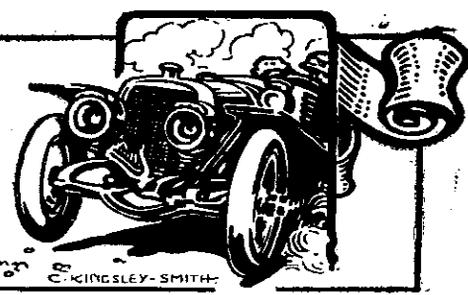


MOTORING & CYCLING



At the motor cycle sports held in Napier on March 30, the lightweight championship was won by F. Springfield, on a Douglas. In the Open Handicap, Mangham beat Coleman after an exciting race, H. R. Crawley being third.

Mr. Gordon Elliott, son of Mr. M. A. Elliott, of Palmerston North, has been successful in passing his tests at the Auckland Flying School, and will leave for England at an early date to join the Royal Naval Aerial Service.

"One way to get over the trouble with dazzling lights on motor cars," said Mr. W. G. K. Kenrick, S.M., at the Magistrate's Court at Palmerston (reports the "Standard"), "is to have a by-law like they have in Auckland, providing that the light must be thrown on the road a certain distance in front of the car."

Five more pupils of the Canterbury Aviation Company passed their tests last week, namely: Messrs. E. G. Webster (Little River), D. McKay (Spreydon), W. B. Brown (Wellington), W. D. Dunlop (Aramoho), and N. S. Hartson (Napier). Colonel Chaffey and Captain D. M. Robertson expressed themselves as particularly gratified with the work of the young airmen. One of the fliers took up with him some potatoes to act as mock bombs, which he dropped in the course of a figure eight descent with such precision that the first fell within three feet of its intended mark. General approbation was expressed at the success of the experiment.

An institution has just been opened at Balham, S.W. (Eng.), which gives free instruction to men in the use of artificial limbs. The equipment of the school includes steps, sloping footways, a "grass" walk, etc., to accustom men to the use of artificial legs on varying surfaces, and there is also a bicycle to tempt the more venturesome. Ultimately the idea is to train the discharged soldier in a trade, or possibly to enable him to return to his pre-war occupation.

According to a report presented to the Wellington City Council by the motor inspector there are now 135 taxi-cabs licensed in the city. There was recently considered by the by-laws committee, which recommended that, in view of the number of vehicles being more than adequate for the public requirements, each additional application should be granted only when the committee was satisfied that the vehicle complied in every respect with the motor inspector's requirements. This was agreed to.

Only a week or so ago there appeared in many illustrated papers the picture of a French officer who had both legs and one arm shot away, but who had been supplied with new limbs so splendidly fashioned and adjusted by the surgeon that he is now able to drive a motor car with ease and safety to himself and his passengers. He may be seen any day driving on the Paris streets, and scarcely to be distinguished from men who have never been to the war at all.

The Wellington City Council has decided that a license of a taxi-cab driver, who had been convicted for being drunk whilst in charge of a vehicle and for colliding with a woman and child in Featherston Street, should be suspended. Respecting another taxi-cab driver, convicted

for drunkenness, it was resolved that he should be given a warning that only because of his past long and satisfactory service in a branch of the corporation employ would he be granted a monthly permit during the next licensing year, and also informed that such permit will be immediately terminated if a repetition of his offence is reported. A certificate of ability to drive a motor car was issued to a returned soldier whose eyesight is temporarily affected through an injury received whilst on active service, in view of medical opinion that his eyesight will soon be normal.

It is remarkable the mileage that can be obtained from a well-made motor car, driven with care and discretion. An authentic case is recorded where a 20 h.p. car travelled over 262,000 miles, consumed 15,000 gallons of petrol, used more than 200 tyres and has been driven by 25 different drivers. It is estimated that the car is still good for another 100,000 miles. The distance already travelled is equal to nine and a-half times round the world.

