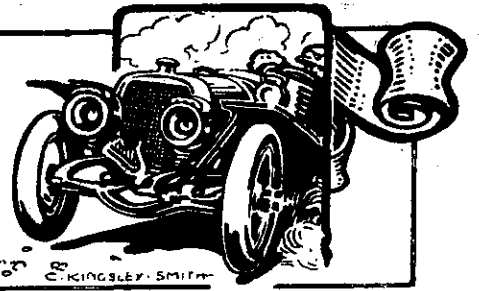


MOTORING & CYCLING



Motor cars have become the terror of the stock drover's life, and in the Feilding district our well-known stockman has invaded the local newspaper office to air his woes. At one time a drover would follow a mob of sheep and quietly read his paper, he states, but now he lives in constant fear of some huge monster rushing round a corner at express speed and charging full tilt into the midst of his woolly charges, scattering death and destruction right and left. In the fat stock season the animals are considerably knocked about by being hurriedly dogged to one side to let a flying motor pass. The stockman stated that on one stretch of road, four miles long, he met no less than twenty-seven motor cars. He said the strain was too much, he was going to seek a quieter life than that of the present-day stockman in charge of fat sheep.

It is insisted by experts that since the introduction of the motor traction to London the cost of road

A meeting of motorists held in Balcutha recently, carried a resolution which affirmed the principle of a tax on motor cars according to weight and horse power; and that the revenue so derived be controlled by a board on which motorists are represented.

A large number of farmers assembled at Amberley, Canterbury, recently when an agricultural motor tractor, imported by Mr. Gerald Stead, was tested. The ground to be turned over was very stony, but the motor drew with ease a four-furrow gang plough which turned a 10 by 4½ to 5 inch furrow, and it averaged 8½ to 9 acres per day. The motor used only 10 to 11 gallons of benzine. When two acres had been turned under, two sets of disc harrows were fastened on and the motor drew the cultivators with equal ease, the only fault found was a slight tendency to pack the soil behind the tractor wheels. Later a set of tine harrows took the place of the discs with equal success. It

ready been found successful on South African railways, has been ordered for trial in New Zealand.

The manner in which the motor is displacing the horse is very marked at country gatherings. At the recent fete at Carterton, held in honour of Sir Walter Buchanan's welcome home, no fewer than one hundred and eight-six motor cars were inside the enclosure, while a number of motor cycles, a motor lorry and a motor buggy stood outside. And this was the centre of a farming district. The approximate value was about £80,000.

It has long seemed to me (writes a correspondent in the "Autocar") that difficult starting in cold weather is an instance where electric heating would be invaluable and that a far neater and more efficient way of supplying the necessary warmth would be to suspend immediately over the jet a resistance block much like an electric cigar-lighter, but giving a low-

An accident to a New Zealander has been reported from the Isle of Man. Mr. J. F. Foubister, when practicing for the Tourist Trophy race, sustained a bad smash with his Zenith. Though the rider was badly hurt his condition was not reported as critical.

A motor cycle club has been formed at Napier, and over thirty took part in the opening run to Hastings via Havelock. The roads were in excellent condition and the outing was in every way a great success.

The most unkind act of all was administered to an unfortunate motorist on the way from Akaroa to Timaru. When he had completed a little more than half the distance he ran into one of the county water race crossings and the car stopped in the middle of the shallow stream. The driver lit a match to find out the cause and an explosion occurred. The petrol tank had burst and the machine sprang into flame. Despite the frantic efforts of the driver the car was almost totally destroyed. Luckily it was covered by an insurance policy.

Through the kindly office of the Auckland Automobile Association, the children of the Takapuna Orphanage (recently destroyed by fire) were conveyed by motor car from the Ferry Wharf to the Pah College at Three Kings. About 25 cars were requisitioned, and the little ones had a thoroughly enjoyable outing.

The Otago Motor Club held a smoke concert on July 8th and over fifty members assembled. The president (Mr. G. B. Bullock) congratulated the club on its prosperity. It was the first year of their existence as a club, and the association was composed of the Motor Cycle Club and the Motor Car Association; the club had now over two hundred members. The association was banded together to protect the interests of motorists. A lengthy presentation of prizes also took place in all classes of events for motors, from hill-climbing to reliability and petrol consumption tests.

