

The King's Highway

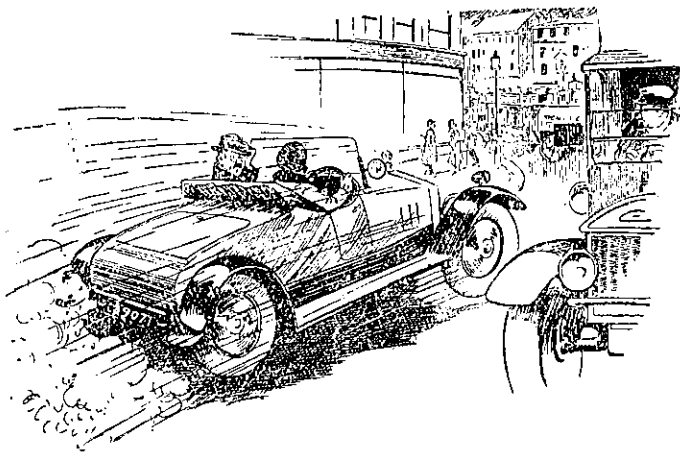
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chin hand-embroidered by a skilful surgeon. After looking at the crossing from the engine-driver's viewpoint, and reflecting on his own experience, de Palma declares that the man who races a train over a crossing has qualified as "a charter member of the Order of the Utter Damn Fools."

MR. DE PALMA selected for his ride a run on the Long Island railways over which about a thousand trains a day run, and on which there are six hundred level crossings. There used to be nine hundred crossings, but a third of these have been eliminated at a cost of about £4,000,000. On one fifty-five mile section traversed there were a hundred level crossings across most of which the engine raced at fifty miles an hour. After his ride the racing motorist said: "The engineer can have his job. I want none of it. Driving an automobile around a banked speedway at one hundred and twenty miles an hour or better is a cinch in contrast to piloting a railroad train at the more leisurely gait

of fifty or sixty miles an hour. I have only myself to look out for. But the engineer not only is responsible for the safety of those who ride in the coaches behind him, but he must also be constantly on the alert for thousands of motorists who try to beat him to the crossing. I don't know how much he gets for handling the throttle, but I'll tell the world that it isn't half enough.

MANY motorists who are touring the South Island to the Dunedin Exhibition make a round tour of it, proceeding via the West Coast on the southward journey. A recent traveller states that in ralling his car from Springfield to Otira he encountered an obstacle at the last minute that resulted in delay. This was the discovery that for ladies to travel in the goods train with the car a special permit is necessary, and must be obtained in advance. He suggests that I pass this tip along for the benefit of others making the grand tour of the South Island.



SPORTING NIECE (brightly): Isn't it funny, uncle? I've been driving for nearly a week now, but I still get muddled up between the foot-brake and the accelerator!

Real Road Sense

IT would appear to be a widespread belief that once a man is sure of himself as a driver, and knows the capabilities of his car, he can drive with the maximum of safety. That belief ignores two vital points. One is that a motorist never knows the skill of another driver; the other is that there is such a thing as allowing a margin for this unknown quantity. It is in providing that margin that a man best shows road sense.

Road sense is most frequently called into play in overtaking and passing another car, and again in meeting an oncoming one. A driver deficient in this quality forgets or does not appreciate that in the one case the speed of passing is the difference between the pace of the two cars, and in the other the sum of the two speeds. This knowledge ought to govern his actions. If, passing a

car doing twenty-five miles an hour, he speeds up to thirty miles, then he draws ahead at no more than five miles an hour, a good walking pace only, which, whilst the passing is in progress, does something to obstruct the road to others. The best way is to pass quickly, to keep up the pace for a brief period until well clear of the other man, then come down to normal speed. By this means the road is kept clear, and the one left behind is not inconvenienced. In meeting another vehicle it is advisable to slow down a little and to pull well over out of the way, so as not to flurry the oncoming driver by the sudden sensation of speed created by the rapid passing of the two machines. Nervous or inexperienced drivers are apt to swerve inwards when so disturbed, and there is some excuse for them. For the sensation can be an amazing one.

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