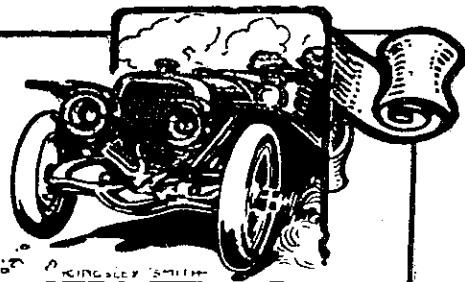


# MOTORING & CYCLING



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.

One well-known American motor cycle manufacturer produced 22,685 machines during 1919. Thirteen years ago their output was 50.

The disbandment of the New Zealand Forces' Motor Service Corps is notified in the Gazette.

The following new members were elected at the last meeting of the Wellington Automobile Club: Messrs. H. F. O'Leary, A. Smith, J. A. Priestly, F. A. Vaughan.

Motor traffic between Te Kuiti and the Waitomo Caves is rapidly growing, and with the recent carrying of the loan for metalling, the road gives promise of being in excellent order before many months have passed.

A Ford commercial chassis is to be purchased by the Wellington City Council for the use of the Fire Brigade Department.

An Oamaru motorist who recently returned after a tour of the South Island, in which he covered 1500 miles, states that the worst roads he encountered were those between the Waitaki bridge and Oamaru.

Mr. R. N. Moore, of Tiritea, and Captain Preece have left Palmerston North on a holiday trip to the North Cape. They will motor from Auckland, and will visit the various places of historic and scenic interest on their way north.

A mishap occurred to a private motor car proceeding from Nelson to Blenheim, and conveying a small party of nurses bound for Christchurch on holiday. When on the Wangamoa Hill, near the scene of a recent accident, the car went over a bank. The passengers were thrown out and severely shaken. They were brought back to Nelson, and one of them, Nurse Taylor, being rather seriously hurt, was admitted to hospital.

A meeting of representatives of the Royal Automobile Club of Victoria and of motor car importers and allied traders took place in Melbourne recently to decide whether a motor car exhibition should be held in Melbourne during the present year. After hearing the expressions of opinion from members of the Motor Traders Association it was decided to postpone such a show until a period is reached when English post-war models are really obtainable on this market, and when prices have become stabilised. The primary object of a motor show is its educational value, and the decision to postpone such an exhibition until the trade "have the goods" is to be commended.

Reference was made at last meeting of members of the Canterbury Automobile Association by Mr. N. M. Orbell to the recent automobile tour of the Dominion, during which an average of 40 miles an hour was recorded. Mr. Orbell thought that the Association ought to express an opinion on the matter. Mr. F. Hubbard said that he had read of the wind screen of the car referred to being splashed with the blood of birds, and it was lucky that it was not human blood. The association ought to put its foot down hard on such driving. Mr. J. S. Hawkes, president of the association, said that the secretary of the association had received a telegram from someone connected with the car, and he (Mr. Hawkes) had instructed the secretary to have nothing to do with it on behalf of the association, as the association would not countenance anything of the kind.

