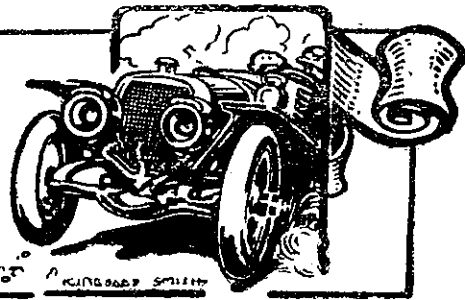


# MOTORING & CYCLING



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 King has awarded the Air Force Cross to Lieutenants Parer and McIntosh, who recently completed a flight from England to Australia.

Speaking of the profits in the calling of a taxi-driver, a witness in a case at the Magistrate's Court at Gisborne remarked that in one month he took £450.

As an indication of the rise in price of oil since 1914, the Gisborne Borough Council recently landed one hundred barrels of fuel oil from Australia at a landed cost of £27 per ton. A year ago similar oil cost £8 2s. 6d. per ton to land.

Motorists! Are you looking for holiday resorts? Buy a copy of the Christmas Number of the "N.Z. Illustrated Sporting and Dramatic Review" for 1s. 6d., and you will have an unerring guide. It is easily the best Christmas production yet issued.

The Hawke's Bay Automobile Association has requested the Hawke's Bay County Council to renovate and repaint the danger signals erected some years ago on the Taupo and other roads. The association intimated that it would supply the paint, and brushes if the council's workmen would do the work. The association further drew the council's attention to lumps on the road on the Titikura hill, which it was stated were a danger to cars and other traffic, and they asked that they be removed.

A peculiar position arose at the Napier Police Court recently. G. D. Crystall was on the list as having left a car without lights. Defendant forwarded a letter stating that it was his first offence, and a cheque for £1 and 7s. costs was enclosed. The position was that the summons had not been served on defendant, and the case could not be gone on with. Hearing was adjourned for a week.

Mr. Champtaloup, who recently rode a motor cycle out of the crater of Mount Eden, successfully climbed the Bald Spur at Te Aroha, starting from the Tourist Domain. He reached his objective, the Black Rock. Much public interest was displayed in the attempt, and the rider was cheered for his performance.

Good roads are a feature of the highways in the Rangitikei which divide for miles and miles rich productive country of Arcadian promise. Motoring under such ideal road conditions is a highly enjoyable pastime, and affords enviable comparison with less favoured districts from the motorists' point of view further north.

Lieutenant C. C. Moseley, of the United States Army, won the air race for the Pulitzer trophy, completing a 132 mile triangular course in 44min. 29½sec. He attained a speed of 191 miles an hour, flying an American Verville machine. Forty-four aeroplanes of American, British, French, Italian and German makes competed.

Emphasising the importance of suitable aeroplane landing places being selected throughout New Zealand and properly marked, Sir Keith Smith mentioned in an interview in Auckland that when he had to go from Christchurch to Blenheim to give a lecture the roads were impassable, owing to floods. It was suggested that he should fly there, but this could not be done, as he was not aware of a place to land on. The absence of these marked grounds did not matter much at the moment, but marked landing paddocks would be necessary before commercial aviation could be developed.

## 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 & fumes. Invaluable and quite harmless for restless children.

The Hawke's Bay County Council last month registered 28 motor cars and 2 motor cycles, and the Napier Borough Council 13 motor cars, 7 motor cycles and 2 trucks.

"The Hutt County Council collects money for the upkeep of roads and allows them to get into bad repair. The Eastbourne Borough Council keeps its roads in the best of condition, and motorists come round the bays for the pleasure of driving over them." So said Mr. H. Shortt at a conference of delegates from Wellington bodies.

Major Burton, Mr. W. S. Mout and party, of Wellington, arrived in Hamilton after a somewhat exciting motor trip from the Capital City one night last week. They found Foxton flooded, and had to dig themselves out several times on Mount Messenger. They forded the Mokoiia River, and were bruised and shaken as a result of the crossing of the Tamata River, at which point it was indescribably rough. The party journeyed on to Auckland next morning, and returned to Wellington via the Rotorua-Taupo-Napier route.

