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 New Zealand Auto Cycle Union
 Canterbury Automobile Assn. (Incorp.)
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DEC. 24, 1926.

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MOTOR CYCLE

At least one very praiseworthy tendency is manifest in several 1927 motor cycle models, in the shape of pedal-controlled front brakes.

The police in England are increasing their efforts to put down the noise nuisance in connection with motor cycles. This is the outcome of an edict by the Home Secretary, and many prosecutions have followed. "The Motor Cycle" apporions the blame for the present position to manufacturers and those riders who needlessly display their accelerative powers.

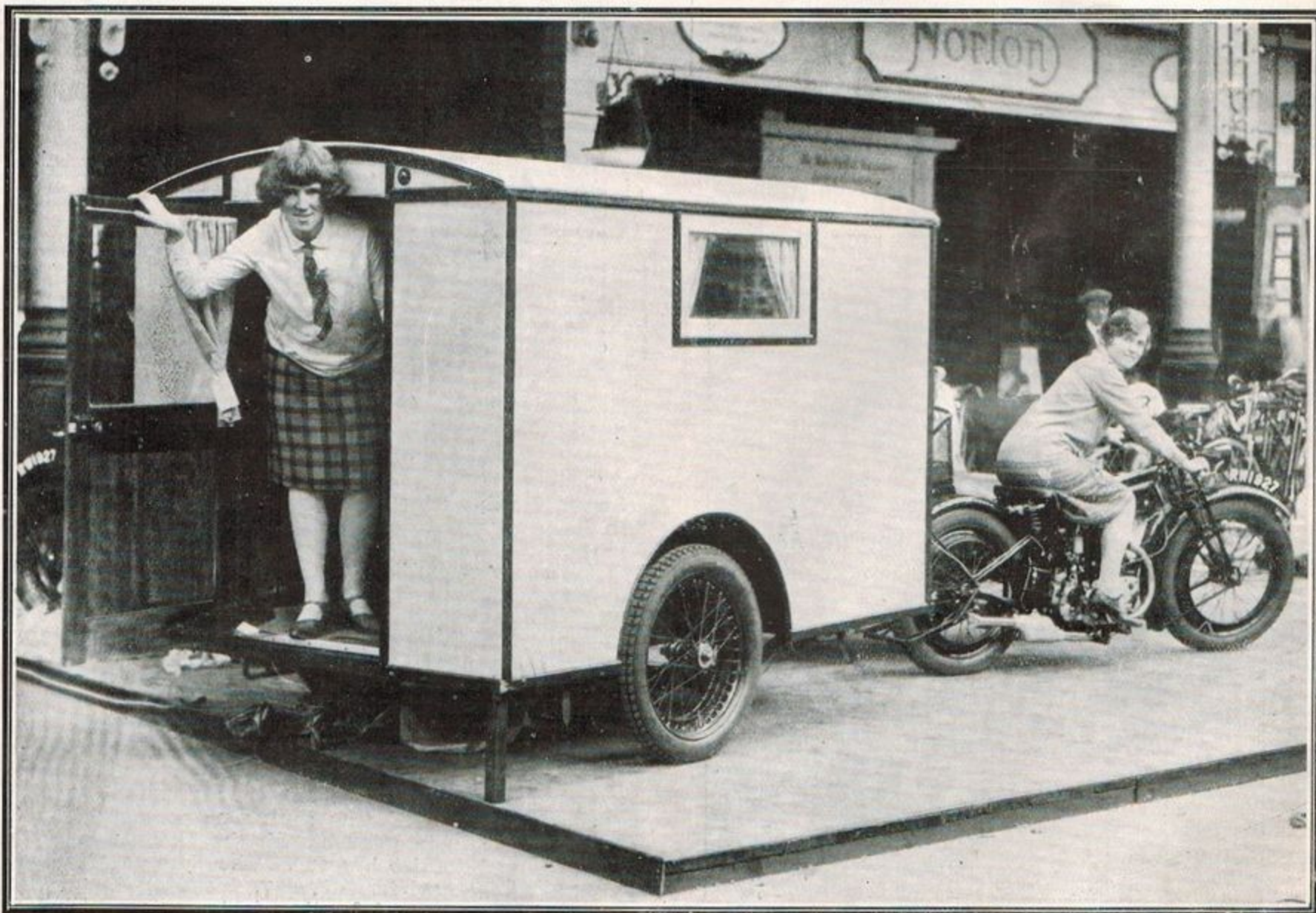
A London cable announces that Geoffrey Malins, the aviator who crashed in the Bay of Bengal in 1922, is planning, with another aviator, Charles Olliver, a 20,000-mile journey on motor cycles in the interests of Empire trade and the film industry. Equipped with punt-like side-cars, to enable them to cross rivers, they will visit Africa, India, Burma, Canada, and Australasia.

