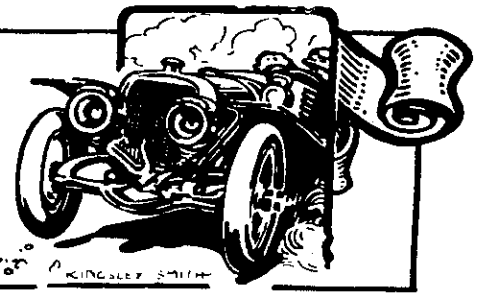


MOTORING & CYCLING



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.

At Sockburn, on November 2, four more pupils of the Canterbury Aviation Company took their "tickets." These were A. L. Piper (Christchurch), L. R. Henrys (Wellington), I. J. Black (Blenheim), and A. W. Morland (Rakaia). Major V. Leeming, M.C., and Captain D. M. Robertson were the examiners.

"In my opinion, motor cycle riders are more addicted to speed than are motor car drivers," said Mr. F. V. Frazer, S.M., during the hearing of a case in Wellington. "A motor cycle is also more dangerous to the public. A motor car usually can be heard and seen approaching, but a motor cycle is upon one almost before a person is aware of its approach."

"Motor car owners welcome taxation," said Mr. C. S. Owen, of Dunedin, at the Chambers of Commerce Conference. "As it is at present a motorist may have an accident through a fault in the road which may cost £20, whereas such accidents would not occur were the roads put in order with taxation moneys. They welcome taxation."

A party of 130, including 100 returned soldiers, were given a motor car trip from Ashburton to the Lake Coleridge power house. About 30 cars were lent for the purpose, and leaving about 7 a.m., they were back again at 6 p.m. Luncheon and afternoon tea were provided for the party at Mr. Gerard's Snowdon station.

How completely the motor car has taken the place of the old-time method of conveyance, the buggy and horse, was plainly evidenced at the Kelso show, says the "Ensign." Instead of the long row of fettered horses to have been seen at a similar function a decade ago, there was an imposing array of up-to-date models to the popular makes of car bordering close on 100. This at least was an outward sign of the prosperity being enjoyed at the present time by the farming community.

With the late batch of returned soldiers was Captain L. H. Brake, of the Royal Air Forces, who left New Zealand two and a-half years ago to take up flying, in which branch he made rapid strides. Captain Brake has seen considerable service, particularly in the Mediterranean, and has taken part in the raids on Constantinople.

Mr. J. A. Taylor, junr., who passed his examination at the Christchurch Aviation School, is to proceed to England at an early date, under orders.

A matter of some moment to motorists and local bodies is referred to in the report of the Wairarapa Automobile Association. The passage in the report reads: "The association, thanks to the ability displayed by its solicitor (Mr. T. E. Maunsell), successfully contested the legality of the by-law of the Greytown Borough Council fixing the speed limit at a uniform rate of 12 miles per hour. The result should be the fixing of speed limits ranging from 15 miles per hour, through cities and towns, to 25 miles per hour on main highways, as recommended by the New Zealand Automobile Union.

Driver Lionel McDonnell, N.Z.F.R., of Parewanui, Bulls, has returned to the Dominion on furlough, after over four years of active service. Driver McDonnell was attached to the Wellington Mounted Rifles, but was later transferred to the N.Z.F.A., with which unit he left Egypt for France. Driver McDonnell, who was severely wounded at Gallipoli, has two brothers serving in France, one of whom is returning invalided to New Zealand.

Owing to the greatly increased demand on castor oil, which is the only satisfactory lubricant for rotary aeroplane engines, 108,000 acres have been specially sown in America with castor oil plants, the seed being supplied by the British Government. In the rotary engine the petrol gas is taken through the crank case, where it comes in contact with the lubricating oil, but as castor oil is only slightly soluble in petrol, its lubricating qualities are practically unaffected, hence its superiority over other lubricants for this type of engine.

It is interesting to note that it takes 17 gallons of petrol to keep the 400 h.p. Liberty aeroplane—the type adopted as standard in America—in the air, and this is stated to be 40 per cent. less than is generally required to fly similar power aeroplanes of other makes. The approximate cost of flying a big powered machine, including every incidental down to interest on capital, wages, repairs, etc., is said to be about 2s. per mile.

