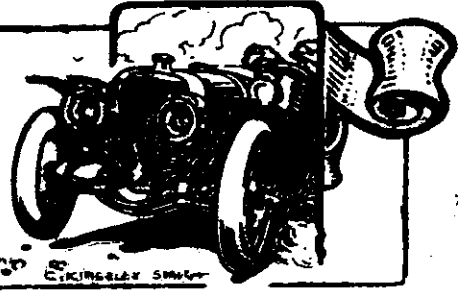


MOTORING & CYCLING



No fewer than 421 motor cars were lined up in the carriage paddock at the Masterton Show recently. Taking the average value at £300—a very low estimate—the cars in the enclosure must have been worth £123,000, computes a Napier resident, who counted the motors.

The other day the first motor car ever taken down to Gough's Bay to Mr. V. V. Masefield's old homestead, where Mr. Masefield now resides, was driven by Mr. Hawkes, of Christchurch (says the Akaroa "Mail"). The party included Mr. V. V. Masefield, Mr. and Mrs. R. Latter, and Mr. Hawkes. Though careful driving was required to negotiate the corners the party arrived safely, the surface of the road being good except for a few big surface stones. Mr. V. V. Masefield first arrived in the bay 52 years ago, and he contrasted the comfortable motor trip to that made by himself and Harry Head when they cut the first track through the bush to the bay.

Following is a copy of a letter which has been received by the secretary of the Pioneer Amateur Motor and Sports Club from Messrs. J. B. Clarkson and Co., Ltd., Wellington:—"We very much appreciate the manner in which you are conducting the sport of motor cycle competition, and also that of motor cycle racing, as instanced by the splendid manner in which you conducted things at the Patriotic Motor Carnival. We are prepared to offer you, on behalf of Messrs. Douglas Bros., of Kingswood, Bristol, a Douglas Cup for competition, and also, on behalf of the Excelsior Motor and Supplies Company, of Chicago, an Excelsior Cup for competition."

It is reported that all estimates as to motor car production in the United States during the coming year are threatened with a serious upset by reason of the acute situation that has arisen in respect to the supply of raw materials as a result of the war in Europe. It is consequently felt that many of the big outputs which have been planned will have to be greatly curtailed, because of the impossibility of obtaining materials.

A party of Christchurch motorists who have returned from Nelson by motor car say that they do not recommend any motorist who may be taking a trip to Kaikoura or Nelson to take the Waiau road (otherwise known as the inland road), as the riverbeds play up on tyres. For instance, they state that between Waiau and Kaikoura they got through four covers on the back wheels. They emphasise that the tyres were in fairly good order when they started, but the stones in the rivers cut through them and blow-outs were the order of the day. On the return trip from Kaikoura they came home by the coast road, and although there is about 24 miles of shingle it is good round shingle and does not do much damage to the tyres. The road from Kaikoura to Nelson is good.

Motor cyclists sometimes carry their brief bags in the left hand instead of on the carrier, but the handle of the bag sometimes manages to get between the exhaust levers and the handle-bar. A Wellington agent, unable to lift his exhaust from the above cause, recently ran into a brick wall in his garage. He now recommends motorists to make use of the carrier for their baggage.

The Wellington Motor Club intends instituting a crusade against the dog nuisance. Not only is the stray dog a constant source of nuisance to car owners, but it is also a great menace to the health of the community.

On the eve of his return to the United States, writes "Fortis," in the "Australasian," Mr. Erwin C. Baker, the American motor cyclist, was tendered a dinner by the Rhodes Motor Cycle Company, in order to afford an opportunity for his friends to bid him good-bye. Although his sojourn with us has been comparatively brief, he

not only formed a large circle of acquaintances, but also acquired a great liking for Australia, to which he will return at no very distant date. His prowess as a speed man compelled the admiration of active motor cyclists, and the rides against time, when he broke world's records, stamp him as being far above the average racing motorist. The record of 1077 miles well within 24 hours has not been approached, and it is only those who have covered 40 to 50 miles an hour, even for one hour, who can have a thorough appreciation of his great feat—maintaining an average speed of upwards of 50 miles per hour all through.