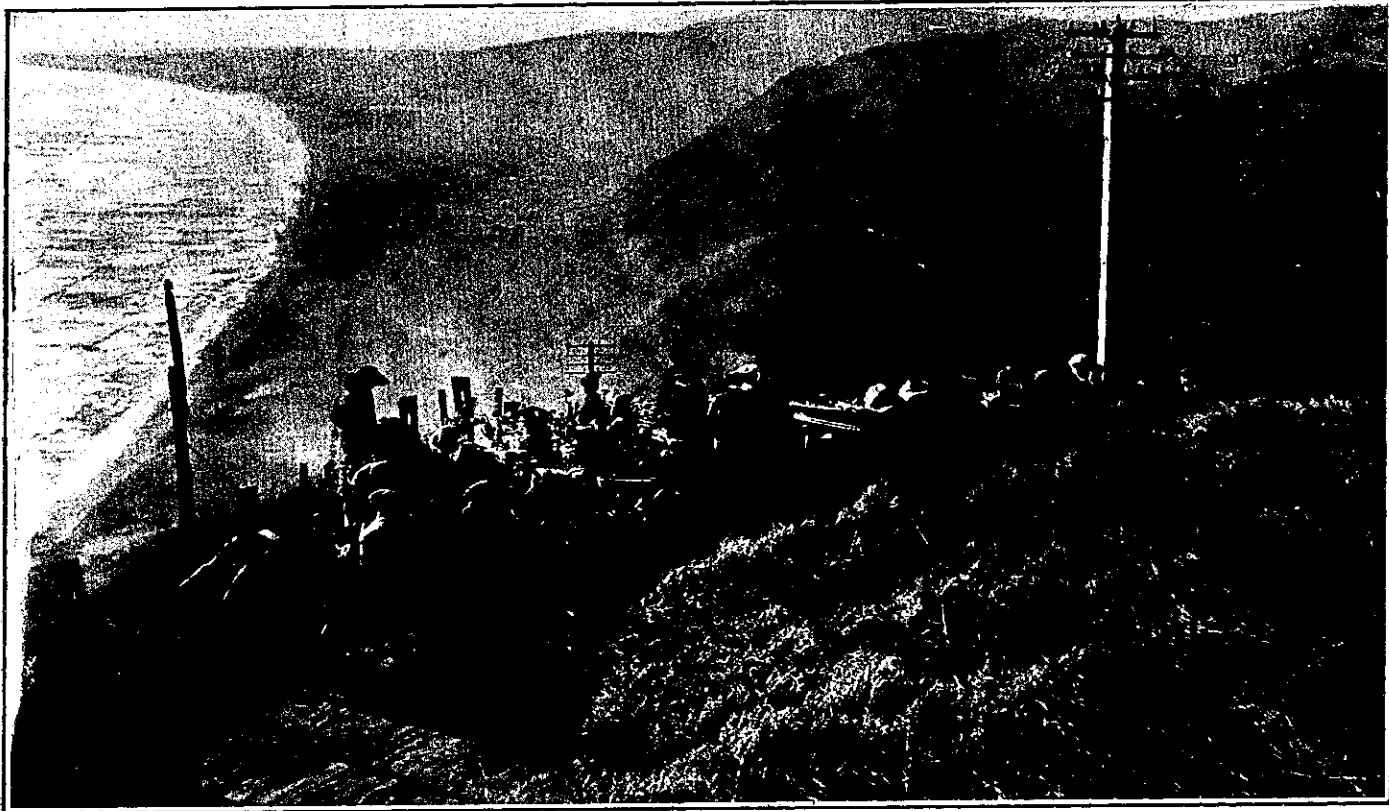
Two motorists who left New Plymouth on July 8th had a most unfortunate experience. They proposed to travel to Masterton, but just before reaching Wanganui, when climbing the steep hill from Goat Valley up to Westmere, the car took fire, and in a few minutes was reduced to a mass of heated wreckage.

