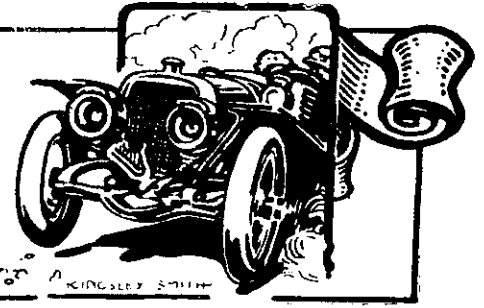


MOTORING & CYCLING



Photographs of private motorists in their cars, snapshots taken while on tour, or accounts of motoring trips and other items of interest to car-owners, will be inserted in these columns if posted to "New Zealand Sporting and Dramatic Review," P.O. Box 52, Auckland.

The most recent passes at the Sockburn Aviation School, Canterbury, include G. Cromie (Rakaia), F. W. McIlroy (Greymouth), J. J. Laffey (Dunedin), T. P. Wooding (Woodbury), H. I. N. Melville (Wanganui), J. R. Richardson (Wanganui), D. F. G. Merrett (Spreydon), F. S. Collier (Wanganui), R. C. Macmillan (Hawke's Bay), and W. G. Rows (Gisborne). This brings the school tally to 161.

"I regret to report that several dogs have been run over by motor cars and cycles and allowed to remain on the streets suffering pain. I hope and trust that any persons witnessing such cruelty will take the number of the vehicle and report the same to me." Extract from the annual report of the Inspector for the Society for the Prevention of Cruelty to Animals in Christchurch.

Advice has been received by Mrs. R. B. Bannerman, of Dunedin, that her husband, Flight-Lieut. Ronald B. Bannerman, has been awarded the Distinguished Flying Cross, and has been promoted to captain.

At Invercargill, Mr. G. Cruickshank, S.M., gave his decision in the case of William Scully, Dacre, who was charged with reckless driving, thereby causing the death of the racehorse Clynelish. His Worship said: "This is an information charging the defendant with recklessly driving a motor car whereby a valuable racehorse was killed. The owner of the horse is contemplating a civil action to recover the value of the horse, which is said to be £800. There seems to be a difference between the degree of negligence which may lead to a civil liability and the kind of negligence that brings a defendant within the penalty clauses of the Motor Regulation Act. I have not to try the civil case, and do not wish to influence the verdict either way. It is a question for a jury, which would take all the probabilities of the case and the fine questions of contributory negligence into consideration." His Worship concluded that it was not conclusively proved that it was not an unfortunate accident. He could not find the defendant criminally liable, though he might be civilly. The information would be dismissed.

At the Magistrate's Court, Wanganui, a man was charged with driving, on September 12, 1918, a motor car along Dublin Street at a speed dangerous to the public. It was stated by the police that defendant drove along Dublin Street towards Victoria Avenue at a speed between 35 and 40 miles an hour. Defendant, who admitted the breach, said he had the car under proper control, and did not think he was travelling at a dangerous speed. Mr. Wyvern Wilson, S.M., remarked that it was a case of ordinary over-speeding, and imposed a fine of 20s. and 7s. costs.

A narrow escape from what would have been certain death but for a wire fence, was experienced by Mr. J. R. Stansell, of Lyall Bay, Wellington. Mr. J. McCarthy was driving Mr. Stansell's car down a steep grade at Paekakariki, when it collided with another car driven by Mr. J. Schwass, of Tokomaru. No serious injury resulted, but both cars were damaged considerably. Mr. Stansell's motor, which contained five people, ran towards a cliff twenty feet deep, but was prevented from running over by a wire fence. Mr. Stansell stated that the narrowness of the road made it extremely dangerous for traffic. He expressed gratitude to those who had assisted him.

Speaking at a luncheon at the Automobile Club, London, Mr. Handley Page, designer of the famous bombing aeroplane which bears his name, pointed out that before the war mails took 72 hours between London and Constantinople, now the journey can

be done under 20 hours. Rome can be reached in 12½ hours, instead of 42, and Marseilles in eight instead of 23. He was convinced that an 800-mile service could be run at a profit, both for mails and passengers, at a rate a little in excess of that now in force, a medium-sized machine being used to make non-stop flights of 400 miles. They would have 200-horse power engines, and would carry 4400lb. of revenue-earning load, besides the pilot and mechanic and petrol. A 600 horse power machine could carry comfortably six passengers, totalling 900lb., and 3500lb. of postal matter and merchandise, and the passengers could be carried at 1s. per mile per 800 miles, or 2½d. per mile. On that basis the charge for letters would be less than 1d. an ounce, and that would include the handling of mails. America would become within reach in a day and a half, and would be as close as Manchester was at the end of the eighteenth century.

