

under rear seats. Dust is caused by the currents of air striking the obstructions to its free passage and being deflected on to the roadway to disturb the dust, which is then caught up by the suction of the car, and a cloud results. A circular sent round the members by the committee, drawing attention to the agitation against the dust lifted by cars, and asking practical co-operation to minimise the nuisance, should produce distinctly beneficial results.

We have always advocated the employment of tyres of the heavy touring type on motor-cars on the ground of immunity from serious trouble and lower cost of maintenance (says "Melbourne Punch"), and are glad to note that this common-sense system is being increasingly practised by motorists. The cost of tyres is practically the only item of importance in the upkeep of a modern car, and therefore should receive the greatest attention, but in too many instances the first cost of the heavy type of tyre is allowed to sway judgment. This is a very great mistake, and is tantamount to allowing a penny-piece, by being held too close to the eye, to hide from sight the more valuable shilling. It affords us great pleasure to be in a position to give data on which full reliance can be placed which support to the utmost everything we have written in advocacy of the heavy type of tyre. These interesting results were achieved by using the heaviest type of touring tyre and by following the common-sense plan of putting every new cover on the driving wheels and keeping it there until unmistakable signs of wear showed themselves, then transferring to the front wheel to get a similar mileage out of it in that position. Thus every cover was made to do an equal mileage on front and rear wheels. The figures apply to Australian conditions because they were made in hilly country, with not by any means the best of road surfaces. They are as follows:—Size of tyre, 750 x 85 m/m, on driving wheels, 2000 miles; on front wheels, 2000 miles; total, 4000 miles, and cost per mile, 1.18d. Size 760 x 90 m/m, 3000 miles on each wheel; total, 6000 miles, and cost .93d per mile. Size, 760 x 100 m/m, 4100 miles on each wheel; total 8200 miles, and cost .80d per mile. Size, 765 x 105 m/m, 5100 miles on each wheel, and cost .69d per mile. Thus will be noted a gradual reduction in cost for tyres per mile of running as the weight of the tyres increased. The mileage cost was reduced by nearly half, and is equivalent to .75d (three farthings) in Aus-

tralia. The car was 10 h.p., and weighed 15cwt, unladen, which is about 2cwt. heavier than the usual type of 10 h.p. car. The heaviest type of tyre comes easily first in economy, but it possesses other advantages of great value to the practical motorist. These are the saving of inner tubes, easier running on rough surfaces, greater speed, and, above all, far greater freedom from roadside travellers. Many motorists have the idea that large tyres slow a car, but actually the exact reverse is the case. The practical motorist who supplied these figures on tyre upkeep, drawn from his own personal experience over two years of motoring, lays it down that 105 m/m is the smallest size of tyre that should be used on any car over 8 h.p., and nothing less than 90 m/m on motor-cars of 8 h.p. and under. This is going much further than our recommendations, but we have no doubt that his lead would be good to follow. He states that the last 25,000 miles he has covered cost him £66 2/6, equal to .63d per mile only, and that this extremely cheap upkeep is due to the use of 105 m/m tyres on all four wheels. We notice that on several cars a heavier tyre is used on the rear wheels than on the front, and we cannot believe that it is good practice in the face of the experience just described. Apart from the fact that lighter tyres on front wheels detract from the appearance of a car, it saves the carriage of an extra cover when touring to have all four wheels shod alike. Talking of spare tyres calls to mind the necessity of carrying spare covers in a case or wrapping to protect them from the action of light when not in use, and prevent cracking and perishing of the rubber. This is important.

AQUATICS.

(By "The Reefer.")

After a splendid race, S. Dye, O. Anderson, G. Seager, E. Bailey (stroke), and T. Grey (cox), won the North Shore Rowing Club's trial fours on Saturday. A better "go" has never been seen at the Shore.

The Manukau Yacht Club will sail off the sixth race counting for the handicap cup next Saturday after-

noon. Amua holds a big lead for the cup, with 36 points, after which comes Spray (25), Clematis (21), Endeavour (21), Mana (18), Ngaroma (16), Hilda (15), Petrel (12), and Mascotte (11).

