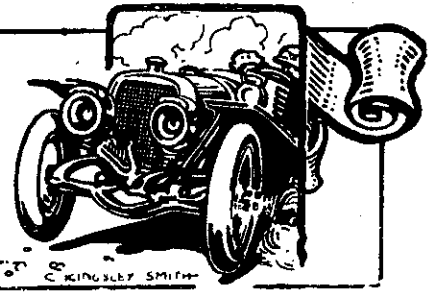


MOTORING & CYCLING



The subject of country motor buses is of increasing interest, and the success of the Pahiatua-Pungaroa motor service has far-reaching possibilities. The roads along the route have been repaired, sharp bends eliminated, and it is expected that the service will continue through the winter months. As it is the motor accommodation has proved unequal to the demands of the traffic and other vehicles have had to supplement it.

The opening of the new freezing works at Pukeuri, near Oamaru, was the occasion of a large concourse of motor cars. Such a collection of cars had never been seen before in North Otago. Some visitors said they had seen as many at Riccarton in Cup week but there were others who said that quite so many had never been together at one time even at this popular racing rendezvous.

Over 4000 motor cars are registered in Christchurch at the present time.

An English motorist, named L. Barwell, has put up a unique performance. During the past nine years he has never entered a train, but has motored 139,000 miles during that time. Mr. Barwell started motoring in 1903, when he purchased his first car, and since that year he has covered 154,885 miles. One car he has had for 10½ years, and it is still running, after having travelled 85,202 miles.

Mr. E. R. Waite, the well-known authority upon fishes, and late curator of the Christchurch Museum, was also vice-president of the local Motor Cycle Club. He was presented with a handsomely-framed photograph of the executive members and bidden good-bye and God-speed at a meeting of the club held last week.

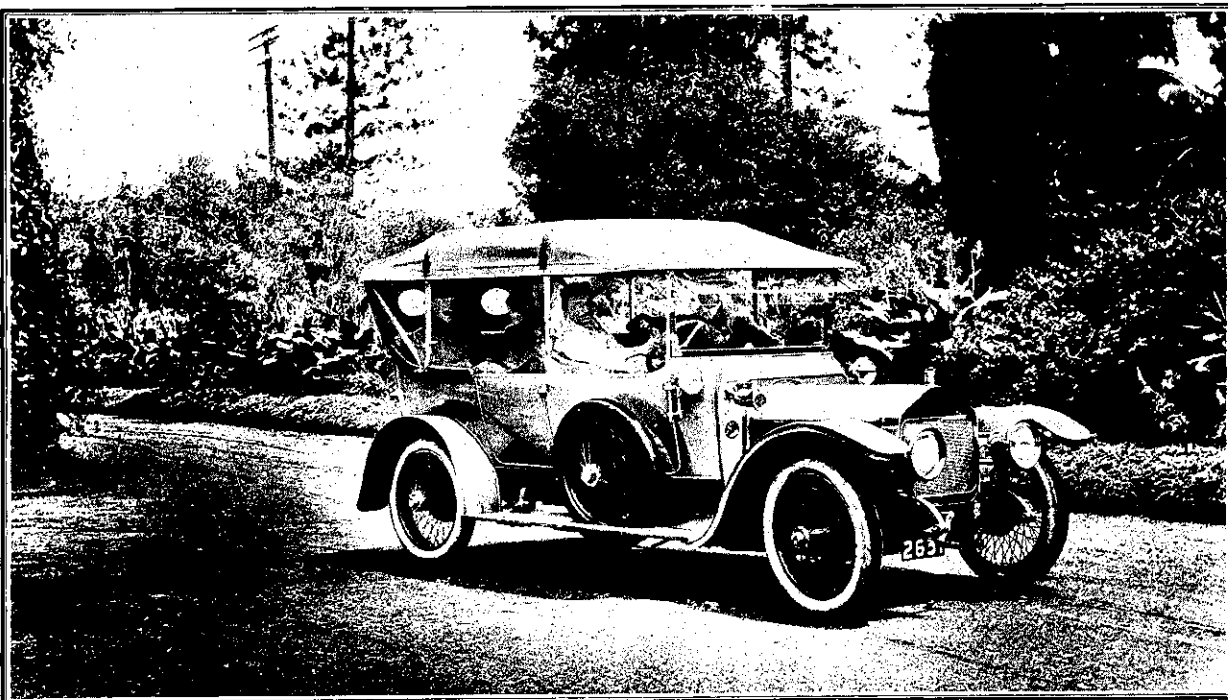
The fact that in this naughty world things are not always what they seem, was brought home in a laughable manner to a motorist down in Southland. It appears that it is a well-recognized habit among some motorists to come within the radius of the sprinkler in order that the tyres may be cooled by the water. When a borough cart was engaged in sprinkling the Invercargill streets with a greasy, tarry fluid recently, a country motorist, who had come some little distance, saw it at work and made a slight detour to get within range of what he believed to be water. The result was that when he looked at his car the following morning the motorist had occasion to wonder whether someone had played a joke upon him by tarring one side of his car, and it was not until he had learned of the special treatment being applied to the roads that he began to see light.

