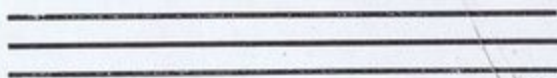




N.Z. **MOTOR**  
*Cyclist*

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# Friends

I desire to congratulate the Motor-Cycle Clubs of New Zealand on their excellent road safety work. Something has been achieved, but much remains to be done; it will be done only if you and all the other motor-cyclists in the Dominion support the Clubs, preach road safety and practise what you preach.

During the twelve months ended 31st March last, 32 motor-cyclists were killed and more than 600 injured in traffic mishaps. And if you include pillion-riders, cyclists and pedestrians killed and injured in motor-cycle accidents, the number will be increased by more than 200.

The motor-cyclist rides in a very exposed position. In proportion to the numbers registered, motor-cyclists last year had eight times the accident-injury rate of car-drivers.

These accident figures for motor-cyclists can be and must be improved. The Road Safety Council suggests the imposition of a special speed limit and the prohibition of pillion-riding. No one, however, wants to impose these or other restrictions and it rests with motor-cyclists to render them unnecessary.

I would appeal to you therefore: read this booklet thoroughly and appreciate its message; support your motor-cycle club; give EVERYONE a lead in Road Courtesy, and make your motto SAFETY FIRST and SILENCE ALWAYS.

You will find the Transport Department anxious to assist you in every way possible.

*Reverend*

Minister of Transport.

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"That's my Cousin Joe

"Yeah —"

"He was one of the  
speediest riders  
around here"

"That so, where is  
he now?"

"Oh he's dead"





# Carburetter Tuning

## FACTS YOU SHOULD KNOW

**O**WING, presumably, to the fact that they contain little in the way of mechanism, carburetters are somewhat apt to be overlooked when a machine is undergoing a general course of adjustment. Apart from an occasional cleaning of certain obvious parts, the "gasworks" frequently lives a life divorced from attention. There are, however, a few points in a modern carburetter which pay for occasional checking up. These are the jet needle, the pilot jet adjustment, and the float needle.

The first-named hangs downward from the throttle valve and has a number of different settings each being determined by the small clip which holds it in place. The function of the needle is to regulate the amount of petrol which issues from the main jet via the jet tube and the amount decreases with the lowering of the needle.

### SETTING THE JET.

A high position can give plenty of power and speed, but might give rise to lumpy running of small throttle openings and fairly heavy consumption. To find the best position for the needle, fit the jet recommended for your machine by the makers, which, in the case of late-type Amal carburetters, is likely to be as in the table below.

Due consideration, of course, must be given to the age or condition of the engine when selecting the most suitable jet, as when valve guides, etc., have seen much wear and let air past, a jet one or two sizes bigger than that the



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makers advise will usually be found to be advantageous without adversely affecting the petrol consumption to more than a slight extent.

### JET SIZES.

The following jet sizes will be found to be applicable to most makes of machines fitted with four-stroke engines used under normal conditions.

C.C.	Carburetter Type.	JETS.	
		S.V.	O.H.V.
175	.. 4 ..	60	60
250	.. 4 ..	70	80
350	.. 4 ..	80	80
350	.. 5 ..	—	95
500	.. 5 ..	110	—
500	.. 6 ..	130	140
600	.. 6 ..	130	140
750	.. 4 ..	80	80
750	.. 5 ..	—	100
1000	.. 5 ..	110	—
1000	.. 6 ..	130	150

Then, with the air full open, give the engine half-throttle, and listen to the note of the exhaust, which should be crisp and sharp, and should, with the engine speed, remain unaltered, although the air lever be closed to little less than the half-open position.

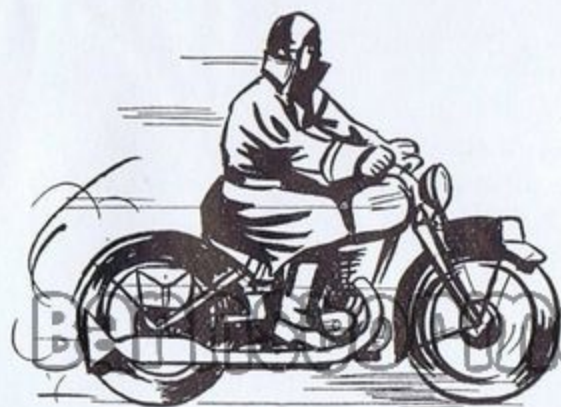
Should the revs. rise, this is a sure sign that the carburetter is weak, and may often be corrected by raising the needle a notch at a time. On the other hand, if the engine labours the opposite is likely to be the case.

Usually it will be found that the needle is correctly fitted when the clip is in the third notch.

### AN ECONOMY SETTING.

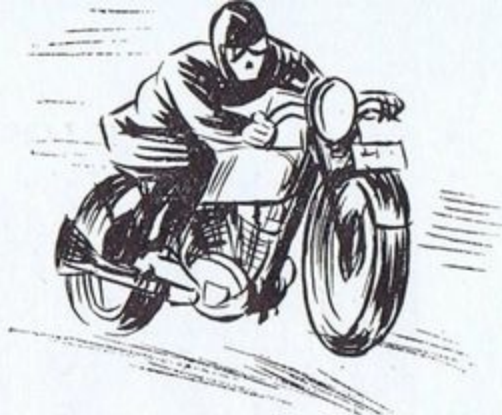
If, however, economy is desired, the carburetter can be made semi-automatic by lowering the needle one

notch after carrying out the above tests and finding what is actually the correct position. An increase of 10 per cent. in main jet size (e.g., from 100





to 110) will give very satisfactory results for speed work after the carburetter has been tuned as recommended.



