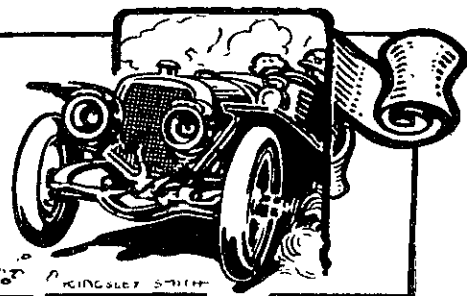


# MOTORING & CYCLING



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 aviators, Captain Matthews and Sergeant Kay, who abandoned their flight from London to Australia after crashing at Bali Island, near Java, have arrived by steamer at Sydney.

A motor lorry mishap within the tramway passengers' safety zone at the top of Symonds Street, Auckland, resulted in Benjamin Johnstone being charged with driving within the zone. Sub-Inspector Wohlmann stated that at 5.30 p.m. on May 22, a woman was standing within the zone. She saw the waggon approaching, but did not move, because she left safe within the zone. The vehicle, however, continued on its course, and she was knocked down, sustaining injuries to her arm. The driver immediately stopped, three wheels of the lorry being within the zone area. The defendant, who pleaded that the vehicle skidded when he applied the brakes, was ordered to pay 17s. costs.

At a meeting of the executive committee of the South Island (N.Z.) Motor Union a letter was received from the Imperial Motor Company, protesting against the proposed import duty on tyres. The chairman said the price of tyres went up on account of the duty, and it was computed that an extra £90,000 would go into the profits of wholesalers and retailers. Members agreed that a tyre tax was the most equitable if it could be applied, and it was pointed out that taxi men would benefit in reduced upkeep if the roads were improved. The matter was held over pending the receipt of opinions from affiliated bodies.

Four aeroplanes presented to New Zealand by the British Government are housed at present in the Canterbury Aviation Company's hangars at Sockburn, where they are under the care of Captain L. Isitt. The use that is to be made of these machines has still to be decided. Some other gift aeroplanes are expected to arrive in the Dominion before the end of the year. The Government may decide to use some of them in the postal services.

Captain Euan Dickson, D.S.O. and bar, D.F.C., and Croix de Guerre, was in Wellington last week, having come up from Christchurch with the deputy-chairman of the company (Mr. C. H. Hewlett) to interview members of the Government on aviation matters. Recently Captain Dickson flew from Christchurch to Invercargill by stages, and he hopes to make a flight to the North Island in the coming spring. The flight will be made via Kaikoura and Blenheim, a stop being made at each point. From Blenheim, Captain Dickson will cross the Strait to Wellington. The preliminary arrangements required are fairly extensive. The pilot needs a level space of about ten acres, without surrounding obstructions, at each landing place.

At the meeting of the Oroua County Council mention was made of the recent motor fatality at Sandon, and of the danger caused by the high speed which many motorists maintained along the public highways. It was resolved that two members of the council and the engineer should be a committee to endeavour to secure co-operation from other local bodies with a view to introducing such by-laws as would reduce the dangers from motoring. One councillor suggested that the "police trap" system adopted in England might be tried here, and that there should be some system of licensing drivers, also that on a conviction and two endorsements a speed maniac should be deprived of his license.

Gargle, Sniff up or Swallow.

