



Motorcycles and Bicycles

BY A. N. B.

MOTORCYCLE POLICEMEN AND JOYRIDING.

An article appearing in a local paper recently charges the motorcycle policemen with speeding and joyriding. It hardly seems fair to these men to say things like this, as it is their duty to time all vehicles which they think are exceeding 15 miles per hour. If they were to stand in one spot and time a vehicle passing no doubt they would be wrong as they couldn't very well tell exactly when it passed out of the measured distance. But as it is they follow up and thus get exact time at the start and finish.

Therefore if the vehicle timed is travelling twenty-five miles an hour they likewise travel twenty-five. That being what their motorcycle is for.

As for joyriding you may find some of these men out any time of the

supply the military authorities with the information they desire as to the best way of sending maps, specifications, photographs, and other kinds of military papers of such nature that they cannot be sent by wire, in cases where it is important to get them to the right place in the shortest possible time.

The efficient service which motorcycles have given in many ways in the great European conflict made plain that the two-wheel machine would be well adapted for work of this nature, but it was found that the authorities had no definite data at hand on which to base their calculations. Therefore, Bedell started from Los Angeles at 11 o'clock at night on June 5, riding a four-cylinder Henderson motorcycle, to make this trial trip as a practical demonstration so that the military



Wm. Ogden, of the Imperial Transport, now in Mesopotamia, formerly of 72 Emerson avenue, Toronto.

day or night patrolling around. This being part of their work. The public should not criticize these men too severely as they are only performing their duty.

DISPATCH RIDER BREAKS TRANS-CONTINENTAL RECORD IN MILITARY TEST.

New York.—For the purpose of determining the effectiveness of the modern motorcycle for transmission of military data of kinds which cannot be sent by telegraph, a record-breaking ride across the continent has just been completed by Alan T. Bedell of Los Angeles. He arrived in New York City at 6:15 p.m., June 15, having made the 2926 miles from coast to coast in just 7 days, 16 hours, 16 minutes.

Bedell made this test in order to

parts will know just what they can count on.

From Los Angeles he sped eastward with only a few brief stops for food, and fuel for his machine, until after dark the next evening. Then, with 554 miles of road reeled behind him he stopped at Flagstaff, Ariz., for a few hours rest before continuing his dash. Thru mountain passes, rocky trails and deserts had been crossed in this long first day's ride, he had only made a start on the big grind, and was to find the worst part ahead of him.

The next two days found him threading among the towering peaks of the Rocky Mountains, or crossing the bleak desolation of the desert. His second night stop was at Albuquerque, N.M., while the third found him at La Junta, Colo., nearly 1400 miles from the starting point.

Then came the greatest difficulties encountered on the whole coast-to-coast trail, for the heavy rains of the

Maxwell Better's Montreal-Quebec Train Record

Driving a Maxwell touring car, Ray McNamara, accompanied by J. E. Chandler, Neil MacNeil and Mr. Bryan, made a trip from Montreal to Quebec in four hours and 11 minutes Tuesday night, setting a new road record.

The 130 miles was made in four hours and one minute actual running time. The party left Montreal at 12:50 a.m., arriving in Quebec at 5:01 a.m. The average covered every hour of the trip was 46 miles. The Quebec highway is in excellent shape.

Ten minutes was deducted for the ferry trip at Batiscan, a two-minute wait at the C. P. R. tracks, and one other stop.

McNamara's time beats the fastest railway express by 59 minutes. McNamara did not calculate the time spent at the various stops, but he reached the city limits, but drove right up to the Chateau Frontenac.

This fast trip constitutes McNamara's 29th record.

Last week he drove a Maxwell from Toronto to Montreal in 11 hours and 46 minutes.

week before had made the primitive dirt roads of Kansas and Missouri a continual nightmare of bottomless clay mud. Every mile was a battle in itself, with the roads cut into terrible ruts and oozing brown mud that seemed impossible for any vehicle on wheels.

Here the peculiar qualities of two wheels gave the motorcycle immense advantage, however, as Bedell was able to steer his machine deftly over the narrow paths at the side of the road where traction was to be found, so that he got thru in good shape at many places where an automobile could hardly have passed at all. The power of his four-cylinder motor seemed equal to the most severe requirements of every emergency, and Bedell rolled into Kansas City at noon on June 10, knowing that he had overcome the worst that weather and roads could confront him with, and confident of success in the remainder of the trip.

St. Louis was passed next day, Indianapolis being reached at night, 2514 miles having been covered in six days riding. He sped eastward thru Dayton, Columbus and Cleveland, Va., on June 12, reaching Pittsburgh that night. From this point on, his riding was steady, the improved eastern roads offering no difficulty for his machine, for while the steep grades of the Alleghenies loomed high the road surfaces were good, and the motor ate up the miles with ease.

On the last day's ride he left Pittsburg early in the morning, rocketed through Gettysburg and Coatesville to noon, Millersburg, Pa., reached in mid-afternoon, and checked in at the finishing point in New York City at 6:15 p.m. The evening of June 13, tired and dusty, he rode twenty-three hundred miles of riding, but full of the satisfaction of a good job well done, and success accomplished in the face of tremendous difficulties.

