

three Shamrocks would be anxious for a change, as he has conclusively proved that it is not possible for a yacht to be built strong enough to cross the Atlantic with any chance of successfully competing with the Gimcrack racing shells of the New York Yacht Club. If both competitors were real yachts and not useless racing machines, far more good would be done to the sport by such contests than is at present the case.

ATHLETICS.

A couple of matches were decided in the Domain on Monday afternoon which caused a lot of interest. The first was between "Paddy" Quinlan, mine host of the Thistle Hotel, who was matched to run A. Champion, a well-known matalician, 50 yards, the popular boniface receiving 7yds start. Despite his 17st weight and 52 years Quinlan turned out as spry as a two-year-old, and getting off the mark very smartly was never caught, winning by a yard.

Next Jimmy Becket essayed to beat 6½secs for 43 yards, for a stake said to be £50. This feat he accomplished, doing the trip in 6secs.

The next match to take place will be between Jimmy Becket and Fred. Ballin, the former giving away 5yds in 55.

A match is also spoken of between the burly McMahon, of Whangarei, and Paddy Quinlan. It is rumoured that it is for 50 yards, and both men will go off the mark.

By the way, Mr. P. Quinlan, who won his match on Monday, was turned out by Arthur Pearson, the one-time well-known sprint champion. Pearson has, I believe, quite a team of runners under his charge, and if he can make them as good as he used to be himself they will be fairly warm.

A strong effort is being made in Melbourne to send G. A. Wheatley to represent Victoria at the Olympian games at Athens. At the A.N.A. sports the other day the Victorian ran a half-mile in 1min 56sec., which beats the Australasian record (his own). If sufficient money is forthcoming he will go Home with Nigel Barker. It is a pity that New Zealand will have no representative at the world's great sports.

A new colonial record for a long jump was established at the Civil Service Harriers' sports at Dunedin, when Kedell, of Oamaru, jumped 22ft 5in, being 7 inches better than the previous record. The previous record was 21ft 7in, and was held by M. M. Roseingrave.

The programme of events for the New Zealand Athletic Championships, to be decided on the Carisbrook ground, Dunedin, on Saturday, March 3, together with the standard times and New Zealand records, are as under:—100yds Flat, standard time 10 1-5sec., New Zealand record 9 4-5sec.; 220yds flat, 22 4-5sec. and 22 3-5sec.; 440yds flat, 52sec and 50 2-5sec.; 880yds flat, 2min 2sec and 1min 59 1-5sec.; one mile, 4min 32sec and 4min 27 2-5sec; three mile, 15min 30sec and 14min 49sec; one mile walk, 7min and 6min 27 2-5sec; three mile walk, 23min 20sec and 21min 37sec; 120yds hurdles (10 flights 3ft 6in), 16 3-5sec and 15 1-5sec; 440yds hurdles (10 flights 3ft 6in), 63sec and 58 4-5sec; long jump, 20ft 6in and 21ft 6in; high jump, 5ft 7in and 5ft 9¼in; pole jump, 10ft and 11ft 0¼in; putting 16lb weight (from 7ft circle), 38ft 6in and 44ft 3in; throwing 16lb hammer (from 9ft circle), 130ft and 136ft 4¼in; interprovincial championship relay race, one mile, teams of four (representing a centre), each man to run one lap; Interclub handicap relay race, one mile, teams of four, each man to run one lap. Entries for all Mr. H. Macintosh, on Saturday, Feb. events close with the hon. secretary, ruary 17.

The Motorist.

(By "PETROL.")

Now that most of the European patterns of cars for 1906 have been placed before the public (says the "Field") one can note the general nature of the movement made by manufacturers in their desire to bring the development of the automobile another step forward. On the whole it must be said that no decisive results have been attained, and not a few firms have been content with "marking time." Many things are left in an uncertain or unfinished state, and diverse opinions are held. Thus in ignitions the battle is by no means over yet, and three types remain in the field, the only new departure being the formation of an alliance between some two of them. It is a confession of weakness, however, to have two ignitions, just as it would be to have a spare carburetter or a second pump fitted, and it is thus evident that perfection has not been reached in this apparatus. Then, again, we have chain drive and cardan shaft transmission still in vogue, with no indication that either type will be eliminated just yet. So, too, with the clutches—the old leather cone clutch is not yet superseded. Many other instances could be given which indicate that the followers of any one system have not been able to show such a clear advantage by their methods as to practically compel all others to follow suit.