J. Mark, P. Robertson, N. Falconer, G. Hogan (stroke) and V. Wilkinson (cox), were the winning crew in the Auckland Rowing Club's contests on Saturday for Mr. Coleman's trophies. The racing was good throughout.

The West End Rowing Club's trial fours on Saturday were won by H. Court, V. Pearce, T. Blomfield and J. Bigelow (stroke). Mr. M. McLean donated the trophies.

Mr. J. J. Craig's Cup was competed for on Saturday by the boats of the New Zealand Power-boat Association. The course was from off the end of Queen-street Wharf, round pile beacon off Chelsea, round Calliope Dock buoy, round Royal New Zealand Squadron mark off Bastion, round association's buoy off Judge's Bay, finishing at the starting point. The following were the times of starting:—Regel, 2h. 30m. 14s.; Marere, 2h. 35m. 55s.; Tawhiri, 2h. 39m. 35s.; Rippel, 2h. 41m. 45s.; Shadow, 2h. 52m. 40s.; Reality, 3h. 4m. 20s.; Baby Lozier, 3h. 14m. 25s. Regel kept the lead all the way in the first round. The times passing the Queen-street Wharf were:—Regal, 3h. 54m. 12s.; Marere, 3h. 58m.; Ripple, 4h. 2m. 18s.; Tawhiri, 4h. 5m. 18s.; Shadow, 4h. 5m. 30s.; Baby Lozier, 4h. 15m. 13s. On the second round Baby Lozier gradually went up into first place, and Shadow into second place, the finishing times being:—Baby Lozier, 5h. 17m. 26s.; Shadow, 5h. 18m. 39s.; Regel, 5h. 19m.; Marere, 5h. 20m. 48s.; Ripple, 5h. 23m.; Reality, 5h. 30m. 1s.; Tawhiri, 5h. 32m. 40s. The winner, although only a midget, is a very smart little boat, and her Lozier engine sends her along in fine style. It was a very good performance on her part to give away the starts.

Both the Devonport and the North Shore Yacht Clubs have races on for next Saturday, so that matters will be lively across the water at starting time.

The Devonport Yacht Club's annual picnic at Orakei, which took place on Saturday last, proved very successful, there being a large attendance, while the sports proved highly interesting.

BILLIARDS.

(By "Pyramid.")

[The writer of this column will be glad to answer any questions on the game.]

WHERE TO PLAY BILLIARDS.

B. FORD'S Waiatema Billiard Club, Custom-street, Auckland. Open to play all-comers on 100 Break.

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DODGERS' Esk-street Billiard Saloon.—Four First-class Tables. Next to Dexeher's Hotel, Invercargill.

T. A. BROWN, Tobacconist and Hairdresser, keeps best brands of Smokers' Requisites. First-class Billiard Saloon at back of shop.—Victoria-street, Hamilton.

COFFEE PALACE BILLIARD SALOON (close to McMahon's Hotel), Whangarei. Two Fine Tables; nicely-furnished room, where visitors can have a quiet game with best attention.—S. CALKIN, Proprietor.

POTIKI BILLIARD AND TOILET SALOON—Well-kept Room, two First-class Tables. Quietness and order maintained. Note address, satisfaction guaranteed.—HARRY LAMBER, Tobacconist and Hairdresser, Proprietor.

RANFURLY BILLIARD SALOON—Two First-class Tables. Visitors can rely on strict attention. Snooker, Pool, etc.—C. H. HUNT, Proprietor, 116 Ridgway-street, Wanganui.

As showing what a phenomenal player H. W. Stevenson is it may be mentioned that this season he has made 211 breaks of a century or over, 65 of 200 or over, 18 of 300 hundred, 10 of 400, and six of 500 or over. He has compiled 98,663 points for an average of 59 and 46 per cue.

Locally very little is doing in the billiard world, but with the coming cooler weather matters in this line will soon liven up.

