

BOWLING.

NOTES ON THE RECENT N.I.B.A. TOURNAMENT.

Brilliant weather favoured the bowling tournament throughout, and the greens played particularly well. Every bowler who took part in the tournament professed himself as perfectly satisfied with the greens, and even more so with the hospitality extended the visitors.

Carlton must be warmly congratulated on their win. To go right through a big tournament of the kind, playing twelve games without a loss on either rink, was a performance of which the wearers of the black and gold may well be proud.

Both Wilson and Kilgour's skipping was of a fine order. I understand the former only got in the team at the eleventh hour. It was well for Carlton he was there.

The final between Carlton and Hastings was not very exciting, as the local men soon got away with a big lead and held it all the game.

Bennie played well in the Singles, but went to pieces altogether against Patterson in the final, being beaten by 25 to 11. The latter's toughest opponent was Colthurst, an Auckland Club colt, who gave the veteran a great run in the semi-final, only going under by 3 points.

The Mount Eden team did fine work in the B section, but it was not quite good enough. Ponsonby, with only one loss, went even better, but Gisborne stood in the way of success.

Hastings did best in the A section, with 9 wins and one loss, New Plymouth giving them a good run for it with one win less.

The battle between Gisborne and Carlton on Thursday was a very fine one. The latter club got away with a big lead, but Gisborne stuck to their guns in the pluckiest manner. Martin's four at one time getting in front. The issue was in doubt to the end, but Carlton managed to pull it off, being 3 up on each rink.

The position of the clubs when the sections had been completed was as follows:—

"A" SECTION.		
Club.	Wins.	Losses.
Auckland	5	5
Hastings	9	1
Hawera	4	6
Napier	6	4
New Plymouth	8	2
Pahiataua	4	6
Patea	1	9
Petone	5	5
Rocky Nook	7	3
Stratford	3	7
Thorndon	6	4
"B" SECTION.		
Club.	Wins.	Losses.
Gisborne	10	0
Mount Eden	8	2
Ponsonby	9	1
Palmerston North	6	4
Wellington	6	4
Feilding	6	4
Mania	4	6
Fitzroy	3	7
Bluff Hill	2	8
Greytown	1	9
Kelburne	1	9
"C" SECTION.		
Club.	Wins.	Losses.
Carlton	10	0
Dannevirke	5	5
Greenmeadows	6	4
Karori	1	9
Masterton	2	8
Remuera	8	2
Newtown	2	8
Turanganui	4	6
Victoria	8	2
Wanganui	6	4
Waverley	5	5

The final of the Pairs Championship was fought out between Smith and Parsons, of Ponsonby, and Simpson and Tutt of Mount Eden, the former winning comfortably by 29 to 15.

Although there was much good play during the tournament, it was surprising what a quantity of rubbish was sent up. The very keen greens seemed to be too difficult for some players, and as a result they could not get near the jack. I saw one head where the nearest bowl was three yards from kitty, and some must have been ten. Also, several had the wrong bias, while ditchers were legion.

The next tournament will probably take place at Napier.

When playing in a tournament one of the first essentials is that the team should work harmoniously together. In the case of one local club the new wine and the old bottles by no means went well together, the result being defeats which should not have occurred.

Ronayne, Holmes, Wrathall, Wilson (skip), and Curtis, Laurie, Eagleton, and Kilgour (skip) constituted the Carlton team to win the championship.

The battle for second place between Gisborne and Hastings proved the most interesting match of the tournament. On one rink (Land's) Hastings won by 21 to 13, but on the other rink they were 9 down, so lost by a single point.

Mount Eden won the prize for having the least number of points scored against them viz., 318. Gisborne (314) was unable to take it owing to being a prize-winner in another direction.

The Citizens' Match attracted sixty entries, and the final was contested by Palmerston North and Greenmeadows. The latter, who had a lot of luck to get into the final, were beaten easily by 36 to 10. The members of the winning team were Mowlem, Scott, Young and Nash (skip).

A particularly interesting game was that between Thorndon and Wellington for the Citizens' third prize. The former just pulled it off by 25 to 24.

AQUATICS.

(By "The Reefer.")

THE NORTH SHORE YACHT CLUB.

The North Shore Yacht Club sailed a series of races on Saturday under very pleasant weather conditions, the wind, however, being rather light. The course for Class 2 was 13 knots, the entries and handicaps being as follows:—Kotiri, scratch; Ngatira, 7m.; Waione, 7m.; Wairiki, 11½m.; Rosina, 17m.; Eulalie, 20m. All started. The finishing times were as follows:—Waione, 5h. 6m. 5s.; Ngatira, 5h. 10m. 24s.; Kotiri, 5h. 11m. 48s.; Wairiki, 5h. 21m. 41s.; Rosina, 5h. 33m. 43s.; Eulalie, 5h. 45m. 20s. Waione was first, Ngatira second and Kotiri third.

