

**MOTORING & CYCLING.**  
(CONTINUED.)

The need for more motor cars being placed at the disposal of the Wellington Voluntary Motor Corps for the transport of returned soldiers to their homes upon days on which drafts arrive was stressed at a recent meeting of the corps. The Mayor (Mr. J. P. Luke) said that he was particularly pleased with the generous spirit shown by a number of members of the corps, but a larger membership and a greater enthusiasm were necessary if the work of the organisation was to be successfully performed. He suggested that in order that the transport of the whole of the men might be adequately met people who owned motor cars should provide taxi cabs as substitutes on occasions when they could not lend their own cars for the purpose. More help in the direction he had indicated was needed. In fact, he thought that something better would have to be done in regard to receptions to returned men. If they desired that the soldiers should settle down in civil life in no disgruntled spirit then they should encourage them to do so by according them warmer welcomes on their return to their native land. Captain W. Pryor, who has charge of the work of the corps, in remarking that more enthusiasm was necessary, expressed his appreciation of what a number of the members and the ladies had done. But they could not carry on their work unless they had the assistance of all the motorists in Wellington. On a recent occasion the corps had not carried out its job thoroughly, and the result was that a car had to be hired. He appealed to all the members of the corps to attend in full force every time a transport arrived. He suggested that means should be devised of restricting the number of soldiers' relatives who attend the wharves and the railway stations. Cases frequently occurred where motor cars were overcrowded, and this was likely to result in damage to the cars. "There is one thing I want to speak out about, and it is a matter upon which I feel very strongly," remarked Mr. Pryor. "That is that hardly any of our wealthy people are represented in the membership of the corps. The wealthy people of Wellington have not given us the assistance they should have done." He thought that a committee of two should be set up to interview the wealthy people, and point out to them what was their obvious duty to the returned soldiers. Flags were waved to the men when they went away, but some people hesitated to turn out to welcome them when they returned. All members present signified that to the best of their ability they would place their cars at the disposal of the corps to meet returning drafts of soldiers. A resolution was also carried to the effect that the secretary, Mr. H. J. Stott, by circular and advertisement, should invite all motorists not on the roll of the Wellington Voluntary Motor Corps to place their cars at the disposal of the corps for the transport of returned soldiers. It was also decided that on future occasions no more than three next-of-kin per soldier should be carried on the motor cars of members of the corps.

A "victory" motor run is to be held shortly by the Auckland Automobile Association, when the inmates of all the juvenile charitable institutions will take part. It is estimated that fully 80 or 100 cars will be required to convey all the children, and it has been decided to circularise members of the association, and also private owners regarding the provision of cars. Mr. G. W. Hutchison, the secretary, who brought the matter up, stated that now that hostilities had ceased motoring should receive a great impetus, and the association should embark upon a progressive policy and endeavour to enrol every motorist in the Auckland district as a member. He suggested that if a "peace" or "victory" run were held, it would have the object of bringing the activities of the association under the notice of every private motorist, each one of whom would be invited to take part in the run, and it would also serve to celebrate the victory of the Allies. A "victory" run would give an enjoyable outing to those who were unable to afford a motor ride.

Close upon 100 spectators were out on the Trotting Club's course at Sockburn, when training operations for the motor carnival were in progress. The big attraction was the "try out" of the aeroplane v. motor cycle race, which was successfully brought off. Mr. J. Mercer, in the 100 h.p. Caudron, did five laps of the mile course, and Mr. E. C. Hinds, on his 7 h.p. Indian took the part of the motor cyclist. Hinds did one lap at over 65 miles per hour, and it looks as if the race at the carnival will be a close event. Mercer had a passenger, but will not carry one in the race.

If the average business man were told that the most profitable way to use a motor truck is to run it empty, he would, says an American writer, probably consign his informer to the gentle care of a commission in lunacy. But the owner of a certain slate mine in the up-state part of New York would merely nod wisely and remark that he had noticed the same thing. The quarry in question is a mile and a-half from the railroad station. The running time for a round trip is accordingly small, in comparison with the combined load-

ing and unloading time. This brings it about that when the truck is used in the ordinary way, as a truck for carrying the slate, it spends most of its time standing dead at the shaft-house or the station, being loaded and unloaded. This, of course, is plainly bad; but the remedy requires a good deal of vision in the seeing, and even more nerve in the believing. In the present case, after a good deal of persuasion, the quarry man was brought around to give the trailer a trial. He brought three of these and issued orders that henceforth the motor truck was not a truck at all, but simply a locomotive. It runs continuously, never carrying a load on its own bottom, but always hauling one trailer. It leaves the mine in the morning with a loaded trailer, hauls this to the railroad, picks up the empty trailer left at the last trip, drags this back to the mine, and when it gets there the third car is loaded and waiting. In this way there is always one trailer loading, one unloading and one en route in one direction or the other. Twenty round trips are made in a ten-hour day, and six tons of slate delivered each trip. Operating on this schedule the cost of hauling the slate to the trains has been cut in half, and the

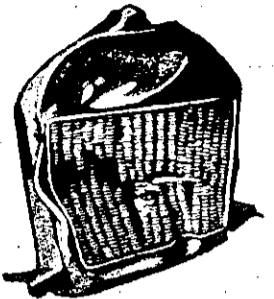
owner, who was frankly sceptical over the idea of running his truck with all that space on its floor yawning to the skies for a load, is enthusiastic over the trailer.

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