

lins and Saunders for 112. Morton on this occasion was clean bowled by Saunders for 4.

On Saturday New South Wales started a match against South Australia at Adelaide, and secured a victory by a innings and 120 runs. The Welshmen made 465, but more than half the score was made by two men, E. F. Waddy 129 not out, and W. P. Howell 128. This is Waddy's first appearance in Inter-State cricket, and as he is wicket-keeper as well as a batsman, he will probably be included in the next Australian Eleven as second wicket-keeper. South Australia in their first innings could only make 177, the last Australian Eleven Captain being top-scorer with 67. Noble was the most successful bowler, and Cotter again failed. I cannot see what claim this player has for selection in the next Australian Eleven, but some people clamour about him simply because he can bowl fast. In their second innings S.A. were all out for 168, the chief contributors being Gehrs, Hill, and Reedman, with 37 each.

## The Motorist.

(By "Petrol.")

Motorists had a highly enjoyable time of it during the holidays, for everything was in their favour. The absence of wind is always welcome, and nothing could have been more perfect than the weather conditions. Under the circumstances quite a number went far afield, and many interesting runs were accomplished.

The Cadillac touring car had its performance specially recognised by the Blackpool race meeting authorities. It was awarded the silver medal in the £250 class, both for the standing mile and for the flying kilometre, and therefore, instead of giving two silver medals, the promoters presented a solid silver cup for its meritorious performance in beating twenty cars of from 10 to 20-h.p.—(Extract from "Autocar," November 5, 1904.)

A motor car is a thing of price, and for that reason alone judgment should be exercised in its selection. Personal tastes and prejudices must enter largely into a matter of this nature, but there are certain plain considerations which must influence every careful buyer in his choice, even if he be the inexperienced of laymen. The use to which the vehicle will be put is of the greatest importance. It should be decided in advance by the buyer whether the car is to be used for touring or for town purposes. The nature of the country in which the car will have to work must be taken into full consideration. If the country is hilly, hill-climbing power becomes an essential for satisfactory performance. Some cars are so geared that while their speed on the level is very good, they are slow on the hills by reason of being geared too high. It is best to buy from the largest makers since they have a reputation to lose, and may be depended on to take care of it. The buyer should closely investigate the previous records of the cars selling in his market, and as far as possible form his own opinion on them.



Mr J. Chambers' 12 h.p. De Dion at Masterton, on his record trip to Wellington.

The raising of the Worlds' Motor Cycling hour record was accomplished on October 28 at the Canning Town track (England) when G. A. Barnes, the holder of the record (48 miles 1395 yards) increased his own figures to 49 miles 800 yds. The same rider also put up the fine distance of 50 miles in 1hr 42 2-5th sec, a world's record. Another broken record is that of the hundred miles motor cycle, which has been reduced to 2hr 21min 45sec by H. Martin, on the same track.

Great silver plaquettes have been presented by Mr Gordon-Bennett, donor of the gold cup competed for annually in the big motor race which bears his name, to those clubs that have held the coveted cup. These plaquettes are given as a permanent reward, and will be held in high appreciation by the clubs concerned. Each club may obtain only one of these trophies, hence but three have been secured, which are now in the possession of the French, English, and German automobile clubs. A feature of the plaquettes is that they will bear a reproduction in silver of the cup, together with a suitable inscription concerning the date, locality, and time of the race it memorialises.

An English motorist, G. A. Barnes by name, has raised the mileage for the hour for a motor cycle, the distance being 49 miles, 800 yards. This is 1165 yards better than the previous record, which was also held by the same driver. He continued and annexed the record for fifty miles, which he covered in 60min 42 2-5sec, or 1min 6 2-5sec better than that of Newman's, the previous holder. The locale of this successful attempt was the

Canning Town track, England, while Bruni's cycle record was accomplished on the Prince Park track, Paris.

A notable ride was recently accomplished by two gentlemen, each in an Oldsmobile car, when they traversed upwards of three thousand miles in thirty days over a route in the United Kingdom. A noteworthy feature of the tour was that they finished on the same sets of tyres on which they started, although the roads were not by any means of the best.

A new combined friction clutch and two-speed gear for motor cycles and tri-cars has been put on the English market. The toothed clutch is substituted for one of the friction variety, the gear being always in mesh. The wear is centred on the coned surfaces of the clutch, and replacement of the leather face can be made for a few shillings. The drive is correct on the high gear, the second gear being 50 per cent. lower, with a free wheel between the gears. The whole is said to be simple, efficient, and will not easily get out of order.

