

## Preliminary Announcement

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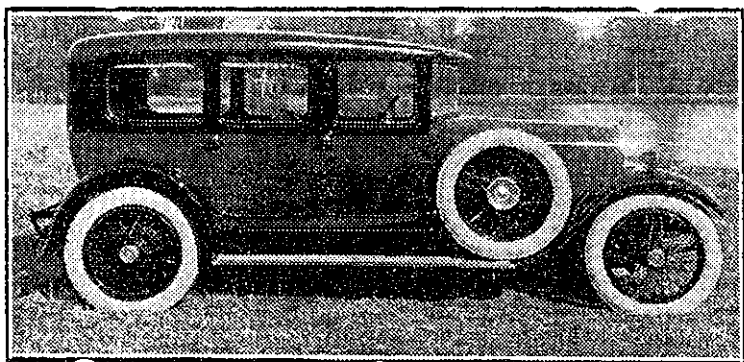
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221 GREAT NORTH ROAD

PUTTING A CHECK ON  
MOTOR ACCIDENTS

THE vastly greater numbers of cars and motor-cycles on the road have naturally resulted in many more accidents.

The sequel is a demand that drivers shall not be allowed upon the road until they have been officially passed as competent.

This is very difficult to put into practice. Road safety does not depend on skill; it depends on what is known as road sense. A driver may be the most skilful in the world, yet he may lose his head in an emergency and do exactly the wrong thing.

I know hundreds of people who could pass any driving, mechanical, physical or mental tests to which they might be put, but with whom I would refuse to travel as a passenger, because I have the gravest doubts of their judgment in the fraction of a second which divides danger from safety.

THE chief reason, in my opinion, why numerous smashes occur is that a large proportion of new drivers have never been on the road before, except as passengers. In the early days of motoring everyone who drove had had previous experience, either with horses or on a bicycle. They had instinctively learnt the rules of the road, and had obtained that indefinable thing, road sense.

The whole art of expert driving consists in anticipation and in the judgment of pace and distance. He who can anticipate more or less correctly the probable movements of other traffic, and can exercise accurate judgment of his and its pace, and of the distances available, will rarely be involved in an accident.

Many people suggest that before a license is issued, the prospective driver should be examined as to his ability. The problem arises—Where is he to learn to drive? He may spend weeks driving along quiet suburban streets and country roads, but on his first excursion on to busy thoroughfares he may make all manner of mistakes.

A DRIVER must learn by experience what to do and when to do it, and he can only achieve this by actually driving on main roads.

The problem will have to be approached from the other end—that is, to curb the bad driver's ebullience, and to cause him to proceed in a sedate manner.

The suggestion that dangerous driving should be determined by the distance in which a car can be pulled up is scarcely practicable, as so much depends on road surface, weather conditions and the nervousness or otherwise of the driver.

## DAILY BRAKE TEST

THE brakes should be tested each day. Before going half a block from the garage make a service test by throwing out the clutch and applying the brakes. If possible, select a dry spot for making this test. Under no circumstances should the car be taken farther if the brakes are not operating properly; drive back to the garage and see that the faults are corrected before driving out again.

To keep the brakes in good condition:—

(a) Once in two months remove the rear wheels and wash the brake lining in kerosene. This removes all oil and grease which, if present, takes the "bite" out of the brakes. Never oil brake lining.

(b) Brakes squeal when they are glazed or when improperly adjusted. Squealing can often be stopped by removing wheels and roughening the brake lining with a stiff brush.

(c) If the brake lining is worn down to the rivets, sink the rivets still farther or have the brakes re-lined.

(d) Wipe off and oil the brake mechanism every five hundred miles or oftener.

(e) Make a regular systematic brake inspection a habit. The loss of a cotter pin might lead to a serious accident. When a lock washer is removed don't put it back; use a new one.

Many cars skid, not only because of slippery streets, but also because of unequal division of braking power. Jack up the rear wheels and apply brake far enough so that it is just possible to turn one wheel by

hand. Adjust the brake on the other wheel so the same amount of energy is required to turn that wheel by hand. Test for unequal braking power at least once a month.

DO you always apply your brakes properly?

(a) When coming to a stop on a straightaway, shut off the throttle and leave the clutch engaged until just before you come to a stop; this method of stopping is especially advisable in wet weather, because it lessens the tendency of the car to skid. It also helps to distribute the braking power equally and assists the action of the brakes. Do not shut off the ignition until after you have stopped; it may be necessary to make a quick start.

(b) In going down an ordinary hill leave the clutch engaged and close the throttle. This helps cool the engine and also makes it unnecessary to use the brakes.

(c) In going down steep hills or when descending ordinary hills with a heavy load, put the gears in intermediate or low speed at the top of the hill and leave the clutch engaged. Shut off the throttle.

(d) In making an emergency stop leave the clutch engaged, apply the foot brake and pull the hand brake, but do not "lock the wheels." Keep the wheels rolling, otherwise there is danger that the car may slide or skid.

(e) When applying brakes never lock the wheels. If wheels are locked not only does it increase the liability of the car to skid, but it is extremely hard on the tyres.