

"Any chauffeur or any other person who, without the consent of the owner, shall take or cause to be taken from a garage, stable or other building or place an automobile or motor vehicle, and operate, or drive, or cause the same to be operated or driven for his own profit, use or purpose, steals the same, and is guilty of larceny, and shall be punishable accordingly."

Canada, I see, has also been moving in the matter, and six months in gaol is offered to any driver who cares to "joy-ride."

My readers may not be aware that in most countries (New Zealand included, I assume) the motorist possesses absolutely no recourse from a chauffeur who makes free with his car. Strange though it sounds this is so. More frequently than not a charge in this connection will be held by the Courts to be unsustainable. In England the motorist, in despair, has resorted to subterfuge in the effort to bring the joy-rider to book. Charges are being brought against drivers of *stealing the petrol* used in the course of the surreptitious ride. In Scotland, recently, such a charge, although at first dismissed, was subsequently upheld by the Higher Court. An entirely different result attended a similar case at the London Sessions; this was thrown out by the Grand Jury; and the remark offered by the presiding Judge that he considered a car used petrol much as a horse needed oats. The inference being that just as a groom who made misuse of his master's horse could not be charged with stealing the feed given the horse before the ride started, even so would a chauffeur be guiltless of stealing petrol for running the borrowed car. I'm afraid I cannot follow this logic. In the first place a horse would have to be fed whether it were used or not; not so a car. In the second place, a chauffeur, to run his master's car a mile, would be converting the latter's petrol to his own use. This must be an offence. If such doubt exists in New Zealand as apparently does here, legislation of a specific nature is required in order to give the owner of a motor-car that protection he is entitled to.

### The "Daily Mail" £10,000 Aero Race

Whatever we may have to say against the Harmsworth influence in other affairs (and there are many who have much to say) in motoring, both on land and aloft, the Harmsworth influence has been all to the good. The last example of this is the £10,000 cheque which constituted the incentive to British and Continental airmen to jog, or attempt to jog, around the Blessed British Isles. Despite the tropical weather Londoners took immense interest in the event. Whatever the future might hold, the start was most auspicious, and the scenes at Brooklands were remarkable. The story of the race would be a long one if told in detail, so I must be terse (even at the expense of my journalistic reputation!).

After a few preliminary delays, the aviators started off, and as they whizzed at a mince gait over the difficult country between Brooklands and Hendon, they soon illustrated the advantages of the directness of aerial flight. Lieut. Comneau was first away, and landed at Hendon within twenty minutes. After him sped Astley, and in quick succession came the other fifteen starters, among

whom were numbered the very flower of the aero world.

There were thirty entrants for the race. Twenty lined up to start, and, of these, three met with accident at the post.

That was on a Saturday. Monday, at 4 a.m. (dreadful hour for a Londoner to be up!) the trek from Hendon to Edinburgh, thence via Stirling, Glasgow, Carlisle and Manchester, and home via Bristol to Brooklands and Hendon. By the Tuesday morning there were practically only two men left in the race: Beaumont (Lieut. Comneau) and Vedrines. All the rest of the field, more or less, *hors de combat*.

England has been outclassed; her contingent of aviators, even though some of them possessed similar machines to that which "Beaumont" won on, failed to complete the circuit. Valentini (Deperdussin monoplane) battled on, after the race was over, and got through a week late! Cody, with Anglo-American luck, arrived soon after on his home-made two-ton "bus."



BEAUMONT  
Winner of Daily Mail £10,000 Prize

We must rest content with the result of the race. The best man on the best machine won. He showed his superiority as an aviator in many ways. He excelled in nursing his engine. He steered an accurate course. He rested himself from time to time at the various controls. His flying time for 1010 miles was 22 hours 28 minutes and 18 seconds.

Vedrines, the much-pitied runner-up, took 1 hour and 10 minutes longer. The rest—nowhere. Between these two men and our hundreds of amateur potterers there is indeed a vast difference. "Flying is easy," these people say. This is rank bunkum, for an aviator to endure he must not alone be able to merely work his control levers; he must be a first-class motor mechanic; he must have more than a smattered knowledge of meteorology; and he must have the instinct of the homing pigeon, so that he may drive through fog and darkness without losing his bearings.

Beaumont, alias Lieut. Comneau, of the French Navy, has come, has seen, has conquered. His example is worthy of emulation. This can only be consummated by intense study of the theory before attempting the practice.

As for Vedrines, we all feel sorry for him, and the plethora of bad luck he encountered. But, as Bernard Shaw has it, the Englishman is too prone to gush with absurd sentimentality. An instance

of this is the weeping there has been over Vedrines, and which there was over Dorando in the marathon foot race. By the rules of the "Daily Mail" £10,000 air race there was only one prize. He who wins it, therefore, and not he who loses, should get the bulk of the public's praise and plaudit.

### Christchurch Aero Club

The members of the Christchurch Aero Club, about whose existence and doings very little has been heard so far, held a field day at Hagley Park yesterday afternoon and gave demonstrations of the powers of flight of small model aeroplanes built by members of the Club. There were about half a dozen models in use yesterday, all of the monoplane type, some being fitted with single propellers, others with twin. Power for driving the propellers when the models were in flight was derived by the twisting of strands of elastic rubber, which extended from end



VEDRINES  
Second Place

to end of the body of the machine, and although the winding up of these strands was a rather tedious process, yet when the tension was released they drove the propellers at an astonishing speed for quite a long time. The weather conditions were by no means satisfactory for the trials, a somewhat strong nor-east wind blowing, and the flights were more or less erratic on this account, but the demonstration served to show the ability of the tiny planes to cover long distances and rise to big heights when their equilibrium in the air was not disturbed by eddying winds. There was a large crowd of spectators present, all of whom took the greatest interest in the flight of the models.

### To Paint your Car.

Do you want to repaint your car? You can do it if you know how. Of this knowledge there are five parts. The surface perfectly free from grease; (2) the surface perfectly smooth; (3) a warm room without any dust whatsoever; (4) the right kind of brushes; (5) the right way to use them. It is said that "any fellow can paint his car." True, on condition that he is familiar with these conditions and secures them all. How long will it take "any fellow" to acquire the knack of the brush?