The Melbourne writer "Auto" very rightly points out that if there is one feature of driving a car which indicates more than any other the care and skill of the driver, it is that of driving round street corners and sharp turns of road. The careful driver will always slow down, either by taking out the clutch, applying the foot brake, and putting in a lower gear. To try to round a corner at speed may bring disaster by upsetting the car. There is only one system of driving by which turns can be safely negotiated at good speeds, and highly skilful steering is necessary to make a success of it. It consists of making two turns inside a half-circle. When approaching the corner the car is steered wide,

and headed across the corner, then turned again, the second turn bringing the car straight up the road. But all rational motorists will slow down for corners, and keep speed performances for the straight stretches of the road, where they can see what is in front of them.

The famous Gaillon Hill climb marks the close of the season on the Continent, and some sensational performances are always expected. The wonderful performances of the cars engaged demonstrate in a striking manner the marvellous advance made in automobile construction during recent years, and even since last year. The distance is one kilometre (2-3rd mile), and the gradient is one in nine—steep enough to test hill-climbing power of a car pretty thoroughly. Yet Rigolly on a 100 h.p. Gobson-Billie, and Baras, on a 100 h.p. Darracq, both travelled up the hill at a speed of 77 miles an hour, improving on the 1903 times by nearly 11 miles per hour—a prodigious advance in speed, considering the point to which automobiles have been brought last year. An English car—the six-cylinder 100 h.p. Napier—just missing tying the new record by doing over 76 miles per hour. Previous records also fell in other classes. Hemery, in a light 40 h.p. Darracq, hauled down Hauriot's previous record on a Bayard car by no less than 2 2-5th sec, showing an increase of speed of nearly 10 miles per hour. A very fine performance was Lanfranchi's time on a two-cylinder Peugeot motor cycle, weighing nearly 110lb, for he made a speed of 75 1/2 miles per hour, only one and a-half miles an hour less than the racing monster cars. His time showed an increased speed of no less than 21 miles per hour. The Voiturette Class was won by the consistent Darracq vehicle, with a speed of 56 miles an hour, and thus this make of car won all the three events—a significant performance.

### Miscellaneous Announcements.

Under this heading we are prepared to insert advertisements of motor cars and other goods for sale, and other miscellaneous announcements of a like character. The charge for each insertion is 2s 6d for thirty words or less, and 6d for every six words or less in addition, and a discount is offered of one free advertisement in a series of thirteen, i.e., a 2s 6d advertisement will be inserted thirteen times for £1 10s, etc.

**Deposit Department.**—Persons who hesitate to send money to unknown persons may deal in perfect safety by availing themselves of our Deposit System. If the money is deposited with THE SPORTING REVIEW, both parties are advised of this receipt, and upon intimation of arrival and acceptance of the goods, the money is forwarded less a charge of 1s for registration. For all transactions exceeding £25 in value a deposit fee of 10s 6d is charged. Cheques and money orders should be made payable to Arthur Cleave and Co., Auckland.

**TO Intending Motorists. For Sale—A Bargain—** 8 h.p. Darracq in perfect order. Seats four. Owner selling because buying larger car. For particulars apply Arthur Cleave and Co., Vulcan Lane.

**AN Active Energetic Man (married) ex-Royal Horse Artillery, experienced Chauffeur, handy with tools, ten years' varied Colonial experience, desires immediate employment in any capacity. First class testimonials.—Address "Grafton," "R. view" Office.**

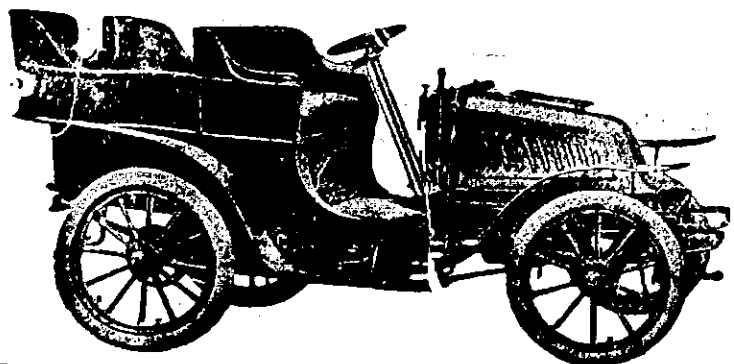


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Best Brand of Wine and Spirits.  
**ERNEST WOOLLRIGHT** (late hotel-keeper, Gisborne), Proprietor.

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