"What benefits can we tell prospective members will accrue from an association?" asked Dr. Brown at the inaugural meeting of the Southland body. "Legislation, roads, signposts, sociability," replied the chairman, Mr. J. F. Lillierap. Then those present waxed enthusiastic over these advantages, the opinion being that the improvement of roads was the most important item. "We should be conferring a boon on motorists if we got surfacemen to spread metal and not leave it in heaps on the country roads," remarked Mr. J. R. Haigh.

"The subject of roads has been given unceasing thought," says the committee of the Wellington Automobile Club in its annual report, "the club being represented at several deputations to the Prime Minister with regard to the outlet from Wellington, and also on the subject of roads in general. The committee has strenuously pursued the proposal of the deviation of the Paekakariki Hill road, and has made such progress that the Government has intimated that when the railway deviation is made round the coast the present railway would be converted into a main road. This, of course, is not quite satisfactory, inasmuch as the club is not convinced that the railway deviation will be started within a reasonable time. The committee is in favour of the Victorian road system being instituted in the Dominion. Pamphlets were issued by the club to Parliamentary candidates previous to the last election for their opinion of a good road scheme for New Zealand, the replies being considered fairly satisfactory.

Over 300 children from the various orphanages in the city and all the available patients from the Forbury Convalescent Home were given an outing by the members of the Otago Motor Club. After gathering the children from the various hostels, motorists assembled in Anzac Square, there being present over 60 motor cars and 35 side-cars well laden with happy children. About 2 o'clock the procession moved off. Mr. F. J. Carter's car, decorated with the O.M.C. banner and carrying the children from the Convalescent Home, taking the lead. A most enjoyable run was made to Wingatui, the Dunedin Jockey Club having kindly given the use of its grounds for the outing. The splendid response to the club's appeal for cars was very gratifying—in fact, many more cars were offered than could be made use of for the occasion, and several club members who were unable to provide a car sent along a monetary donation in order to show their practical sympathy. Messrs. P. Breen, G. Walters, F. J. Carter, and W. Gibb were the organising committee.

Gargle, Sniff up or Swallow.

**1/2 FLUENZOL 2/6**

for Throats, Colds or Influenza.

During the hearing of motor by-law case at the Gisborne Magistrate's Court, Mr. J. S. Barton, S.M., observed that his judgment against the borough by-law requiring a motorist approaching a corner to sound his horn, and do various other things at one and the same time, appeared to have spread a conviction that blowing the horn when approaching an intersection of streets was done away with. This, he remarked, was an erroneous impression, as the motor regulations themselves provided a penalty for failure in respect to sounding a warning.

A flight to Timaru and back was made by Captain Douglas Gray in one of the Canterbury Aviation Company's Avro machines, carrying two passengers, Messrs. C. R. Bidwill and A. Balfour, of Wairarapa, says the "Lyttelton Times." These two sportsmen decided to drop in for dinner on Mr. Balfour's sister, Mrs. Johnston, of Timaru. They left Christchurch at 11.30 a.m., and landed in a paddock at Washdyke, Timaru, seventy-five minutes later. They lunched at Timaru and left again at 3.25 p.m., circling over Timaru and then setting out for the Sockburn aerodrome, which was reached at 4.50 p.m. The weather was ideal. A light easterly breeze followed the machine south, but a light nor'wester was encountered on the return trip. The average height was 2000 feet, but the machine was up 3000 feet at one part of the journey.

Commenting editorially on the dismissal by Mr. V. G. Day, S.M., of a charge against a cyclist of having given a false name and address to a policeman, the "Lyttelton Times" says that the decision "is likely to have a considerable effect, on the by-law-making powers of municipal corporations. The magistrate decided that a municipal corporation has no right to constitute the giving of a false name and address an offence. Under the Municipal Corporations Act a borough or city council has the right to make by-laws 'for the good order and government of the borough,' provided that their ordinances must not be repugnant to the laws of New Zealand." Under the Police and Licensing Acts the giving of a false name and address is made an offence, and the police have power to arrest in such cases. Under municipal by-laws they have no power of arrest, and the magistrate's decision renders the conviction of a person who refuses his name and address, or who gives false information, practically impossible. We are of opinion that the magistrate's decision ought to be tested by a higher tribunal, and that if it is sustained the law should be amended to remove the anomaly."