Judging from the many reports which appear in "The Motor Cycle," the sport of motor cycling was never more popular in England than it is to-day. Motor cycle football, a game invented by British motor cyclists, is increasing in popularity. Every week "The Motor Cycle" reports matches witnessed by large crowds, and now the governing body of the motor cycle movement in England—the Auto Cycle Union—has put up a cup for competition among twelve clubs who will play one another on the knock-out principle.

A well-known amateur rider managed to get away from his work in order to compete in motor cycle sports, his excuse to his superiors being that he was suffering from a nervous breakdown.

An extremely interesting carburetter has been designed by a Scottish engineer. Known as the Burnett Floatless Carburetter, the instrument embodies a number of novel features, chief among which is the entire absence of a float chamber. The flow of fuel is governed by means of a finely-tapered needle—working in long jet communicating directly with the fuel feed pipe—controlled by a handlebar lever. The jet lies in an annular passage provided with air inlets at its lower end. At all throttle positions up to one-quarter open the needle remains at any required position in the jet; above this point, an internal projection in the throttle side engages a collar on the needle, raises the needle, and so allows fuel to enter in a larger quantity.

The motor cycle show which was held recently in Paris aroused much keen discussion on the other side of the Channel. The French have not been great pioneers or users of motor cycles. Holland, Belgium, Germany, England, America and Switzerland were before the French in this particular form of self-propelled road locomotion. But the French are waking up, and the show in the capital has evidently made a great impression. But the remarkable thing is that so vast a number of the machines shown are fitted with British engines! It is remarkable because a motor cycle engine is about the very thing at the manufacture of which the French would be expected to be very efficient. It is a great compliment to our British makers that they should have made so wonderful a show—and we may compliment our French neighbours on making so excellent a selection and upon showing such sound judgment.



Caravanning with a motor cycle. One of the most ingenious exhibits shown at the recent Motor and Cycle Show at Olympia. This caravan is designed for trailing behind a motor cycle, and features are the extreme lightness and beauty of its interior fittings.

MOTOR CYCLING TOUR. ACROSS AUSTRALIA.

It first came to light at a meeting of the Harley-Davidson Motor Cycle Club of Western Australia, when Mr. Jack Glenn, the president, suggested a trip across Australia to Sydney at Christmas time. Some ridiculed the idea of riding the machines from Perth to Sydney and back, covering roughly about 6000 miles, saying those who took the journey on were either too ambitious or mad, and that they'd return from Sydney by boat or train if they got that far. However, Mr. Glenn was prepared for the pessimistic element, and he held the members' attention whilst explaining the educational and recreative advantages of an excursion of this kind.

After considerable discussion, a motion was unanimously passed "that the Harley-Davidson Club conduct a Gypsy tour from Perth to Sydney." Following this general meeting, a special meeting was held of all those who were interested in the overland tour. At this meeting the necessary officers were elected as follows: Manager of tour, organising secretary, secretary, treasurer, engineer, marshal, requisition officer, first aid officer, social committee of six. Sad to relate, two days following the meeting one of the members was accidentally killed by a fall from his machine in Stirling



H. FLETCHER (Rex Acme), winner of the 2 $\frac{3}{4}$ h.p. (overhead valve engines) class at the hill climb at Mount Roskill.



R. M. Moorecraft (A.J.S.), winner of the 4 h.p. class at the Sports Motor Cycle Club's Hill Climb at Mt. Roskill this month.



L. Coulthard (A.J.S.), on reaching the top of the first of the three steep hills which formed the severe test at the Sports Motor Cycle Club's Hill Climb at Mt. Roskill.

Street, Perth. Three prefects were appointed for the tour, to keep an eye to the conduct and good behaviour of the party.