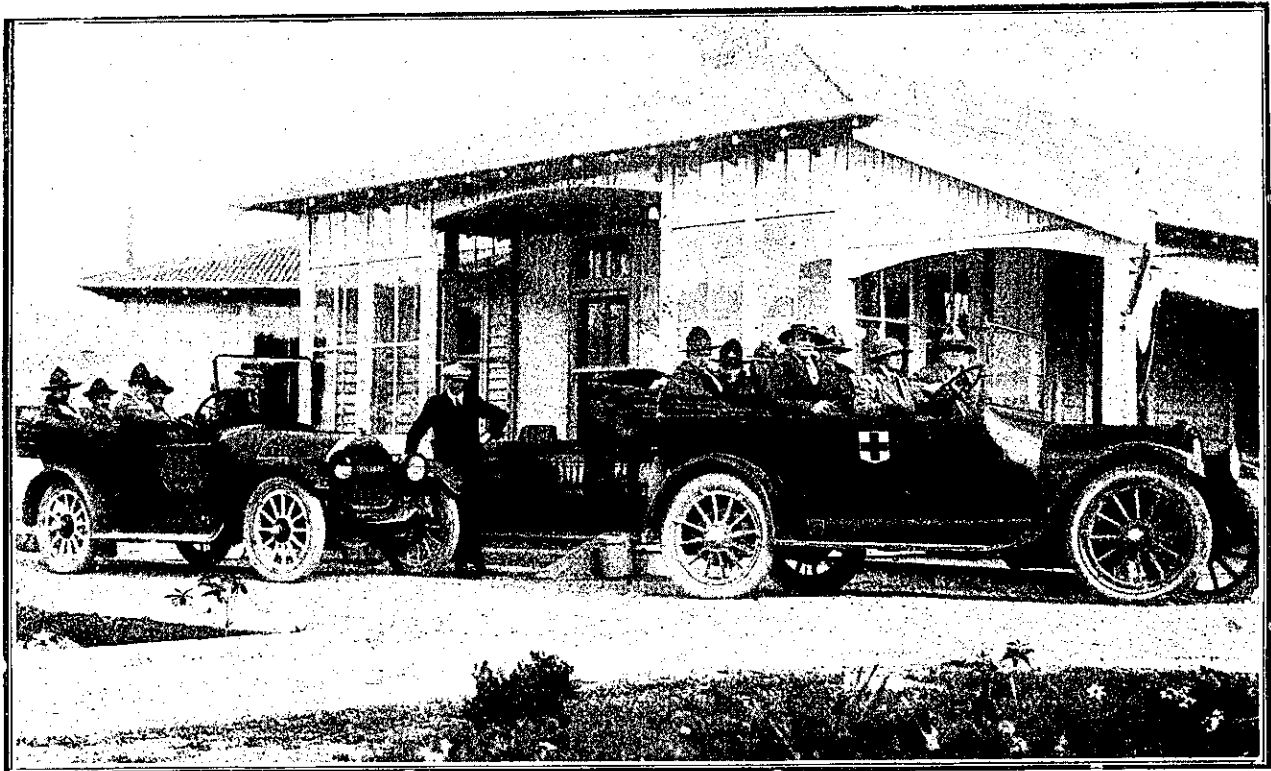
**1/6 FLUENZOL 2/6**  
for Throats, Colds or Influenza.

The Canterbury Automobile Association has resolved to ask the South Island (N.Z.) Motor Union to move without delay in the direction of getting the Government to introduce as soon as possible legislation providing for the licensing, at a normal renewable annual fee, of all motor drivers in the Dominion, such licenses to be subject to endorsement, suspension, or cancellation by a stipendiary magistrate.

In reply to a direct question in the House of Commons respecting the price of petrol, when it was asked what steps were proposed to be taken in view of the finding of the special committee that the present price was excessive and without justification, a representative of the Board of Trade said that it was proposed to discuss further with the companies the various items of cost to which attention was called, but, even were it found possible to effect a temporary reduction, it was thought we must face the fact that the demand for motor spirit was growing more rapidly than the supply, and

The secretary of the Wellington Automobile Club submitted at the last meeting of the committee an opinion obtained with regard to the legality of a motorist passing a standing tramcar, in which it appeared that the City Council's by-law forbidding a motorist to pass a standing tramcar on the right-hand side stands good.

Fast motoring, especially to race meetings, has become a passion, and all regard for life and limb has been thrown to the winds, says a contemporary. When an accident occurs the police occasionally take action, but it is exceedingly difficult to obtain a conviction, because, however the onlooker may estimate speed, he has his story pointedly contradicted by the man at the wheel. It is clear, however, that the motoring laws of this country require to be radically overhauled, and the Hon. G. J. Anderson, Minister for Internal Affairs, has decided to deal with the matter next session of Parliament, after consulting a conference of motorists.



Outside the Cottage Hospital at the Military Camp, Trentham. The cars shown in the photograph are kept by the Red Cross Society for the use of patients in this hospital, who derive appreciable benefit from the outings thus afforded. The first car was used by the Prince of Wales when he visited Trentham during his recent tour of the Dominion. Miss Greta Ewen, whose interest in Red Cross activities is boundless, had the distinction of being the chauffeur to His Royal Highness.

that short of a complete international control, which hardly was a practical proposal, the most effective method of preventing an increase of price was the use of other forms of liquid or gaseous fuel. There should soon be an increase in the production of benzole, but it still would be a limited quantity. Alcohol was another remedy, but ample sources of supply and an efficient denaturant were needed before large quantities could be made available.

