

of the petrol motor is derived from explosions of the vapour of petrol, mixed with air in certain proportions by a special mechanical appliance (the carburettor), but the explosions take place inside a cylinder made for that very purpose, and are thus turned to useful purpose. Power is generated by a petrol motor on the instant it is required, and there is no energy stored up against possible needs which might be a source of danger at a given moment. In a submarine vessel the vapour of gasoline (rectified petrol), which is formed of ordinary atmospheric temperature, and is heavier than air, might lay on the floor of the engineroom and be exploded by a naked electric spark; but with motor cars and vehicles this cannot possibly happen. The free passage of air under and around motor cars is a guarantee against a chance of explosion, and one has never been known to happen. Only a fool would look for a leak in a gas pipe with a naked light, and thus a wise motorist will never use a naked light when examining his engine. Electric lamps must be used.

CYCLING.

The Auckland test race for the selection of a rider to represent the centre in the Dunlop road race from Timaru to Christchurch (September 2) will take place on Saturday, August 19, and entries will close with Mr. H. Fielder on August 12. The course will be from Mangere bridge to Wairoa South and back to the starting point. The Dunlop Company will give £10 to the rider doing the fastest time to defray his expenses in the South, and other prizes will be given locally.

Entries for the Timaru to Christchurch road race close on August 5.

"Major" Taylor has been suspended by the National Cycling Association of the United States. This action has been taken in consequence of the refusal (or neglect) of Taylor to reply to a demand from the National Cycling Association as to whether he intended to fulfil his European engagements entered into last December.

GOLF.

An event in which a good deal of interest was taken was the final of the men's foursomes match, which was played off on Saturday on the Cornwall links, and resulted in a win for W. B. Colbeck and H. Gilfillan, jun. (4) from J. C. Burns and D. Hay (5) by six strokes, after being all square at the eleventh. The final in the captain's prize (Mr. W. B. Colbeck) was also played for, with the result that in the senior division W. Heather beat C. E. S. Gillies by 5 up and 4; and in the junior division H. B. Lusk beat Wallace Bruce by 2 up and 1.

A comparison between cricket and golf appears in the "Badminton Magazine" from the pen of Home Gordon, the well-known cricket writer, and gives the opinion of many leading players. I am not an advocate for pitting one game against another, as there are good points in both games. I think the important question is, "Does golf help cricket, or otherwise?" Mr. Alfred Lyttelton, the Colonial Secretary, and well-known at both games, says:—"Whilst golf has never affected his cricket, cricket has undoubtedly had a bad effect on his golf." Eric Hambro says that playing golf is an aid to cricket; he always finds he can play cricket best when he is in form at golf. It is his conviction that golf does not interfere with cricket. Cricketers

who take up golf are not aided in learning the latter by their practice in the former game; whilst, on the contrary, he has often noticed that golfers who take up cricket generally seem to get on very well at the game. Mr. Frank Newnes says:—"I do not find that the games of cricket and golf help each other; in fact, on the other hand, they interfere with each other. In cricket the main thing is to play with a straight bat, and to keep the ball down; while with golf one plays with a sloping club, and endeavours to hit the ball up. A golf swing is done with the body, whilst the cricket stroke is done chiefly with the arms, and thus you have at golf what is called the cricketer's style, which is not, from a golfer's point of view, a correct style." Mr. Leslie Balfour-Melville, who, besides being an ex-champion at golf, has long been one of the leading cricketers in Scotland, as well as playing for the I Zingari, writes:—"With regard to the practice of one interfering with the other, I am of opinion that if the two games are played at different times of the year they do not interfere with each other at all, provided, of course, that you have learned to play the two games to a certain extent (Balfour-Melville played his golf as a child, and, of course, his cricket later). In fact, I think that the one game helps the other. Take, for example, the pull stroke at cricket. I am sure golf helps one very much for that and such like strokes; while, on the other hand, the use of the forearm and wrist, which one uses so much at cricket, and thus strengthens and develops, is most useful to the golfer in keeping his shots straight. The principal reason, however, in my opinion, why the two games should not be played at the same time is that the weight of a cricket bat and golf club are so different that it makes it difficult to time the stroke in either game, and, of course, I think the timing is the great secret in both games." G. W. Beldam, I think, sums up well with:—"There are many points of similarity too numerous to touch on. I would mention that there are two kinds of golf—the cricketer's golf and the golfer's golf. The former is played by the hitting golfer, the latter by the swinging golfer; and if a cricketer has the style of the cricketer golfer, his golf will not in all probability be troubled by his cricket. It is the cricketer who has acquired the golfer's style, who finds cricket trouble his golf, when the two are played together."