A route committee was also formed, to study the maps and work out a schedule for the convenience of the party. Next, the social committee got moving and organised a series of dances and theatre nights. Heads were "jammed together" and brilliant ideas were born every minute, most of them losing their brilliancy by a sudden death. Donations came pouring in from well-wishers, and the list began to swell, until the committee decided to hold a monster distribution of prizes, which idea succeeded in placing the exchequer in a healthy position. The Harley clubs in the Eastern States were communicated with, and they promised to give their support to the tour. The organising secretary also lost no time in getting into touch with the Eastern States papers, theatres and tourist bureaus. The date for leaving Perth was definitely fixed for Saturday, December 4, and a farewell carnival was arranged for the night previous. The tour had a very promising aspect, and judging by the way the idea was received in the Eastern States, the members of the tour will be made very welcome.



Shakespeare (Harley), winner of the Motor Cycle Sports Club's Hill Climb at Mt. Roskill.



W. Allen (Norton) landing on the summit of the first steep grade at Mt. Roskill.

MARLBOROUGH MOTOR CYCLE CLUB'S ANNUAL RACE MEETING.

The Marlborough Motor Cycle Club's annual race meeting held at Waterlea on December 4 in fine weather. The race was in excellent order. Results:—

South Island Middleweight Championship, ten miles.—Lemmon (Napier), 2¾ Harley, 1; N. Webbey (Marlborough), 3½ Norton, 2; Hore (Christchurch), 3½ A.J.S., 3. Won from end to end. Time, 9min. 20 3-5sec.

Nelson-Marlborough Cup, eight miles.—C. Elliott (Nelson), New Imperial, 1; A. Orchard (Marlborough), 8 Anzani, 2; Hillman (Marlborough), 3½ A.J.S., 3. Eleven starters. Won by a good margin. Time, 8min. 8 4-5sec.

Blenheim Lightweight, five miles.—J. Chapman (Nelson), A.J.S., 1; J. Fynemore (Nelson), 3¾ New Imperial, 2;

A. Lemmon, 2¾ Harley, 3. Ten started. Won easily. Time, 6min. 35 2-5sec.

Marlborough Cup, eight miles.—H. Collier (Marlborough), 2 Dunelt, 1; J. McInnes (Nelson), 2¾ B.S.A., 2; P. Hillman (Marlborough), 2¾ A.J.S., 3. Eleven started, including H. Mangham, who was credited unofficially with going a mile in 50sec. Won easily. Time, 8min. 48sec.

Brooklands Handicap, five miles.—D. Shaw (Christchurch), 2¾ Royal Enfield, 1; H. Morgan (Greytown), 2¾ Harley, 2; P. Hillman, 3½ A.J.S., 3. Thirteen started. Won by two yards. Mangham was fourth. Time, 5min. 2 2-5sec.

Consolation Handicap, five miles.—H. Mangham (Wellington), 7-9 Harley, 1; R. Hore (Christchurch), 3½ A.J.S., 2; N. Webbey, 3½ Norton, 3. Six started. The best race of the day, Mangham winning by 100 yards, with second and third close together. Time, 4min. 23 1-5sec.



A. Staig (Rex-Acme) competing in the recent Hill Climb at Mt. Roskill.



D. L. Humphries (A.J.S.) reaches the summit of the first steep pinch in the Hill Climb at Mt. Roskill.

THE CASE FOR THE PILLION.

Contrary to the popular belief of the opponents of pillion riding, the presence of a pillion passenger on a motor cycle tends to increase stability and safety rather than otherwise. The addition of weight does not reduce the factor of safety. The accurate balance of the motor cycle is in no way diminished by the pillion passenger—rather the reverse.

There is no greater fallacy than that which seeks to suggest a motor cycle is not under proper control when a pillion passenger is carried. A pillion passenger does not increase the anticipation of danger, provided he or she sits astride and the driver remembers the increased weight on the back wheel.

Statistics show that pillion riding has no greater percentage of injuries than any other form of sport. But pillion riding may claim to be more than a sport—it is a cheap and efficient means of transport. There is no call for the suppression of the pillion riding as a dangerous sport any more than in hunting, mountaineering or boxing. The motor cycle is cheaper than the railway for cross-country journeys, and provides wonderful opportunities for increasing health, pleasure and knowledge.

