



The King's Highway

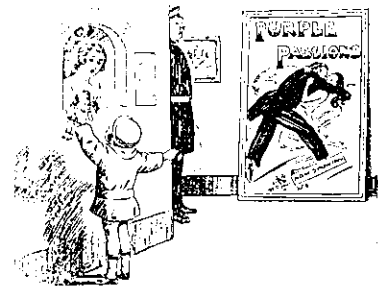
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for £171 10s providing an excellent road in one case, and £370 providing a vile, bumpy, pot-holed road in the other.

This very striking illustration shows all motorists how much depends on the way things are done in road-making. There is not the least shadow of doubt in the world that a large number of New Zealand's county councils have an immense capacity for doing their road-making in the wrong way; and are at great pains and labour to throw away not only their own ratepayers' money, but all they can extract in the way of motor taxation. Instead of learning how to do the job, they much prefer to hold meetings and conferences and scream for more taxation to be imposed on the backs of motor vehicle owners, as if running a car isn't quite expensive enough as it is, what with dear

is their idea of the six qualities that mark a good driver:

- (1) A good driver has a high degree of self-control at all times, this control manifesting itself in various ways.
- (2) The good driver always maintains his car in such shape that it responds easily and quickly, thus assuring control of the car so far as the mechanical equation is concerned.
- (3) The good driver regulates his speed in accord with the conditions of the road over which he is travelling, and never travels at such a rate that he cannot stop it within the "clear course" ahead.
- (4) The good driver invariably exercises due regard for the rights of others, and always applies the simple axioms of courteous behaviour.
- (5) The good driver accepts the safety of the pedestrian as a primary consideration.
- (6) The good driver keeps his mind on the road ahead, and does not indulge in day-dreaming or chattering at the wheel.



"Would you mind looking after Dolly, please? I'm afraid she's a bit too young for these Sheik pictures."

rubber and petrol soaring up. Anyway, it is time the counties were forced to give value for the motor tax money many of them are sinking at the bottom of pot-holes and morasses at the present time. If we can't reduce the present grotesque number of local bodies—none of these wonderful politicians who "get things done" seem to have any stomach for this—the next best way to have good roads will be to have the Main Highways Board proclaim as much road as possible Government road. Luckily, the board seems to have the money to do this, and motorists should urge that it does something, anyhow, to give them real value.

Are you a good driver? Of course you are, and so, on their own showing, would be the other two-hundred thousand or so persons with licenses to drive in this country. However, perhaps you might like to check up your driving habits against the characteristics of a good motor pilot as defined by seven of the most experienced authorities in the United States—ranging from the director of the recent national highway safety conference to the country's leading speedway king. Here

As to the "clear course" rule mentioned above, Dr. Dickinson, of the United States Bureau of Standards, who has given much time to highway safety work, lays down the following injunctions of good practice:

- "The driver should know whether there is any other vehicle, pedestrian, or obstruction of any kind that can get in his way.
- "When there is any possible obstruction such as another vehicle, pedestrian, or animal so located that it could get in his way, he should be certain that it will not do so, or assume that it will.
- "He should limit his speed so that having regard to road and vehicle conditions, he can stop safely within the assumed clear course ahead."

How can one find the most economical speed at which to run a car? To do this scientifically calls for measurement of the petrol consumed, but it can be approximated quite easily on the road. All one has to do is to note the greatest speed at which the car will roll along easily with the least throttle opening. With the car running below this speed it has a tendency to drag, thereby consuming more fuel than is necessary. Likewise, if the car is being forced above its most economical speed it will be necessary to open the throttle wider and wider. The economical speed for the given conditions is that at which the car continues to roll along at the same easy gait, neither dragging nor being forced. At this speed the wear on all the parts is least, and the petrol consumption is lowest for the distance run.

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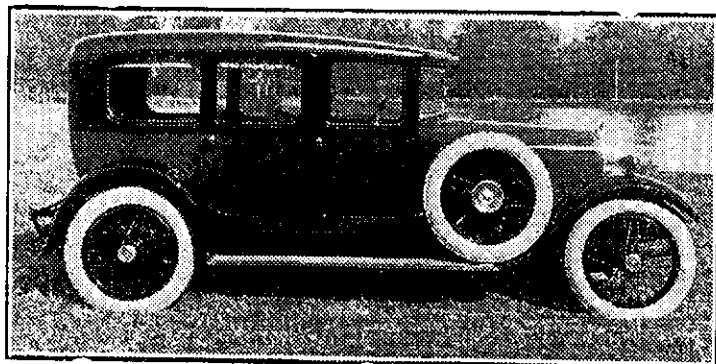
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