When removing the induction pipe from an engine, it is quite possible that one or more of the air-tight flange washers or gaskets may be damaged. The usual practice is merely to fit a new one to replace the damaged one, but this is not always right, unless, to make the joint, a piece of exactly the same material as the old one can be obtained. The correct method is to replace all the flange washers, because if the same thickness of pack-

proved of the suggestion, and Messrs. Louisson, Walsh, Dexter and Hunt were appointed members of a sub-committee to report upon the matter. A sum of at least £5000 will be required for the purchase of two aeroplanes of the latest pattern used by the War Office.

The question as to whether the by-law which prohibits motorists from leaving their cars for more than one hour at any one time in certain business streets of the city is reasonable was raised in Auckland by Dr. B. J. Dudley, who was charged with a breach of the by-law in question in the Police Court last week. The defendant said that, although he was at the theatre at the time, he was literally waiting for a patient, and, in fact, as soon as he returned home, he was called out. His car had been left in Victoria Street. He said that numerous other motorists left their cars standing in the main streets for lengthy periods. The magistrate, Mr. E. Page, convicted defendant and fined him £1. Defendant asked for leave to appeal. The magistrate said leave for appeal could not be granted.



GROUP OF AUCKLAND SERGEANTS ABOARD THE TROOPSHIP WILLOCHRA WITH THE EIGHTH REINFORCEMENTS. — Standing (from left): Quart.-Sergt. Alley, Serqts. Brookfield, Challis, Craig, Bay and Durham. Sitting: Sergt. Hoe, Sergt.-Major Gribbin, Sergt. Walters. Front Row: Sergt. Hardwicke and Boyne.

ing be not used for each joint the induction pipe will not "bed" correctly to the cylinder flanges, and air leakages will probably occur. If copper and asbestos flange washers be used, they must be of the same thickness.

A few years ago the tourist agencies were advertising and running trips to Rheims to see the flying. Such exhibitions and better are now seen daily from the streets of several towns in Great Britain; and, what is more satisfactory, they are British-built throughout, and manned by natives of these islands. The British motor manufacturer is learning things about motor mechanics in a much quicker way than would have been possible under ordinary conditions. Later on, the buyer of British cars will benefit by this experience, for when the war is over we may confidently expect that design—and especially engine design—will have received tremendous assistance. At the front, a wonderful reliability trial is in progress.

The movement recently initiated in Auckland for the raising of funds to provide gift aeroplanes for the Imperial authorities is being well supported by a number of patriotic citizens. The newly-constituted Auckland Provincial Aeroplane Fund Committee has the matter in hand. At a recent meeting, presided over by the Hon. G. Fowlds, it was decided to communicate with the various town and country patriotic organisations, requesting their active co-operation in the raising of the necessary funds. The Education Board and the Farmers' Union are to be approached with a similar end in view. The offer of a demonstration in aeroplane flying, the proceeds therefrom to be devoted to the fund, was made by Mr. Walsh, on behalf of the firm of Messrs. Dexter and Walsh. The committee ap-

Cabling from headquarters of the Franco-Belgian Army in Flanders last month to the Toronto "Globe," C. F. Bertelli writes: More than £12,000,000 worth of automobiles, calculating them at an average price of £400 each, are running up and down France, securing speedy communication between the front and the rear of the army. Every conceivable make is represented, and every size and every shape from a huge waggon capable of carrying several tons of ammunition to a Paris motor bus, and from a £1000 smart limousine with the swiftest and most silent six-cylinder engine to the baby runabouts used by special messengers. Everything has been pressed into service without sparing the cost to make this wonderful perfect part of the war machine. The vehicles have to travel over the worst imaginable roads, but it is remarkable that only 25 per cent. were under repair in the huge automobile camp which I visited. Each army possesses one of these camps. It is a novel feature of army organisation. Up to two months ago machines needing repairs had to be sent to garages in the nearest large city. To avoid loss of time, regular factories, equipped with every kind of machinery for automobile construction, have been built behind each army. They consist of about a dozen enormous wooden sheds covered with waterproof canvas. Electricity is made on the spot and operates all the lathes. Two hundred mechanics work night and day in two shifts. Spare parts of every description for every make of car, countless tyres, lamps, headlights, and every possible accessory, are kept in large stocks.

At the visit of the Countess of Liverpool Conference delegates to Featherston camp a visit was paid to the Greytown Hospital. It was found that the men on the military side of the hospital had no gramophone of their own, and the delegates decided to send one to the hospital as a gift from the conference. A fine gramophone has been purchased for the purpose by the Mayoress (Mrs. J. P. Luke) and forwarded to Greytown.



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