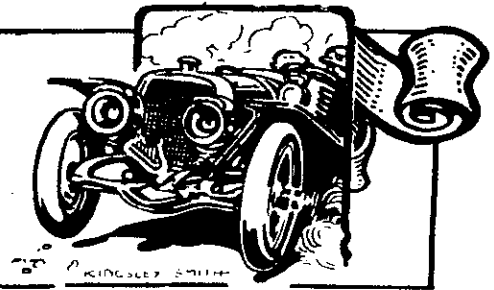


# MOTORING & CYCLING



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.

During April the Napier City Council registered 25 motor cars, six motor cycles and one motor lorry. The Hawke's Bay County Council registered 19 cars and seven cycles.

It is stated that one old-established English motor firm has laid down a programme of 25,000 complete cars per annum. The features of this car will be medium power, complete equipment and thorough up-to-date-ness.

An item of £5000 for purchase of three motor lorries and a tractor was on the preliminary estimates submitted to Rangitikei County Council at a recent meeting. Councillors were unanimous in agreeing to it, the chairman remarking that he would like another road roller and crusher purchased.

The London and Provincial Union of Licensed Vehicle Workers is trying to arrange with the London County Council, omnibus companies, and the Commissioner of Police for permission to be given to tramcar and omnibus drivers to be allowed to smoke while on duty. It is understood the London Omnibus Company has expressed its inability to comply with their request.

In connection with the arrangements for the trans-Atlantic flight, a recent cable states that the Air Ministry has provided for the use of wireless and flare bombs, and has instructed scores of steamship operators to listen for the signal D.K.A. (dash dot dot, dash dot dash, dot dash), indicating a request for guidance. The "Evening Standard" hears that several of the competitors will carry only three hours supplies of petrol, which will be seriously risking delays through adverse currents.

Information has been received by the Minister of Defence that flying cadets who were in schools at the signing of the armistice, but obtained pilot's certificates subsequently, may receive the £75 grant. Officer's uniforms are not now worn until a cadet qualifies as a flight cadet. Then a grant of £13 is made. Arrangements have been made, however, for refunding to all cadets serving on November 11, 1918, reasonable expenses on officer's equipment.

At the Magistrate's Court, Palmerston North last week, before Mr. E. Page, S.M., a case was heard in which the Watt Motor Company claimed from E. A. Schwartz, salesman, of Palmerston, the sum of £8 9s. 9d., in respect of repairs to a motor car. The evidence disclosed that defendant offered plaintiff company a car for sale, and while it was in the possession of the latter certain repairs were effected which defendant claimed he had not authorised and for which he refused to pay, as he was only an agent in the matter. His Worship gave judgment for plaintiff, with £2 15s. costs.

A remarkable record has been made by a Stratford motorist, and was mentioned by a councillor at a special meeting of the County Council. The council was considering a proposal to procure a new car, and Councillor Hancock supported the purchase of one particular make, giving as his reason that a friend of his had run one of these cars for a number of years, the car having run 40,000 miles. During the past year it had run 4812 miles; and the expenses had been £33 13s. 2d. for benzine, £10 10s. for oils, and £19 15s. for repairs, a total of £64. This worked out at the remarkably low running cost of only 3½d. per mile. The repairs were somewhat heavy, as the car had run approximately 50,000 miles, and this makes the record an even better one than would be the case if the car was a new one.

Few motorists in this country are aware of the big assembling business that has developed in connection with the Ford car in Australia. The average motorist thinks that the complete car is imported ready for the road, but it is not so. The thousands of Fords sold in Australia are now brought overseas in parts, and the work of assembling, from the bare frame members up, done there, and what an industry it has grown into. All told, probably close on 1000 hands are now employed at this work, and the building of Ford bodies. In Melbourne a huge plant has been erected to cope with Ford equipment, and the output in bodies alone is at the rate of 2000 a year. The plant is systematised after the Ford factories, workmen being allotted standardised piecework that greatly simplifies production and increases output. Similar plants are in operation in other States. It is an object lesson of the benefits that accrue to the community in general and the workmen in particular, by having all this work done in Australia, instead of having the complete cars shipped there.

The voyage of the oil steamer Cardium, from Singapore to Melbourne with 6000 tons of benzine, has been eventful. On April 5 wireless S.O.S.

out the backing of adequate capital. It was obvious that it would be useless to entertain the proposal unless the men had a backing of several thousand pounds at least. A member of the board said that, in any case, there was no hope at present of obtaining in New Zealand machinery for a motor garage establishment. It was stated that the men had great faith in their chances of success and that their application had been declined by the committee with regret.

