

**Come Up Here  
In the Garden  
of Health!**

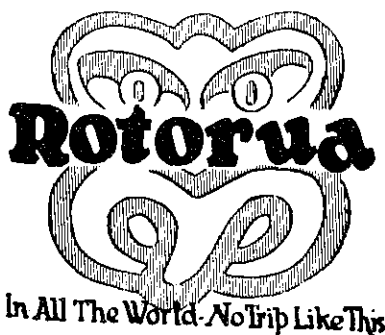
**U**P here your appetite seems a little keener, nature a little grander, and life a great deal rosier. Up here erstwhile bored gentlemen have been known to sing before breakfast.

Many there are who feel the need to sing up here, for the highly medicated springs and warm mud baths have worked wondrous cures. Cures for chronic rheumatism, sciatica, paralysis, enlarged joints, lumbago, and skin diseases.

Even if you haven't any affection, you'll love it up here in Nature's Playground.

Come up here this summer—it's an easy, economical trip to make.

All information obtainable from  
Rotorua Borough Publicity  
Committee.



## A Solution of the Luggage Problem

**W**henver more than two people want to undertake a tour of more than two or three day's duration in a motor car, the luggage problem becomes serious. There may be a luggage grid, which will seldom break and anyone working with quite modest intelligence may fix on them suit cases with rope or straps so that even on a long run over bad roads there is no perceptible shifting. And yet the luggage grid is not entirely satisfactory. The suit cases fixed on it soon become unfit for any other use and if they be of the special type made for luggage grids they are expensive, in view of the fact that they are hardly suitable for other and general uses. Suit cases on a luggage grid may be beautifully made and most elaborately wrapped in a covering of canvas, but are they ever dust-proof? Perhaps a two-days' run along main roads may not bring much dust inside the cases, but a hot summer's day over dusty roads will ruin any delicate clothing.

### Faults Of The Grid

**I**f it is to carry a load of any real weight and size the luggage grid has two important disadvantages from the point of view of the driving of the car. It means an added weight behind the back axle that on greasy roads will much increase the liability to skidding and will make any skid, once started, much more difficult of correction than it would have been otherwise. Secondly, it materially increases the over-all length of the car, so that manœuvring in confined spaces, either in garages or in roads of only modest width, may be much restricted.

It ought not to be necessary to say, but unfortunately it is, that on many cars carriage of luggage on the grid means that the fuel tank cannot be replenished while the luggage is in position and that, should a puncture occur in either rear wheel location of the jack under the rear axle becomes extremely difficult, if not quite impossible. Both these things, of course, ought not to be.

The fixing of luggage on the running-board is often suggested, and there are on the market many devices for this purpose. The position is quite sound mechanically, for it keeps the weight well within the spring centres and the extra weight on one side of the chassis is not likely to matter much, unless excessive; also the luggage is less exposed to dust than when it is on the grid at the rear of the chassis where dust is sucked in by the partial vacuum created as the car moves along, and on the off-side running-board the luggage is not likely to interfere materially with access to any part of body or chassis that are likely to need attention.

### Luggage on the Running Board

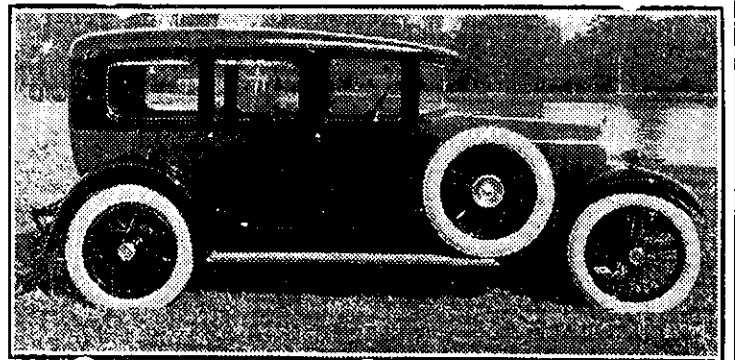
**B**ut before investing in any apparatus for attaching luggage to the running-board, the car owner should satisfy himself that there is, on the board, ample space for all

that he proposes to carry there. In accordance with the modern craze for "equipment and still more equipment" on the motor-car, running-boards are becoming places for the carriage of things that have been crowded on and which simply will not go anywhere else. Battery and tool boxes are two examples of the things which are mounted on running-boards, but ought really to be housed inside the chassis frame and allowed for in the original design. Spare petrol cans and wheels are, perhaps, permissible on the running-board, but they are apt to take space that makes the carriage of luggage quite impossible.

Of the methods of carrying luggage on a running-board where space is available a wooden box bolted down on to the board and further held by straps right round box and board is probably the best. It may be made so that it is easily removable when there is luggage to be carried, and it may be lined with American cloth or baize, so that articles of clothing may be packed into it with no more wrapping than that of good brown paper. So long as the car be kept out of deep water splashes the interior of the box will keep dry and the articles in it will be as good at the end of a long tour as they were at the beginning. Nevertheless, most users of this idea will, doubtless, prefer to put things like clothing inside a suit-case that will fit into the box, and it is

certainly the best way of doing things. Box and suit-case can be made or bought with the other in mind, so that the box will take the suit-case exactly or will leave some space at top or bottom in which may be carried a few of the extra tools and spares that one sometimes likes to take on a long tour.

The carriage of luggage loose inside a car is the worst possible way, but it is certainly the way most often chosen. When two people only are travelling in a four-seater car, it may be excusable, so long as the various articles are packed so that they cannot jolt about and rub each other and the upholstery, and a little practice with any particular load in a particular car will always indicate the best and safest way of packing so that before the tour is two days old the luggage will go into much less space and be much more rigid than at the start. But if, as sometimes happens, the tool-box is housed underneath the floor of the tonneau, the owner who uses the tonneau for luggage-carrying is asking for all he gets when something goes wrong on a dark, wet night and all the luggage has to come out before a spanner can be found. When luggage is being carried on top of the tool-box, as in this instance, there should always be a small supplementary tool-box free to immediate access and in it should be one adjustable spanner, one screw-driver, one pair of pliers and the wheel removal tools, unless as in the most sensible of modern cars, these are housed under the bonnet.

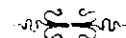


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