

Scotland, and hospitality has only been thrice refused him, a tribute to his manner and our manners. Altogether Mr. Liddle has cycled 11,325 miles, over 3000 miles of these being in Australia. He rides a Royal Enfield machine, and his tyres are charged with miraculum, the puncture-stop. He has had no puncture trouble whatever. Although his tyres are full of puncture holes, they are quite firm.

The motor-omnibus is having a hard time in London. Each vehicle, before a license to ply for hire is issued, must undergo a searching examination, and is also subjected to various trials to determine whether it is sufficiently quiet in its working, whether it emits over-much smoke, whether it leaves a trail of oil behind it, and other similar things. Some are now urging that they are too unwieldy, and are a serious danger to the public, besides depreciating property wheresoever they travelled.

Piet Dickentmann, the pace-follower, who was here with Robl, four seasons ago, and who is again on a visit to Australia, does not intend to race here. He has filled out considerably, and scales close upon 13st. In conversation with him last week (writes "Fortis" in the "Australasian") he said he regretted to see that the sport was not in the same condition as on his first visit here, and he summed up the cause in one word—monotony. The sport in Europe, he said, is held in high esteem; but it is not the same kind of sport as is exploited in this country. Quality is the first consideration, and the Continental promoters are eager to absorb the best talent available, local or foreign. The handicap race, as we know it, has no place there, and the competitors, as they show themselves worthy of it, are well rewarded.

"Why do you not have some change in your racing?" queried Dickentmann. "I will come here next season, and bring my pacing tandems, and will also bring Walthour, the American, and we will show you some fast work. Behind our machines we will go—swish (with a corresponding action of his arms)—and the people will hardly see us! We will break up all your records fine, and there will be something to talk about." Another Continental rider, Hintz, who was with Dickentmann, spoke much in the same strain as regards our racing. He will not race here, because he cannot obtain any direct compensation. Being here on a pleasure trip, he says, he does not feel disposed to take any risks on the off-chance of winning a little, although he has done considerable training. "You have plenty of racers, plenty, plenty, but the people who pay want good

ones. You want some new racing, long racing, six-day racing if you like; but you have not got the best track."

A novel wrinkle to test the condition of bicycle wheel bearings when a second-hand machine is being purchased is given in the following very simple method:—Take a knitting needle or a piece of thin wire spoke and place it with one end in contact with the hub axle and the other end between your clenched teeth. Then get someone to gently revolve the wheel, and you can judge by the vibrations on the wire, or the absence of it, the condition of the bearings. The smoother the running the better state of the ball-bearings.

To judge from the models of the various makes of cars displayed at the recent great motor shows, the pressed steel frame is now the accepted construction for this very important part of a motor-car (writes "Auto.") The full importance of alignment in frame is not always understood by motorists, yet it is essential to the smoothness of working and the durability of engine and mechanism. Stripped of technicalities, the engine is source of power; the gear is the distribution; the rear wheels are the means of giving effect to the power generated. In the course of transmission from the engine to the driving wheels some power is lost through frictional resistance of the various parts of the mechanism. The better the design, make and fitting of these essential parts the smaller is the unavoidable loss through friction during movement. It should be the aim of a motorist to secure a car which loses least of the power, and so get the best result from the engine. This result is termed the mechanical efficiency of the machine. The two styles of transmission in general use are by chains from gear to driving wheels and by bevel gear-shaft drive from gear to drivers. The tendency is now to do away with the chain-drive, and to adopt generally the shaft drive, which has been made almost as flexible, and which can be protected by a casing from dust and mud, and of which the wear to piston is much less than with chains. By the term alignment is understood the setting out of parts in such a manner whereby all possible sources for un-

due friction are removed, and the power is distributed in as direct a way as is possible mechanically. There is a thrust or propelling push in one direct line, and also in a transverse direction. That is to say, at the point where direct action ceases power is transmitted by transverse lines, or, in other words, by the axle which runs at right angles to the centre line of drive. Chains, with their tendency to stretch in use, and their liability to stretch unevenly, cannot be depended upon to correct errors, and within reasonable limits it will. The practice of building the engine and gear-box on a self-contained base is correct mechanically, and is largely followed by the makers of the leading cars. The pressed steel frame possesses the twofold advantage of lightness and great strength, but its flexibility has to be guarded against. This is done by transverse pieces bolted to the side-pieces at carefully-estimated positions, and in one or two cases the whole frame is stamped out of one sheet of steel. But the tubular frame and the wood frames armoured with strips of steel do not keep in alignment, and are now obsolete.

To France belongs the chief credit of having recognised the utility of the bicycle for purposes other than pleasure. In military operations cyclists have long played an important part, and now the municipal authorities of Marseilles have provided each of their Fire Brigades with a cycling section. This detachment is six strong, and acts as the advance guard to the engines. Each machine has its own special equipment, the various articles carried including a folding ladder, a hatchet, a tool box, a length of hose, acetylene lamps, etc. As the wheel section always reaches the scene of a fire ahead of the rest of the brigade, it has already proved its usefulness on several occasions since its formation.

It now transpires that J. Arnst, who with the other four competitors in the recent Enfield Cup race was fined £5 for collusion, although he competed in the event in question, did not enter for the race (says the "Witness.") Baker, Campion, Mehrtens, and Wyatt have paid their fines, and the question now is whether

Arnst can be made to pay, too. The matter will no doubt shortly receive the earnest consideration of the North Canterbury Centre. A humorous side of the mix-up is that the Christchurch Cycling Club is itself, under the league rules, liable to a fine of £5 for allowing Arnst to compete as a free entrant.

