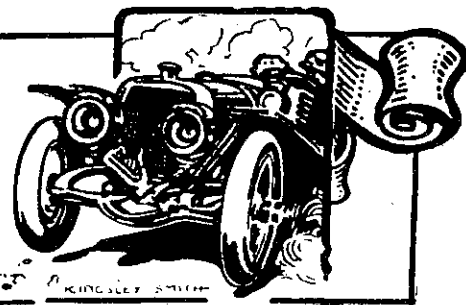


MOTORING & CYCLING



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.

ARROL-JOHNSTON CAR AGENTS' MEETING.

After specialising on "Beardmore" Aero Engines for four years, the Dumfries Company attracts the largest gathering of 1919.

The meeting held recently at Dumfries of the Arrol-Johnston car agents was notable both for the record size of the attendance and for the modernity and quality of the product put before the gathering. Some eighty of the leading members of the trade, attracted by a brief specification of the new "Victory" Arrol-Johnston car previously placed in their hands, left their showrooms and garages to their respective seconds-in-command and undertook the by no means inconsiderable journey to Dumfries. As one well-known agent put the matter: "The 'Victory' car design is a design which will still be quite new in 1921. It is years ahead of any other model, and once a competent owner-driver sees it, he won't have anything else. That's why we're all here."

Thus the "Victory" was tested and inspected to the uttermost detail by the largest collective body of critics ever sent by the trade to meet a motor manufacturer—and the individual trader himself is half-way toward being a designer nowadays. The result, as expressed at the conference under the chairmanship of Mr. T. C. Pullinger which followed, was that the only chassis or engine alteration demanded, outside very minor details, lay in a matter of accessibility to one particular chassis part. The point was conceded by Mr. Pullinger and will receive attention. But, as the designer, Captain Brown, smilingly said, it was a point which arose simply because the agent and the public do not yet realise that the aircraft specification material used in the "Victory" gives an actual formula of results which renders accessibility to the part in question quite unnecessary.

Then came the expression of enthusiastic compliments. Mr. Leverett, London agent, rose to say that the specification was 50 per cent. better than that of other cars, and that the magnificent chassis was miles ahead of anything he had yet seen. Mr. Tom Garner, of Birmingham, stated that it was the very finest chassis he had ever seen. Mr. Tozer followed with the remark that it was a beautiful job—a magnificent job. Mr. R. M. Wright said that it was a very fine chassis and the best springing he had ever sat upon in his life. Mr. Welch, that he was very much impressed with the splendid chassis and that the speed furnished by the engine was very remarkable—and so on, ad infinitum. And such praise from such very frank personalities has a weighty value.

The price of the car at Home, "all on," with body, electric lighting and starting, spare wheel and tyre, speedometer, electric horn, etc., was fixed, after discussion, at £700, and that of the chassis at £600. Figures as to cost of material and labour were gone into, and, to the benefit of the actual purchaser who is hit by prevailing conditions, a bargain was struck whereby both manufacturers and agents agreed to a mutual cut in profits for the sake of advertisement and reputation. Finally, after applause had greeted Mr. Pullinger (who was in particularly fine form), Captain Brown and the ever-popular sales manager, Mr. Willy Lowe, the meeting terminated in a very excellently-cooked and festive dinner, whereat the Arrol-Johnston family, reunited after years of war, disported itself in happy fashion. Mr. Croft bought at auction a pastry model of the "Victory" for 35 guineas, on behalf of the Traders' Benevolent Fund, Mr. Pullinger re-bought it at the same price, and many an agent put up his five guineas towards the good

cause. And presently the voices of eighty agents in chorus were carried upon the evening breeze.

As to orders, the Arrol-Johnston Company, by means of a clause in its agency agreement, has limited the size of deliveries, their policy for 1919 being rather to buckle their wonderful plant down to a reasonable output of cars of extraordinary value than to essay mass production of an ordinary pre-war model.

As a result of the last meeting of the Hawke's Bay Automobile Association all local bodies in the district and the inspector of police have been written to and asked to give assistance in making the roads safer for all persons. Attention is called to the number of lightless cycles, carts, etc., nightly met with, and the need for better control of all traffic. The wrong use of spot lights is also objected to and some concerted action is called for.