It can safely be urged that there are no avoidable pillion accidents due to causes for which pillion riding as such is



P. Butler taking part in the Hill Climb at Mt. Roskill this month.

responsible. Negligence, foolhardiness, bad road conditions are common to all forms of road transport. Let us regain a sense of proportion and remember how few accidents there are in view of the fact that there are probably nearly 100,000 pillion riders in Great Britain every fine week-end.

Pillion riding is essentially a democratic form of transport, and enables large numbers of the working classes to enjoy fresh air and the beauties of Nature.

Following the announcement that forthcoming legislation in Northern Ireland will include the prohibition of pillion riding on motor cycles in the Province of Ulster, the R.A.C. has requested the Ulster Automobile Club—which represents the interests of the R.A.C. in Ulster—to exert all its influence to oppose this step. This action is consistent with the declared policy of the R.A.C. in regard to pillion riding. The R.A.C. has always maintained that pillion riding is a safe and economical method of travel for two persons providing that the three following essentials are complied with:—

(1) The pillion rider must always sit astride.



F. R. Pickering (Harley) making the difficult ascent at Mt. Roskill.

(2) Rests must be provided on which the passenger can place his or her feet.

(3) A seat of some description, either a sprung seat, a thick cushion or something similar, must be provided for the passenger to sit upon.

The British Government's attitude on pillion riding was laid down by the Minister of Transport in the House of Commons on February 8, 1926, when he said: "On the information before me I do not consider that a case has been made out to justify the introduction of legislation prohibiting the practice." With this the R.A.C. naturally agrees, and any departure from it would be met by the strongest possible opposition by the club.



P. A. Hayes (Rudge) negotiating the steep climb at Mt. Roskill in good style.

MOTOR CYCLING ACCIDENTS.

The R.A.C. views with concern certain attacks which have been made upon the motor cycle as a means of locomotion and the motor cyclist as a driver. As in the early days of the motor car itself, the motor cycle accidents which occur are given a disproportionate publicity, and in the attempt to give a human or emotional interest to the news, the suggestion is conveyed that motor cyclists are reckless, or that their vehicle is dangerous in use. Every form of locomotion has its accidents. Thus the railways of Britain are responsible year in and year out for deaths at the rate of three per day without any sane person ascribing to them a terrible or hazardous character.

The enormous boon that this cheap, speedy and health and joy-giving means of transit affords to less affluent classes of the country should gain for it the sympathy it deserves rather than the hostility it appears to have provoked in certain quarters. The industry happens to be one of the few mechanical trades in which British production is absolutely supreme in every sphere, including both quality and quantity of production, and any other country, proud of such achievements, would rather let the world know of its success than be little the root value of the thing achieved. The non-motor



N. B. Hunt (Triumph) taking part in the Hill Climb at Mt. Roskill.

cycling public frequently misunderstands the motor cyclists' movements, and, being human, misinterprets them, and so from mere technical ignorance a good deal of harsh judging springs. For instance, motor cyclists are compelled by their method of stabilisation to break, momentarily, the great marine and road rule of "show your helm" to other vehicles. This is no place to explain the balancing of the motor cycle, but two lessons arise from it—to the motor cyclist: Be most punctilious about your hand signals; to the motorist and the non-motoring public: Do not impute selfish recklessness where you do not understand the technical position.

There is also the unsprung character of the motor cycle and the exposed position of the driver which render him peculiarly and legitimately sensitive to the character of the road surface, dust and mud—all of which are temptations to him to select such part of the road as is most kindly to him. A more generous understanding of the motor cycle and its needs would therefore lead to the total abandonment of what appears to be an unwarrantable crusade against it.

There are, of course, motor cyclist beginners, and there will always be more as the motor cycle is more and more

perfected. Such beginners will make mistakes—as do car drivers, and for the matter of that horse drivers—but the motor cyclist is perhaps par excellence the road user who most studies, best understands, and most affectionately cares for his machine and has the finest mastership of its control.