A well-known Wellingtonian, Mr. G. Hamilton Grapes, M.L.A.E., has been travelling on the Continent on behalf of the New Zealand Government and studying the motor postal services of Italy, Austria-Hungary, Germany and France. The investigator has come to the conclusion that Great Britain leads the world in the manufacture of commercial motor vehicles. The growth of the motor omnibus movement was astounding, and it meant that rail-laid trams must, in the immediate future, be banished from all congested areas and their place taken by the swift and flexible motor omnibus.

Let politicians rave and rant,
And say there's no such thing as cant;
I don't believe it, sir—do you?
They're all a money-hunting crew.
But what I do believe for sure
Is that Woods' Great Peppermint Cure
Will build you up and make you strong,
Secure from colds your whole life long.

DALES' GOLD MEDAL DUBBIN

MAKES WATER RUN OFF
**BOOTS, SADDLES,
AND HARNESS**
LIKE RAIN OFF A DUCK'S BACK
SOFTENS, PRESERVES AND
PUTS NEW LIFE INTO LEATHER
Over 30 years reputation.
22 Exhibition Highest Awards.
Sold in tins everywhere
Manufactory: Dunstable Eng.



Motoring Enthusiasts at the top of Paekakariki Hill on the occasion of the Manawatu Motor Cycle Club's recent Hill Climb. The road over which the competition was held can be discerned in the picture. [A. Rickard, photo.]

building and maintenance has been increased in the area of Greater London by a sum equivalent to a rate of one penny in the pound.

Lower Hutt, Wellington, has set up a committee to acquire a motor fire engine. Already £100 has been promised, of which £50 to £60 are in hand. The proprietor of the Crown Pictures has also promised to give a benefit performance towards the attainment of this useful object.

The Kelburne Motor 'Bus Company of Wellington has accepted the tender for three Argyll motor 'buses, after exhaustive tests. They will run between the Karori tunnel and the Kelburne cable car, and should immensely shorten the time of the busy city man going to and from his home both morning and evening. The 'buses are to be delivered within four months.

To remove the grease marks on the hands after cleaning a motor is not very easy. Ordinary soaps and water often fail. A French paper directs that the hands should be rubbed twice with gasolene; then washed in sweet oil or butter, after which a thorough washing with soap and water will remove the last vestiges of dirt.

would have taken ten horses to perform the same amount of cultivation. The motor has been used for ploughing, chaff-cutting, wood sawing and general haulage. The machine is able to climb steep inclines, and the trial proved it a distinct success in all forms of farm work.

The Hastings Motor Transport Company has a couple of motor lorries in operation.

A hearty laugh arose in the Woodville Council when a councillor explained that the speed of motor cars had been regulated to one hundred and ten miles an hour. The councillor subsequently explained that the figure originally read on the notice as ten miles an hour, but some wag had supplied another figure.

Mr. A. M. Myers, M.P., asked the Minister of Railways a question in the House in regard to motor-driven railways, and the Hon. Mr. Herries replied that the result of this form of traction was being closely watched by his department. The latest information about every experiment was obtained, and the result of oil-fuel, electrically-driven vehicles was coming to hand. A petrol-electric motor car, of a type which had al-

er heat than that which is probably too high for safety. On this the petrol would play, and be immediately vaporised, and, as its use would be only momentary, a dry battery would probably work it as well as, if not better than, an accumulator, in cases where the car was not fitted with the latter. As an aid to starting, it would certainly be far more convenient and probably more efficient than the kitchen kettle, and even when the extra heat was not required the resistance block or cone, if skilfully shaped, would be an advantage as an atomiser. Many of the early carburettors were fitted with such an atomising cone, shaped or grooved like the lower half of a peg top.

The Japanese are determined to be in everything quite Western and up-to-date. They have ordered three thousand motor bicycles from British firms, and the order is to be filled before the autumn. It is to be presumed these machines are to form the nucleus of an army corps.

His Excellency the Governor has accepted the office of patron of the Wellington Automobile Club.

The Imperial motor garage in Berlin now includes a car with a Knight sleeve valve engine, a 40 h.p. Mercedes limousine having been delivered to the order of the Kaiser.