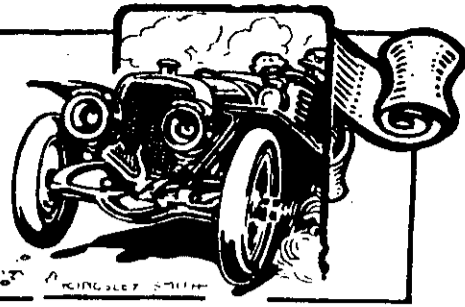


MOTORING & CYCLING



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.

The road to Wairoa is reported to be in a very heavy condition and motor travelling is difficult.

The Auckland Farmers' Union has decided to urge the Government to take over the control of the main arterial roads and to make inquiries concerning the Victorian system of road management.

A poll on the Piako County proposal to borrow £19,000 for a concrete road from Te Aroha to Te Aroha West, four miles and a-half, was carried by 102 votes to 41.

Twenty-five vehicles driven by electricity are now charged at the municipal supply depot in Christchurch. The revenue derived by the City Council from the sale of power for these vehicles is £1000 a year.

In a commendable endeavour to minimise accidents, the London General Omnibus Company awards a shield each year to the one of its garages whose drivers have had the least number of accidents in each 10,000 miles run.

There has been a marked increase recently in the Thames fishing fleet of motor launches, owing to returned soldiers taking to this calling in fair numbers. Some ten more have already been granted up to £300 each under the Repatriation Act to purchase boats and gear.

The Mayor (Dr. Thacker, M.P.) has informed the Canterbury Automobile Association that, in response to the association's invitation, he will officially open the conference of South Island automobile associations, to be held on June 26. The use of the City Council Chamber has been granted for the sitting of the conference.

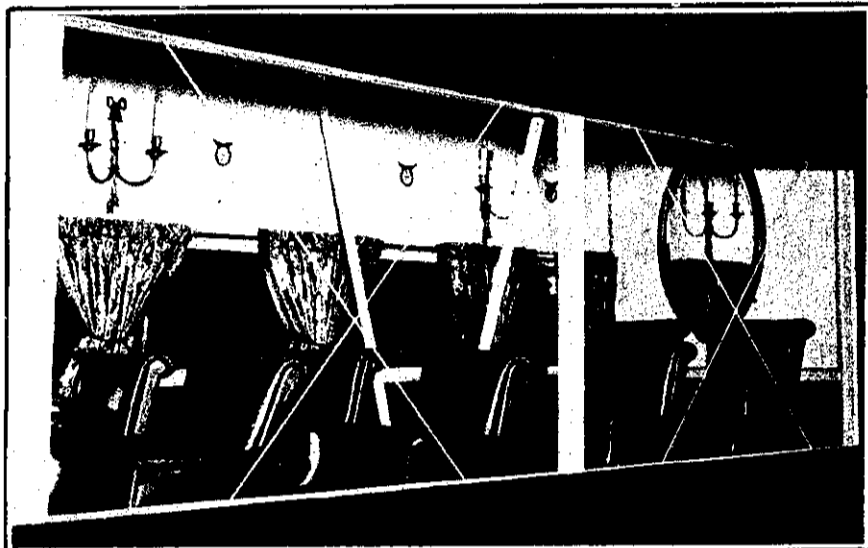
Captain C. E. Blayney, late squadron commander, Royal Air Force, has been appointed to the charge of the motor department of the New Zealand Farmers' Co-operative Distributing Co., Ltd., Wellington, and will take up his duties about the middle of this month.

A remarkable accident occurred at Dannevirke at the Allardice Street railway crossing, when a motor car, driven by Mrs. Fisher, of Terehunga, collided with a train. Mrs. Fisher, who was the only occupant of the car, had a miraculous escape from death. She was thrown on to the front part of the train, a cushion from the car also being thrown on to the engine. She was then caught by the cow-catcher, and was carried about 100 yards till the train was pulled up. Mrs. Fisher sustained bruises, and is suffering from shock. The motor car was smashed to splinters.