Class 3: Course, same as Class 2. The entries and handicaps were: Emerald, scratch; Hilda, 1m.; Glady, 5½m.; Maru, 5½m.; Tiro, 5½m.; Rane, 6½m.; Mignonette, 8m. All started, with the exception of Hilda. Emerald finished first, Glady second, and Tiro third. On time allowance Glady was first, Emerald second, and Tiro third.

A motor launch race was held, the course being eight knots. Entries and handicaps were: Shadow, scr.; Alleyne, 2m.; Floral 17m.; Gloria, 17m.; Tempest, 19m.; Snowflake, 26m.; Edna, 27m.; Esma, 27m.; Rumarie, 27m. This race resulted in a win for Floral, with Gloria second.

On the return from Gisborne Mr. Horton's cutter Ariki was hauled up at North Shore to see what damage had resulted from her mishap at Tolaga Bay. She was found to be as sound as a bottle, the only damage being that the copper had been twisted off on both sides. This, of course, is a small matter, and can soon be rectified. The yacht will be overhauled, sails scrubbed, etc. before she goes afloat again.

By the way, while on the subject of Ariki, I am reminded that one of our weeklies has been writing a lot of rubbish concerning the accident. The writer of this effusion would apparently wish all our yachtsmen to keep inside Rangitoto when going for a sail, and if they desire to venture out as far as Tiri they must obtain a professional sailing master. Has the scribe never heard of a professional sailing master getting his vessel ashore? Why, it is not necessary to go farther than that very spot, viz., Tolaga Bay, to find a case. The gratuitous insult to the members of the crew may well be smiled at by Messrs. Horton and Co. because whatever faults our amateur yachtsmen may possess, incompetence and inexperience are not included. This is conclusively proved by the fact that, although Auckland possesses a very large pleasure fleet, and the majority of the yachts are constantly away cruising, sometimes going hundreds of miles, accidents are of so rare occurrence that when one does happen, such as in the case of Ariki, it causes quite a sensation. I doubt whether man for man more competent yachtsmen can be found in any part of the world than those manning the white-winged fleet on the Waitemata today. We have far too much grand-

motherly legislation to-day in the Dominion without our yachtsmen being put into swaddling clothes. This was not the way the Viking breed was developed in days of old. By all means let us encourage our yachtsmen in every possible way, for a healthier or more manly pastime than theirs does not exist. If the writer of the article is afraid to go afloat without a sailing master, let him confine his cruises to a trip round the harbour on a ferry boat or else do what from his own account he does seem to have a knowledge of, and sail a toy boat in a wash-tub. But for goodness sake, don't write any more nonsense about what he does not understand, and please spare us the leading strings advice. We can do without it.

The Manukau Yacht Club's race for the Lomax trophy was sailed on Saturday, and was won by Hilda (17min), steered by Arthur Jeffs. Heather (scratch) was four minutes astern, with Viking, Clematis, Amua Mahinga, Spray, and Adieu in that order.

The wellknown cutter Rainbow has had a fine cruise. She sailed on December 25, and put in at Waiheke, Kawau, Whangarei, Great Barrier (Mercury Bay, Tauranga, Mayor Island and Slipper Island). Beautiful weather was enjoyed, especially on the latter part of the cruise.

Logan Bros. have just finished a power canoe for the Wanganui River. She is 50ft long, and is driven by a 30 h.p. engine. A high speed is anticipated.

The Royal New Zealand Yacht Squadron hold cruising races for yachts and power launches on Saturday. I hope the entries will be much larger than last time.

The West End Rowing Club are holding a moonlight excursion to-morrow evening.

The New Zealand swimming championships will take place at Napier on March 19 and 23.

CYCLING AND MOTOR NOTES.

The annual six days' race at Boston, in which two men constituted a team, one only of each team to be on the track at a time, was won by Hugh McLean (a well-known pace-follower) and Floyd Krebs, who between them, covered 1147 miles in the 60 hours—10 hours per day. A similar contest was to have been decided in New York early in December, for which 12 teams had nominated.