## 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.

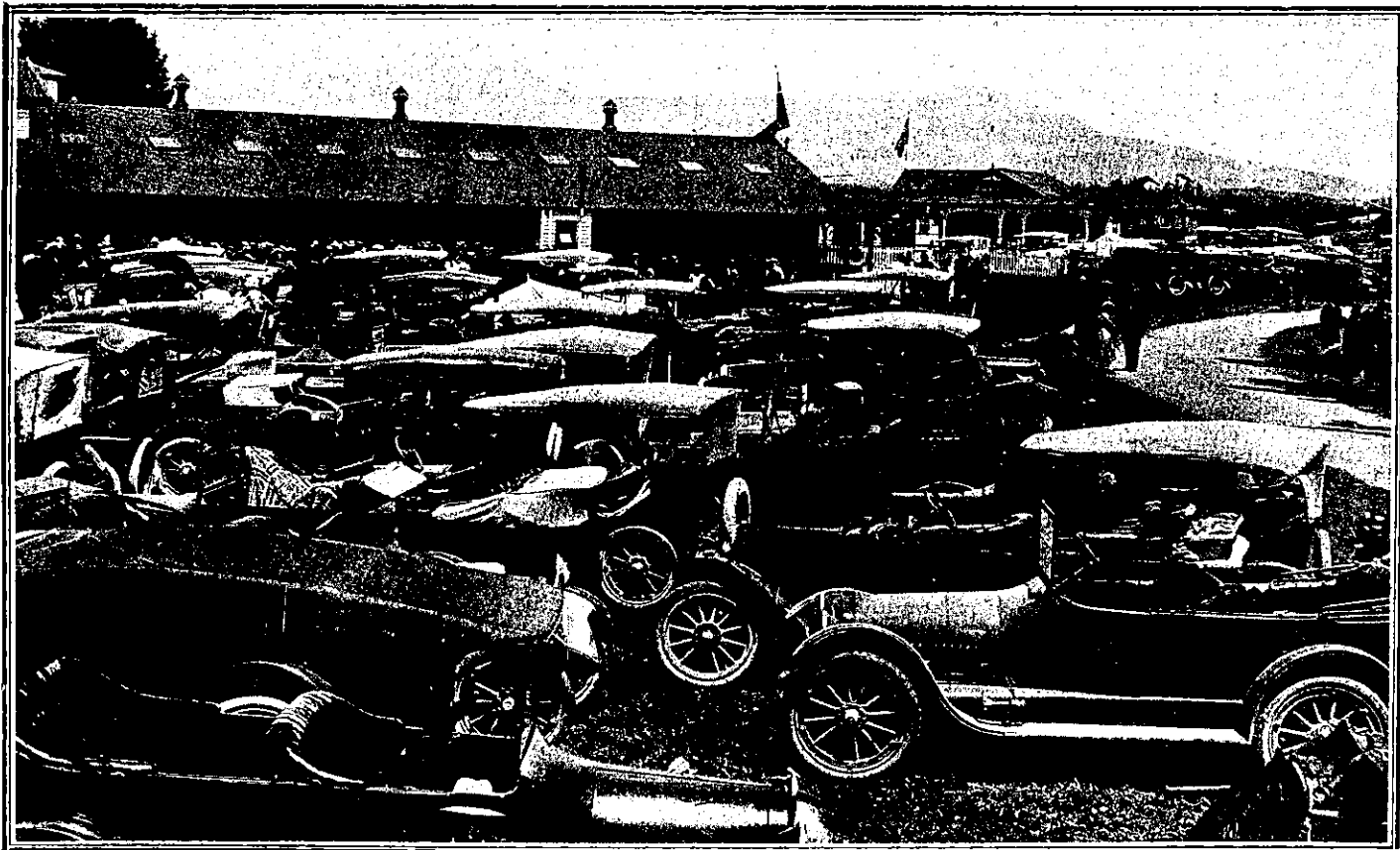
The Prime Minister stated last week that he had arranged for the despatch of 1000 cases of benzine to the Auckland district, where a very acute shortage has been embarrassing the dairy farmers. Mr. Massey secured 5000 cases for the dairy farmers a few days ago.

"Carburettor" in the "Dunedin Star" offers interesting comments on a recent record trip:—Mr. W. S. Miller and his Chandler Six put up a magnificent performance. The run, which was undertaken as a self-imposed reliability trial for the car, proved a strenuous test, from which both car and driver emerged successfully. The total distance recorded by the speedometer was 1173 miles, although that is probably longer by a few miles than the actual distance between the two places, as wrong roads were taken more than once. The total time taken was 36hr. 8min., and, allowing for stops amounting to 4hr. 22min., the actual running time was 31hr. 46min. This works out at the surprising speed of 36.92 miles per hour. The average through the North Island was 33.27

one does not condemn the run so roundly and so readily as in the case of the driver who decides to go all out over a certain run for no other reason than the desire for speed. Mr. Miller could have cut down his running time still further if he had so desired. At the same time, I am against this class of motoring in general, and sincerely hope that the performance will not be repeated.

Miss Nellie Miller, of Port Chalmers, has been touring the North Island via the West Coast with her brother, Mr. W. S. Miller, and Mrs. Miller, in their speed car Despatch, which did the record trip from Auckland to the Bluff.

Considerable interest is being taken in motoring circles as to what make of car the Prince of Wales will favour and use during his Australian visit. The probabilities are that the Prince's party will bring three or four cars out with them aboard H.M.S. Renown. If this is done then British-made cars are almost sure to be selected.



