

MOTORING & CYCLING.

(CONTINUED.)

A novel event at the Christchurch motor carnival was the five-mile race between L. Mercer, of the Canterbury Aviation Company, in a 100 h.p. Caudron biplane, and the winner of the Heavyweight Australasian Championship, R. Crawley, on his 7 h.p. Harley-Davidson. The aeroplane gained a slight lead in the flying start, but the motor cycle gradually crept up and passed the post a winner, doing the five miles in 4min. 45sec., the plane being clocked in two seconds later. The winner was decorated with the blue riband by Mr. E. E. Daniels and presented with the prize, a purse of sovereigns.

At a meeting of the Otago Motor Club feeling reference was made by the president (Mr. Ansell) to the loss motoring had sustained through the death of Corporal H. Fancourt, the first honorary secretary of the old Motor Cycle Club. Corporal Fancourt had served on Gallipoli and in France, and had returned to New Zealand, meeting his death recently as the result of a motor accident in the North Island. Mr. Wright referred to the sad death of Mr. Hill the instructor at the Sockburn Aviation School. Motions of sympathy with the relatives of the two deceased were carried in the usual manner.

The question of carrying next-of-kin came up at a meeting of the Wellington Motor Corps, the opinion being expressed that more, and not better, supervision was what was required. The passengers were not put in by an officer of the corps or a military officer, because there were not enough officers to attend to that particular part of the work; they simply clambered in. Mr. J. Smith suggested that no car should carry more than it had seating accommodation for. "It is no good to me," said another member. "On one trip I carried nine passengers, with the springs of my car turned up the wrong way by the weight." Mr. C. S. Brice suggested that if the soldiers and the public generally understood that the corps was a voluntary body more consideration would be shown. The Mayor stated that Captain Pictor had each time informed the men that the corps was such a body, but there were always some who would take advantage. Finally the meeting decided that not more than three next-of-kin to each soldier would be carried.

Good roads are a feature of the American cities, according to Mr. J. W. Marchbanks, engineer of the Wellington Harbour Board. Mr. Marchbanks paid attention to this subject during his recent visit to the United States, and he was much impressed by the efforts the Americans have made to create roads that will carry heavy traffic with a maximum of ease and a minimum of wear and tear. The best American roads, says Mr. Marchbanks, appear to have a concrete base, carefully laid down, with a covering of three inches of asphalt. Natural asphalt, or bitumen, is used, and not tar. In some cases the base is put down in two coats, with a fine wearing surface on top. The wearing surface was sometimes of asphaltic concrete, two or three inches thick, with a base of concrete. The asphalt wearing surface is the smoother and gives the finer appearance, but the asphaltic concrete gives the better grip for horses and motors. The smooth and fast concrete roads are not without their disadvantages. They are slippery in wet and frosty weather, and the municipal authorities in the American cities find it necessary to put down sand at such times. The roads have to be kept very clean. Some of the cities have used vitrified brick for their roads. This material, says Mr. Marchbanks, gives very good results. At Seattle he saw some pavement of vitrified brick said to have been put down 20 years ago and still in fairly good order. He saw at Buffalo asphalt that had been down for 20 years. The city of Buffalo has 280 miles of asphalt roads, 27 miles of stone set roads, 45 miles of other good roads, and only 14 miles of macadam. The macadam road, in fact, is regarded there as a poor road. Nearly all the American towns have now a proportion of asphalt streets.

Few people probably give a thought to the important and vital part the automobile and bicycle played in the great war. Without them victory would not be ours to-day, for Verdun would have fallen—Paris would have been in the hands of the Huns in 1914, and then—well, they did not fall because of the wonderful motor transport work that enabled reinforcements and supplies to be carried speedily to vital points of defence and offence. Motors saved the day. Going back some years, to 1888 in fact, we find that the bicycle of to-day—and the motor of to-day—owe their development and efficiency to the birth and invention of the Dunlop pneumatic tyre; in fact, Dunlop tyres made cycling and motoring possible. Recognition of this fact therefore brings home what the world to-day owes J. B. Dunlop. His principle of using the buoyancy of compressed air for absorption of vibration serves millions of motorists and cyclists the world over, and it helped in no small way in giving us the greatest victory known in the annals of the world. The history of Dunlop tyres has been a remarkable one. First in 1888, they have been foremost ever since, and during that period have conferred inestimable benefits on the world in general. To motorists and cyclists in particular they have rendered marked service in making motoring and cycling popular, pleasant and profitable.

In discussing motor cycle side-car design, and having an eye to the future enormously increased demand for motor cycle combinations, it is as well to remember that although

the side-car has been very materially improved, there remain one or two features which still require further attention on the part of designers and builders. One of them is the springing and another the means of connecting the car to the cycle. The first of these is, with few exceptions, by no means as satisfactory as it should be and efforts should be made to remove this stigma from an otherwise greatly better style of vehicle. The spring system of motor cycle and the side-car should be such that not only the main road shocks are damped out, but the irritating vibration set up when striking smaller surface irregularities and "corrugations" as well. Then as regards the couplings, it would be an improvement if all loose brackets or clips were dispensed with and nothing but brazed joints used. Such loose fittings make it possible to "adjust" the relative positions of the machine and side-car, but in our view such possibility of adjustment is best done without. If the side-car chassis is stout enough to bear continued strain and the cycle be set truly vertical in the first instance, no need should arise for subsequent tampering with the connections, and the tendency for faddists to set the motor cycle at this or that angle, leaning towards or from the side-car, would be rendered impossible, and one potent source of danger removed. Another point is that which refers to the unsatisfactory behaviour of side-car combinations when driven "light." The wheel has a decided tendency to lift at corners, and careless driving at speed is likely to result in severe damage to rider and machine. It is usually believed that the only way to overcome this tendency is

that of increasing the weight to be carried directly by the wheel. It is difficult to see how this could be done without introducing "unprofitable" load, but it should be possible to minimise the evil by superior design of the chassis as a whole. Attempts were made to improve tyre wear, and incidentally improve the tracking of side-car wheels, some years ago, the wheel in one case being connected to the front wheel of the cycle so that both steered together, whilst in another design the side-car connections were flexible instead of rigid, thus leaving the motor cycle to be balanced by its rider as when riding solo.

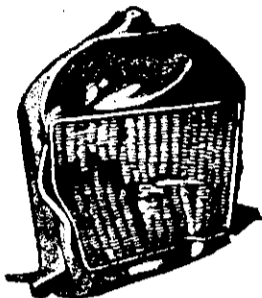
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THOSE of us who have suffered but little during the War must not forget those who have suffered much. Let us rejoice whole-heartedly, but let us not be carried away so far that we forget those who have paid the penalties of War. Let us see our promises are kept in comfort—without resort to charity. Dependants of the fallen must be given honour and security.

In the world of business the path of peace is clear and open. There must be more sympathy between Worker and Employer. There must be closer association between Manufacturer and Consumer, and one and all of us must work to strengthen the Bonds of the Empire and so make good the sacrifices of our boys. Let us all join together for a better Empire—and a better World!

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