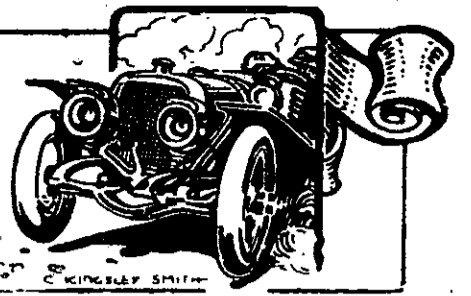


# MOTORING & CYCLING



According to the figures issued by the London traffic police, there were at the end of March 2029 motor omnibuses again in service in London. It is stated that more and more 'buses are withdrawn from the Continent for regular service in the city, and new trucks are being installed for the military services of the country. The withdrawal of the 'buses from passenger traffic in the first two weeks of August was caused by the general inability of the British Army's own transport service to meet the tremendous demands made by the transport of a huge army. This disability has been overcome by obtaining great numbers of special vehicles.

In England the Women's Emergency Corps have 200 women motorists and motor cyclists registered who are fully capable of looking after their cars and cycles, and of doing such running repairs as might become necessary.

Kentucky, U.S.A., is leading the way in the matter of motor proficiency certificates we gather from an overseas journal. All chauffeurs will shortly have to possess a license which will only be issued to them upon passing a set examination, paying two dollars, and supplying a certificate as to honesty, sobriety, and general character, signed by three reputable citizens.

A new motor 'bus service has been started at Lower Hutt, Wellington. The new 'bus is coloured yellow, picked out with pink; the chassis is by the Autocar Car Company of Ardmore, Pennsylvania, and the body was constructed by Messrs. Lyons and Co. The engine is of 18-horse power and the car has a speed of 25 miles per hour. It has three gears forward and one reverse, and starts very easily, as the gear is doubly reduced differential.

The members of the Otago Motor Club find it difficult to popularise their monthly meetings. It was suggested that lecturettes should be given by experts on various matters connected with cycles and cars.

The Manawatu Motor Cycle Club held a hill-climbing competition at Pohangina on June 3, the result being:—Light weight: J. Karton ("Baby" Triumph) 1, B. French ("Baby" Triumph) 2. Middleweight: H. Collinson (Rudge), 2min. 5sec., 1; M. Mantell, 2min. 19sec., 2; A. Boag (Rudge), 2min. 22sec., 3. Open class: H. Collinson (7 h.p. Matchless), 1min. 58sec., 1; A. Boag (7 h.p. Matchless), 2min. 18sec., 2; C. Mitchell (3½ h.p. Rudge), 2min. 29sec., 3. H. Collinson won the Triumph Cup, Mr. Allen's gold medal, and Mr. Pees' gold medal for fastest time, and trophies presented by this rider for private owners, 3½ h.p., putting up fastest time were won by M. Mantell and C. Mitchell.

possess a thoroughly efficient motor car or a seaworthy motor boat suitable for coast defence service, and will, prior to appointment, be required to pass a few simple tests relating to elementary motor mechanics. Officers will be required to perform ten days' duty annually, consecutively or otherwise as required, or twenty half-days, if called upon. All ranks will be required to attend at least six drill parades per annum for the purpose of receiving instruction in suitable subjects. Such parades will not count as "tours of duty" for which pay and allowance are granted. Officers residing at a distance from the place appointed for such parades may be excused by the Officer Commanding from attending. The duties of the corps will be entirely in connection with the Headquarters, District, and Coast Defence Staffs of the Defence Forces.

Again, when the Gordon Bennett races were removed from the programme of the Royal Automobile Club, in some way through Prince Henry of Prussia the club was induced to collaborate with the German Automobile Club in planning and carrying out a touring competition of a character which had no motoring value from our point of view, whatever utility it may have possessed for the German military observers who monopolised all the seats allotted for that purpose. It is curious to reflect now that the itinerary of the tour in Germany, consisting of about 400 miles, was laid through districts remote from any that could possibly have military interest for British observers, but the portion that was mapped out in England—nearly 1000 miles—running as it did from Southampton north-east up to Newcastle-on-Tyne via Leamington and Harrogate, and on by the coast to Edinburgh, returning to London via Windermere, Shrewsbury, and Cheltenham, was of quite a different character. The quasi-military nature of the German contingent was explained as typifying the entire development of modern Germany, and we accepted it as reasonable, if indicating a perverted ideal.

