

# AQUATICS.

(By "THE REEFER.")

All accounts agree in stating that the championship regatta at Picton on Monday was a very great success, the attendance being very large. The Blenheim crew won the champion fours from end to end, Wanganui being second and Canterbury third. Webb, of Wanganui, won the champion sculls, the Akaroa sculler Welsh stopping for some reason or other when a length in front. The champion pairs fell to the Dunedin Amateur Club, the Star B.C. (Wellington) being second. Wanganui pulled off the champion double sculls, with Wellington in second place. The other events were closely contested.

Nearly the whole of Auckland's pleasure fleet were away during the holidays. Although the wind throughout was very light, the weather proved gloriously fine, and the outing proved one of the most enjoyable ever experienced.

I hear the old Tawera is being broken up. She was built over 20 years ago, but her timber, and notably the copper sheathing, is as good as when it was put on. Although of a quite obsolete type, Tawera was a very serviceable cruiser, and many yachtsmen will be found regretting she will be seen afloat no longer.

The principal aquatic event during the week was the regatta held at St. Helier's Bay on Saturday, which proved a complete success, at all events as far as the rowing items were concerned, but the absence of wind ruined the sailing races. A great many people went down to the bay, and the long wharf was crowded with spectators. The yacht race was easily won by Emerald, with Miro and Queenie in the places. Rareere won the race for local sailing boats from Waitati and Reta. The motor launch race was won by Rangatira, while Waitemata carried off the race for maiden gigs. The Waitemata Club held their annual picnic at the same time, and in connection with it rowed for Commodore Myers' trophies. The winning crew proved to be H. Blampied, W. Heath, A. Stead and A. Andrews (stroke).

The Manukau Yacht Club's long race to Cornwallis on Good Friday was won by May Bee, with Amua second and Endeavour third.

# The Motorist.

(By "PETROL.")

Mr. C. B. Kellow, the well-known Melbourne motorist, intends at an early date making an attempt to establish decent figures for a 24 hours' car run on the road. The car selected for the test will be one of the new 10-12 h.p. four-cylinder Humbers, shod with Dunlop tyres. Given decent weather, a respectable mileage should be recorded, for if only a 20 miles an hour average is maintained, the 24 hours' tally would closely approach 500 miles. The route selected will probably be from Melbourne, around the Western district up as far as Hamilton and back. Complete arrangements will be made for picking up food and petrol supplies, so that as little time as possible may be lost during the 24 hours' run. At the present time no authentic figures are available for an Australian all day car run, the longest that the writer knows of being 257½ miles by Messrs. W. J. Proctor and H. B. James, who last May covered the distance stated in 10¼ hours' driving time on a 12 h.p. De Dion car. On a motor cycle the Australian and world's road record of 24 hours stands to the credit of Mr. H. B. James, who as far back as November, 1902, covered 460½ miles in the full day, his riding time being 19 hours. Continuing on, 507 miles were negotiated in 27 hours' gross time, or 22 hours' riding time. Mr. Kellow's run will be watched with interest.

Many busy brains are at work devising appliances which will lift a man's weight and transport it with certainty through the air, and not the least curious is that of M. Vina, who recently attempted a series of experiments at Montesson, in France. The machine used was a four-wheeler steerable car, with a superstructure supporting a specially light 25 h.p.

motor running on carbonic acid; and the supply of fuel that can be carried being small, the motor can at present only be run for about five minutes. Coupled to the shaft of the engine is a two-bladed propeller about 7ft in diameter, which will haul the car at about 12 miles an hour on grass. This speed is sufficient in the estimation of the inventor to enable the aeroplanes (which are of canvas on steel and have a total spread of 33ft) to lift the machine and its occupant. When the power of the machine is exhausted, the further movements of the machine are controlled by the aeroplanes, which, on the descent, act as parachutes. A rectangular rudder is mounted aft. Stay ropes are taken to the centre of the aeroplanes, their anchorage on the frame being just shown against the rudder. The total weight of the machine is about 440lb.

Considerable interest has been taken in this latest motor flying device, but strong winds have so far prevented the prosecution of the experiments.

# CYCLING.

During the winter months cyclists who do any riding find that the mud is thrown up by the wheels on to the mudguards, instead of dropping off, collects, and if allowed to dry, difficulty is experienced in scraping it off. If, however, the inside of the mudguards is coated with vaseline, the mud will not adhere, with the result that the machine is kept much cleaner, and there is less labour afterwards.

A report has been circulated that owing to the loss sustained by the promoters of the recent "Sydney Thousand" carnival, there was a likelihood of the rich handicap with its first prize of £750 being dropped next year. The promoters state that there is no truth in the report, and that the big handicap will be held as usual early in 1907.

