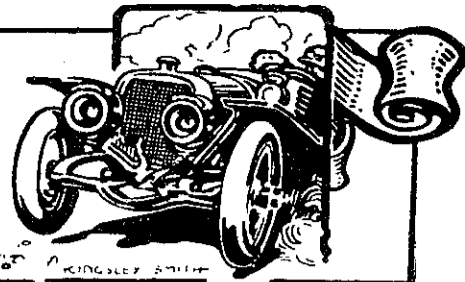


MOTORING & CYCLING



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 Government have granted £200 compassionate allowance to Mr. W. H. Tilbury, taxi-driver, who was seriously injured, and whose wife was killed, when a train ran into a motor car on the Mosgiel railway crossing in January last.

"The state of the roads from Te Awamutu to Korakonui is terrible," complains a correspondent of the Waipa "Post." "A motor car that left Korakonui late the other night was bogged several times, and finally, when a rut of exceptional size was reached, two springs were broken. Is there no metal in the Dominion? If the roads are not remedied soon it will mean practically isolation for the rest of the winter."

"That the attention of the Minister for Railways be again drawn to the urgent necessity for better communication between the port of Wellington and the surrounding country districts." Such was the nature of a remit moved by Mr. Hugh Morrison (Masterton) at the Farmers' Conference at Feilding. In supporting it, Mr. Morrison particularly stressed the disadvantages under which the Wairarapa laboured. On either coast there were big hills over which the trains had to pass. The expensive Rimutaka incline still stood as a monument of expensiveness.

A motor launch, which was used as a tender to seaplanes by the Royal Air Force on the English coast during the war, was brought to Auckland by the Ionic from Southampton. The boat is 35ft. in length and has a 75 h.p. engine, which develops a speed of 13 knots. Captain Whitney, who returned by the Ionic, is the owner of the launch, and intends fitting her out as a cruiser.

Captain R. Burn, eldest son of Mr. J. H. Burn, of Petone, returned last week after an absence of nine years abroad. During the war, Captain Burn patented a number of inventions, and after service in Egypt as second in command of the New Zealand Motor Transport, he was appointed to the position of Experimental Officer to the War Inventions Board, which dealt with all patents in connection with the war. Later he was appointed Assistant-Director of Aircraft Production with headquarters at Hendon. Recently Captain Burn had been acting as Home buyer for the engineering firm of Messrs. Burn and Sons, of Petone.

"With the enormous production of motor cars here and in America and other places," said Mr. Handley Page in London recently, "the day is not far distant when it will be impossible to move along the roads; and there will be only one thing left to do if you want to go anywhere, and that is to travel by air. So that those who are far-seeing and wish to travel in the future will be now turning their thoughts very attentively not to purchasing an aeroplane, but to getting accustomed to new means of travelling."

An accident that might easily have terminated fatally occurred at the Waingawa Meat Works, Masterton. About 9.30 o'clock H. Lambert (a plumber) and a boy (Clarence Salisbury, aged 16) were working on a car in the garage when a blow lamp used for welding exploded. Salisbury was knocked down and badly bruised about the head, and his arms were shockingly burnt. The works ambulance brigade rendered first aid, but the lad was injured so severely that he had to be removed to the Greytown Hospital, where he is progressing favourably. Lambert was burnt about the face, but was able to resume work later.

