

The Motorist.

(By "PETROL.")

A smart Paris paper, which is devoted to "le Sport," made a rather amusing blunder recently. This enterprising journal announced the telegraphic result of the Grand Prize of Thuringia, held at Erfurt, in Germany, as follows:—1st, Wegen; 2nd, Regenwetters; 3rd, Ganz; 4th, Ausgefallen. Subsequent investigation brought to light the fact that the telegram intimated the postponement of the race owing to rain—thus, "Wegen regenwetters ganz ausgefallen"—"In consequence of rain, no racing." This reminds of the well-known bootmaker who sought to attract the custom of the public by putting in his window the sign: "Mens Conscia Recti" ("A mind conscious of rectitude"), whereupon his rival on the other side of the road, not to be outdone, blossomed forth with "Mens and Women's Conscia Recti."

Motorists should bear in mind that the vapour given off by petrol floats above the ground, and if brought in contact with a light will either catch fire or explode. It will readily penetrate to the inside of a lighted lamp, and consequently the careful man will not even fill his tank in the vicinity of such, while to use petrol for cleaning the car with the lamps burning is simply to invite disaster. It is also exceedingly dangerous to allow petrol to drop into the pit, as must happen if the car is cleaned by its aid. The vapour rests at the bottom, and being in an enclosed space will at once explode if a light is brought in contact with it.

A motor trap near Carnforth made a very fine catch recently. It was nothing more or less than some of the King's motor cars which were timed as travelling at 40 miles an hour. His Majesty was not on board any of them, or, no doubt, such a pace would not have been reached, for it is well known that he is greatly adverse to fast driving on the road. At the same time the fact that even the King of England is not able to control his chauffeurs from exceeding the legal limit affords an interesting commentary on the difficulties of the whole question.

The horse-power of motor-cycles, as we know it here, must be considered very low compared with what obtains on the Con-

tinents, where the average is 4-h.p. or 5-h.p. For racing purposes 10-h.p. and 12-h.p. engines are usually employed, but it is on the pacing machines that the most powerful are used. T. Hall, the English pace-follower, has a 24-h.p. machine, which was looked upon as a monstrosity. Robl, however, has gone far beyond this, having had built a 36-h.p. motor-cycle—if such a term can be applied. A tandem frame is used, and two riders are required to control it, one to steer, and the other to tend the engine. No expense has been spared, its makers declaring it to be of the best possible construction in every particular.



MR. D. E. CLERK, President Remuera Bowling Club.

Wales; 1917, West Australia; and 1919, South Australia.

The big sports meeting of the Public Schools A.A.A. takes place on the Domain on Friday, the 15th inst.

The annual general meeting of members of the Auckland Amateur Sports Club was held in the club rooms, His Majesty's Arcade, on Thursday evening, Mr T. Davis being in the chair. The seventh report of the committee of management stated that the club had passed through another successful year. The active membership had been well maintained, thus indicating that the institution had lost none of its popularity. Several additional athletic bodies had been affiliated for the coming year. The billiard tables have been liberally patronised, and the revenue from this source showed an increase compared with the previous twelve months, the receipts amounting to £358 14s 6d. The steward (Mr G. W. Smith) was, during July, granted six months' leave of absence to visit England as a member of the New Zealand Rugby football team, which had been meeting with such success in the Old Country. Towards this success Smith appeared to be contributing his full quota. The capital account stood at £336 17s. Officers for the ensuing year were elected as under:—President, Mr Wm. Coleman (unanimously re-elected); vice-presidents, as last year, with the addition of Mr Leo. Myers (president of the Auckland Amateur Athletic Club); management committee, Messrs J. H. Watts, F. J. Ohlson, W. S. Dickey, M. J. Lynch, T. Davis, O. Creagh; secretary, Mr W. H. Toy; treasurer, Mr E. J. G. F. Greville; auditor, Mr P. R. Fraser.

