

HOW NEW GYRO CAR WORKED IN LONDON

Passenger on Odd Two-Wheeled Vehicle Says It Was Entirely Steady.

RAN VERY QUIETLY ALSO

Horses Took No Notice of Its Presence, Says Buist—Details of Mechanism.

There was a demonstration in Portman Square, Baker Street, and Regent's Park, London, recently of the three-ton single-track two-wheeled twenty horse power gyro car built by the Wolseley Tool and Motor Car Company to the order of Dr. Pierre Schilowsky, the inventor, who is of Russian nationality. This is the way H. Massac Buist, a motoring writer, described a test of the odd vehicle in The London Morning Post:

"In one sense there is nothing new in the idea of applying a motor to the scheme of a bicycle. But, whereas the motor bicycle rarely weighs more than 150 pounds, this new design weighs several tons. Indeed, it is heavier than is necessary for a road vehicle, but the inventor has had this first full-scale example fashioned so that it can also be run on a single rail. Of course, it would be impossible for the rider of any machine of this size and weight to undertake the work of balancing it by hand control of the steering wheel. Apart from the risks of side-slip and so forth, such a large and weighty machine would be impossible to bring to a stand on the road, or, again, to start. There is, therefore, introduced to the construction the well-known principle of the gyroscope.

"The point about Dr. Schilowsky's system is that the gyroscope absorbs an estimated maximum of only 1 1/4 horse power, and turns on ball bearings at comparatively slow revolutions—1,200 to 1,500 a minute—while twin pendulums engage automatically with ratchets, and, at need, hurry the action of each gyro, a spring releasing such action at the right moment. There is no hand control of the apparatus, save in cases of emergency. The action of the gyroscope enables this single-track huge motor-bicycle to stand upright when stationary, just as though it were a three or four wheeled machine. The advantage claimed for the single-track motor car as against the ordinary four-wheeled vehicle is that by employing a single track only the same amount of power will do much more work; also that, power for

power and speed for speed, it will be possible to employ a lighter form of body-work than is needed for the four-wheeled car of the same rating. The single-track car also traverses narrower ways than the ordinary three or four wheeled varieties, an advantage which is more apparent in service in new and undeveloped countries, and which is countered by the width of way needed being determined by the breadth of the body of the carriage.

"Other points claimed are that fuel consumption can be reduced for the same amount of work done; that the gyroscope control is conducive to additional safety when running at high speeds on horizontal curves, and that there is a vast gain in smoothness of riding through absolute absence of lateral oscillation. The single track motor vehicles hitherto produced have been made to run on rails, whereas the novelty of the machine introduced to the London streets yesterday, which has seating accommodation for half a dozen persons, is that it is fitted with large solid rubber tires, wire wheels, a cantilever form of springing aft, change speed gear-box, four cylinder water-cooled engine, and is so built that it can run on ordinary roads without the provision of any special tracks.

"At 3 o'clock in the afternoon the long car, with the single steering wheel set bicycle fashion in front of the shoe-shaped bonnet that covers the 16 to 20 horse power engine, with a dashboard form of cooler behind it and two electrical fans to induce an additional draught of air to the radiators, came into Portman Square at a walking pace. The inventor sat beside the driver while the car made several circuits of the square, sometimes at slower than a walking pace, the curves being negotiated without difficulty at that rate, and, of course, always with the vehicle on an even keel, as distinct from inclining it in the manner in which a cyclist rides around a curve. Then the car was brought to a stand, but as the gyroscope was kept in action it stood upright, and was unaffected by men stepping on to or off it or leaning against it.

"On the other hand, when the revolutions of the gyroscope dropped below the critical speed, the lever-operated hinged skids, with little rollers on their tips, were placed on the ground to illustrate the manner in which the vehicle is kept in the normal position while its mechanism is at rest. The gyro-car was then driven at the same speed up Baker Street, through Clarence Gate, into Regent's Park. Dr. Schilowsky invited me to be one of his passengers on a tour around the outer circle of Regent's Park, the half dozen on board including the inventor, Mr. Louis Brennan, and Prof. C. Vernon Boyes. To turn the gyro-car in small compass it was backed to and fro like an ordinary car, and it was always as stable in the intervals between changing from one direction of progression to the other as when traveling.

"Certainly had there been any fault with the efficiency of the device we should have found ourselves in embarrassing circumstances, because there rode close on either side of us and immediately behind us for a considerable part of the way cyclists, motorists, and people in carriages in the park. The action of the vehicle was absolutely silent, so that the horses appeared quite heedless of its presence, but throughout our progress—and we took something like half an hour for the circuit—it was amusing to see the manifestations of astonishment and curiosity which the presence and performance of this novel machine aroused. For ourselves, our experimental journeying was of the most luxurious and uneventful character. The vehicle traveled no less smoothly than slowly and silently, there being absolutely no lateral oscillation. In the back seats we were also unconscious of any vibration from the working of the gyro mechanism."

TRUCKS SELL MORE BREAD

Wholesale Bakery Increases Its Business by Advertising "No Horses."

One of the newest arguments advanced for the motor truck as against the horse-and-wagon system of transportation has been produced by a Kansas City wholesale bakery. The day that this firm purchased and put into commission its fleet of three-quarter-ton trucks it began a systematic advertising campaign, calling the attention of the public to the fact that its bread and other baked goods were absolutely clean, from raw materials to delivery, a campaign made possible by the use of the power vehicles.

"Clean bread, delivered clean," is now the slogan of the Pauly bakery.

"There is absolutely no comparison of motor and horse-and-wagon methods as applied to the delivery of bread and baked goods in general," said a member of the firm, in a recent letter to the manufacturers of the truck.

"While our product has always been as cleanly handled as was possible, we really have a big argument to use in our advertising now. Aside from calling attention to the wholesomeness and quality of the materials we use, we are making a great play on the legend, 'Clean bread; delivered clean. No horses; no harness; no wagons; no barn.' Our business is increasing by leaps and bounds, and we attribute the largest share of the increase directly to the truck."

THIS AUTO RUNS ON ONLY TWO WHEELS.



The gyro car which recently caused a sensation in London is here shown. It is the invention of Dr. Schilowsky, and is an odd contrivance in all its lines. Note the two little side wheels for emergency. (Photo copyright The Motor, England.)