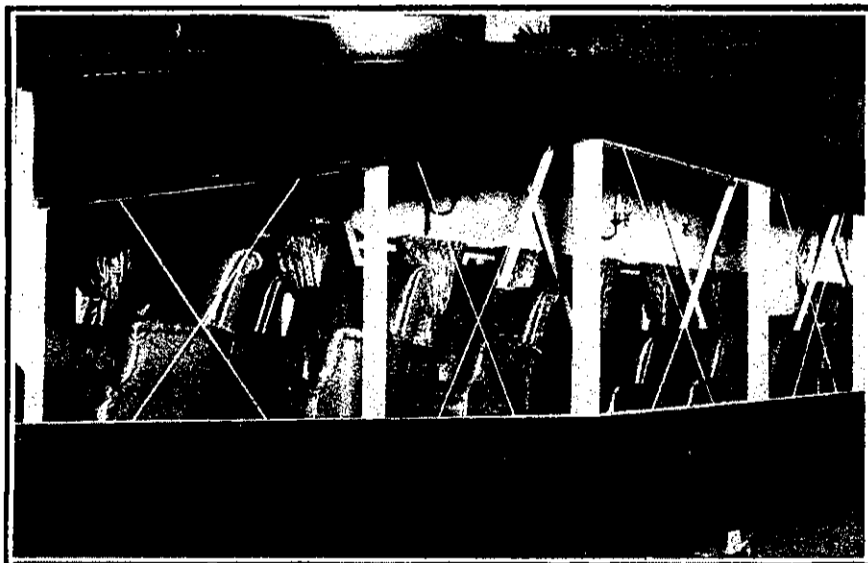
A fatal motor smash occurred on the Main Road, about two miles north of Oamaru, just after dusk last week. Hugh Glass, licensee of the Pembroke Hotel, in Otago Lakes district, accompanied by his wife and young daughter, was coming into town by motor, via Lindis Pass. In the darkness the car apparently missed a narrow bridge over a small creek and dropped into a shallow depression, the car being capsized. Mrs. Glass was killed, her neck being broken, and her four-year-old daughter apparently was suffocated by being held down under the car. Both were dead when the accident was discovered. Mr. Glass, whose people reside in Oamaru, is in the hospital seriously injured. At the coronial inquiry, the jury returned a verdict that Mrs. Glass and her daughter met their death by asphyxiation by being pinned under a car in mud and water. The jury added a rider which referred to motor cars with dim lights, and expressed the opinion that the bridge where the accident occurred should be widened, as the approaches were dangerous.

A most unpleasant surprise awaited a Christchurch doctor on a recent night (says the "Press"). About 8.40 o'clock he left his motor car standing outside a building in Worcester Street, between the Square and Manchester Street. Both head and tail lights were left burning. On returning a few minutes later he found only the wreck of his car. The near front wheel was torn right off, one of the axles was considerably bent, and the body of the car was badly twisted, while there were various smaller injuries. An examination of the tracks showed that another car had evidently crashed into the doctor's machine, then had backed and ultimately driven on. The matter is in the hands of the police.

at 10.30 a.m., and a stop for lunch was made inside Whangarei Heads. From there the machine flew to Kawau Island, where a second stop was made at Mansion House Bay. Kohimarama was reached at 2 p.m., the flying time totalling two hours, against 2½ hours taken on the trip from Auckland to Russell. The trip was made in fine weather, with a light head wind, conditions improving as the seaplane neared Auckland. This is the second occasion on which a machine from the school has made a prolonged flight with a passenger, the previous occasion being when Dr. H. W. Cleary, Roman Catholic Bishop of Auckland, travelled to Mercury Bay.



An aeroplane de luxe.—Gilded mirrors, lamps and armchairs. That the passenger airship is destined to become widely popular despite the risks which naturally must be taken by those who prefer this exhilarating mode of transit, is a view that can be accepted with every confidence. The above luxuriously fitted passengers' saloon on the Handley-Page aeroplane undoubtedly constitutes the ideal and most comfortable means of transit the ambitious traveller could possibly desire.



Luxurious travelling now offered by the modern airship—The passengers' saloon on the Handley-Page aeroplane. The passengers' saloon is a single compartment extending the full width and about one-third the length of the fuselage. It is about 6ft. 6in. from the floor to ceiling. Armchairs for 17 passengers are provided. These are placed along the sides of the fuselage, all facing forward, with an unobstructed view through the windows that extend along the sides. The saloon is entered from below through two trapdoors in the floor, giving access to the centre gangway between the seats. When the under-carriage is in place the fuselage is about five feet from the ground.