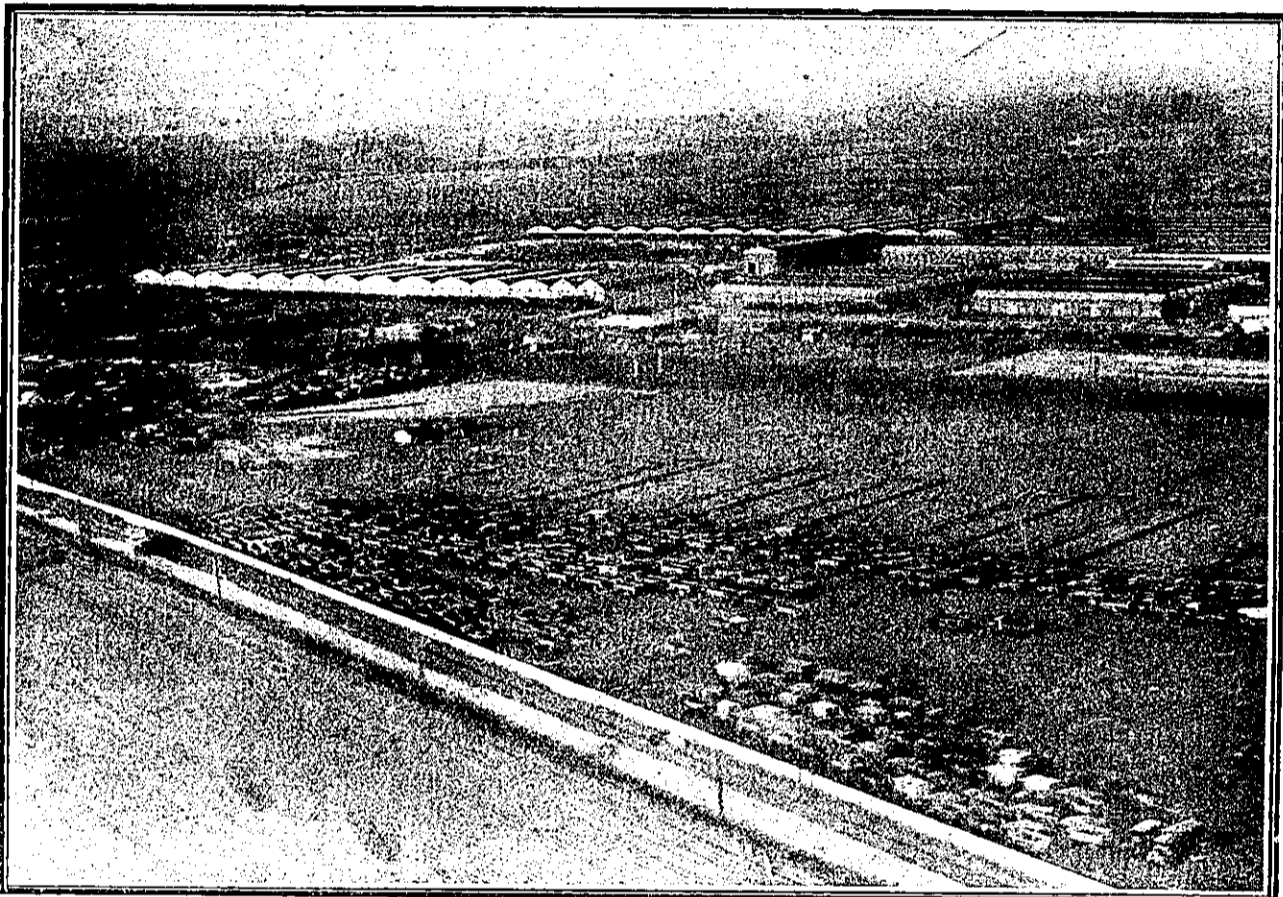
Gargle, Sniff up or Swallow.

FLUENZOL
for Throats, Colds or Influenza.

A British motor cycle expert, dealing with the matter of engines, says we could do with a substitute for the 1000 c.c. V-twin, admitting the while that they are good and get better each succeeding year, but that we only use them on bicycles and cycle-cars because we cannot get better balanced engines of better torque without accepting serious disadvantages. While the flat-twin is better than the V-twin, it is difficult to house. The four-cylinder engine is better than the V-twin, but it is expensive and complicated by comparison. What he desires is an engine possessing the simplicity, reliability, and durability of the 500c.c. single-cylinder plus really good balance and torque.

Flight-Lieutenant J. Woods, who piloted the de Havilland aeroplane at Gisborne during the recent flying demonstration at the Park racecourse, said he regretted he would not be able to go on with the Gisborne demonstration, as he was leaving for England by the Makura from Auckland. He was sorry that he would be away for the continuation of the flying, as he had been exceptionally well treated by the people of Gisborne. Lieutenant Woods explained to a "Poverty Bay Herald" reporter that he was proceeding to England on aviation business, and with a view to bringing out a machine to New Zealand to establish flying on commercial lines in the Dominion. His intentions were to operate with

As a sequel to a motoring collision which occurred in Gladstone Road on April 18 last, a young man named Harold Gush, a motor cyclist, was charged before Mr. J. S. Barton, S.M., at the Gisborne Magistrate's Court with failing to keep a good control, a sharp look-out, sound his horn, and keep on the proper side. Mr. Burnard, who represented defendant, entered a plea of guilty on a technical offence of failing to sound the horn. Sub-Inspector Cassels accepted the plea, and the information was amended accordingly. The Sub-Inspector explained the prosecution was the result of a collision between a motor car and motor cycle at the Grey Street intersection on a Sunday after-