According to recently issued statistics from American sources, the growth of automobile production in the United States during the war has been progressively on the upward scale, the figures being: 1914, 1,754,570; 1915, 2,423,788; 1916, 3,544,952; and 1917, 4,941,276. A large number of these machines is made up for war lorries and similar chassis. The total number of cars of all sorts in use in the United States is estimated at 5,000,000, or one car for every 21 of the population.

The authorities of the State of North Carolina (U.S.A.) requested the holder of each of the 65,000 motor driving licenses in the State to undertake to dispose of 100 dollars' worth of War Savings Stamps. Most of the drivers responded, and many of them sold thousands of dollars' worth.

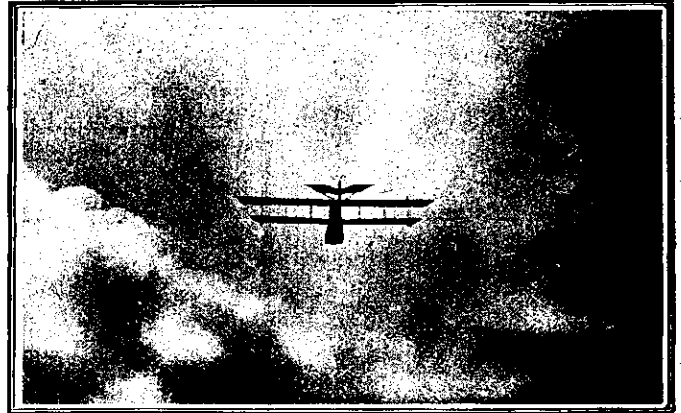
Mr. E. S. Pees, the honorary secretary of the Manawatu Voluntary Motor Corps, in discussing the work of similar organisations in other places with a recently returned sol-

Zealand's representative, for the help he gave the motor corps in organising this outing. On another occasion the Melbourne Motor Corps turned out with 300 motor cars to do honour to 900 French black troops who were returning to the French Islands. Mr. E. S. Pees advises that good work has been done by the local corps since its inauguration.

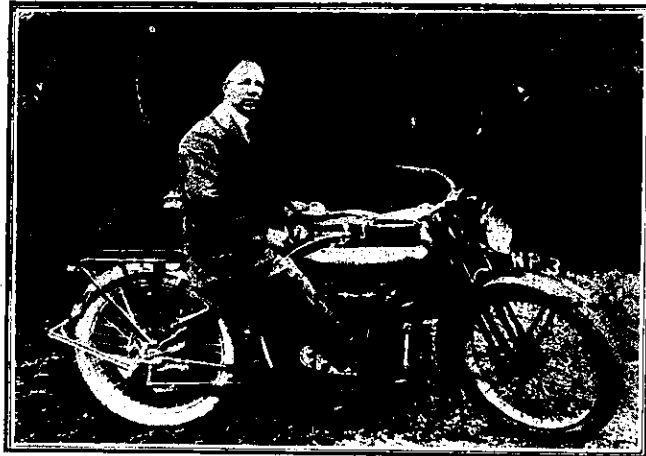
Mr. Ford, the millionaire motor car magnate of Detroit, has approached the United States Government with a proposal to establish a huge farm for returned U.S. soldiers. He is convinced that the married soldier can be converted into a successful farmer, and to prove the soundness of his contention has purchased and laid out a 4000-acre farm, which is to be cut up into 10-acre lots, at Dearborn, in Michigan. Mr. Ford made a journey in September to Washington and laid his scheme before Secretary Lane, who promised him that no time would be lost by the United States Army authorities in selecting the proper kind of men to carry the project through successfully. Mr. Ford declares that it is not to be a