The gas emitted from an oil bore on the estate of a Gisborne resident is to be put to a new use. The owner is having balloons made to act as holders for the gas, which he intends to use for the driving power of a motor lorry in the Poverty Bay district.

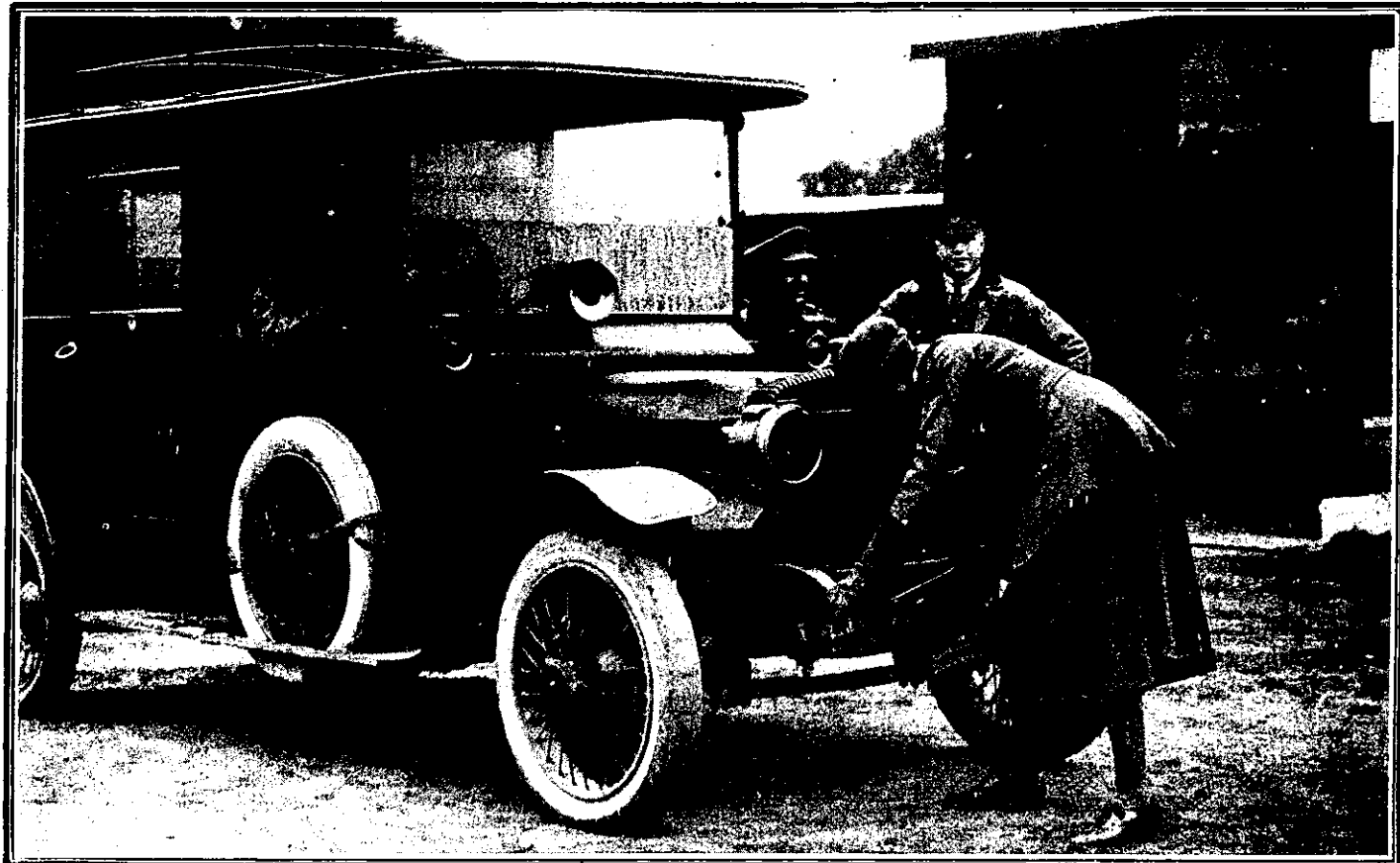
The result of a recent case in the Supreme Court at Timaru, N. F. Morgan against Michael Flynn, will be of considerable interest to motorists. The plaintiff, who was riding a motor cycle along the Waimate-Forks road, ran into an unlighted gig and was severely injured. The plaintiff's motor cycle had an acetylene lamp, which was tilted slightly downwards so as to comply with the provisions of the Lights on Vehicles Act in regard to dazzling lights. Mr. Justice Herdman, in summing up, said it would seem that it was the intention of the Legislature that the primary object of carrying lights was to enable other users of the road to know the position of a vehicle, rather than that a vehicle should carry lights for illuminating the highway. The jury awarded the plaintiff £543 damages.