The next great test for the automobile in Europe is one of 2000 miles in length, including timed hill-climbs, aggregating 20 miles, speed test on the Brooklands track, petrol-consumption test, and general reliability. The Royal Automobile Club of Great Britain has the affair in hand, which will take place some time in June next. Loss of points will be the penalty for time lost in the road during the contest, the time occupied in hill-climbs the time in the speed test, and time lost in refilling petrol tanks, one point to be deducted for every gallon of fuel used, and upon the results of these trials the cars will be judged. Delays on both road and track, through tyre troubles, will also carry a penalty in loss of points, as all cars will be awarded a maximum number at the commencement of the contest, and the one retaining the highest will secure the place of honour. One of the conditions is that no spare parts are to be carried by the competing cars, whilst only the driver and his mechanic will be permitted to adjust or otherwise handle the car during the currency of the contest. This trial it is understood, will be the only official reliability competition held in England by the R.A.C. during 1908.

A new use has been discovered for old covers which are not to be trusted any longer under pressure (writes "Auto.") They can be used as "protectors," with results as surprising as they are satisfactory. This is of interest to all motorists, but many have not tried the experiment, as it has been supposed that it was impossible to make a neat job unless old covers of a larger size were obtained, so that the old covers would go over the new ones without having to slit the sides. However, in practice it will be found that an old, and therefore stretched, cover of the same re-

gular size as the cover fitted may be used by cutting off the edges and simply placing it over the latter when that is deflated, and then blowing up hard. The natural extension of the idea is to sew straps to the old covers, and secure these to alternate spokes of the wheels. Any saddler will put on the straps required for a few shillings, and the old covers so secured stay perfectly firm and fast. Even if the old cover gets out, the cuts do not gape. Owing to the break of continuity between the "protector" cover and the ordinary type, puncturing objects which pierce the former are turned at the surface of the latter. Instances have been known of a sharp nail as long as three inches being picked up, which had pierced the outside cover and then simply passed between the two covers for a couple of inches, where it was held firmly. This method of using up old covers hitherto cast to one side as worthless will be more than a boon to every owner who sees that his chauffeur makes use of it. The appearance of the wheels is not spoilt by the old covers.

Some interesting particulars of Messrs. Dutton and Aunger's motor trip across the Australian continent have been telegraphed from Alice Springs, which is situated practically in the centre of Australia. Mr. H. Dutton wires that he is perfectly satisfied that the notorious depot sandhills, which extend for 25 miles between Hoseshoe Bend and Alice Well, and of which overland cyclists have always given such a lurid report, are too much for any car without outside assistance. An idea of the difficulties to be overcome can be gathered from the fact that in one stretch of four miles there were thirteen sandhills to be crossed some of which were 60 feet, with a grade of one in three. The country was practically a billowy sea of soft sand. When the 20 h.p. Talbot was set at the stiff inclines the loose drift sand offered no resistance to the tyres, which simply spun round at terrific speed, and tore great, gaping holes into the ground. Block and tackle were tried without success, and even when the car had the assistance of a team of donkeys to haul it over the stiffest pinches there was considerable difficulty in steering the car, for the front wheels sank so deeply into the soft sand that it banked up in front of the front axle, and had to be shovelled away. With a temperature of 114 in the shade, it can easily be imagined what Messrs. Dutton and Aunger went through out on the barren sandhills. All told, in one stretch of 70 miles only 13 miles were found to afford firm going. One day the car only travelled 15 miles. Anyone who has motored down to Waiwera and knows that bit of soft sand by the Orewa bridge will appreciate the difficulty in the way of the Australians. The attempt to get through was abandoned.

Splendid progress is being made with the wooden "saucer" cycle racing track that is being erected at Prince's Court, Melbourne. The contractor has over 100 workmen engaged rushing the work along, and there is no doubt that it will be finished in good time for the opening meeting on January 11 (says Melbourne "Punch.") A recent inspection of the new track amazed the writer, who had no idea that the "saucer" track, as they are termed in America, was to be such a gigantic affair. A glance at the batten track conveys a good idea of its speed possibilities, and one can easily realise that 60 miles an hour can be attained on a track of this description by fast motor cycles. The surface is constructed of two-inch Oregon battens, running with the track, which is 18 feet wide, banked up to 12 feet on the turns, and tapering off to 4 feet in the two straights. At the turn the banking is so steep that it would be almost impossible to crawl up on one's hands and knees but it is "just the thing" for exciting and speedy racing. Around the inside edge of the wooden track a two-foot strip of flat cement has been laid down, from which contestants start preparatory to sweeping up on to the banked track. Brilliant lighting is to be installed, and every provision made for the comfort of spectators and racing cyclists. The track is to be oblong-shaped, eight laps to the mile, the measurements being about 150 feet wide from outside edges of track, and about 306 feet long. Massive structures are now being erected around the arena, which will provide comfortable seating accommodation for over 5000 spectators, every one of whom will be able to see the racing, which should prove to be a big factor