Says the "Referee": Messrs. Andrew Usher and Co., of whisky fame, have offered a sum of £120 in gold, to be played for between eight or ten of the very best players in the colonies. The handicap is desired to be an invitation contest, and £100 to go to the winner, while the runner-up would take £20. Another well-known billiard enthusiast offers £10, to be given to the player making the highest proportionate break. The handicap will be made by the players themselves—i.e., each player to handicap all others in the contest except himself—and as there will be but eight or ten players, there should be little or no difficulty in this direction. In all probability the handicap will be formed from the following-mentioned players:—New South Wales: Frank Smith, Ted James, and Walter Parker. Victoria: Charlie Memmott, W. Sawkins, and T. Bragge. Queensland: Harry Gray. West Australia: F. Lindrum, jun., and Bert Teague. New Zealand: E. J. Campbell.

According to the "Referee" an exhibition match of 750 up was played in the Ideal Saloon in the basement of the Melbourne Coffee Palace, between the well-known professionals, W. Sawkins (champion of Victoria), and E. J. Campbell (the so-called champion of New Zealand). Both were slow at getting away, Campbell being first in with 36 and 48. Then Sawkins caught form in a nicely played 149, compiled with the assistance of some good all-round play. Campbell opened up and sent in a good break of exactly 100, comprising some fine top-of-the-table play, and almost immediately afterwards brought forward another excellent run of 81, which brought him well to the front, and he remained in this position until he finally ran out a winner by 84 points. Campbell averaged 13.7, and Sawkins 11.9. The latter player was not altogether at his best, for alterations in his saloon prevented him from practising. Campbell's best runs were 36, 48, 100, 30, 81, and 77. Sawkins made 30, 149, 35, 44 and 81.

A movement is on foot in Christchurch to promote a New Zealand Amateur Championship during the coming season, in which it is said most of those who are expert on the cloth of green thereabout will compete. A professional championship contest is also mooted.

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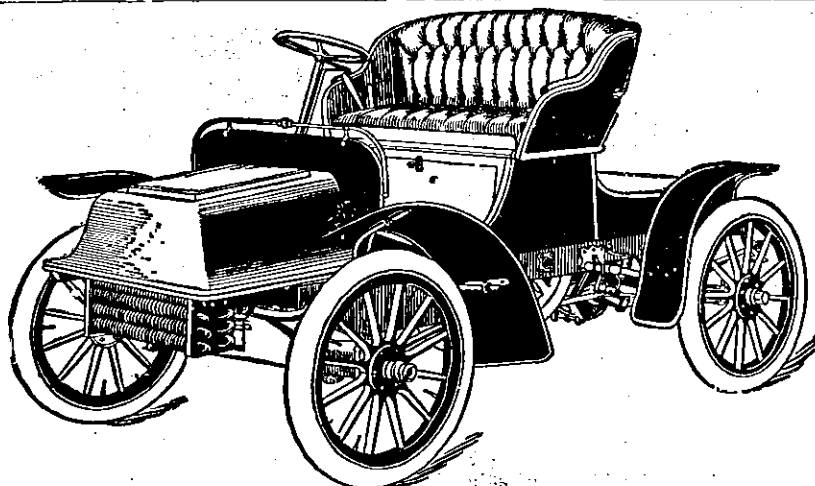
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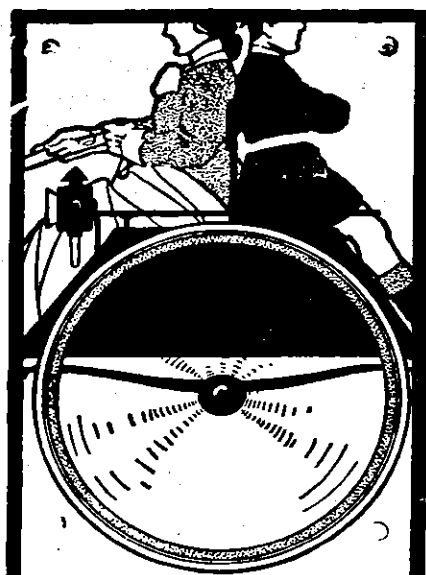
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