quiescent attitude of our motoring associations, have triumphed. The unrestricted use of coal gas, at its present stage of development, is undoubtedly necessary for it to make the progress that is desired. It is the car owner denied petrol who will experiment with gas. Licensed users of petrol will go on using that fuel to a very great extent. The announcement appears somewhat contradictory in its terms, for it is stated that it is not intended either to prohibit the use of coal gas or to license the quantity purchased. It seems clear, however, that the intention is to prohibit all unnecessary motoring, or the use of cars for purposes which many would regard as necessary, but a cold official mind would consider to be otherwise. We regret the step that is forecasted. It seems to be based upon a desire to reduce expenditure upon labour in the manufacture of gas containers. In face of the indifferent attitude displayed to the enormous waste of labour on the manufacture of luxuries, a subject upon which the daily press as a whole remains discreetly silent, we can only view the coming action with

necessary room for the engine and boiler to be mounted in line. The boiler, which is of the multitubular type, is 12in. high and 9in. in diameter and has 120 half-inch copper tubes which carry a working pressure of 500lb. A seamless steel was used for its construction, with screwed-in ends, which are electrically welded. The burner is of a simple type with pilot, and is arranged for burning paraffin fuel. The engine is of the single-cylinder double-acting type, of 2½in. bore and 2½in. stroke, and is coupled direct to the back driving shaft. Thus arranged, the engine is geared 6½ to 1. The circular tank is divided into two parts, one containing fuel and the other water, the former being fed under pressure to the burner. The boiler feed is pumped through two water heaters, first through an exhaust heater and afterwards through a coil placed in the fire-box. The exhaust is condensed as much as possible by a surface condenser, the hot water being returned to the boiler and uncondensed steam escaping. The machine was tried on the road, and would steam steadily at



GROUP OF AUCKLAND BOYS, MEMBERS OF THE 38TH REINFORCEMENTS, PHOTOGRAPHED IN CAMP AT TRENTHAM.

Motoring has had a further set-back in England. Just when the use of coal gas was beginning to be adopted in lieu of petrol to enable owners to get some use out of their vehicles, the Board of Trade has decided to bring coal gas under the same regulation as applying to motor spirit. It is not intended to prohibit the use of gas for motor vehicles in so far as, subject to other considerations, it may be available, nor to license the quantity that may be used, but to confine its use to essential purposes only. This probably means that coal gas will only be available for commercial use, doctors, etc., and the every-day motorist, who used his car for utility purposes, will still have to keep it in the garage. In commenting upon this decision, the "Light Car" (England) says: "It cannot be denied that the announcement by the Board of Trade, reported covering the use of coal gas, is a body blow for those who had great hopes of this fuel rendering us independent of petrol supplies after the war. For the moment, the anti-motoring interests, assisted by the

regard to the use of coal gas in motor vehicles as paltry."

An instance of long cycle tyre life has just been brought under the notice of the Dunlop Rubber Company. A cycle shod with Dunlop tyres was purchased by a Victorian shearer early in 1910, and, despite the fact that heavy loads have been carried over thousands of miles of the roughest of roads and bush tracks, the same tyres have been in use up to March this year. Nearly eight years' continual riding on one set of covers is a remarkable record of durability. During this period, 14,970 miles were travelled (recorded by cyclometer) and only two punctures were sustained (in the back wheel) during their life. As a tyre record this takes some beating.

A steam-driven motor cycle machine, constructed and designed by Mr. William Taylor, in England, has many original features. The frame is that of an old F.N. shaft-driven machine. This has the enclosed bevel drive slightly altered to give the

25 miles per hour. A higher speed could be enjoyed for short spurts. Its rather heavy weight, trouble with the burner in a high wind, exhaust steam, small water carrying capacity and the wastefulness of the single expansion engine in steam at this high pressure were a few unsatisfactory points observed. The rise in steam pressure on a sudden stop did not tend to make one feel at ease in the saddle. With the scarcity of lighter spirits for fuels for internal-combustion engines, the steam motor cycle may yet come into more general use in England.

England is still purchasing large quantities of American motor waggons for military purposes. For the nine months ending last September no less than 5820 motor waggons, valued at £3,091,940, were shipped to England. For the corresponding period of 1916, 4723 similar vehicles were imported from the States. On the other hand, passenger cars declined from 11,815 in 1916, to 963 in 1917, a drop representing over £1,500,000.

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