

that the stones used have been too large, and that once stone has been dumped little attention has been given to the road. Some counties are resisting the demand for smaller stone, but those that are trying it will never want to go back to the bad old methods. On a previous occasion I referred to the most excellent gravel roads which Oroua County, in the vicinity of Feilding, is maintaining at the relatively small cost of £75 per mile per annum for an average daily traffic of about four hundred vehicles a day—which is a very considerable traffic for New Zealand rural roads. I was over a good many miles of these roads at Christmas time, and they were a real pleasure to ride on. Pahiatua County is working on similar lines, and its main road also is a treat to motor over. It is quite clear that we can get first-rate roads over all the gravel country without any big bills to pay for them.

HERE is a tip for motorists making round trips between Auckland and Wellington. The most favoured routes are the West Coast *via* Te Kuiti and New Plymouth, and the Napier-Taupo route. My tip is thus: Travel south by the West Coast route and north by the Napier-Taupo road, and not *vice*

*versa*. One reason for this is that in going south the Mokau River ferry is much easier to get on to, as the approach on the north side of the river is over hard ground, whereas on the other bank one flounders into soft sand—decidedly soft at some states of the tide and after much traffic—and it is often a real bumping match to climb on to the ferry. Another reason is that in going south one runs mostly downhill over the hilly road between Pihio and Mahoeui, which is not at present in the best of condition. On the Napier-Taupo road the ascents over the big hills are much more gradual when proceeding north to Taupo than when coming from it. The matter is not of great moment, but when it is a toss up which way to take the run, don't toss, but do it the way I suggest. This tip is useful mostly to persons whose vehicles

are past their first pristine vigour, and those unfamiliar with the roads may be reminded that the West Coast route is, of course, infinitely easier travelling, either north or south, than that *via* Napier and Taupo.

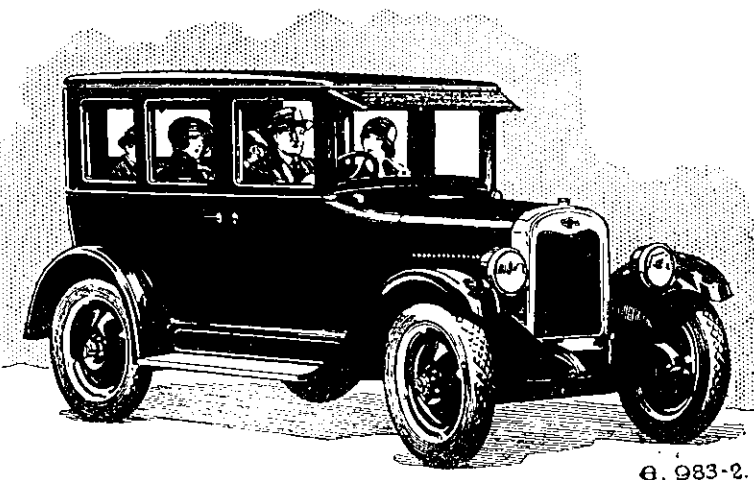
A MOTORING publication of more than usual interest, a copy of which has reached me, is the year book and road guide of the Wellington Automobile Club. This handy little volume of 220 pages, is distributed gratis by the club to its two thousand or so members, and copies are on sale to the public at half-a-crown apiece. The legal section is very complete, with some exceptionally useful information as to motorist's obligations in case of accident. About twenty concisely packed pages deal with the good roads movement. A road guide section of

ninety pages covers adequately all the various main and the principal branch roads between Wellington and Auckland, with information as to telegraph hours, race days, day of weekly half-holiday, show dates, etc., at each town. There is a motor-camping section, with hints and tips and lists of attractive camping places on the main routes. Anglers and sportsmen are supplied with sporting information covering the Wellington district, as are trampers and climbers, and there is information as to rail and sea freights for motors, motor vehicle statistics and comprehensive distance tables.

The enterprise of the Wellington Automobile Club in issuing so comprehensive an annual is to be commended—I have forgotten to mention that there is in the book a sectional map of the North Island covering a score of sheets, with metalled and unmetalled road clearly shown but the point of my reference to it is this: Isn't there room for the North Island Motor Union to issue a general North Island volume for the convenience of the fifty thousand private car owners in the North Island? There is not the least doubt that there are thousands of car owners who would welcome an official motor annual covering the whole Island in a comprehensive manner.



## A New Measure of Value



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