As the adjustment of this needle can have no effect upon the slow running of the engine, another means of adjusting is provided and takes the form of a knurled knob, retained with either a spring or a lock nut, in the side of the instrument.

When the throttle is nearly closed there is a very strong suction on the pilot jet, and, according to the position of the adjusting screw mentioned, the supply of fuel for slow running or starting is impoverished or enriched. In the case of the latest type Amal carburetter, screwing in the pilot jet adjuster restricts the supply of air whilst screwing the adjuster out increases it.

Thus, supposing your engine is well warmed up and ticking over, but occasionally spits and develops a tendency to stop altogether unless you "blip" the throttle, you should screw in the adjuster a little, half a turn at a time. Probably, then, the engine will run a trifle faster, when you will, of course, close the throttle a shade in order to restore the slow running. If the spitting, etc., is resumed the jet control must be screwed in a trifle more until the engine runs steadily on the smallest possible throttle opening.

It is usually desirable to retard fully the magneto control when carrying out these adjustments, but do not run your machine for long on the stand with the ignition so retarded or overheating will develop and may cause damage.

The adjustable throttle stop on the side of the carburetter body may, if a "set tick-over" position is desired, be screwed up until it touches the edge of the throttle valve and locked there.



## DON'T LOSE THE SCREW.

Remember that if the pilot jet screw is lost a terrific air leak will result, and starting and slow running will be adversely affected to such an extent that the former may become eventually almost impossible and, when throttled down, the engine will either "race" or stop altogether. It is useless to replace the screw with an ordinary bolt as is frequently done in ignorance, because the screw has a specially shaped point intended to act as a valve.

Finally, one often hears of riders who experience carburettor trouble caused solely through the fact that the spring bow clip above the float is either fitted upside down or not housed snugly in its notch on the stem of the needle. The clip is correct when the flat portion is uppermost and engaging in the notch mentioned, whilst the bowed part rests against the top of the float.

Apart from ordinary cleaning, keep the controls correctly adjusted, free and well greased, but do not grease or oil the valves in the carburettor.

See that the springs above the valves are doing their work and your carburettor should give you as little cause for worry as do your footrests.



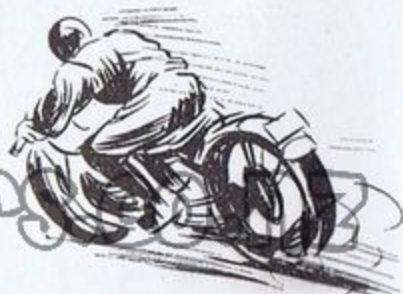
A bed at home is worth two in the hospital.

Are you a "Hot" rider. The morgue is the coolest place in town.

Alert to-day—alive to-morrow.

*"Better be late for supper at home to-night than be on time for breakfast in the next world to-morrow morning."*—

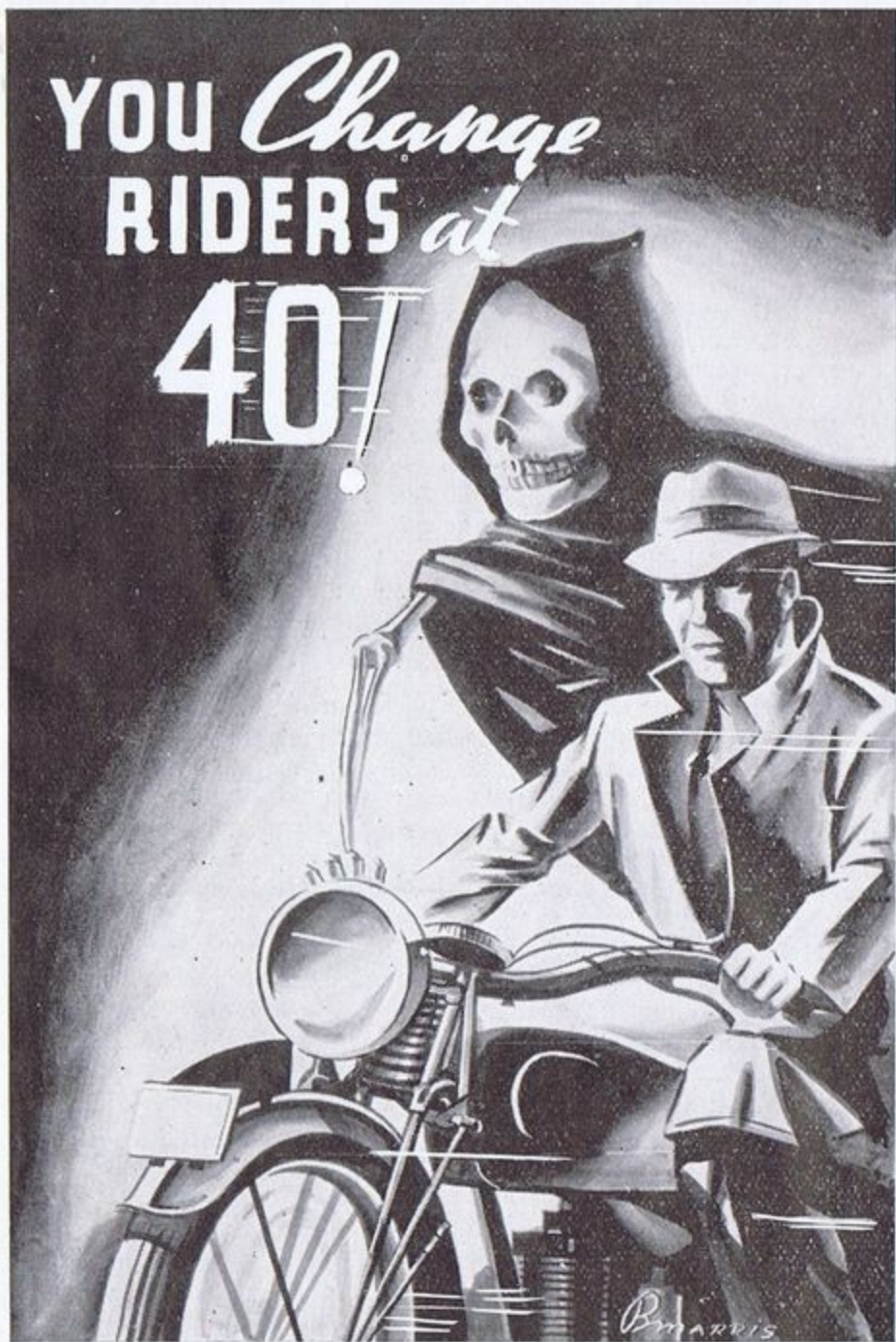
Irvin S. Cobb.