The driving of a motor car is, per se, not at all a difficult art; but to drive really well is a different matter, and the man who thinks he knows all about it would be wise to take every opportunity of acquiring experience by sitting alongside a better driver than himself. It is just the same in most other mundane affairs. The billiard player who rules the roost in his own little circle, the champion tennis player on his own lawn, and the cock o' the walk in all manner of pastimes finds that his game goes off, or at least does not improve, if he plays only with inferiors; whereas, directly he pits his skill against that of distinctly better men, although he may incur humiliating defeat, if he is sensibly good-tempered and not oppressed by an over-weening self-conceit, he can pick up many wrinkles from his opponent's methods which will enable him to improve his own play. So in motor driving: a run with an experienced driver will be a liberal education for the man who, prior to such an experience, imagines he knows all there is to know about driving.

A rather good novelty in motor cars shown at the late Paris show was fitted to a Mors car. It consists of a pump, which the driver can work whilst sitting in his seat. The pump forces a charge of gas into the cylinders. The ignition is then switched on, and that cylinder which is on the firing stroke gives the first impulse to the engine, the charges in the other cylinders continuing the working of the motor. The novelty has created a favourable impression in European circles, and there is every prospect of the idea being used largely by makers during the present year.

The following, from an Australian paper, is worth making a note of by motorists:—"Recently many motorists have been charged before the courts for reckless driving. Heavy fines have been imposed. Yet these heavy fines seem not to deter motorists from continuing in their foolish practices. How this can be passes understanding. There is plenty of room out on the lonely, unfrequented roads for occasional trials of speed, therefore there is no justification in harassing the public in the city or a country towns. A motorist who drives his car at regulation speed through such places may easily get all the pleasure he needs by waiting for a quiet stretch of unfrequented road before he lets his machine out at full speed. The welfare of the general public who, after all, own the roads, will thus be considered and conserved."

FOOTBALL.

The New Zealanders played an exhibition game in New York. The Americans were unable to raise a fifteen, and six of the touring team were included. The match resulted in a win for New Zealand by 46 to 13. A British Columbia fifteen is to be met next Saturday at San Francisco.

When it was decided to have the victorious New Zealand football team return by way of the United States and Canada, playing matches en route, it was perhaps not realised by the majority of our readers that football as played in America differs vastly from the game as played in New Zealand. As evidence of the brutality exhibited in the American game, it is only necessary to quote the remarks of James J. Jeffries, champion heavy-weight prize fighter of the world. After witnessing a game of American football he said:—If every player in the game were to obey the rules all the time and never count a foul, football would still be ten times more dangerous than fighting in the ring. As they play the game nowadays I would not go in for it for a thousand dollars a minute. Then we have the opinion of "Battling Nelson," champion light-weight of the world. When he came away from a football game he said:—"I'll take fighting every time. It's a parlour game compared to football." These words, coming from the man who beat Champion Jimmy Britt for the world's light-weight supremacy, must be estimated to carry some weight, and to give an idea of the game as played over yonder. Nelson has earned his title of "Battling Nelson" from the fact that he wins his fights from sheer endurance. He is evidently built of whipcord and wire, and just stands up till his opponent has got tired of punching, and then gets in and wins. Prize-fighters in big contests in America are made as fit for their tasks as human ingenuity can make them, and when they enter the ring are fit to fight for a kingdom, but when men who have beaten every thing in sight say that football is more dangerous than prize-fighting, it is time to hope that our New Zealand boys will not take the opportunity of being maimed. It is not likely, however, that the New Zealand team will play any matches with American teams, as the latter play eleven aside. The writer has seen the game played in U.S.A. and in New Zealand, and has no hesitation in saying that New Zealanders know more about scientific football at present than America is likely to learn in the next five years. It is small wonder, with the heavy annual casualty list, that the American colleges have decided to give up their method of playing the game. Perhaps the visit of our boys may teach them a better one.

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CYCLING.

W. Rutt won the Mile International Championship in Melbourne last week from F. Macfarland, with H. Mayer third. The A.N.A. Wheel Race, of £100, was secured by R. Cameron, 95yds, with S. S. Levey, 105yds, second, and S. L. Whitson, 90yds, third. H. Mayer was the winner of the Lightning Two Laps Dash from Rutt; and of the A.N.A. Gold Stakes Grand Final (three miles) from Macfarland.

According to a Sydney paper, Lawson is disgusted with the amount that he has been offered as appearance money this season, and it is understood he intends returning to America this week. The American is not as big a draw as he imagines he is, although he is undoubtedly the best rider in Australia.

The six days' race at Madison Square Garden, New York, was this year won by Root and Foyler. They covered 2260 miles 6 laps in the six days. It was an exciting finish, and was won by four lengths from the Bedell brothers.

It appears from some information published in English papers that there are 750,000 bicyclists in France. The statement is made in connection with an agitation for a reduction of the tax on cycles.



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