# MOTORS

The question of obtaining a suitable height cycle frame when purchasing a new cycle is an important one to all wheelmen, but one nevertheless little known about. A simple plan to find height of frame that will suit you is to measure inside of leg, deduct 7in for crank length and about 3in for saddle, and the remainder is the height of frame you can ride with comfort.

# GAS VERSUS ELECTRICITY

# STREET LIGHTING IN LONDON.

EXTRACT FROM "THE NEW ZEALAND HERALD'S" LONDON CORRESPONDENCE, 10th MARCH, 1906.

# GAS v. ELECTRICITY.

"The substitution of incandescent gas-lamps for both arc and incandescent electric lights goes on apace in London. Its progress in London city itself I recently mentioned, the London Corporation having practically re-established gas everywhere that their control exists. Apparently the adjacent city of Westminster is coming into line; the electric-light standards recently erected along Waterloo Bridge at the cost of some considerable injury to the granite balustrade of that splendid work—the finest of its class in the world—are all being removed, incandescent gas-lamps being substituted. So, too, the North London Railway Company have decided to employ the same means of lighting for their terminus in Broadstreet. What with this new extension of gas-lighting and the rapid spread of gas stoves, both for heating and for cooking, it certainly does look as if the holders of gas shares were likely to 'come into their own' to a very profitable and agreeable tune."

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# MOTORS

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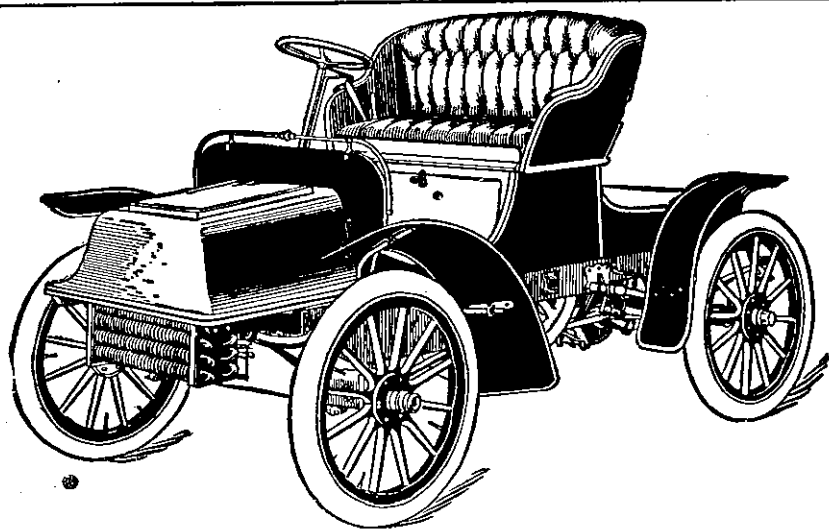
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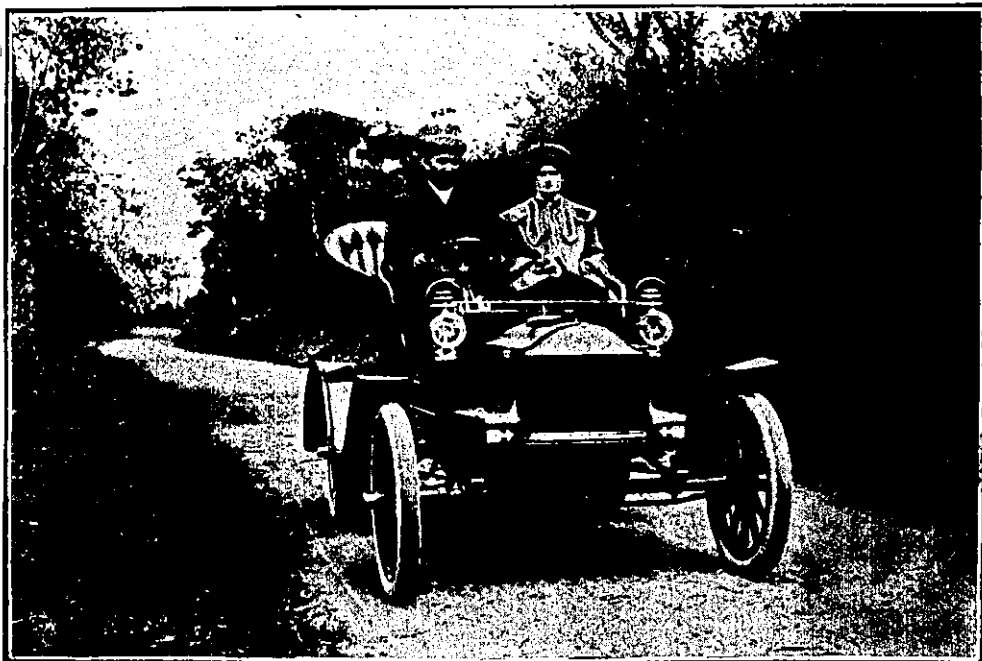


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