Lieutenant H. E. Hyde, R.A.F., of Tarras, Otago, who published a pamphlet in 1914 in advocacy of the adoption of international measures for the prevention of war, has recently prepared a pamphlet under the auspices of the League of Nations Union on the same subject, in which he points out that the alternative to the prevention of war is warfare more devastating and horrible than that of the past. In connection with aviation alone, in respect of which Lieutenant Hyde writes with the knowledge derived from the fact that he flew one of the largest type of night bombing machines for twelve months until he was shot down and taken prisoner by the Germans, he says that so rapid has been the development of flying that, with very little improvement to the present

"has been developed to such a remarkable extent that a very little of it dropped from an aeroplane would put a whole town out of action. Thus, if two neighbouring nations went to war and began using poison gas from aeroplanes, they would have all their centres of population in confusion in no time. So far as I am aware," said the professor, "none of the belligerents dropped poison gas from aeroplanes during the war. Our side would not take the initiative. The Germans by the time they were in a position to use their aircraft for gassing purposes were apparently afraid lest reprisals from our side might do them more damage than they would cause us."

Speaking at a meeting of the Coventry branch of the Institution of Automobile Engineers, recently held to discuss the post-war development of the motor 'bus, Mr. T. Clarkson, who presided, emphasised the fact that the double deck is a survival of the fittest. People like to see London from the top of a 'bus. Wire wheels have been tried unsuccessfully, and wooden wheels are not suitable. Pressed wheels were tried, but did not last. A centre plate was added, which made them satisfactory but increased the weight. The cast steel wheel is still the best. The



SNAPSHOTS TAKEN ON THE WHARF AT AUCKLAND DURING THE DISEMBARKATION OF NEW ZEALAND SOLDIERS WHO RECENTLY RETURNED BY THE TRANSPORT BHAMO.

messages were received at Melbourne stating that when some 300 miles from Albany fire broke out in the engine room rendering the engines useless. Several vessels hastened to the assistance of the Cardium, and the latest wireless advice received was that she was being towed to Albany by the steamer War Soldier. The Cardium left Singapore early in the year, and in ordinary circumstances should have reached Melbourne early in March. While in the Indian Ocean her engines broke down and she was forced to put into Fremantle for repairs, and was delayed there for 10 days.

Two returned soldiers have applied to the Canterbury District Repatriation Board for help in establishing a motor garage in the city. They have £100 and they asked for a loan of £600 from the board. It was stated at a meeting of the board that inquiries showed that the site they had in view was a good one, but that the capital contemplated was quite inadequate. With rent, interest and other items they would have to take £1000 a year before they cleared expenses. Garage proprietors, who were consulted, said that it was utterly useless for anybody to go into the motor garage business with-

type of machine, large cities could be made uninhabitable in a single night. In a few years' time it will be possible to drop bombs of such a weight and with such destructive capacity as to make the effect of the bombs dropped on London during the war appear trivial. Even as things are, had it not been for the signing of the armistice, the world—and particularly Germany—would ere now have had a terrible demonstration of what the progress in aviation means in war.

Professor Whitfield, of the Perth (Western Australia) University, who recently returned after three years absence in America and England, was at the time the armistice was signed in charge of the gas-making factory near Liverpool. Speaking of the effects of the poison gas, Professor Whitfield stated that unless the League of Nations, or some other organisation, controlled the deadly gas agency, nothing short of chaos would be caused when the next war broke out. "Poison gas," he said,

Gargle, Sniff up or Swallow.

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for Throats, Colds or Influenza.

use of driving chains allows lower floors—no differential to clear. Much might be said for both large and small engines, but the latter are more suitable for London. The tendency was to increase the diameter of road wheels. The rubber tyre was the biggest development since 1904; then price was 2d. per mile per tyre; at the present day it was 1½d. per mile, and had not gone up during the war. Capsizing is not frequent. Static tests with 'buses had shown it necessary to raise wheels over three feet in order to turn a vehicle quite over. The tram is a back number as a method of transportation. It is less efficient than it was on account of reduced flexibility and liability to obstruction caused by the greater number of other vehicles and general growth of transport on the roads. The difficulty with 'buses was not to decide on a tax, but how correctly to apportion it.

## A NECESSITY.

When you wake up with a parched tongue or a dry throat you will find a teaspoonful of Fluenzol (momentarily gargled and swallowed) most soothing. Fluenzol (1/6 and 2/6) allays inflammation in the throat or nose and cools the system by dispelling fever germs. Invaluable and quite harmless for restless children. 11