# Barnstormers



YOU *Change*  
RIDERS *at*  
40



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# How Can YOU Help?

*(How can motor-cyclists help to remedy the waste of human life through road accidents? This is a question that a Traffic Inspector with long motor-cycle experience will endeavour to answer.)*

THE motor-cycle is perhaps the safest vehicle on the road, PROVIDED it is handled correctly. It can be a source of great pleasure, of health and of recreation; it has advantages of economy and efficiency; it gives you freedom from the slavery of your work; it permits you to get away during week-ends and holidays, to visit fresh scenes, to see what lies on the other side of the hills, to live and to enjoy life in a manner that was not possible fifty years ago.

In inexperienced or irresponsible hands, however, a motor cycle may be more than an unmitigated nuisance. It may be a menace not only to the rider, but also to all pedestrians, cyclists and motorists who may be about when it is on the road.

The line that divides the expert from the amateur, the good rider from the poor rider is not easily distinguishable. Most of us think we are good drivers of motor vehicles when probably only chance has saved us on some occasion from a fatal accident. The expert rides with anticipation of possible consequences. He does not take chances with his own or other people's lives merely because he thinks it is smart or because he wants to "show off." He knows that those whose judgment counts, place the "road-hog" and the "flashy" rider lower even than the most inexperienced. He knows that it does not require very great intelligence to "tear" around the country with throttle open. The expert does not stunt in public. He rides with good judgment, commonsense and consideration for other road users. You will always mark him by his good road manners.

Let your mottoes be "Safety First" and "Silence Always."

Road courtesy means not only respect for the convenience of others, but self respect for the manner in which you ride your machine. Efficient silencers have been developed after years of experiment and research. One noisy rider brings discredit on thousands who handle their machines properly. At all times speed must be regulated





by the road surface and contour. When approaching sharp bends, don't attempt to get round in top gear. Reduce speed and change down. Loose gravel lies in wait for the careless rider. Study the



road conditions as you ride and you will automatically do the safe thing. Rain for instance means wet roads; wet roads mean skids and skids mean hospitals. Keep your tyres at correct pressure and always replace them when they are worn. In my experience, a puncture at high speed is almost invariably serious and is very frequently fatal.

Keep down your speed. Drive with intelligence, NOT the throttle. When you feel inclined to "give it a go" remember that valuable lives have been sacrificed through want of anticipation of consequences. You may take a chance and get away with it a hundred times, but, in the end you will almost certainly fall a victim to some other incompetent or rash driver.

It is impossible to ride a motor cycle safely unless it is in good mechanical order. Adjustments are frequently necessary, and until the requisite knowledge is obtained, you should work with an expert. Keep a machine in good condition, constant attention must be paid to cleaning and greasing, especially after a run in wet weather, when water is likely to get into the bearings and stiffen up the controls. Be particularly careful when purchasing a second-hand machine to see that it is in sound mechanical condition. A machine that has not been "in the wars" and has been properly looked after preserves its value, is safer to ride and is a credit to the owner.

Good road conduct is always admired. It is up to you to set the example and to endeavour through road courtesy to educate the learner. Above all, keep to the left and avoid passing in circumstances which may get you or other road users into trouble.

By obeying the rules of the road, you will find that road courtesy brings its own reward. The avoidance of accidents means fewer claims on Insurance Companies; it paves the way for a reduction in motor-cycle insurance. From actual experience, I have found that members of motor-cycle clubs are less liable to breaches of the traffic regulations than motor-cyclists who are not members. Clubs arrange for outings and meetings of different kinds where young riders can obtain valuable experience through contact with experts. The public roads are not the proper place for carrying out tests or seeking thrills at someone else's expense. The clubs provide opportunities for tests without danger to other road users. I would urge



you particularly to join a club immediately, to enter for the road safety awards and to give the motor-cycle road safety campaign the benefit of your support.

Motor-cycling will not be made more pleasant by the imposition of onerous restrictions. It is for you to lift the standard of motor-cycle riding, to cultivate the "brotherhood of the road" and to educate the pedestrian and cyclist by your example. You can rely on the Traffic Inspectors for their assistance and co-operation. The success of their efforts is not judged by the number of prosecutions they get. They are your friends and advisers and they will appreciate helping in every way possible to accomplish this worth-while work.

To sum up, let me suggest a few do's and don'ts:—

DO unto other road-users as you would have them do unto you.

DON'T cut in—you never know where short cuts may land you.

DON'T waste money—avoid fines for negligent and careless riding.

DO be considerate to pedestrians—not all of them are long-jump champions.

DON'T overtake on a bend—that's when accident overtakes you.

DON'T neglect road warnings—they don't neglect you.

DON'T forget what happened to Lot's wife—keep your eyes front.

DO give and take—but don't take if the other fellow is boor enough not to give.

DO approach schools as you did in your childhood—slowly.