ATHLETICS.

The Auckland Wrestling Club championships, to be held under the rules of the New Zealand Amateur Wrestling Association (headquarters, Auckland), will take place on Wednesday, August 30, in the Federal Hall, Wellesley-street. The championships will be divided into four classes, and will be for gold medals, the classes being as under:—(1) Heavy weight, weight 11st 7lb and over; (2) middle weight, 10st 7lb and over; (3) light weight, weight 9st 7lb and over; (4) feather weight, weight under 9st 7lb. Entries are due with the hon. secretary (Mr. H. T. G. McElroy), not later than August 20.

A Swiss wrestler named Emile Deriaz, who has twice defeated the Turkish crack, Ahmed Medralli, has been taking on all-comers at Glasgow with success until the Scottish champion, Alec Munro, won £25 from him by lasting over his stipulated 10 minutes. This led to a match for £100, and here again the Scotsman came out on top.

Another boxing champion from America, this time Joe Tipman, of the feather-weight division, has arrived in London, and has issued a challenge to meet all-comers from 9st 4lb to 9st 6lb.

Under the heading "A Family of Hurdlers," an English writer says: "It is not uncommon for athletic excellence to be developed in several members of one family, but it is rare to find such special aptitude in a particular branch as obtains with the Garniers. Rather more than 30 years ago the Rev. E. S. Garnier gained his "blue" at Oxford for hurdling. Two of his sons have likewise run against Cambridge, and in 1903 the latter carried off the A.A.A. hurdles championships. Now a third son has come to the front in C. N. Garnier. At the Royal Indian Engineering College sports he won the 120 Hurdles, in spite of stumbling at the second hurdle, easily indeed in 17 3-5sec."

If you are interested in Motor Cars, Motor Cycles, or Bicycles in any way you cannot afford to do without the "New Zealand Motor and Cycle Journal," 3s 6d per annum, posted to any address in New Zealand. Write to us, ARTHUR CLEAVE & CO., Proprietors, Vulcan Lane, Auckland.

Dunlop Test Race, 1904,
Cambridge to Papakura, 75 miles,
Won by B. MABERLEY ON HIS
Okareta Cycle
MADE BY . . .
W. HENDRY, ENGINEER,
KARANGAHAPE ROAD, AUCKLAND.
Repairs a Specialty.

VAUXHALL RUNABOUT. BRITISH MAKE THROUGHOUT.

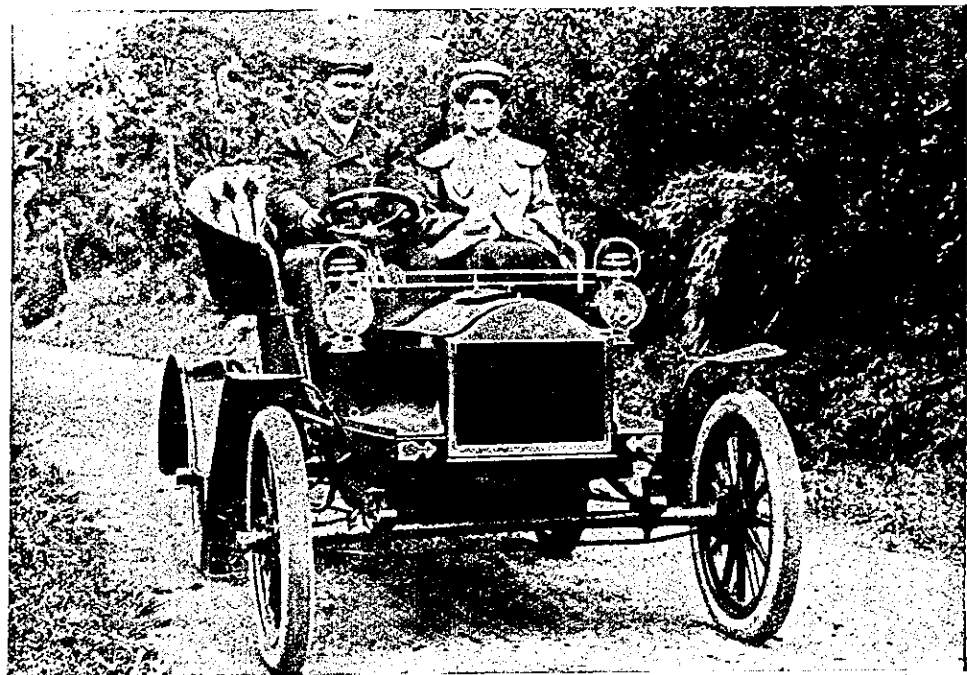
6 H.P. Two Speeds and Reverse.
Artillery Wheels, 3-in. Dunlop Tires.
Lamp and Tools complete.