Three young ladies have already applied to the Canterbury Aviation Company for enrolment as flying pupils at Sockburn, but the applications have had to be declined with regret, as the company at present is accepting none but candidates for the Royal Air Force. The latest application was received from a young lady in a North Island country centre. She stated that her brother, who was in the Royal Air Force, had been an instructor before going to France as a pilot, and had sent her many books

such breaches as of a serious nature. Seven people were each fined £1 and 7s. costs.

A curious story is to hand from San Francisco, to the effect that a man named Romer, who is imprisoned for motor car stealing, has applied for a patent on a device intended to protect the owners of automobiles from the theft of their cars. Romer's invention is electrical, and he claims that no machine equipped with the device can be started or towed away without a warning being given by means of a horn or whistle, which will not cease until the switch is unlocked by the correct key. Tampering with the wiring will also set the signal in operation.

The announcement that the Commonwealth Government is considering the advisability of limiting the use of petrol for motor car and motor cycle use, is causing much concern in trade circles, inasmuch as few people want to buy cars and motor cycle outfits with the probability of their having to lay them up for want of petrol. Should drastic reductions be made in this direction it is going to result in a deal of unemployment in the automobile and allied trades. The suggestion is that pleasure motor-



Replacing the many chauffeurs in England who have answered the call of duty. Two motor experts of the Women's Legion with their Daimler car which is employed upon war work. What these ladies do not know about the mechanism and habits of every kind of motor that is in general use does not matter. They are as industrious as they are skilful. The illustration shows a member of the Women's Legion starting the motor.

News has been received by his mother of the death on active service of Major J. J. Hammond on September 23rd. The Feilding "Star" says: "Joe Hammond was born in Feilding thirty-two years ago. In his youth he performed some of the most daring feats with a complete unconcern. It was with no surprise, therefore, that his people here heard, some little time after Joe had gone to England on a trip, that he was flying. That was twelve years ago. He came out to Australia with a British aeroplane, and was the first aviator in those Southern Seas. Returning to Europe, Joe was one of the first in the air when war broke out. He had seen years of service. Some six months ago he was reported as having been sent to America as an aviation instructor. It is not known yet how he lost his life. Major Hammond leaves a wife but no children."

Flight-Lieutenant K. Simson, son of Mrs. Ian Simson, of Hastings, leaves shortly for England to take up military air work at the front. His brother—also an aviator—recently died on the way out to New Zealand.

on flying and on the different types of engines and machines in use. She had had a great deal of experience driving motor cars, and thoroughly understood the construction of a petrol engine. Although these applications cannot be entertained while the supply of candidates for the Air Force continues (says the "Lyttelton Times"), it is regarded as a certainty that many women will learn to fly at Sockburn in the not far distant future.

"This riding on the footpaths is pretty bad," remarked Mr. J. S. Barton, S.M., in the Gisborne Magistrate's Court, when, consequent on a watch being kept by the police on the footpaths in Whataupoko, quite a number of offenders appeared to answer charges of riding bicycles on the footpath. His Worship added further that a warning had been published in the newspapers before proceedings were taken by the police. The practice was a menace to the safety of pedestrians and children, and must be stopped. A maximum fine of £20 was fixed for this class of offence, and in future he intended to treat

ing should be restricted, and investigations are now being made with a view to ascertaining the amount of petrol used respectively for business and pleasure purposes. The difficulty—now that the car has become a matter of utility in tens of thousands of homes in the Commonwealth—will be to equitably determine where the business use of cars ends and the pleasure part begins. However, it is to be sincerely hoped for the sake of the thousands of Australian workmen whose bread and butter depends on the automobile trade, that the Government will not have need to bring in restrictions that will deprive them of their means of existence. If it is essential that some curtailment be made in the consumption of petrol, it is hoped that an adjustment will be made by the authorities whereby the industry in Australia will not be crippled. The automobile is essential to the speedy development of the country, and anything that is going to curtail its legitimate use will be a loss to the community and a set-back to Australia.