A team of Birchfield Harriers (Midland Counties champions) has won the big French Road event, the Marathon Race. It is run on the roads near Paris over a distance of 18 miles 1130 yards, and the places taken at the finish by the English representatives were second, third, eighth, and ninth (22 points), with the Montrouge Societe Athletique second (first, fourth, tenth, and twelfth), 27 points. The best runner in the "field," however, was the Italian, Pietri Dorando, who ran clean away from the rest, but as he was club's sole representative, he, of course, could not count, first place going to J. Bonheure (Montrouge S.A.), 5min 55sec behind Dorando, with G. Wigginton (Birchfield H.) second, 1min 40 sec behind.

ATHLETICS.

The time for closing entries for the approaching Spring Meeting of the Auckland Amateur Athletic and Cycling Club has been extended until this evening.

The next Amateur Championships will be held in Dunedin on March 3.

The dates of future Australasian championships have been fixed by the A.A. Union of Australasia as follows:—1907, Tasmania; 1909, Queensland; 1911, New Zealand; 1913, Victoria; 1915, New South

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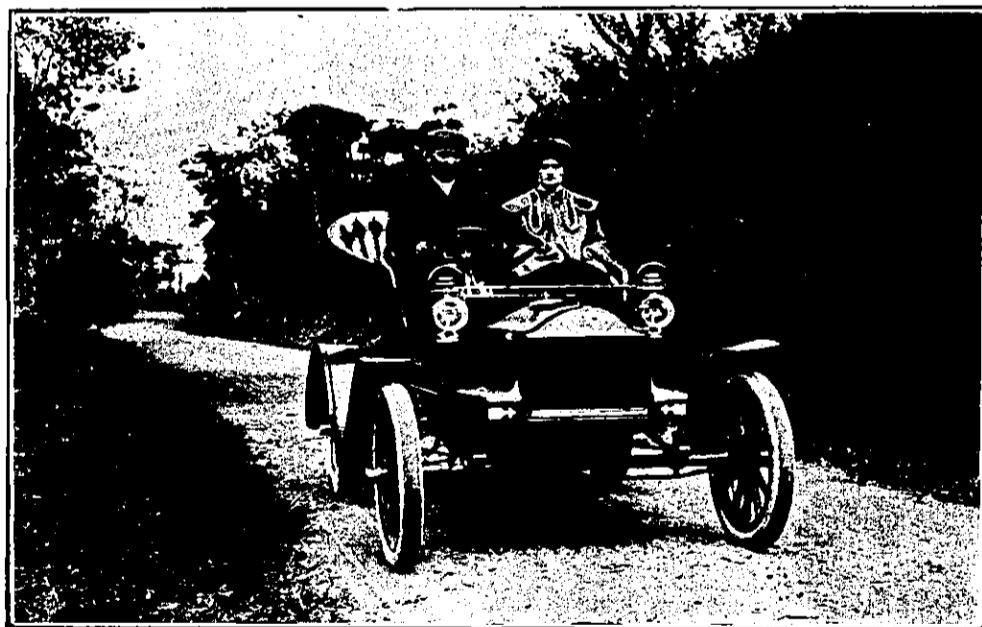
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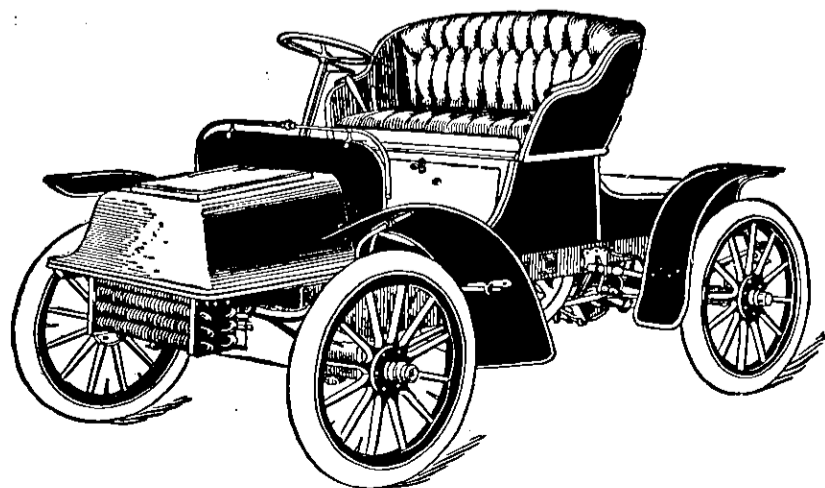
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