

MOTORING & CYCLING.

(CONTINUED)

To assist airmen on the London-Paris route, an experimental light-house has been erected at Biggin Hill aerodrome, near Croydon.

When a motor lorry driver at Grimsby (Eng.) named Pickard was recently returning home his son and daughter ran into the road to meet him. In trying to avoid the boy the father knocked down the girl. She died from her injuries.

The correspondent of the "Times" at Berlin states that it is semi-officially announced that the military air service will be disbanded, and that the Entente Commission will destroy the aerodromes, which cost £3,000,000, leaving a single hangar and factory for international use. The "Tagliche Rundschau" complains that this would be a grave economic blow, when industrial building is impossible.

The "Better 'Ole" Company travels in three five-seater cars and the scenery in a 1½-ton truck, all of the same make, and when the weather is fine their life is one long holiday. If they are late on time in reaching a town where they are to play they can at a pinch make up and dress on the cars, and be ready to walk on to the stage as soon as the cars arrive at the stage door. "The Better 'Ole," which is from the nimble pen of Captain Bruce Bairnsfather, has been a great success in the south under Mr. Lionel Walsh's direction.

A special meeting of Cabinet was held in Sydney the other day, when consideration was given to the question of the State motor cars. The Premier said subsequently that a considerable saving had already been effected by the new Ministers in the cost of running the cars, owing to their having confined the use of the cars to official business only. Cabinet decided that the Government "motor policy" should be as follows:—Ministerial cars to be housed by themselves, and in keeping costs to be credited with the benefits of wholesale purchases, discounts, etc. Each department to have full charge of its own car, and all charges to be placed against that department. The mileage to be checked by the foreman, and a report furnished each month.

The Royal Automobile Club of Victoria held its 16th annual meeting on 7th inst. and judging from the large attendance and the keen interest manifested in the various matters brought forward and dealt with, there is promise of great expansion of the club in every department. The chairman referred to the report and balance-sheet submitted, which showed that there had been an increase of upwards of 100 members during the last financial year, and that a profit exceeding £777 had been made on the operations in the same period. He further mentioned that the new year opened well, that the affairs of the club since March 1st had prospered, and that there was a gratifying buoyancy in the movement and life at the club rooms. In connection with the new premises to be built, the design had not yet been definitely selected, but the members were given to understand that the building will incorporate all the latest accessories and conveniences, and that it would be the finest club house in the Commonwealth. The incoming committee was directed to consider the advisability of reviving the annual dinner, which, as with all other social and sporting events, was cut out during the war. A cinematograph of the recent hill-climb at Wildwood was shown during the meeting, the film afterwards being presented to the club by the operator, Mr. A. T. Gibson.

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Chief Motor Mechanic S. Fox, son of Mr. L. H. Fox, of Hastings, returned to New Zealand by the Remuera. He left Wellington in 1916 to join the motor boat patrol service, and saw service in the Black Sea and on the Belgian coast. He was present at the raids on Ostend and Zeebrugge. He was a member of the crew of the patrol boat which sunk the three block ships—the Ipheniga, Intrepid, and Thetis—in the Bruges canal, when 150 survivors were rescued by his boat, in which only five were left alive out of twelve. He was gassed twice on the Belgian coast, and had malarial fever in Africa. He is the holder of a medal for conspicuous gallantry and also has the French decoration, the Croix de Guerre, for bravery in the Ostend and Zeebrugge raids.

The National Automobile Dealers' Association (U.S.A.) is seeking to bring about the repeal of a law operating in the States of North and South Carolina which enables a person to sue for possession of a car by which he has been run down. It is said that this law has become very popular of late, and has been upheld so often to the loss of the car owner that a growing number of people in those States, when they feel the need of a car, saunter into the way of a motor car, are knocked down, institute suit and quickly obtain possession of the vehicle that injured them. The Dealers' Association should have very little difficulty in getting the law or regulation repealed.

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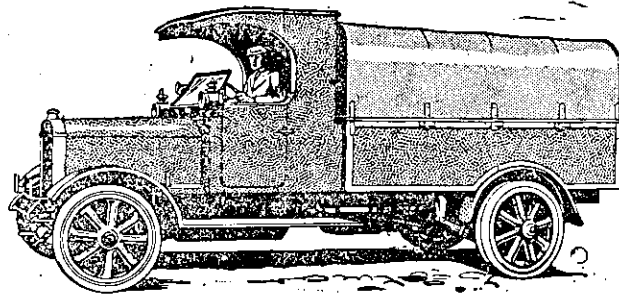
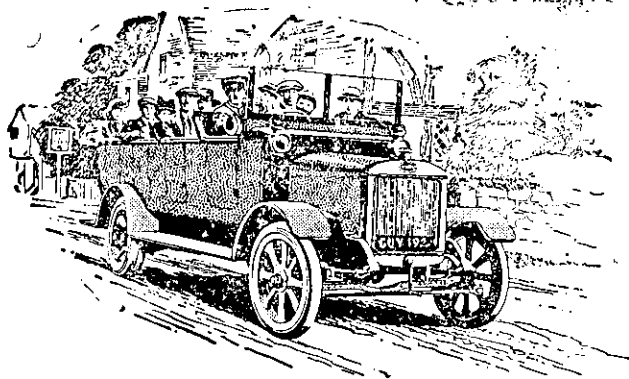
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At the monthly meeting of the Otago Motor Club a letter was received from the Town Clerk, Dunedin, asking the co-operation of the club in bringing before the notice of motorists the desirability of traversing the streets in the vicinity of the hospital and other similar institutions as silently as possible, and stated that it was proposed to enforce the provisions of the city by-law prohibiting drivers of vehicles from running with silencers off when driving through the city streets. It was decided to bring the matters be-

fore members, and ask that they carry out the requests above referred to. The chairman and Messrs. Halliday and Wright gave an account of the South Island Automobile Union meeting held at Christchurch on May 5, and reported that matters were placed on a satisfactory footing. The chairman prophesied that the union would be a great success. It was decided to erect two signs on corners of roads in the Taieri County, directing the way to Middlemarch. It was resolved to send in the club's resignation to the N.Z. Automobile Union.



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