The R.A.C. considers that there is no justification, even if there is the excuse of misunderstanding, for attacks made upon motor cycling, or motor cyclists as a body, and it is aware of reports so worded as to convey an unjust inference, not only in the particular case, but against the general cause. The enormous growth of all traffic naturally exposes all sections, and notably the frailest section, to a certain toll of accidents. From the safety point of view the nimbleness, power of acceleration, and small dimensions of the motor cycle give it advantages which outweigh its comparatively low weight in a place of hazard, while its lack of sturdiness against a blow operates, and always has and will operate, to impose care and develop skill in the motor cycle rider. What is urged now and here is that through misunderstanding of these qualities recklessness be not imputed by those who may not understand their subject.

STARTING AT NIGHT.

A hospital sister, who is herself a motor cyclist, asks riders to adopt a self-denying ordinance, and to refrain from using their kick-starters late at night. It is obvious that a push-start creates far less din, though it entails more physical exertion for us (says a writer in an exchange); and she believes we are sufficiently altruistic to face this extra labour in the interests of people who are trying to sleep. If we cling to the kick-start, say at 11 p.m., within earshot of a sick bed, we inflict upon a fixed area the noise of umpteen ("umpteen" means from one to 1000) kicks, possibly a series of oaths, maybe a few back-fires, and, finally, the exhaust at fair revs., coupled with a little throttle wangling. The exhaust then continues while we tuck in our coat-tails, pull on our gloves, light a cigarette, and adjust our goggles. At the expiry of the second or third minute we accelerate the engine, let in the clutch, perhaps stop the engine, and the whole series begins again, avec language. Even if we get away at the first attempt, the effort produces a maximum amount of noise, and the delirious patient in the danger ward comes out of his morphia, and begins to sight pink alligators once more. Whereas, if we were men enough to do a push-and-jump start, no single house would be subjected to any prolonged noise.

RIDERS AND DERIDERS.

Important references to the British motor cycle industry were made at the show banquet held in London by the British Cycle and Motor Cycle Manufacturers' and Traders' Union at the conclusion of the Olympia Motor Cycle Show.

Mr. A. M. Samuel, M.P., Parliamentary Secretary, Department of Overseas Trade, remarked that it was significant how well motor cycle manufacturers were holding their own in trade throughout the world.

In replying, Mr. Boulbee Brooks (president) said that his predecessor gave the estimated capital employed in the cycle and motor cycle trades as £20,000,000, and the estimated turnover as £30,000,000. The industry had shown no change from these main characteristics of a year ago. Notwithstanding the great reduction of exports during the general strike, the number of machines exported in 1926 would probably create fresh records. Considering the value, however, the position was less favourable. The aggregate overseas business of the industry to July 31 totalled, in round figures, £3,750,000, against £3,830,000 for the corresponding period last year—a reduction of approximately £80,000.

Reliable estimates, he said, suggested that production per annum had risen from 600,000 cycles to 700,000, and from 120,000 motor cycles to 130,000.

With the development of the motor cycle as a utility machine, certain problems had become more pressing. The chief of these, as far as the public were concerned, had been silencing. The president said that the manufacturers wel-

comed the step taken by the Home Office towards greater quietness, in the belief that it would tend to increase the popularity of the motor cycle.

Sir Harold Bowden, past-president, caused amusement by his remark that the public could be divided into two sections—those who ride motor cycles and those who deride them, or, expressed in another way, those who run down and those who are run down! Motor cycles were past the luxury stage, he said, but were necessary articles of utility, providing health and giving pleasure to hundreds of thousands. On May 31 last the number of motor cycles registered was 585,746, that is, double the figure of six years ago. Given industrial peace, he was of the opinion that the numbers would grow at a still more rapid rate, and that by 1930 a million motor cycles would be in use on British roads, which fact in itself would have a big influence on the housing policy.

Sir Eric Geddes remarked that, measured in employees, road transport to-day counted for as many as rail and sea transport put together. Roads, he said, formed the most virile section of the transport movement. Pointing to the success of British-made machines in important events, he remarked that not satisfied to rest on their laurels, manufacturers were making continued progress.

The all-important question of silence was also touched upon by Sir Eric Geddes, who remarked that he was surrounded by motor cycles, as there were five in his garage. As a father he viewed with mixed feelings the popularity of motor cycles, as he had to listen to the tuning-up process under his windows.

THE CARE OF THE SPARE.