The new club rooms of the Christchurch Cycling and Motor Club, which are of a most commodious and luxurious description, are shortly to be ready for the occupancy of club members. The billiard room is 28ft by 70ft, and will contain three tables; the motor garage and bicycle stand is 90ft by 40ft, and a social hall is 40ft by 20ft.

CRICKET.

The weather left nothing to be desired on Saturday for the continuation of the district championships, and the wickets were in fine order.

North Shore scored the easiest possible three-point win against Ponsonby with a score of 245 for four wickets (innings closed) to 71 and 55. The westerners played a long way below form, and appeared all at sea to Howden and Hussey, the former getting the fine average of seven for 20.

Parnell defeated Eden on the first innings by 136 to 93, thanks in a large measure to Sale, who made 42, the only other two-figure scorers being Olliff (27) and Robinson (23). Going in a second time Eden rattled up 128, Relf being 87 not out, and Shepherd 22, and in a desperate effort to save the match, declared. Parnell wanted 86 for a three-point win, but things went very badly, and when the bell rang had six wickets down for 44.

Grafton's previous Saturday's score of 243 was just sufficient to win the match against City, who, however, got close to it with 223. Towards this Hemus played a chanceless innings of 86, while Caro made 41 and West and MacCormick 22 each. Going in again Grafton lost four wickets for 58.

City II. beat Eden by 145 and 128 to 129 and 123, after a very interesting game.

Grafton II. scored a three-point win over Parnell II. with 136 and 76 for five (innings closed) to 68 and 42.

Eden A beat North Shore II. by 289 for seven to 187 and 119 for three wickets.

At Wellington the senior cricket on Saturday resulted as follows:—Old Boys v. Newtown: Newtown, first innings (Hodge 38), 107; second innings (Smith 29), 136. Old Boys, who had made 316 in their first innings, thus won by an innings and 73 runs. Wellington v. Gas Company: Wellington, first innings (Richardson 58, Quinn 33, Mahoney 20), 231. Gas Company, second innings, 99 for three wickets. Ashbolt made 42 (not out) and Hawthorne 40.

R. Oram, bowling for Petersham District against Callan Park Asylum (Sydney), at the latter's ground, had 78 runs hit off five overs, most of the runs having been scored by B. J. Folkard (103) and W. S. Duff (70). This must be a record.

The benefit match to S. E. Gregory, New South Wales v. Rest of Australia, is to be played at the Sydney Cricket Ground on February 15, etc. If the best possible Rest of Australia team be got together it should be one of the finest purely Australian games ever played in Sydney.

New South Wales has concluded the inter-State programme of 1906-7 unbeaten, having won all six matches, five of them with an innings and over 100 runs to spare.

Speaking at the presentation to A. A. Lilley, the famous English wicket-keeper, A. C. MacLaren expressed the opinion that the public were apt to expect too much from cricketers. Batsmen were expected to get hundreds every day, bowlers must get a certain number of wickets, and Lilley must stump half a dozen men every innings. These things could not always be done. People were now wondering how cricket could be improved, and there was no doubt it wanted improving. He did not think

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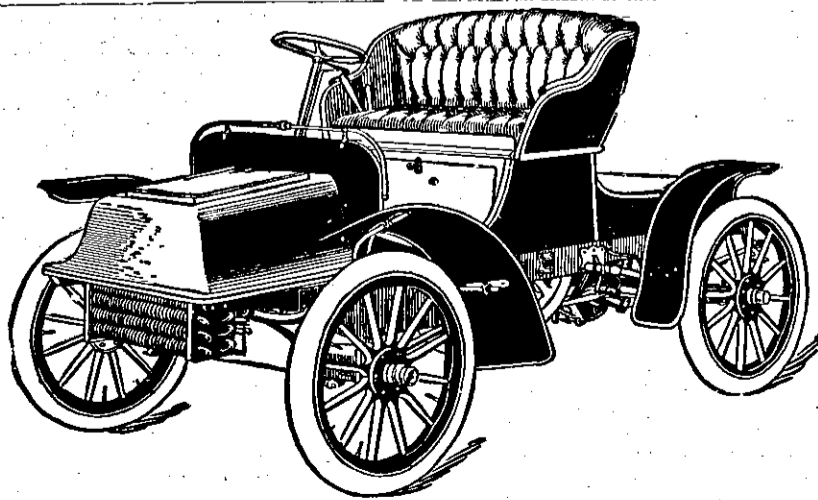
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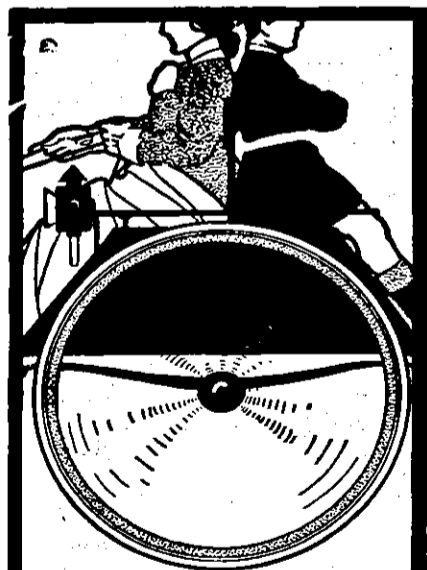
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