The committee of the Wellington Automobile Club, in its annual report, states that the accounts show a surplus of receipts over expenditure of £404. The membership has been increased from 224 to 459. The committee has supported the resolution passed at the New Zealand Automobile Union meeting that in the event of a tax being imposed on motor cars it should be put on tyres, with a special provision that such money should be devoted to the forming of main arterial roads, and the committee is not in favour of any rebates being given whatsoever. The committee is not in favour of a toll-gate system being instituted as at present in Taranaki, inasmuch as it is considered prehistoric and costly. During the year the committee attacked the subject of traffic, and a circular was sent to all members asking them for their ideas on the subject of how to deal with congestion of traffic in the city. Several members sent very excellent ideas, but on the whole the circular was not responded to in a satisfactory manner. The sub-committee attended on the City By-laws Committee, and submitted traffic suggestions, which had been approved by the committee, the principal idea being the alteration of the tram lines at Courtenay Place, together with Cambridge and Kent Terraces. It is noticeable that several of these suggestions have lately been put before the ratepayers by the council authorities.

It would be difficult, if not impossible, to state the actual volume of the consumption of petrol in New Zealand per month or per year, since it varies as from week to week; but a computation of the consumption in Otago and Southland, including the supply for pleasure and business cars, delivery vehicles, milking and lighting plants, and so forth, shows that the total has approximately doubled within the last four years, says the "Dunedin Star." The quantity of petrol available in New Zealand is sufficient to meet restricted requirements. Care has to be still exercised. No user is allowed more than a month's supply. But by strictly keeping to this rule there is reason to think that the requirements can be steadily met.

The establishment of a Lloyds Aviation Record has been approved (says the "Bulletin of the Department of Overseas Trade"). This is the first fruits of the labours of a sub-committee on aviation, assisted by a technical committee, established some time ago by the Committee of Lloyds, and including representatives of air transport companies, aircraft constructors, and underwriters. The first part of the Record will shortly be issued to subscribers, bearing information in respect to aircraft and pilots; and it is intended to follow this with further information as to technical personnel, aerodromes, alighting waters, air routes, foreign laws, etc. The scope of the Record will be international, and steps are being taken to establish Lloyds' aviation agents and surveyors at Home and abroad.

"I have never found the roads between Gisborne and Tolaga in better condition for motoring," was the comment of a Gisbornite after a trip along the coast. He said the roads generally speaking all along the coast were better than he had known them before. The Uawa County Council was expecting five motor lorries to be delivered any day, and these were being put on to the work of improving the roads. He had motored from Tolaga in two hours. The Waiapu river is considered to be lower just now than it has been for some years past. School children can paddle across it, and the water is not too deep to be forded by a car, though the approaches would not be good. The road between Kahukura and Te Araroa was rough, but it was pleasing to see men engaged in improving this and other stretches of road. Petrol is at a famine stage along the coast, and supplies are most difficult to procure.

A conference of delegates representing the clubs affiliated to the South Island branch of the New Zealand Automobile Union was held in Dunedin on November 29. The chair was occupied by Mr. A. Ansell (president of the Otago Motor Club), and the following northern delegates attended:—Canterbury Motor Club: Messrs. R. W. Lockhead, W. H. Benson, R. McCartney, and P. R. Harman (secretary of the New Zealand Automobile Union); South Canterbury Club: Messrs. E. R. Guinness and R. J. McKeown. The roads and motor taxation questions were fully discussed, and the recommendations of the conference will be further considered at a later meeting. A discussion took place on the question of dangerous railway crossings, and it was decided to forward suggestions to the Government whereby the danger referred to might be lessened or obviated. As regards the regulation of traffic from side streets crossing or coming into main roads, it was decided to suggest to the Minister of Justice that the greater onus to see that the road was clear should rest on the driver coming in from a side street. Mr. Ansell said he would like to make it clear that one of the club members, Mr. Wright, was the originator, so far as New Zealand was concerned, of the New Zealand memorial highway scheme. He congratulated Mr. Wright on the keen interest he had always taken in motoring, and said that he must be awarded great praise for the foresight he had shown in suggesting such a splendid memorial to their soldiers.