The carrying of a spare tyre—and of a rim wheel, as the case may be—is now a necessity in motor usage, and a car is not completely equipped for the road unless the spare tyre is available on the vehicle. The usual way of carrying the spare is to have it attached to the spare rim or wheel and inflated ready for use. This is the proper method and conserves the tyre, which should never be allowed to get slack when not in use. But the point about preserving the spare tyre which is of importance is that it should be protected from sunlight, which is damaging to vulcanised rubber, because it carries on the process of vulcanisation and renders the rubber hard and harsh, so that it develops small surface cracks, and when eventually it has to be put into use soon deteriorates by reason of letting in wet and also because it is too hard to wear well.

It may be pointed out that it is also well to change the tyres occasionally and give the spare a share of the actual carrying of the load. Putting it into use with the others adds to its life—this may sound paradoxical, but the fact remains that a new tyre exposed to the sunlight and to extremes of temperature gradually deteriorates, and usage keeps it supple and in good condition.

Tyre covers are best made of some material of light colour which will not absorb the light rays. Black covers are not so good as light-coloured covers, although the black waterproof covers are very valuable aids to tyre conservation and generally look less conspicuous on the car.

A motor cyclist's beret seen in London recently was half-red, half-yellow, and had a purple tassel.



EIGHT-HOUR CYCLE RACE.

CONTEST AT ENGLISH PARK, CHRISTCHURCH.

After three unsuccessful attempts to stage a twenty-four-hour cycle race at English Park, Christchurch, owing to unfavourable weather, the authorities decided to reduce the time to eight hours, and the race was commenced at 1.45 p.m. on a recent Saturday and finished at 9.45 p.m.

Eleven teams, each comprising two riders, commenced the journey, but only seven teams completed the distance. After riding for eight hours, a distance of 155½ miles was covered, but the pace was not fast continually, and the two riders of each team relieved each other, only one of them being on the track at one time. The conditions of the race included a sprint every ten miles, points being allotted to the leaders of the sprints as follows: First 20, second 15, third 10, fourth 8, fifth 6. Final sprint: First 50, second 40, third 30, fourth 20, fifth 10. Points were also allotted for special sprints.

The teams were as follows:—

- R. Marshall and J. Scruise (Australia).
- W. Mackie and J. Henderson.
- H. Watson and F. Carey.
- A. Ritchie and A. Leathem.
- E. Condon and F. Holland.
- C. Parker and M. Leathem.
- W. T. Weir and F. Flanagan.
- G. Chapman and A. Morwood.
- C. Burnand and C. Austin.
- L. Porter and L. Pither.
- C. Bright and R. Laskey.

A report of the race shows that the teams started off well, setting up a brisk pace for the first few miles. Carey won the sprint, with Henderson on his wheel. Points were allotted for laps taken, and after the first sprint Carey and Watson tied with Mackie and Henderson, each team having 40 points. Bright and Laskey were next with 30 points. These three teams rode exceedingly well throughout the race, running each other close for the major points. At the conclusion of the race the three teams were each something over 200 points, the next team following with 143 points. One of the features of the race was when Carey and Bright left the others to do a fast lap, pacing each other. They gained the points for the lap easily, and caught the remaining field, having ridden an extra quarter of a mile. As the race was judged on time, and not on distance, this did not affect the final sprint.

There were several minor accidents during the race, and one serious accident occurred when the riders were making a sprint early in the contest. There were several jams, and the pace was fast. Weir and Holland were thrown and received slight concussion, necessitating their removal to the hospital.

The results were as follows:—

- Watson and Carey (275 points).
- Mackie and Henderson (263 points).
- Bright and Laskey (208 points).
- Marshall and Scruise (143 points).
- Burnand and Austin (86 points).
- Ritchie and A. Leathem (77 points).
- Parker and M. Leathem (66 points).

The results of the other cycling events were as follow:—

Boys' Derby, Half-mile Handicap.—First heat: H. Roberts 1. R. Jameson 2. J. Armstrong 3. Second heat: G. Forward 1, B. Stewart 2, T. Gleeson 3. Final: Armstrong 1, Gleeson 2, Jameson 3. Time, 66 4-5sec.

One Mile Handicap.—First heat: J. l'Anson 1, R. Fleming 2. Second heat: A. W. Day 1, A. Harris 2. Final: l'Anson 1, Day 2. Time, 2min. 18sec.

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