"The Field" has drawn attention to the interest taken in the military motoring experiments by the German press six years ago, which the events and revelations of the past nine months now invest with sinister significance. For example, when ballooning was a part of the programme of the Royal Aero Club some years ago, and throughout the summer and autumn months ascents and competitions were almost weekly occurrences from Ranelagh, England, one of the commercial outposts of the German military organisation in this country—the Continental Tyre Company—maintained a huge balloon, named Continental, ostensibly to advertise the quality of the rubber fabric with which it was covered, and which was the product of the firm's presses at Hanover. It was noticeable that this vessel seldom went aloft—the ascents and competitions generally took place at week-ends—without a military member of the German Embassy aboard, and it was a fact, commented upon by the curious, that when the wind assured a voyage southward, or in a north or easterly direction, the Continental was a regular starter. At the time ballooning was by way of becoming a fashionable sport, and if anybody had suggested that there was any ulterior aims beneath this participation in our social life by a purely commercial concern run by officers and ex-officers of the German army they would have been laughed out of club or press. Yet an expert photographer invariably was aboard, and indeed a number of the photographs taken from the balloon were published in England and in Germany. There was no secrecy; there was no need. We dreamed not of "The Day," remarks our English contemporary. We took German interest in us and our ways and proceedings as spontaneous and a tribute to ourselves.



View in one of the Wards of the Michelin Hospital at Clermont-Ferrand, France, which was formerly part of the Michelin tyre factory. The building was transformed into a hospital for wounded soldiers, thanks to the generosity of Messrs. Michelin, the well-known motor tyre manufacturers.

Probably more than half the roadside tinkering that goes on amongst motor cyclists is due to a lack of attention to details before setting out. A turn of the spanner or a twist of the pliers at home in the garage may often nip in the bud what might develop after a few miles' running into a serious breakdown.

The Wairarapa Automobile Association has communicated with the Wellington City Council with reference to the proposed road between Wellington and the Wairarapa via Orongorongo. The association stated that it was obtaining an engineer's report on the route. The council adopted a formal motion approving of the scheme.

On the Austrian side of the Italian frontier the cross railway lines are sufficient, but not the feeders. German troops can only be supplied over 90 miles through the Tyrol by a single railway, and will have to depend on motor services on the Tyrolean roads.

The first motor Maxim gun used in any army was constructed for the 26th Middlesex (Cyclists) Volunteer Corps in 1889, then commanded by Major C. E. Liles. It was mounted on a light pneumatic-tired trailing gun carriage drawn by a 2¾ h.p. De Dion bicycle, and took part in the Easter manoeuvres at Aldershot in that year with great effect.

A despatch rider on active service in Egypt, writing to his mother in Palmerston North, gives some interesting particulars of his work. Despatch riders (he says) are provided with badges which permit them to pass the pickets at any hour, day or night, and even the police have to give way to these messengers. There is no such thing as speed limit, the limit only being regulated by the capabilities of the machine. Occasionally a native is knocked down, but the irony of the situation, as far as the native is concerned, is that he is promptly arrested by the police for being in the way of the motorist.

There was an interesting story attached to a motor car sold in Wellington recently. It was included in the sale of an extraordinary accumulation of unclaimed goods. The vehicle was described as an American 6-cylinder racing car of 90 h.p., and was said to have been left behind by an American millionaire, who was too tired to bother about shipping it back to the States. He just left it on the wharf. The car realised £360. It had probably cost £1700.

The motor launches which speed up and down the estuary outside Christchurch have become a noisy nuisance, and the Lyttelton Harbour Board has decided to ask the Marine Department to amend the regulations in order to provide that these launches must be fitted with silencers or mufflers.

Amended regulations governing the New Zealand Motor Service Corps are published in the New Zealand Gazette. The establishment is to consist of one lieutenant-colonel in command, with one staff officer (captain), and other officers as follows:—Motor car section, 16 majors, 32 captains, 128 subalterns; motor boat section, 5 majors, 11 captains, 44 subalterns. The force will be administered on mobilisation by a lieutenant-colonel of the Territorial force. The regulations provide that applicants for commissions in the New Zealand Forces Motor Service Corps must

## HOBSON PLUGS

Give easy starting, perfect sparking at all speeds, do not soot up and are practically everlasting  
H.M. Hobson, 29, Vauxhall Bge. Rd., London, Eng.



BRITISH MADE.



Gargle  
FLUENZOL