DON'T let the pillion-rider control the machine however nice she may be.

DO ride quietly at night—the mothers will bless you.

DON'T forget reserve speed is intended primarily for acceleration in an emergency.

**Always Place  
Safety First!**

**Barnstormers** [12]







A *Cat* HAS 9 LIVES  
*but YOU?*



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# Is it Worth While?



## A Special Appeal to all Motor Cyclists

By  
MR. F. R. JONES,  
President, N.Z.A.C.U.

**I**N making this appeal I do so in all seriousness, realising from statistics furnished by the Transport Department, the number of accidents that have occurred to motor cyclists during the past twelve months on the roads in this country.

The Transport Department, together with the Road Safety Council, the New Zealand Auto-Cycle Union and the Motor Cycle Clubs throughout New Zealand, are doing their part to bring about a better condition of affairs on the roads. They are encouraging lectures, films, riders' awards, etc., in an effort to get the motor cyclist interested with the one object in view—to minimise the number of tragic road accidents. We feel that these can to a very large extent be avoided if one and all will help us by doing their bit. It is only by our united efforts that we can succeed.

If we as motor cyclists do not help ourselves, then the Road Safety Council, however reluctant they feel about it, will be forced to place restrictions of speed limits on motor cycles and the prohibition of pillion riding.



Up to the moment we have been successful in our interviews with the Minister and the Road Safety Council in having these restrictions temporarily put aside, and they on their part have no desire or wish to put these restrictions in operation.

Therefore, it is up to us all to make some effort to assist them in the carrying out of the improvements suggested and safeguard the lives of the younger generation who are the motor cyclists of to-day.

We feel sure we can count on your assistance in bringing about a better condition of road courtesy by your helping us in our efforts and by so doing, helping yourselves.

*Let your Motto be*

*"SAFETY FIRST and SILENCE ALWAYS!"*



## Control Your Curves !

With apologies to Mrs. Berlei, but what a splendid slogan for motor cyclists. If we all controlled our curves there would be fewer accidents, I am sure. What gave me the idea was the foolish riding of one of our number the other day, and there was no excuse for his lapse of sanity. The road was wide and a broad white line should have shown him clearly where to ride. Car drivers are as much to blame, I know, but "two wrongs do not make a right."—*Nomad.*

*Pedestrians  
aren't armoured !*





## FATAL SKID

YOUNG MAN KILLED  
THROWN FROM MOTOR CYCLE  
PILION RIDER INJURED

Accident occurred about 7 p.m. last Saturday afternoon on the main road near the intersection of the main road and the road to the south. The motor-cyclist was killed and the pillion rider injured.

Accident At Petone

PEDESTRIAN AND MOTOR CYCLE COLLISION

HEAD-ON COLLISION  
NEAR PAREORA

Car and Motor-Cycle  
Involved

TWO YOUNG MEN HURT  
SPRINGBROOK ROAD

## A SAD ACCIDENT

Mishap at Orewa  
LOCAL MOTOR CYCLIST

About 5 p.m. last Saturday after

## PETANE TRAGEDY

MOTOR CYCLE CAPSIZE

Auckland Woman Killed In Christmas Day Accident

YOUNG CHILD INJURED

With the intention of Christmas Day, a woman and her child were killed in a motor-cyclist accident on the main road near the intersection of the main road and the road to the south.

FATAL INJURIES RECEIVED.

Collision With Tree Two Brothers

MOTOR-CYCLIST ACCIDENT.

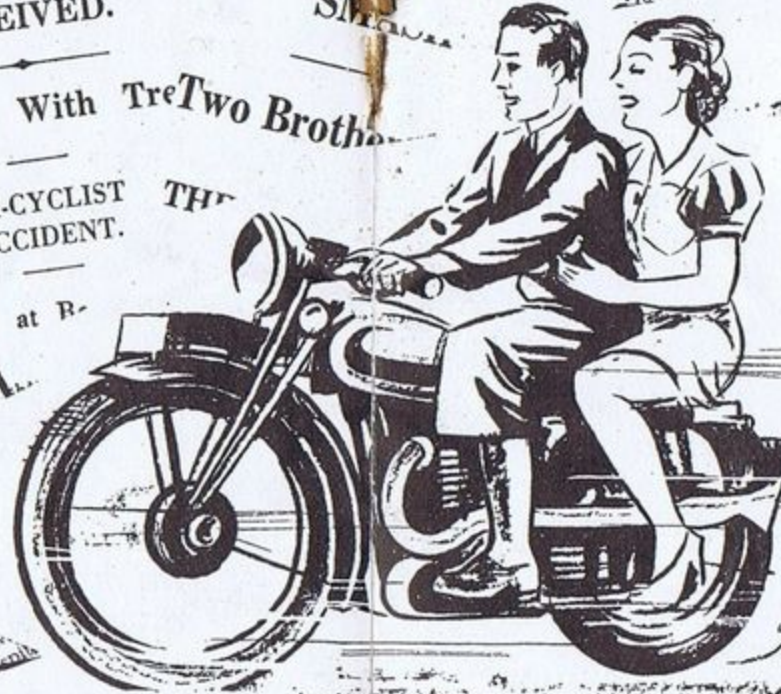
Smash at R.

## Motor-Cyclist Injured

ARM BROKEN

Accident on Tar Road

FATAL CYCLE SMASH



## TWO KILLED

HUTT ROAD ACCIDENT  
WOMAN AND MOTOR-CYCLIST

CAR ALSO INVOLVED

Two people were killed in a motor-cyclist accident on the main road near the intersection of the main road and the road to the south.