View taken from an aeroplane of the Government's motor-depot at Slough, Buckinghamshire (Eng.), which has recently been sold for £14,000,000 to a private syndicate. The deal began with the purchase of the whole of the American transport in France, 15,000 cars and waggons, for £7,000,000. Later, the syndicate completed the Slough deal, the number of cars involved being also 15,000, and the price, with the depot "thrown in," again being £7,000,000, making a grand total of 30,000 cars and £14,000,000. The motor car dump at Slough, where huddled together in columns the cars have been exposed to the ravages of inclement weather for many months, has repeatedly been referred to by Press and public as a most glaring instance of waste. This impression, writes our London Correspondent, who recently inspected the depot, is hardly correct, for whilst the vehicles do actually stand out in the open they reach the depot practically worthless. The staff clean and repair all that are fit for such treatment. The big sheds seen in the picture are all engineers' shops. The sale of the Slough depot will prove the means of ending a discussion that has raged for many months regarding the alleged extravagance of the Government.

The cycle-car or light type of motor is a vehicle that owes its origin and development to England. From the earliest days of motoring there has been a hankering among many motorists for a vehicle constructed on the simplest possible lines, and offering a comfort and reliability which, if not entirely on the same plane as those of the high-powered, fully-fledged touring car, would at least satisfy the demands of those limited to a certain expenditure. And the light, dependable type of car is surely coming, low in price and cost of operation.

Provided they can secure reasonable quantities of bicycles, new or second hand, cycle agents and dealers should be able to do a driving trade in these days of high costs of locomotion, either by tram, train or motor. There are many youths and even men in this generation who have no knowledge whatever of the utility or facility of the bicycle. It is a great time-gainer and money-saver, besides always being ready for use at any hour of the day or night. There are many old-time wheelmen reverting to the simple machine, and the advantages of its use need but to be brought before the travelling public in a proper fashion when hundreds—even thousands—more machines would be sold and put into commission. Taking into consideration its weight-carrying capacity and economy in use, the bicycle is the most efficient carrier extant.

an aeroplane, and he would probably undertake a flying demonstration before picking out any definite locality. He believed, however, there was a good opening for an aerial passenger and mail service between Gisborne and Napier, more especially on account of the district's isolated position.

Aviation as a business in civil life in peace time does not offer very bright prospects at present, according to Flight-Lieutenant Clarence Umbers, who has just returned to Dunedin from England after long experience in the Air Force. He considers that aviation is not possible as a recreation except to the very wealthy. Anyone could buy in England numbers of machines at £100, but when it came to running them he would find it cost a small fortune. The result was that thousands of good war machines were going to waste. Air services were mostly a "wash-out," the London-Paris one being the most successful example. Airships were out of the question on account of their cost. Hangars were a third as expensive as the airship, and five hundred men were needed to land the R34, which had since been sold to America.

Gaston Chevrolet (France) won the 500-mile automobile championship, De Palma, the American holder of the speed title, competed, but his car caught fire. An average speed of 90 miles an hour was maintained.

noon. Defendant and his wife (who was in the side-car) were both injured. He had failed to sound his horn. The driver of the car would appear before the Court later. Mr. Burnard stated that it was purely a technical breach. His client's energies were concentrated on avoiding a collision, and the sounding of the horn was immaterial, as both parties had each other in sight. Defendant had slowed down to avoid a collision, which, however, resulted as the outcome of a misunderstanding between them. His Worship remarked that the rules of the road were quite plain, and after examining the diagram produced he said it appeared to him that the motor cyclist had been trying to take a short cut, and had actually run towards the car, meeting the motorist on the wrong corner. He suggested that he should defer his decision until hearing the other side. Mr. Burnard submitted that his Worship apparently had only to fix a penalty for failing to sound the horn, and the offence was therefore purely technical. Sub-Inspector Cassels said the motor cyclist had failed to sound his horn at the corner as required, and which the majority of motorists failed in doing. His Worship said he looked on it as more than a technical offence, for it was apparent from the diagram there was negligent driving on defendant's part. A fine of £2, with costs 13s., was imposed.