So great was the interest and the attendances daily at the motor shows at Olympia, London, last November, that it was decided that there will be two shows in the same month this year, although it is not settled if there will be two shows running concurrently at two different places, or two successive displays at Olympia. Apparently both shows are to be more or less similar in character; that is to say, there will not be one show for large cars and another for small ones, so that a visitor who is interested in one type of vehicle more than another will be forced to visit both shows to fully satisfy himself. It is, of course, a difficult matter to say which of the two arrangements is the better, as there is much to be said in favour of each, but on the whole, public opinion appears to favour a distinction in the type of vehicle to be seen at each show if two exhibitions are to be held. The matter is sure to be carefully considered by the Society of Motor Manufacturers and Traders before any definite announcement is made.

Several points of much importance to motorists were touched upon by Mr. A. E. Ansell, president of the Otago Motor Club, at the last meeting. Mr. Ansell said that he had been on a visit to the North, and when in Wellington the executive of the Automobile Association had waited on the Hon. J. G. Coates in regard to the taxation of motorists. The deputation had brought before the Minister what their club had considered the correct way of taxation, which was by a tyre tax. The deputation had pointed out that by a tax on engine power they were taxing the possession and not the use of a motor car. The Minister had promised that during the coming session of Parliament motor legislation would be introduced, and said that all the bodies interested would be given a chance of stating their views. Mr. Ansell said he thought it was only right that the club should carry a resolution congratulating the Automobile Union on the work that body was doing in connection with the taxation of motor cars. Mr. Ansell also referred to the reckless driving he had seen in the Wellington district. The manner in which some of the motorists drove along roads outside the city would make one's hair stand on end. He had seen motorists travelling at between 30 and 40 miles an hour, and showing very little regard to the rules of the road. Under these circumstances he thought that legislation should also be introduced requiring registration of drivers, as well as motors. It was decided to send a letter to the Automobile Union congratulating that body on the steps they were taking in the interests of motorists.

Every motorist is naturally desirous of reducing the cost involved in the upkeep of his car to a minimum, and there is little doubt it is possible to effect a considerable saving in this direction without making motoring more of a hardship than a pleasure. Undoubtedly the average motorist finds his petrol bill the principal item of expense, and it is here that economical results may be obtained without in any way restricting the use of the car. By fitting a J.E.D. economiser to the car it will be found that a remarkable increase in mileage per gallon will be obtained, in some instances 33 1-3 per cent. more mileage resulting. The adoption of the J.E.D. economiser does not result in loss of power as is the case with other fittings of the "extra air" type, but a defined smoother running engine is at once noted when this device is fitted. The J.E.D. economiser does not operate as an extra air inlet, but generates an active explosive mixture from the exhaust gases in conjunction with steam. The common experience of motorists who have had a J.E.D.

fitted to their car is that the usual carbon deposit on the pistons and valve caps has been greatly reduced, thus ensuring greater power and engine efficiency. When fitted on a clean engine the carbon is quite eliminated. The cost of having a J.E.D. economiser fitted is most reasonable, £6 being the present charge, the saving recorded soon paying for the effective device in question. As proof of the merits of the J.E.D. economiser, it has only to be mentioned that the Government departments are using these devices on their cars with highly successful results, which are also to be noted in the case of private owners, who have recognised the undoubted claims of the J.E.D. The J.E.D. economiser has been placed on the New Zealand market by Messrs. H. O. Wiles, Ltd., manufacturers' representatives, Auckland, Wellington, and Christchurch, and will be found invaluable to all car users.

At the inquest on the body of Sydney Caleb Small, who was killed in a motor accident on May 28, when in Christchurch on his honeymoon, a verdict was recorded that death was due to a fractured spine and internal injuries received from the overturning of a motor car. Shortly before the accident the car was being driven at a high rate of speed, but the evidence on that point was inconclusive, though the fact that the car skidded going through a waterhole and the failure to reduce the speed in time to prevent such skidding would seem to suggest excessive speed and lack of a vigilant outlook.