## FATAL SMASH ON MAIN ROAD

Man Killed

AND MOTOR-CYCLIST COLLIDE

YOUNG WOMAN INJURED IN FALL FROM MOTOR CYCLE

FATAL SMASH ON TAUPO ROAD

MOTOR CYCLIST KILLED THROWN FROM MACHINE TO ROADWAY

MOTOR CYCLIST INJURED ON RIMUTAKA HILL ROAD.

THREE PEOPLE INJURED

Motor-Cycle And Side-Car Overturn

HUTT ROAD ACCIDENT

Three people were injured last evening about 6.30 o'clock when a motor-cyclist and side-car overturned and collided with a car on the main road near the intersection of the main road and the road to the south. The driver was Mr. [Name] of the main road, Kaiwairua.



**WITH THE D.R.s**

**IN FRANCE\_**



By 4/1069

As many who read these notes were in long clothes at the time the story commences, it may be as well to tell you that D.R. stands for "Despatch Rider" and the mode of progress in this case a motor-cycle as you will no doubt have guessed. Furthermore, the title is not quite correct, because, although the majority of the time will be spent in France, I am going to take you with me right from the start in New Zealand in the hopes that you will find the experiences interesting.

It was on the 1st August, 1915, that a friend of mine employed at the Drill Hall rang me to enquire whether I would like to enlist as a motor mechanic—me—a motor mechanic, certainly I had owned three motor-cycles—a free engined B.S.A., a two-speed B.S.A., and at the time was the proud owner of a twin cylinder Royal Enfield, but I had to laugh. Anyhow my friend assured me that I would be alright and such is the egotism of youth that I agreed to go if he could get me away.

That day must have been a very unsatisfactory one from the boss's point of view. I was too excited to work and apprehension lest something should happen to prevent my going.

My doubts were set at rest the following morning for the "Herald" had my name as one of a party of half a dozen to leave for Palmerston North the same night, but apart from this information, I was in the dark.



Arriving at Palmerston North, we were sent along to the showgrounds. A party had already arrived from South. They were mostly telegraphists and linesmen, and finally we were all drafted to the "Divisional Signalling Company," 6th Reinforcement. After a couple of weeks in Palmerston North, we entrained for Wellington to find the "Willochra" waiting for us and everybody had the cheering news that the "Willochra" was sister ship to the "Waratah" which had disappeared in mid-ocean some time previously leaving no trace—only the "Willochra" was a worse boat to roll—she certainly could roll but the trip to Egypt was uneventful with only one call, Albany in West Australia.

Zeitoun was our destination in Egypt and I suppose you would term Zeitoun a suburb of Cairo. As to what we had to do there had us all guessing, because we could not see anything that could remotely be connected with "Motor Mechanics," and even if the authorities originally intended that we were to be D.R.'s we did not have the slightest inkling of it either at this period or for some months to come.

The only thing out of the ordinary here was a lot of horses and to pass away the time we had to exercise and look after them generally. Well, I'm no horseman, but it seemed to me that I was given a couple of the fiercest steeds in the stables. Every morning, early—or it seemed early—it was our duty to take those horses for exercise before it got too hot; but how we blessed those buglers.

Early morning was not unpleasant in Egypt—only when we met a lot of camels. Now camels and horses don't blend and many times the horses bolted for dear life. There was no such thing as putting the brake on or closing of throttle. When there's a lot of horses together, it takes more than "Motor Mechanics" to stop them.





If horses can see a joke, one of mine must have had a good laugh one day. We had gone well away from the camp and I wanted to turn back, but do you think I could get him round. Something had gone wrong with the steering and I had visions of spending the rest of my days on the desert if I could not get him round. The only thing to do was to dismount, and on looking at the bit I found this had never been inserted in his mouth—once this was rectified I got him—or may have been her—I forget which—into top gear and galloped for “home.” But all unpleasant things come to an end and we were soon to have a shift.

During our stay in Zeitoun we had visited Cairo several times—to the Pyramids and all the sights, not forgetting the “Wazza” if that’s the way to spell it. The sights in the “Wazza” were to us the most interesting, but I won’t detail them here. You would not believe me if I did, but there was something that is more in your line and that was a “Triumph” with a three-speed gearbox. You may wonder why I mention the gearbox. Well, it was the first motor cycle any of us had seen so equipped.

Up to our departure from N.Z. the only three-speed was the Sturmey Archer incorporated in the hub. The first B.S.A. I had was fitted with what was commonly known as a free engine, really a clutch in the rear hub foot operated, the second, with a B.S.A. two-speed hub, and the Enfield with a two-speed of their own design. The Enfield by the way had a starting handle just below the saddle. But let’s get back to our story—from Zeitoun we went to Gallipoli. Just what day we landed I cannot say, but the first pay on the Peninsular was November 11th. If any of you have been there you will realise that there could be very little work for “Motor Mechanics.” The couple of months spent there were just long enough. The serious fighting was practically completed and the mode of living so strange that it resolved itself into a jolly interesting two months which I will tell you about next month.—(*To be continued*).