A trip from Auckland to Russell was made on Saturday week by one of the seaplanes attached to the New Zealand Flying School at Kohimarama. Mr. A. B. Williams, of Waipiro Bay, who desired to visit Russell, having missed the steamer the previous evening, decided to undertake the journey by air. Having made arrangements with the proprietors of the flying school, a start was made at 11 a.m. in a 125 horsepower machine, piloted by Mr. G. Bolt. The machine had a successful non-stop run to Russell, which was reached in 2½ hours. The distance is about 145 miles. A heavy head wind was encountered, the route followed being approximately that taken by the coastal steamers. The return journey was made on the following Tuesday. The seaplane left Russell

"We do want an air service with Australia, saving three days, and it might be a useful link to have a service between Wellington and Lyttelton," remarked Mr. Davidson in the course of his quarterly report to the Canterbury Chamber of Commerce. New Zealand, he added, was fitted for aerial defence, and a postal service might very well be warranted if organised to be an auxiliary to the Defence Department in war time. Private flying for pleasure and convenience should find its headquarters in Canterbury, owing to the nature of the country.

Insect Life and Fungus Growth on Plants will be destroyed by spraying freely with FIBRO'L FUMIGATING OIL. Sold in all sizes, from a pint bottle to a barrel. The Glycerole Depot, 206 Hobson Street, Auckland.

A proposal that all bicycles and motor bicycles used in the city should be registered for a fee of 6d. or 1s. a year is made by the Mayor of Christchurch. He believes that this will stop bicycle thefts, as every person in possession of a bicycle would have to produce a registration card or a transfer certificate. The money obtained in fees he proposes should be spent in employing men to remove large stones and other obstacles from the streets, and to smooth out the hollows. It is stated that it is a fairly common practice to throw stones out of gardens on the streets, to the cyclists' annoyance. Dr. Thacker hopes in this way to make the streets both more convenient and safe.

Two motor cars travelling in opposite directions came into collision at the intersection of the eastern corner of the Square and Church Street, Palmerston North, with the result that both were considerably damaged. A four-seater Overland car, which had just come out of the garage after being overhauled and repainted, was being driven along the Square in the direction of Church Street by Norman Tremuen, of Shannon. Just as it turned the corner it was met by a two-seater Austin, driven by Leo Andrews, of Andrews' garage, in Fitzherbert Street. Seeing that an accident was imminent, Andrews put on the brakes, but was unable to stop the way of his car until it had bumped into the fore-front of the other car, and pushed it up against the kerbing. The impact was so great that the rim of the near front wheel of the Overland was wrenched off, and the forecarriage generally was bent and strained. The Austin suffered to a greater extent, the front axle being bent and the forecarriage considerably damaged. The wind screen and one lamp were smashed, and a younger brother of Mr. Andrews had his face cut by the broken glass. Some little time was occupied in getting the wrecked cars off the street. It is understood that the police will take action against one of the drivers for a breach of the rule of the road.

Passenger flights by aeroplane are to be as comfortable in the future as railway journeys in a Pullman car. During the war period, which has seen so wonderful a development in the art of aeroplane construction, utility has been considered rather than luxurious ease, but now that builders are turning their attention to commercial traffic, careful consideration is given to the accommodation intended for aerial travellers. The passengers' saloon on the Handley-Page aeroplane illustrated on this page conveys a good idea of the preparations which are being made for aerial travel in the future. The compartment extends the full width and about one-third of the length of the fuselage, and is 6ft. 6in. from floor to ceiling. Armchairs are provided for 17 passengers. These are placed along both sides of the fuselage, and all face forward, with an unobstructed view through the windows, which extend along the sides. The saloon is entered from below through two trapdoors in the floor, giving access to the gangway between the seats. There is an additional seat for an outside passenger in a cockpit—formerly occupied by the forward machine gunner—in front of the pilot. The main compartment is fitted with electric lamps of the candle pattern and gilded mirrors. The machine, though only half the size of the Giant Handley-Page, is 62ft. 6in. long, the span from tip to tip of the wings is 100ft., the height is 23ft., and the fully loaded weight will be 6½ tons. The "aerobus," as it has been called, will be driven by two Rolls-Royce engines, of 350 horse-power each, and the speed obtainable is about 100 miles an hour.

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.