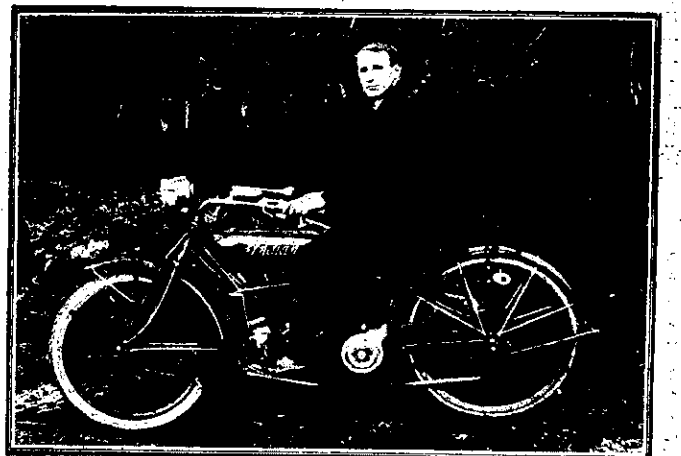
View of a waterplane taken from a ferry boat whilst opposite the Flying School at Kohimarama, Auckland.



A seaplane from the Kohimarama Flying School, Auckland, flying over the Waitemata Harbour.



Mr. C. Harrison, vice-captain of the Egmont Cycle Club, on his 7-9 h.p. Harley-Davidson, with side-car.



Mr. A. Spragg, captain of the Egmont Cycle Club, on his 7-9 h.p. Indian.

There is little doubt that the Victorian crack, E. A. Tamme, is the best long distance road rider in Australia to-day. At the end of last month he started in the New South Wales 40 miles road event from Parramatta to Windsor and back, and scored fastest time from scratch, finishing up fourth, covering the distance in 1hr. 40min. 10sec. In 1916, Tamme rode in 13 races, scored 12 fastest times, and gained three firsts, two seconds and four thirds, and he has done exceptionally well since then, both on road and track. This year he probably put up his finest performance when he established a new Australian record in competition, by negotiating 25 miles on an out-and-home course, in the splendid time of 1hr. 2min. 5sec. Tamme, who is only 25 years of age, intends retiring from active racing this season.

Is it a fact that during the period of instruction of New Zealand flying cadets in England such cadets receive only 1s. per day and no separation allowance is paid to their wives or other dependents? This is a question to the Minister for Defence, placed on the Order Paper of the Representative Chamber by Mr. W. J. Dickie, M.P. for Selwyn.

dier, was informed that a transport that had arrived at Melbourne lately brought a large number of Australian soldiers and also a small number of New Zealand boys. The Melbourne Voluntary Motor Corps, which comprises some 1200 cars, turned out in royal style to offer their assistance, and all the returned boys were well looked after. The New Zealand boys were particularly well entertained. The boat arrived at seven in the morning, and at 8.30 they were allowed to land. The motor corps had provided motor cars to take them for a spin. They were motored out to Yarraglen, about a 30-mile run out, at which place dinner was arranged for them. After dinner they motored around, arriving back in Melbourne at 4 p.m., and in the evening they all went to the theatre. Wherever they went they were met by a host of young ladies, who showered them with beautiful flowers. Altogether the New Zealand boys' comfort was looked after admirably. They were not even bothered with their luggage, a special baggage guard being allotted to take their baggage from one ship to the other, and everything was placed in the cabins without any trouble to themselves. A lot of credit is due to Mr. Manson, New

Zealand's representative, for the help he gave the motor corps in organising this outing. On another occasion the Melbourne Motor Corps turned out with 300 motor cars to do honour to 900 French black troops who were returning to the French Islands. Mr. E. S. Pees advises that good work has been done by the local corps since its inauguration.

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charitable proposition. The motor manufacturer means merely to finance the ex-soldier, to lend him the fully equipped farm at its full valuation, with the understanding that it is to be paid for by the farmer's earnings. That agrees completely with Secretary Lane's suggestion, which is that the Government sell them the land and lend them the money to develop it, the repayment to be on the easiest possible terms. "This is my idea," said Mr. Ford to the correspondent after his visit to the secretary. "I will install the crippled soldier and his wife in a comfortable home, with an appropriate-sized barn, on the little farm which I have already laid out on my place. He will have five head of cattle, some chickens, and a tractor which will plough, harrow, thresh, churn, and do almost any sort of work necessary. He can readily operate this machine even though he is crippled. This whole layout I will value at 400 dollars, which is as nearly as I can figure its actual worth. I firmly believe that the man will be able to earn an excellent living and to pay back his indebtedness in 10 years, after which he will own the property and will be able to lay up his profits for his declining years."