LEND US  
A HELPING HAND

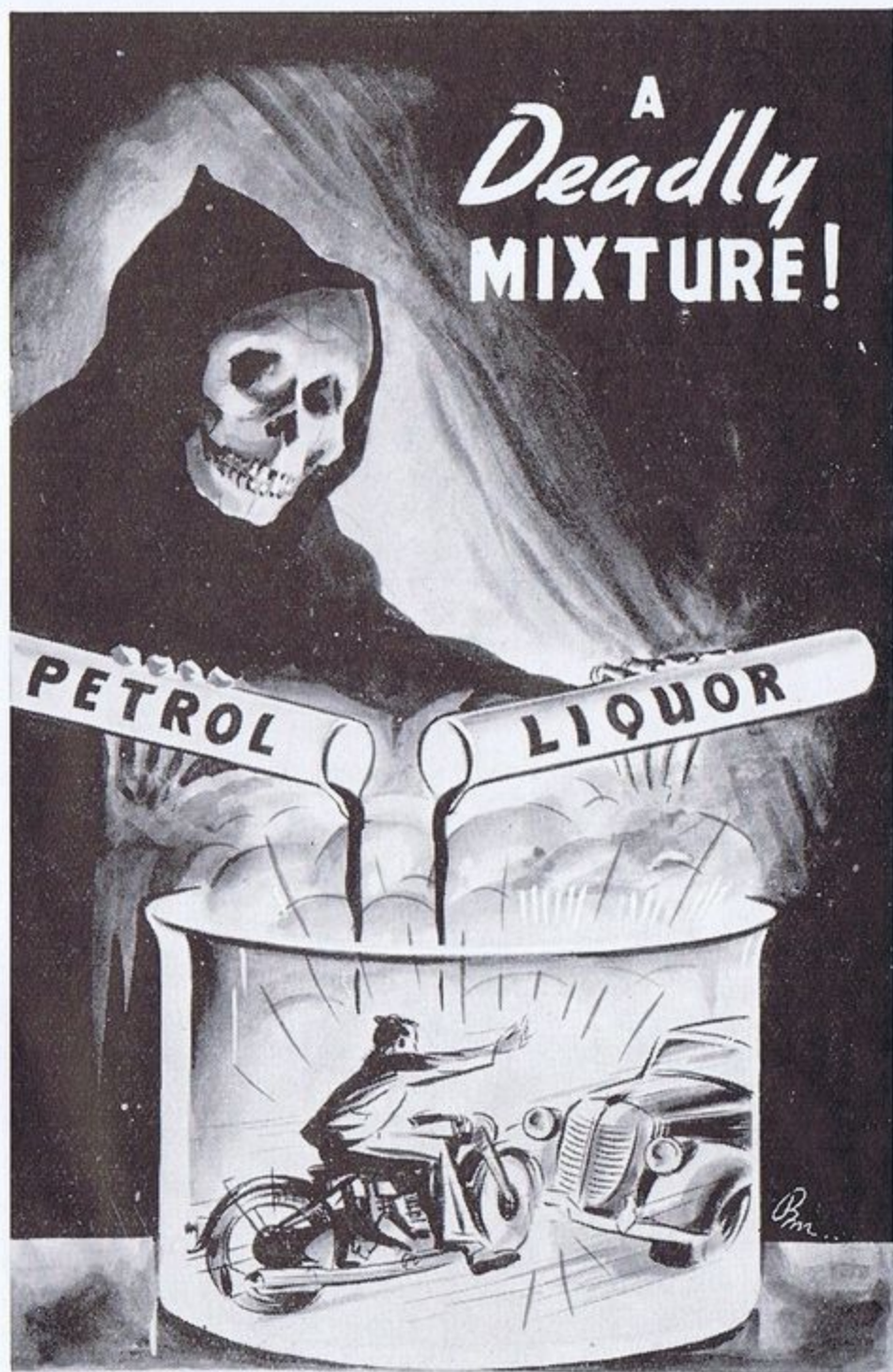


SIGNAL  
*before you*  
TURN

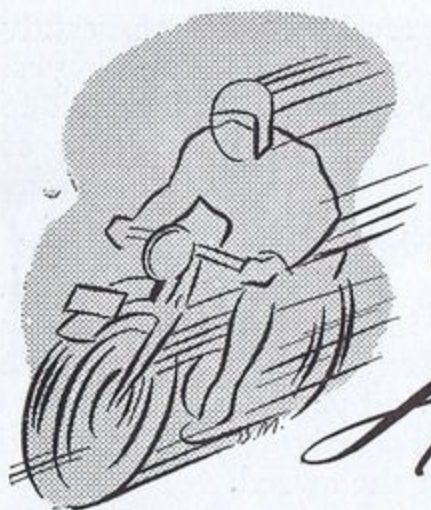
BmARRIS

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# GOOD RIDING *Awards*

*(These Awards will be evidence to a prospective employer, to Insurance Companies, and to the Courts, that the person named has been accident-and-conviction-free.)*

## RULES.

- (1) The awards shall be opened to all motor-cyclists throughout New Zealand, free of charge.
- (2) A motor-cyclist entering for the award will enrol with the Motor-Cycle Road Safety Committee in his district, with a Motor-Cycle Club or a representative of the N.Z.A.C.U. The period of award will be calculated from the date of notification, provided that if a rider has completed three months of accident-and-conviction-free riding prior to enrolment, he shall be required to complete only a further nine months to be eligible for the first award.
- (3) When a rider has completed twelve months without a notifiable accident or a conviction for a traffic offence he will receive a special certificate or diploma, showing his name and the year of the award. He will also be entitled to obtain at nominal cost, a stud or pin on which his name and the year of award can be engraved.



- (4) The certificate or diploma will be awarded annually. When a rider has received four consecutive certificates and qualifies again the following year, he will receive a bronze badge or an insignia for his motor-cycle, the badge or insignia being engraved with his name and the year of the award.
- (5) Each subsequent year which the rider completes without notifiable accident or injury will be engraved on his badge or insignia. When four consecutive years are so engraved and the rider qualifies again the following year, he will receive a silver badge or equivalent insignia engraved with his name and the year of the award.
- (6) Each subsequent year after the award of the silver badge or insignia, which the rider completes without notifiable accident or injury will be engraved on the badge or insignia. When four consecutive years are so engraved and the rider qualifies the following year, he will receive a gold badge or a special insignia, engraved with his name and the year of award. Subsequent years of award will be engraved on this badge or insignia.
- (7) The certificates and badges will be supplied by the Transport Department. The Motor-Cycle Road Safety Committee or the Club or representative of the N.Z. Auto-Cycle Union will be responsible for the recording of names and for the administration of the awards.



