British engineering skill. The proof of this is that a guarantee is given for three years. Not many chassis will be found to combine so many refinements in detail with all-round efficiency, which has resulted in its gaining such distinction in International Hill-climbs, Reliability, Speed, Petrol Consumption and other contests during the past season which are requisite to prove the best all-round and most perfect automobile at the present day. This car is not designed to shine merely in one type of competition only but to be efficient on all points.

In further proof of these facts it will be remembered that no other car has successfully run from Brighton to Edinburgh on top speed gear, no other car of similar horse-power has run over 18 miles per gallon of petrol, nor run six hours through dense London traffic with the radiating water remaining 47° below boiling point all of which points are certified by the A.C.G.B. & I.

There are many points in design and construction in which this chassis shows advancement, for although many makes of chassis may equal this on some points,

it will be found that they cannot compare with it in more than a few such points, whilst in all other points the Napier will be found to be undeniably better.

The cylinders are cast in pairs with the inlet and exhaust valves—which are the same size and interchangeable—on the same side of the engine and actuated by one cam shaft, on which the cams are part of the solid shaft, making it impossible for them to become loose, as is the case where they are only keyed on; while the whole valve operating mechanism is entirely enclosed and protected from dust, etc., and automatically lubricated

The perfected Napier Synchronised Ignition is the simplest form of electrical ignition appliance that has yet been designed. It has only one coil which, with the commutator, etc., is on the dash and, therefore, easily accessible. This ignition is the outcome of several years' experience and has always proved entirely successful in practical use on the Napier cars, giving, as it does, absolutely even firing on all cylinders

The system of lubricating the engine has already been described in *PROGRESS* columns

The Napier Clutch is all metal. The faces being automatically oiled when the clutch is withdrawn, which ensures absolute lack of vibration as it is being inserted, and enables it to be slipped as much as required in traffic without fear of any damage or burning the face, as is the case if a leather clutch is slipped. Immediately the Napier clutch is let fully in the oil is pressed into grooves which are cut in the outer face to receive it, and the clutch



NEW THORNYCROFT 30-H.P. OMNIBUS FOR SERVICE IN THE HAWKES BAY DISTRICT

sarily enters, although quite perfect for home use, is of no value in the East. Many firms are now importing motor cars into India and other of our great tropical and semi-tropical dependencies, so, unless buyers want to escape grievous disappointment, it is necessary in ordering a motor car to have a distinct understanding that all the coach-work is to be constructed to withstand very different conditions from those obtaining in the home country

Judging by the increase in the use of steam wagons it is safe to predict that the time is not far distant when by the use of steam traction with electric, steam and petrol cabs, and other vehicles, the old order will change the congestion of traffic will be minimised and we shall have our streets cleaner and more sanitary than at present

Two of the largest motor omnibuses in New Zealand are about to be put into service in the Hawkes Bay district. They are constructed throughout by Messrs J. I. Thornycroft & Co., and each has seating capacity for forty people. The engines have four cylinders and are capable of developing 30 h.p. The buses have been assembled and placed in running order by the Wellington and Wairarapa Motor Co. Ltd at their new garage 2 Cuba street, Wellington

Now that large strides have been made in the realm of the industrial motor vehicle, the desirability of standardisation of parts is well worth