A PORTION OF THE MOTOR CAR ENCLOSURE DURING THE PROGRESS OF THE TARANAKI JOCKEY CLUB'S RECENT MEETING. THIS MODE OF TRANSIT IS BECOMING INCREASINGLY POPULAR AMONGST SPORTSMEN ALL OVER THE DOMINION.

miles and through the South 39.84 per hour. This is unquestionably the fastest trip by any means of locomotion between Auckland and the Bluff, and is not likely to be reduced until Captain Euan Dickson or one of his fellow-aviators does so. One thing stands out clearly—for getting through the Dominion in a hurry the motor has the train hopelessly beaten, despite the fact that the one has fair, bad, indifferent, and unformed roads, steep hills, and bad bends, while the other has well-graded, carefully-laid and scientifically-curved rails to travel over. But there is another aspect of this trial to be considered. Have we to stand by and see this kind of speed work continued? Will some other enthusiastic agent, confident in his own skill as a driver and the reliability of his own car, be attempting to reduce Miller's record next month? Throughout those 1173 miles of racing and rushing and roaring thousands of people must have been encountered. Hundreds of people love the motorist still less because of that run. I had a long chat with Mr. Miller. He is a quiet, gentlemanly, unassuming young fellow. I admire his undoubted skill and nerve as a driver. When motor car racing becomes a "fait accompli" in the Dominion Mr. W. S. Miller will be a driver to be reckoned with. His run was made, not as a speed test, but with a view to demonstrating, as a slow run could not do, the reliability under the severest conditions of the car for which he is agent. Under these circumstances

Captain Alban Roberts, physicist expert to the Royal Naval Air Service, who has just invented, according to late Home papers, a marvelous whistle which will astonish the world, is well known in New Zealand, having as a young man of 21 established the electric light in a southern town. He is an inventive genius of no mean order, and to him belongs the credit for many of the "hush" inventions of the war.

An aeroplane flight from Christchurch to Invercargill was completed last Tuesday week by Captain Euan Dickson, who covered the distance from Gore, 42 miles, in forty-five minutes, carrying two passengers. A strong head wind was experienced. After circling over the town the machine landed on the racecourse, where Captain Dickson was welcomed by the Acting-Mayor.

Many warnings have been issued by magistrates presiding over sessions of the lower court, or over inquests, as to the necessity of motorists complying strictly with the rules laid down by the city authorities for the use of public highways, and still another warning was given by Mr. E. Page, S.M., at the close of an inquest on the body of a victim of a recent motor fatality at Lyall Bay, Wellington. "The rule should be," said he, "that no driver of a motor vehicle, taxi-car, or private car should take liquor while he is in charge of that vehicle."

The practice of pillion riding on motor cycles has been growing steadily in Wellington for some time past, and not infrequently serious accidents have been attributed to this dangerous form of locomotion. In consequence the City Council has decided to frame a regulation prohibiting riding on the carriers of motor cycles.

There is probably more than one patented arrangement for recovering a certain proportion of the energy absorbed by the flexing of car springs by causing the spring to operate a small air pump for charging a reservoir, the compressed air which would be stored at round about 100lb. pressure to the square inch being used for tyre inflation and conceivably also for starting the engine, but nothing commercially has yet resulted. The point of interest, however, is that a simple means of recovering a certain amount of wasted energy on a car does exist, but whether it would pay to adopt it is another question. Incidentally, a spring-operated air compressor would make quite an efficient shock absorber.

On all the country bridges in Canterbury the Automobile Association proposes to affix name-plates, giving the name of each stream for the guidance of motorists who may have little local knowledge, or be dependent on a road map. The new departure will also be useful in cases of breakdown, for the motorist, in telephoning for assistance, will be able to give his approximate position in relation to the last stream he has crossed. It is also proposed to take action to secure the erection of notice boards giving the name of each township and the speed limit to be observed.

A narrow escape from a serious accident occurred at the Christchurch ferry wharf the other day. A motor car was being loaded on to the Wahine, when a steel ring on a band around the aftermast gave way, with the result that the derrick carried away and crashed down across the deck, snapping off where the end projected over the edge of the deck. The substantial wood and iron railings were crushed and twisted level with the deck, and the motor car, which was about five feet in the air at the time, was landed on the wharf with a severe bump, some of the wood-work being badly damaged.

SNIFF UP, GARGLE OR SWALLOW

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