The price of safety is eternal vigilance.

Your first mistake may be your last.

The ABC of road safety—Always Be Careful!



# GOOD RIDING AWARDS

## ENROLMENT FORM

DATE .....

I, ..... *Motor-Cyclist, desire to*  
*be enrolled for "Good Riding" Awards. I have been riding* .....  
*months without notifiable accident or conviction for motoring offence.*

..... *Signature.*

ADDRESS .....

.....



## ADDRESSES OF CLUB SECRETARIES

Applications for enrolment should be sent to a Motor-Cycle Road Safety Committee or Club. If there is no Club in a district, a few keen and able motor-cyclists can easily band together and form one, thus benefitting themselves and other motor-cyclists in the area.

The following is a list of the addresses of Road Safety Committees and Clubs in the places mentioned. A further list will be published in the next issue of this booklet, and if a Club is not mentioned in this list the Secretary of the Club is asked to communicate his address to the Editor, 5 William Street, Petone.

AUCKLAND.—R.S. Committee, Box 1216, Auckland.

Clubs: Auckland M.C. Club.

Waitemata M.C. Club.

WELLINGTON.—R.S. Committee, R. S. Goodwin, Box 1207, Wellington.

Clubs: Ixion M.C. Club.

Manx M.C. Club.

CHRISTCHURCH.—R.S. Committee, L. Tullett, Box 106, Christchurch.

Clubs: Canterbury A.C. Club.

Corsair M.C. Club.

Pioneer M.C. Club.

DUNEDIN.—R.S. Committee, S. A. Morris, 268 Moray Place, Dunedin.

Club: M.C. Section A.A.O.

DARGAVILLE.—The Secretary, Dargaville M.C. Club, Dargaville.

PUKEKOHE.—The Secretary, M.C. Club, Pukekohe.

HAMILTON.—M.C. Club, D. Connolly, 10 Upper Kent Street, Frankton Junction.

NEW PLYMOUTH.—M.C. Club, J. K. Ward, New Plymouth.

GISBORNE.—Sports Club, M. R. Fry, Box 136, Gisborne.

WANGANUI.—M.C. Club, P. Coleman, Guyton Street, Wanganui.

RANGITIKEI.—R. Conder, c/o. McKenzie's Garage, Marton.

PALMERSTON NORTH.—Manawatu-Orion, M.C.C. Club, P. F. Robinson, Box 411, Palmerston North.

FOXTON.—Sports Assn., V. E. Bryant, Park Street, Foxton.

PAHIATUA.—M.C. Club, A. Bentley, P.O. Box 23, Pahiatua.

NELSON.—M.C. Club, A. S. Davies, P.O. Box 155, Nelson.

BLenheim.—M.C. Club, R. T. Schwass, 42 Main Street, Blenheim.

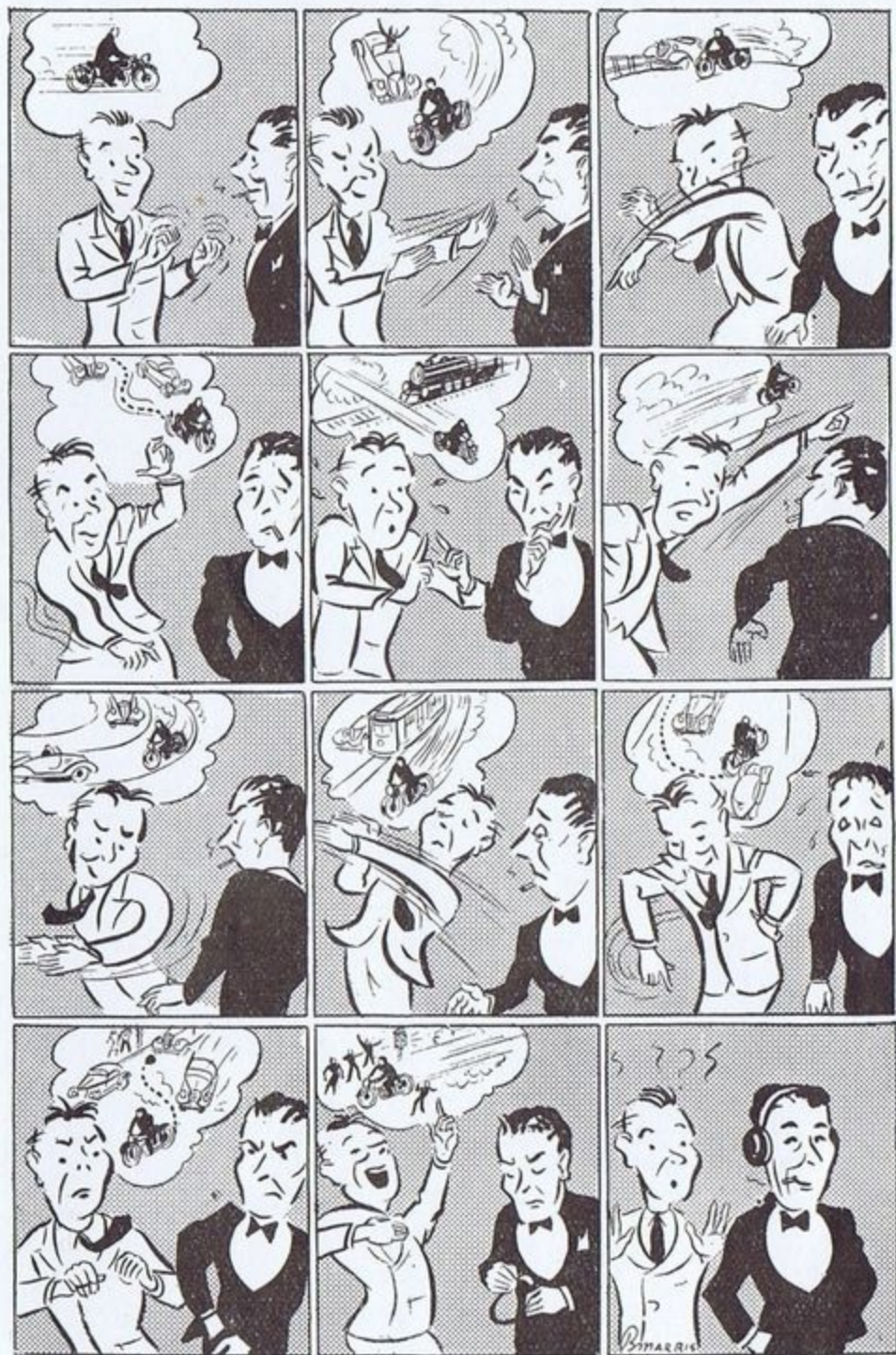
STH. CANTERBURY.—The Secretary, M.C. Club, Timaru.

