



Practical Letters

Small Motor Cars

DEAR SIR,—On the front cover of the December 14th issue of the "M.E.," I see a photograph of a small car which is stated to have "been made for a man," to take him to work. I feel certain that the small car seen is the production of the Birmingham firm, Chas. H. Pugh, Ltd., the makers of the "Atco" motor lawn mower, and this car is a commercial production which is on sale to anyone who care to purchase one. It is named "The Atco Junior Safety First Trainer," and was originally introduced with the object of training children's road sense, its price being between £30 and £40.

It is, of course, possible that some modifications may have been made to the car as originally purchased, but the fact still remains that the car is (I believe) the model above mentioned. I have had many of them through my hands, and my reason for writing is that I think that the enterprising firm who produced it should have credit for doing so, instead of awarding the credit to any individual who cares to claim it.

As a matter of interest, you may care to know that the little car is powered with a 2-stroke engine, has forward and reverse gears, and hand and foot brakes. It is perfectly capable of carrying an adult and a child, though both are, perhaps, a bit cramped.

Yours faithfully,

Manchester.

A. Wood.

Model Locomotive Performance

DEAR SIR,—Your editorial in the "M.E." of November 30th expresses an opinion on the test carried out by the Romford Club, which is

Further, for some years I have been testing model locos. and boilers, engines, and can definitely state that I have not obtained anything like the results mentioned in your type. My highest efficiency was obtained with my latest model—a Yarrow boiler with an oil fuel burner—giving a thermal efficiency of 10% per period complete evaluation. The only concern of the generator is concerned with the efficiency of the boiler.

With model locomotives, the results obtained from my efforts and from those of others in the "M.E.," the results are not commensurate with the steam consumption. I have had a steam consumption of 100 to 200 lb. per hour, comparing this with the larger engines, the results are to 60 lb. per hour. The prototype is a Yarrow boiler.

Many of the criticisms are incorrect. The results are based on loads of 100 lb. per hour. My opinion is that the results are not commensurate. Since the results are defined as normal, the results are not commensurate. The results are not commensurate. The results are not commensurate.

Model Engineer
 4 January 1940