



MOTORING & CYCLING

(CONTINUED.)

That motor cycle racing is in the boom down Taranaki way is evident from the fact that there are now two motor cycle clubs established in that district. New Plymouth has recently formed a club while the Egmont Club, which has had several successful runs, hold a motor cycle race meeting at Hawera on November 20. The latter club have been allotted the N.Z. Lightweight Championship, and with this and several other well-endowed races on the programme a very successful meeting should result.

"Any person who drives a motor car at night," remarked his Honor Mr. Justice Hosking at the Supreme Court in Gisborne, "must always measure the pace, so that he knows he can draw up within the distance his lights give him. If not, he is travelling into the unknown, and is taking a risk that he should not. The driver of a motor car should drive his car at night within the distance of his lights. If he does more than that, he is reckless."

A motor car on the Featherston hill was blown over the hillside one day last week, the occupants having a fortunate escape. The car was travelling along the hill when it was brought to a standstill by a gust of wind. The occupants alighted and the car, relieved of its load, was caught by the wind and lifted over the cliff. The motor was badly damaged.

The Dyer's Pass road deviation, the initial portion of the Summit road to Akaroa, was formally opened for vehicular traffic on Saturday week, when it was traversed by a motor car, the first vehicle to go over it. The party consisted of Mr. Henry Cotterill, Mr. F. M. Warren, Mr. H. G. Ell, M.P., Mrs. Ell, Master George Ell, and a representative of "The Press." Later the party was joined at the Dyer's Pass Rest House by Mr. S. G. Raymond, K.C., and Miss M. Raymond. It is not claimed that the deviation is yet in the best possible condition for traffic. The surface, in parts, is very uneven, and there are portions which will be required to be widened. The journey over the new road was accomplished quite comfortably in spite of a bump now and then, when some rather rough portion was being negotiated. The deviation starts at Victoria Park and continues for about a mile and a half till it rejoins the old road a few chains from the Dyer's Pass Rest House. Its grade of 1 in 30 makes it practically level, and the extent to which it shortens the distance is indicated by the fact that the first motor to go over it left Cathedral Square at 1.10 p.m. on Saturday and reached the rest house at 1.40, half an hour from point to point. There are comparatively few sharp turnings, and the result is that a less interrupted view of the beautiful panorama of hills and vales and plains and mountains is obtained as compared with the old road on the lower level. At present the work of widening the road to 12 feet, with occasional wider stretches to permit of vehicles passing, is in hand; ultimately it is hoped to widen it to 16 feet. It is over four years ago since Mr. Ell began his advocacy of the construction of the deviation. At first, a track was projected, and towards this work the Canterbury Automobile Association and the Summit Road Association each contributed £20. For the extension of the track into a road the funds were provided by the Government and by the Heathcote County Council, each contributing £200. During construction the road has been much used by pedestrians, and has proved a welcome short cut. No better means of giving visitors to Christchurch a pleasant opportunity of seeing the city, the Canterbury plains and the majestic barrier of the Southern Alps could be asked for than a trip to Dyer's Pass in suitable weather conditions.

Discussing to-day the possibility of an aerial mail service between England and Australia in the near future, Mr. Holden, chairman of the Melbourne Harbour Trust, expressed the opinion that it was bound to come, although it was hard to say when it would start. After the war there would be a greatly accelerated delivery of mails, which would be conveyed by aircraft, and this would have a far-reaching effect on commerce. Preparation for numerous landing stations for machines in Australia would have to be taken in hand, but that would be when the people of the Commonwealth were acquainted with the full extent of the progress made in aerial navigation.

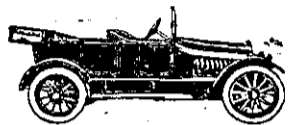
A motor mishap, containing all the dangers of a serious, if not fatal, accident, occurred on the Ohaupo-Te Awamutu road. A car, driven by Mr. A. W. Jones, and containing two other occupants, when coming down a rather steep incline got out of control owing to the steering gear giving way, and before the brakes could be applied, toppled over a 10ft. embankment and came to a standstill against a tree. Mr. Jones was held in his position against the steering wheel, but his two companions were thrown headlong through the wind screen, receiving a few minor cuts and a fairly severe shaking. Mr. Jones came through without a scratch.

Postal aeroplanes recently made their appearance in America, and inaugurated a regular mail service between Washington, Philadelphia, and New York. Two 'planes were used to open the new service, one starting from the capital city, and the other from New York. Reports state that the first three days of flying showed but 80 per cent. efficiency, due mainly to slightly defective compasses, and also to the inexperience of the pilots. Within a week of starting the air mail, it was found that the distance from New York to Washington could be covered in two hours 46 minutes. The highest altitude attained was 10,000ft., and the highest speed 100 miles per hour. An interesting comparison of the speed increase of a century works out thus:—Mail.—Washington to New York, collected and delivered: 1818: By horse relays—56 hours. 1832: By stage, railroad, and boat—36 hours. 1917: By railroad—seven hours. 1918: By aeroplane—three hours 16 minutes.

The best advice to those motorists who habitually blame the carburettor for poor engine performance is to leave the instrument alone and look for trouble in the ignition, oiling, or some other place. Once a carburettor is installed and adjusted correctly it is not very likely that trouble will be encountered, for it stands to reason that when a carburettor gives good performance day in and day out, and then suddenly the engine ceases to beat regularly, that the carburettor adjustment should not be tampered with, apart from seeing that the flow of petrol is free. Too rich a mixture is the chief cause of much carburettor trouble, and yet one of the most difficult ones to locate by the average

driver. An over-rich mixture has too much petrol in it for the amount of air used, and sometimes can be detected by black smoke issuing from the exhaust. In addition, the action of the engine is sluggish. Also, if the mixture is too rich, but not rich enough to cause smoking, there will be a pungent or acid odour coming from the exhaust. One can detect this odour every day on the streets of our cities, coming from cars that are running perhaps every day on a mixture that uses entirely too much petrol. Too rich a mixture causes the engine to overheat; therefore the owner whose engine overheats easily should have the carburettor adjusted to cut down the petrol a little, or increase the air supply. Other symptoms of too rich a mixture are sooting of the plugs, abnormal consumption of petrol and diminished engine power.

A woman in the Wairarapa was seen last week driving her husband's traction engine, and doing it very capably, too.



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