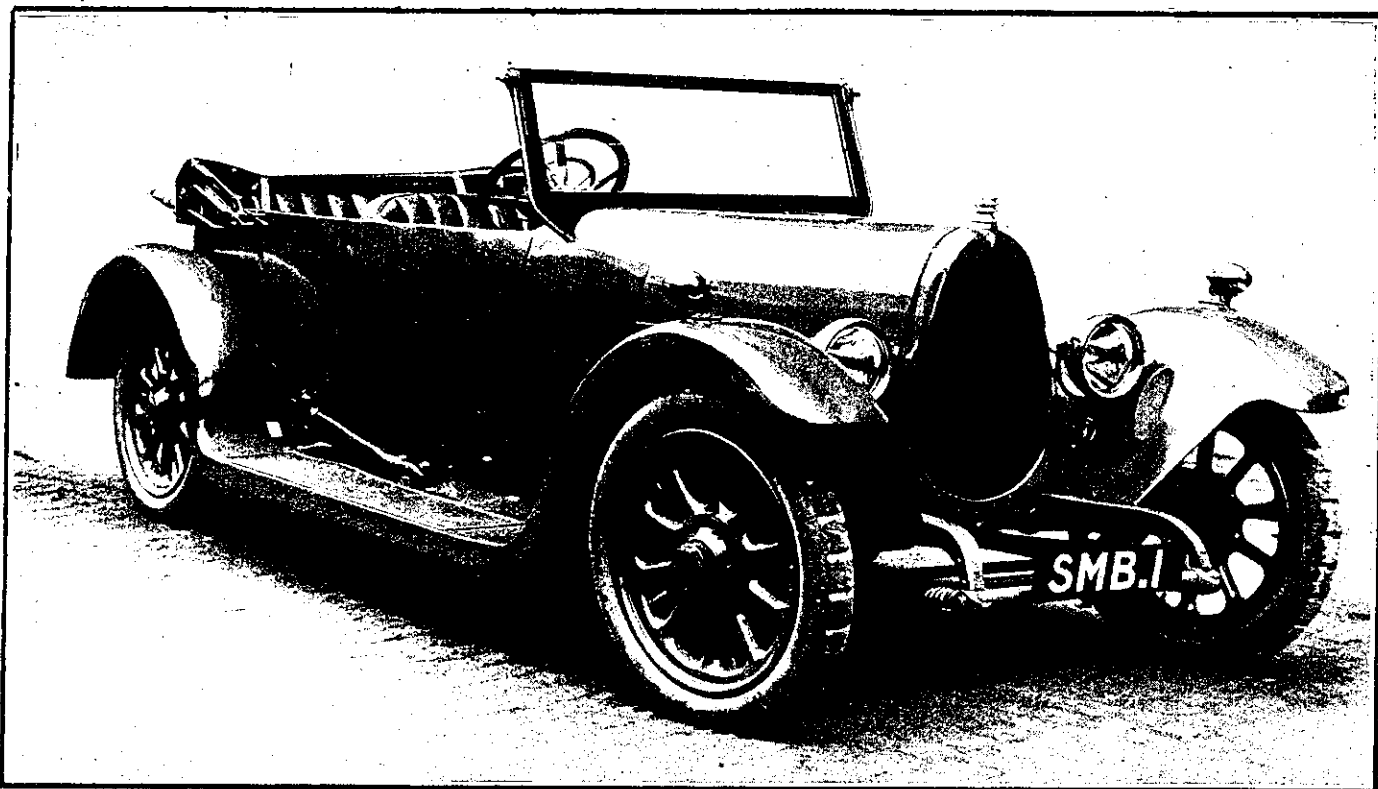
A Gisborne motorist who has returned from a trip up the Coast, states that the roads are in a remarkably good condition for this time of the year, and adds that when the road between Gisborne and Tolaga Bay is

It was a dear day at the Dannevirke Court recently for motorists who had killed live stock whilst travelling. A dog cost a car owner £31 3s. 3d., and a ram another defendant £15 15s., apart from the cost of solicitors' services.

