

### The Car Built for Women

There was a great deal of talk at the end of last year about the possibility of a car designed and built by some enterprising firm especially for woman's use. Unfortunately, we have heard little of it lately, and it would seem that the majority of manufacturers has the mere male in its eye, whatever the class of car it is building. This would not matter so much if men were at the pains to make the driving-seat adjustable, but when it is not adjustable a woman must resort to cushions and other undesirable contrivances to get any kind of comfort at all. In other respects, also, we see this masculine bias, especially where the small car is concerned, and while it is true that the interiors of the larger saloons and cabriolets are often luxurious enough, the smaller models appear to be built largely for "sportsmen" and those who pretend to despise the little adornments which help a woman upon a journey. All of which seems to say that a fortune awaits the man who will build a coupé wholly for woman's use and will remember her limitations and her needs from the beginning.

### Large Tyres on Small Chassis

While we are talking of those cars which are owned and driven by women, it is impossible to forget the important subject of covers and tubes. Many a season's motoring has been ruined by a car which is under-tyred, and we are acquainted with no outlay which is so well repaid as that upon covers large enough to carry without risk of frequent bursts and punctures the chassis we decide upon. We are of the opinion that an owner is nearly always right in fitting to her chassis a cover one size larger than the makers recommend. The comfort ensured is quite remarkable, and the freedom from worry more than worth the slight extra cost entailed. All, indeed, who suffer from tyre troubles should think first of this obvious remedy.

### Golf Clubs on Cars

Very many women are motoring to the links just now, and some of them find the storage of their golf clubs not a little troublesome. One word of caution is wisely uttered, and it refers to the practice of strapping the clubs flat upon the luggage platform at the rear of the "two-seater." This is an unwise thing to do, for we have known instances where the clubs have been shaken on to the high road one by one—and even the whole bagful left behind. If clubs are to be carried on a luggage grid the straps of their own bags should be used, and the bags themselves should always possess a hood, which can be firmly strapped down to ensure that the precious implements of inefficiency are not scattered upon the whole high road.

## AN EDITORIAL NOTE

Convention demands that a new publication must needs apologise for its appearance, but in the case of THE LADIES' MIRROR Motoring Supplement our apologies need not be of great profuseness.

THE LADIES' MIRROR has, in the short space of two years, established itself as the Home Journal of New Zealand—and though we have not yet reached that desirable stage which is being rapidly attained in America, where the equipment of every real home will include a car as naturally as it now includes a cooking stove, the convenience and health and pleasure giving properties that the possession of a car yields are being more and more appreciated.

Therefore a Supplement that avowedly states as its *raison d'être* the object of giving to present and future car owners information that will enable them to extract the greatest amount of benefit from their possession should have no fears for its popularity.

It is not our intention to make the Supplement a technical treatise on motor mechanics, nor do we intend it to be a newspaper recording the internal affairs of the motor trade. Our idea is to keep motorists acquainted with current affairs as they affect the owner, to publish descriptions of suitable tours and trips that the state of the roads allows the ordinary motorist to undertake without braving perils that would have daunted our early, hardy pioneers, and to describe and illustrate the yet but too little known beauty spots of both islands that are reachable by car, with full details as to how to get to them in comfort.

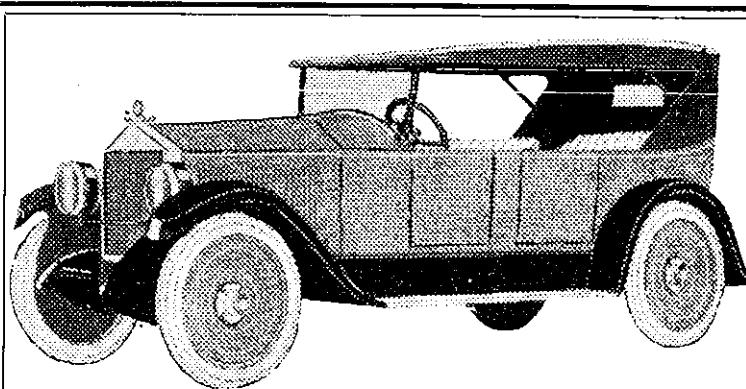
In this endeavour we shall appreciate the aid of our readers wherever they may reside. Send us descriptions and photographs of your local beauty spots, reports on the roads in your neighbourhood, and accounts of motor trips that you have undertaken and of which you can speak from experience. If you can let us have sketch maps or enable us to get them, these

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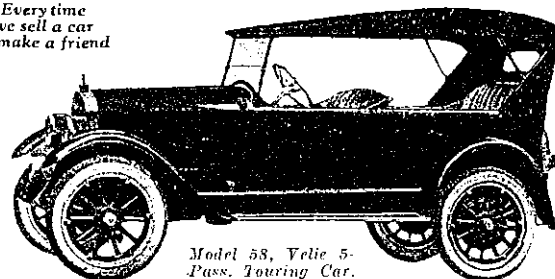
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HAINES

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## TWO LADIES DO 3,400 Miles Through Australia

Velie Supremacy is once more established by this latest feat. "Unaccompanied, two Queensland girls, the Misses Ryan, relatives of the late T. J. Ryan, Premier of Queensland, have completed a remarkable motor-car journey of 3,400 miles through Australia. "Filled with the spirit of adventure, they set out together from their home in Roma, and braving the hardships of the road and the rough country through Surat and St. George, in Queensland, and thence

to New South Wales, covering 200 to 300 miles daily, reached Melbourne. They arrived without a single mishap.

"This is the first time in Australia that two women alone have completed such a journey, and the feat is more remarkable for the fact that only one of the two was able to drive a car or understood its mechanism.

"They are now on the return journey."—(Press report.)

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