SILENT, RELIABLE.
SPLENDID HILL-CLIMBER,
AND SIMPLE DRIVEN.

Second in Glasgow to London non-stop run. Averaged 18 miles an hour.

THE COUSINS & ATKIN CARRIAGE FACTORY, LTD.,

Carriage, Motor Car, Motor Bus & Electric Car Builders, ELLIOTT STREET, AUCKLAND.
Sole Agents also for the Chelmsford Steam Motor Bus, now demonstrated the most efficient, reliable, economical and up-to-date Motor Bus.



10 h.p. Tonneau Oldsmobile, £330,

W. A. RYAN & CO., LTD.,

RAILWAY WHARF, AUCKLAND.

REDCLIFFE

Architects should specify REDCLIFFE CROWN Brand Galvanised Corrugated Iron. There is none better manufactured. Lighter sheets of other brands must be thinner, and will not last as long or give the same satisfaction. Contractors should not be misled by erroneous statements, such as are advertised by rival importers.

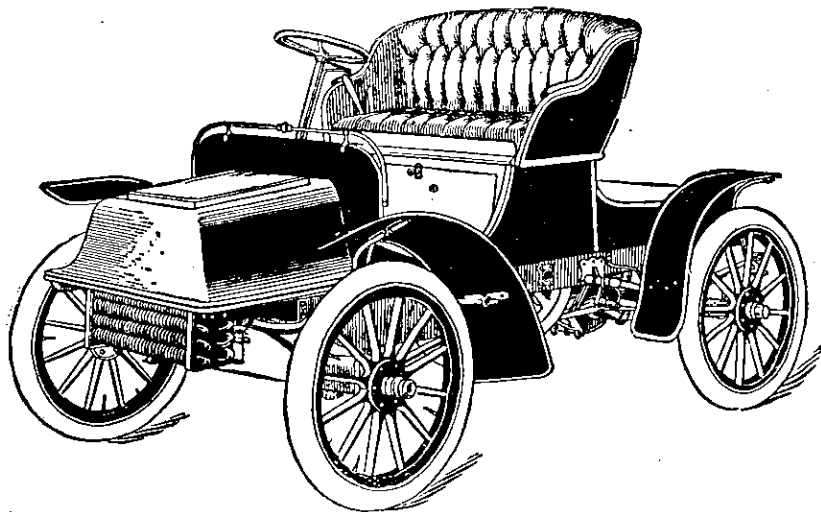
GALVANISED

REDCLIFFE is the cheapest first-class Iron in the market. The sheets are wider thus a larger surface can be covered with REDCLIFFE than with other brands. REDCLIFFE has been more largely imported into New Zealand during the last 20 years than any other brand, and experience proves that every sheet will be found perfect.



IRON.

ON SALE BY ALL PRINCIPAL IRON MERCHANTS AND WORKS.



CALL and inspect our Stock of Motor-cars. The Greatest Variety in Australasia.

HAWKE'S BAY AUTOMOBILE DEPOT,

BYRON STREET, NAPIER.