The legal claim of a non-fare paying passenger who is injured in a motor accident has hitherto been rather a contentious point. Realising this, the Royal Automobile Club, England, have just taken counsel's opinion on the matter. The eminent authority by whom the club were advised cleared up a number of the intricacies of the question. Counsel held that a car owner is liable for any personal injury caused to its passengers through his negligent driving, even although such passengers are not paying for their conveyance. The car owner is also liable if injury is caused to passengers through the careless driving of his servant, provided that the passengers are being conveyed with his consent. But he is not liable to them if they are being given a "joy ride" by his chauffeur without his permission. Regarding injury caused to passengers by defects in the car of which the owner was not aware, counsel held that there is no liability on

The Mayor of Christchurch (Dr. Thacker), in his statement to the Christchurch City Council, said he would like to impress on the By-laws Committee that some further serious motor accidents had occurred, and unless something were done more accidents would occur in future. He suggested that two inspectors should be appointed to keep a watch for motorists and motor cyclists using excessive speed. He instanced a case of dangerous driving by a motorist which he had seen on a Sunday afternoon. He took this motorist's number, and would report the matter to the local body which had licensed him. Some measures must be immediately taken to check careless driving. Later in the evening it was resolved, on the motion of Cr. Herbert, that the By-laws and Finance Committee be authorised to appoint two more traffic inspectors to deal with the traffic of the city, the committee, if it thought fit, to equip them with two fast motor cycles.

What might have been a very serious accident occurred at Pakarae, Gisborne, recently, at the bridge near Mr. Seymour's property. It appears that a car, owned by the Farmers' Co-operative Co., was proceeding to



THE NEW "VICTORY" ARROL-JOHNSTON CAR, THE MODERNITY AND QUALITY OF WHICH HAS CREATED A REMARKABLE IMPRESSION IN MOTORING CIRCLES IN THE OLD COUNTRY.

metalled, it will be an easy one-day journey from Gisborne to Ruatorea. A promise has been made by the Government to assist local bodies with the work of metalling the section of the road between Gisborne and Tolaga. North of Tolaga, as far as Awanui, the road is reported to be in excellent order for this time of the year.

The state of the roads in Christchurch was touched upon by Cr. Flesher at a recent meeting of the City Council, the speaker stating that the roads were in very bad condition, and were full of "pot-holes." Other speakers spoke in similar terms, Cr. Herbert expressing the opinion that the council was out-of-date in the method of doing its work on the sides of its roads, and that until some better method were found the council would always have trouble with its roads. Cr. McKellar considered that, on the average, Christchurch had the best roads in the Dominion. No motion, however, was brought before the meeting and the matter lapsed.

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

his part, except, of course, where gross negligence is evident. There is, counsel suggested, no distinction between a servant of the car owner who may happen to be a passenger and any other free passenger. The servant injured by his master's negligent driving has a claim against him.

One enterprising individual in the motor trade (says the "Dominion") is credited with having conceived a brainy way of doing business in connection with the traffic induced by the Trentham races. He furnished a motor van with a stock of new tyres, tubes, and other material for effecting quick repairs, and patrolled a considerable section of the road, assisting lame dogs over styles in a highly remunerative fashion. With the roads alive with motor vehicles of all descriptions—due to the lack of any train service—there were many breakdowns, from the humble puncture to serious engine trouble, and the arrival of the skilled mechanic with the material and ability to put things right was regarded as almost providential. Referring to this enterprise one motor expert, with an English experience, said that there were itinerant motor repair outfits always on duty on the London-Brighton road, most of them fitted with a lathe and a vulcanising plant, so that almost any kind of repairs could be effected at the roadside.

Tolaga Bay, driven by an employee of the company, Mr. J. Ensor. In the car were also Miss Johnson and Mr. Colley. The approaches to the bridge are on very steep grades, with an unusually sharp bend. The car had crossed the bridge, but while going up the hill, by some mischance the car commenced to run backward, and before the driver could recover control the car went into the river. The car fell without turning over, fortunately for those remaining in it, Mr. Colley having jumped out before the car went over the bank. Miss Johnson, being unable to swim, was soon in difficulties, but was supported by the gentlemen in the party. As the banks are particularly steep and slippery, it was fully a quarter of an hour or twenty minutes before the party gained the road. The party was kindly received by Mr. and Mrs. Seymour, where Miss Johnson, who was given every attention, soon recovered from her trying experience. A taxi was telephoned for to Tolaga and arrived as soon as the tide was suitable, and the party landed in Tolaga about 2 a.m., cold and wet, but none the worse for their experience. A party of mechanics went out by car next day to rescue the car.

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