

# MOTORING & CYCLING.

(CONTINUED.)

A motor club has been formed in Invercargill, Mr. R. R. Binney having been elected secretary. A live committee is sparing no effort to secure members, and the club should not be long in promoting an opening run and other social outings.

There are a good many thefts of motor cars reported from various parts of the Dominion. A Hawera gentleman recently in Palmerston left his car in the backyard of a hotel. Next morning it had disappeared. A few days later a Wanganui car also mysteriously disappeared. It would be well for motorists leaving their cars about to take the precaution to lock them; also to put their tools, etc., under lock and key, as there is a lot of theft of tools, pumps, etc., going on.

A Gisborne motorist calls attention to the practice of butchers, bakers, milkmen and other tradesmen's carts using the wrong side of the road when on their delivery rounds. The result is that an accident was narrowly averted in Stout Street a few days ago. Tradesmen's carts, it is pointed out, are subject to the rules of the road as well as other vehicles.

For once Australia has been behind Christchurch, says the Christchurch "Sun." Under the heading, "Melbourne Gets in First," a Sydney paper reproduces, from a Melbourne Journal, an advertisement of passenger aerial flights during the Easter holidays. In Christchurch the novelty of passenger flights has worn off, and the fees for them have been reduced.

The laying down of the concrete road at Makaraka, Gisborne, under the supervision of the Cook County overseer is nearing completion. An experimental stretch of 16 chains has been put down, with a width of 16 feet, and it is intended to finish it with a tarred wearing surface. Part of the concrete was put down with Patutahi metal and the balance with Motuhora stone. The roadway has to be allowed to season, and it will probably be a month or two before it is available for traffic.

The Royal Automobile Club of England is probably the richest and largest club of its kind in existence. It has a membership of over 15,000. In its early days, it used to cost £10 10s. entrance, and £25 was the annual subscription, but the fees are now more reasonable, it only costing city members £6 6s. per annum and country motorists £4 4s. a year. Even at the latter figure, the revenue of the club from subscriptions alone is a big one. The Royal Automobile Club's club house in London is one of the most palatial in Europe.

It seems almost incredible that a few months back Brussels was in the hands of the Huns, and now a six-days bicycle race is being conducted in the capital of Belgium. Fifteen teams started in the event, including Spears and Corry, two well-known Australian riders, who have been racing for the past few seasons in America with considerable success. Spears is evidently in his best form, for in a sprint match he defeated the French crack, Dupuy, one of the fastest riders in Europe.

After a lapse of four years, the Victorian Cycle Traders 100 miles road race is to be revived, and will probably be held on either the first or second Saturday in October. The exact date will be announced later. The race will be held over the old course—North Essendon, Lancefield, Carlsruhe, Nuddend Woodend, to the starting point. The event will be conducted under the auspices of the League of Victorian Wheelmen.

The question of procuring improved motive power for metal haulage has been occupying the attention of the Manawatu County Council. In reply to the council the Public Works Department intimated that the makers of traction vehicles used during the war were arranging for the War Office to return these vehicles on demobilisation, and it would therefore be better for local bodies to make their own arrangements. The

council had hoped to be able to arrange through the Department for the purchase of one or more of these second-hand motor vehicles, if desired. A discussion ensued, and in the course of this there was a divergence of opinion as to what form of traction (steam, electricity or petrol) would be the most suitable to adopt, and as to whether the county could stand the expense, and ultimately the whole question was held over for further consideration.

Flight-Lieutenant W. T. McKeague, eldest son of Mr. Dan. McKeague, of Gisborne, returned to New Zealand by the Remuera, which recently arrived at Auckland. The Gisborneite obtained his flying certificate at the aviation school at Sockburn, and left New Zealand in October last, joining the Royal Flying Corps on arrival in England.

Some complaints were made at the last meeting of the Wellington Automobile Club about the blocking of motorists by motor 'buses. Mr. Partridge stated a definite case, but was not able to get the necessary evidence in order to prosecute. The secretary was instructed to write to the owner of the motor 'bus stating that if any future complaints were laid before the committee they would have no hesitation in prosecuting for obstruction.

The first national war factory to be sold is the aircraft engine factory at Edmonton, England, which has been bought by Messrs. Straker, Squire, Ltd., the motor manufacturers, for £140,000. This is £7000 more than it cost to build. The purchaser, states the British Ministry of

Munitions, propose to transfer all their manufacturing activities to the factory, which will be organised on the lines of quantity production. It is anticipated that 5000 workpeople will be employed. The firm's programme is to concentrate on a six-cylinder and a four-cylinder commercial chassis. According to present plans 2000 complete vehicles will be produced from the factory within the first year.

Discussing the question of Government control of the main arterial roads of New Zealand at a meeting of the Manawatu County Council, the chairman (Sir James Wilson) said that earlier in the year he had discussed the subject in conversation with M. Corbiere, a member of the French Mission. M. Corbiere had informed him that the roadways in France were the most perfect in the world. There the Government constructed the roads, and recovered the cost thereof by means of a levy on local bodies. New Zealand's experience of Government construction of roads had not, remarked Sir James, been a very happy one, and he questioned the efficacy of the French system as applied to the Dominion. To his mind the great and controversial point to be decided in event of any measure of State control would be: What was a main road? Members were inclined to agree with Sir James, Councillor Boyce remarking: "All would be main roads then." (Laughter.)

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The absence of two doors to the front seat of most motor cars is apt to cause considerable inconvenience at times. The driver has to get on board first, and if he has to dismount he necessarily disturbs the passenger. The orthodox method of locating the gear is at the right-hand side of the car. The central position, as adopted by many American makers, however, has certain advantages. It reduces the permanent extra weight on one side of the car, and, whether the steering wheel is at the right or left-hand side, there is no difficulty in operating the gears or brake. After a little practice, it is as easy to do so with the left hand as the right.

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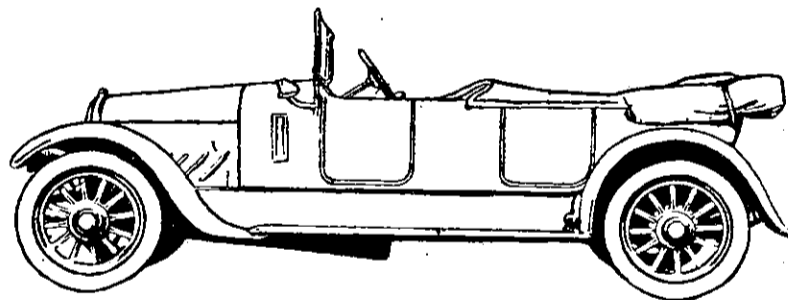
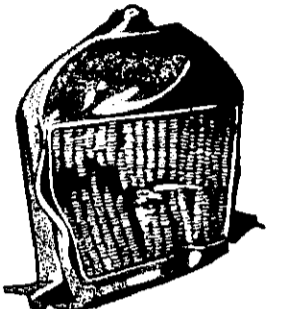
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