A conference of delegates from the various motor cycle clubs in the North Island is to be held in Palmerston North at an early date to consider the question of forming a North Island Auto-Cycle Union. The objects of the union will be to control generally the motor cycling sport, and in particular the questions of touring, competitions, legislation, social reciprocity, insurances, and subjects which are of general interest as well as particular interest to the motoring fraternity.

In Hawke's Bay, he believed, there were sign-posts at all bad corners and dangerous hills had signs on them. Reference was also made to the efforts of the Manawatu Motor Cycle Club and its desire to promote social intercourse amongst its members by giving cycle picnics. It was resolved to admit motor car owners to membership. A small fee would be charged, and the members as a club could bring more pressure to bear upon County Councils than was the case when they spoke individually. One of the members expressed the opinion that toll-gates throughout the province would be an advantage, as motorists did not object to pay three-pence for the privilege of riding on the Eltham-Opunake road.

For some years past the Canterbury Automobile Association has generously set aside one day for the purpose of giving the orphans of the Waltham Orphanage, and the deaf and dumb children of the institute at Sumner, a day in the country, and on a recent Saturday afternoon the club followed out its usual charitable custom. Altogether ninety children from the Deaf and Dumb Institute, at Sumner, and sixteen from the Waltham Orphanage were taken, and, counting in the attendants for the children and the members of the Automobile Association, fully one hundred and sixty people took part in the run out to Motukarara and Kaituna on the Peninsula. Twenty-two cars and a motor lorry took part. The visitors were entertained at Mr. W. F. Parkinson's place, at Kaituna, and after a good afternoon tea, plenty of lollies and games, the return journey was undertaken, proving quite as enjoyable as the outward run.

Mr. J. B. Clarkson, managing director of the firm of J. B. Clarkson and Co., manufacturers, Christchurch, who has recently returned from a trip to the Old Country, interviewed by a Southern pressman, made some very interesting remarks about the future of the tramway systems. He said: "With regard to motor bus services, it is proved that it is a much more economical system of transit for large numbers of people than the ordinary electric car system, and I predict that, speaking generally, from now on there will not be a mile of street car-line laid down. The motor bus is so perfected that it can almost always be relied upon; it is safer far than a car running down the centre of a street, as it takes up and sets down passengers at the sidewalk, and it can be easily diverted when the street is undergoing alterations and repairs. The large motor bus manufacturers of England have as much business on their hands as they can legitimately look after, but they are making preparations to increase their outputs, and they realise that their prospects of business for many years to come are exceedingly good."



Motoring in India—Seated in the car are Their Excellencies Lord Willingdon, Governor of Bombay, and Lady Willingdon. The photograph was taken outside the Government House at Kirkee, Poona.

A conference of delegates from the Wellington Automobile Association and the Wellington Motor Cycling Club is to be held shortly for the purpose of evolving a comprehensive scheme for the erection of signposts, and also other posts with the object of warning motorists of dangerous portions of various roadways.

The popularity of the motor cycle in Canterbury was shown by a Christchurch firm recently. Since the beginning of January this firm has sold over 150 motor cycles, and a large number of side-cars, this being double the amount sold in the same period of last year.

A sad wail was laid before the Masterton County Council at a recent meeting. A resident wrote pathetically protesting that the roads were in such ill repair they used up the tyres of her motor car in two trips. If the Council did not mend both its ways and its roads, the infuriated one would be compelled to dispose of her car. The Council turned the blind eye of history towards the letter, and one hard-hearted custodian of the public rates facetiously remarked that he supposed there would shortly be a motor car upon the market, for sale cheap.

The North Canterbury Motor Cycling Club will hold its 100-mile beach race over the usual four-mile track at New Brighton early next month.

The new motor bus service which the Wellington City Council is inaugurating to open up feeders for the tram lines will include the Queen's Drive, Happy Valley, Upper Rose-neath, and Wilton's Bush. It is understood that the bodies will not be of the longitudinal seat type adopted by the Kelburne Motor Bus Company, but will have transverse seats after the manner of the motor charabanc.

Visitors to Mount Cook can hardly help seeing and inquiring about a small enclosure on a bit of sloping ground beside the road near Edward Creek, because it is speckled with small square bits of clear white in numerous regular rows. These are the labels of plots of grasses and other forage plants, planted by the Agricultural Department to test their suitability for "re-grassing" the spoiled country. The car traveller has no time to note details besides the labels save one namely, that the enclosure as a whole seems to be much better pasture than the country outside it.

Motor traction in England is one of the modern innovations which strikes a New Zealand visitor as very remarkable. Mr. C. C. Hutton, who has returned from a trip to England, confessed that on his recent visit nothing was more obvious to him than the astonishing extent to which motor transport and traction for commercial purposes had supplanted the means of transport and traction hitherto in use. A subject of general discussion both in the press and privately, was whether the London County Council's tramway system would be able to be maintained unless by a heavy charge on the rates, owing to the keen competition by the various privately-owned motor omnibus services. These motor bus services, Mr. Hutton said, were now being extended to various parts of England, with success.

A motor club has been formed by the cyclists of Stratford. Mr. W. B. Fearon, convenor of the meeting, said the object of such a club was to guard against unjust legislation against motor vehicles, to urge the making of good roads, and generally to encourage the use of the motor cycle. The chairman (Dr. Robertson) remarked that much had to be done in Taranaki. None of the roads were properly fitted with sign-posts.

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