ASHBURTON.—M.C. Club, W. J. Dalley, 33 Nelson Street, Ashburton.

OAMARU.—The Secretary, c/o. Cook and Davey, Oamaru.

INVERCARGILL.—The Secretary, Southland M.C. Club, Invercargill.







# READERS *Queries*

LEGAL AND TECHNICAL ADVICE



We feel that a very useful service can be rendered to readers by this Enquiry Department. Accordingly, we invite puzzled motor-cyclists to pass their worries along to us, and we will endeavour, to the best of our ability, to diagnose and suggest cures.

We have received the following enquiry:

"We should be glad to know how often the 'N.Z. Motor Cyclist' will be published. We have also had several enquiries from firms regarding advertising space, and I should be grateful for full details, if possible, of probable circulation, space available, advertising rates, and where to communicate regarding same."

The publication period of the "N.Z. Motor Cyclist" will depend upon all readers, and upon the Publicity Sub-Committees of the Clubs. It is essential that the magazine should be of the highest possible standard. That can be achieved only if YOU send in ideas, suggestions and contributions. Rough sketches, articles, paragraphs and slogans of general or road safety interest will be much appreciated, and should be sent to

M. J. NANKIVELL, 5 William Street, PETONE.

Each Club should appoint a Publicity Sub-Committee or Editor who will be responsible for Club contributions, etc. It is suggested that the magazine should be produced, to begin with, every two months.

Regarding advertisements, it is proposed that the future issues of the magazine should carry a limited amount of advertising, to be worded, if possible, so that it is of direct interest to motor-cyclists. The magazine will have a complete motor-cycle coverage, and will go to every registered motor-cyclist in the Dominion. Special extra copies will be distributed on special occasions. The amount of advertising will be limited, but the precise limits as well as the cost will not be determined until immediately after the first issue. It is suggested that national advertisements be given preference in the next issue of the magazine. Enquiries should be addressed to—

THE BUSINESS EDITOR,

"N.Z. Motor Cyclist," 5 William Street, PETONE.

BARNSTOCKLINES.CO.NZ



# A Lesson in Physics

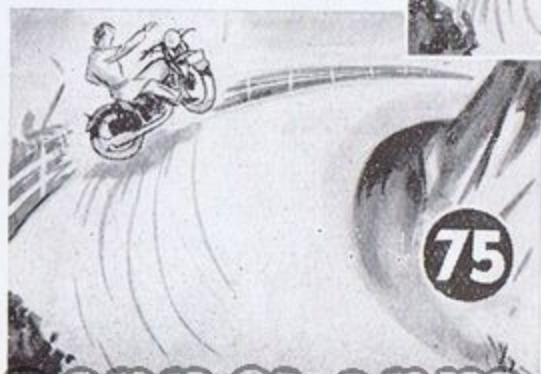
## "Turnability"

**T**HE first law of motion is that a moving body tends to continue in uniform motion in a straight line. The energy of a moving body is in proportion to the square of the speed.



At 25 miles an hour, however, you can make a fairly sharp turn.

At 50, you can make only one-fourth the turn you could make at 25. This explains many accidents in turning and passing at higher speeds.



And at 75, your "turnability" has been cut to one-ninth of that when you were going at 25. Try to turn more sharply than this law of physics allows, and over you go.



# Open Letter to a Rider who Speeds through our Streets

I SAW you barely miss a little boy on a tricycle this afternoon and heard you yell, "Get the H—— out of the way! Don't you know any better than to ride in the street?" He didn't answer because he hasn't learned to talk very well yet. So I'm going to answer for him.

No, the little boy doesn't know any better than to ride his tricycle in the street. He has been warned not to, but little boys don't always heed warnings. Some adults don't either, especially traffic warnings; for example, the one limiting the speed of traffic. I'm going to tell you something about that little boy. He has a mother who endured considerable inconvenience, anxiety and suffering to bring him into the world. He has a father who has worked hard and made many sacrifices to make him healthy and happy. The supreme purpose of their lives is to have their little boy grow up to be a useful man.

Now stop a minute and think. If you should kill a child, how would you feel facing its parents? What excuse could you give them for having robbed them of their dearest possession?

More important: What excuse could you possibly offer Him whose Kingdom is made up of little children?

Children, my hasty friend, were here long before you or your motor-cycle were thought of. All the motor-cycles on earth are not worth the life of one little boy. We don't know what that little boy may some day be. But we know what you are, and it's unimportant. We could get along without you, but we can't spare a single little boy on this street.