In making this trip Bedell also established a new transcontinental motorcycle record, chopping three days, 19 hours and 54 minutes from the former record, which had been made by E. G. Baker in 1914. The test was especially pleasing to the author, because of the excellent condition in which both rider and machine finished, as Bedell was in fine shape physically, and his machine was running smoothly. He clocked, so that he could have started right back to carry a return message if a military crisis had made it necessary. There was none of the exhaustion that is generally expected after such a long, arduous performance, while the four-cylinder motor seemed none the worse for wear, and ready to keep up the pace as long as might be required.

The information regarding the ability of a motorcycle for dispatch-bearing purposes is expected to be of great value to the war department, as it will provide a basis upon which to calculate the work which can be done by the motorcycles that are being purchased for use by the army. The government has just opened bids for 10,000 motorcycles of various types, and within a short time it is expected that fully 40,000 of these machines will be in service, and this trial has emphasized the performance that can be expected of the motorcycle men at the front.

Counting out the time covered by his stops each night, Bedell's actual running time from coast to coast was 5 days 9 1/2 hours, which figures out a grand average of 26.45 miles per hour for the whole 2926 miles of mountain, desert, good roads and bad.

CLEAN UP TIME.

Now that Exhibition time is so close, we would like to see the boys get busy and clean up and polish up their machines.

Try and make a better showing for the two weeks of Exhibition than a lot did at the race meet on the 11th.

QUESTION AND ANSWERS.

Not A Practical Idea.

Recently, a man approached me with the designs for a six-cylinder V-type motorcycle motor, the cylinder angle being about 60 degrees. He wished to interest capital, and I am writing you for advice as to the practicability of such a power-plant, also its marketability.

The six-cylinder V-motor will not be a success, either commercially or from an engineering viewpoint. The big problem will be to fire the cylinders in regular order. A 4-degree motor of six-cylinders will need

51 Automobiles Now Cost More

Former \$1600 to \$1800 Cars Advanced to Super-Six Price---Hudson Cost, Too, Must Soon Go Up

Material costs have increased so much and so fast lately that all automobile prices must be advanced.

So far the Super-Six remains at the price it has sold at all this year. That is because present cars are built of materials contracted for last year before the biggest increases became effective.

Since January some car prices have been advanced twice. Increases run from \$200 to \$300 on cheaper cars than the Hudson, and from \$350 to \$700 on cars which sold above the Super-Six price.

Until Hudson prices must be advanced a Super-Six can be bought for about the same price as cars which recently sold at \$1600 to \$1800.

Hudson Choice When Others Cost Less

Even when such cars sold at \$200 to \$300 less than the Super-Six its sales were greater than those of any two makes of their class. Everyone who knows will choose a Hudson as against such cars, now that there is so little difference in their cost. No material change has been made in design or construction. They are practically the same as when sold for much less than present prices.

Hudson leadership is understood by all motorists. All know the effectiveness of the Super-Six motor. No other car has or can have a motor like it. That is why no other car has ever equaled its records for endurance.

Almost 40,000 owners now drive Super-Sixes. They have made records that to many are quite as impressive as those made on the speedway and in contests which have been extensively advertised.

The Super-Six is a lifetime car. Its great endurance is due to the smoothness of the Super-Six motor. It minimizes vibration. Vibration is the most destructive force in a motor. All Hudson tests show how by minimizing vibration endurance is obtained.

The Super-Six is the most powerful automobile motor of its size known. By minimizing vibration most of the power is delivered and is not as with other types, consumed within the motor.

More Proof for Hudson

If you have followed Super-Six history you have been interested in each succeeding test and know it has called for greater and greater endurance. At first we did not know the limits of Hudson endurance. Then we felt we could rest content if the car would hold up in the one hour and the 100-mile trial. That was greater than any other car had done. But the Super-Six showed no wear at the end of those runs. We wanted to know just what its true limits were so new tests were made. Each succeeding trial was made harder in an effort to reveal the real limits of Super-Six endurance. No such test has yet been found.



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EXPERT ADVISES ON BATTERY CARE

Battery Should Be Tested at Least Once a Week, Says Geo. J. Beattie.

"The importance of motorists quenching the summer thirst of their batteries at least once a week cannot be over-emphasized," says George J. Beattie of 1-10 Elm street, distributor for Gould Storage Batteries, and official representative for the Westinghouse, Dyneto and Auto-Lite Starters, Horns, Elsemann Magneto, etc. "As with the human being so with the battery, evaporation is highest in the hottest weather—and, therefore, the thirst and the vital need of it being quenched. The plates of a battery

should always be covered with the electrolyte, in other words the liquid solution in the cells. Whenever this electrolyte gets below the level of the top of the plates or grids distilled water should be added until the plates are entirely submerged. Distilled water for batteries should never be allowed to come in contact with metal, should be kept in a glass, vulcanite or earthenware container, as foreign matter, impurities, especially mineral salts such as are present in all city, river, spring, lake, well, in short, all water but rain and distilled water, have a deleterious effect on batteries.

"Batteries should be tested for gravity not less frequently than once a week with a hydrometer syringe to determine the extent of its charge or discharge. Our experts will gladly render this service gratis to motorists and we are pleased at all times to explain these little but vital attentions that a battery requires if it is to render the service it should.

"For those who prefer for any reason to check up the vitality of their stock and will be pleased to demonstrate just how they should be used

and road. We can supply storage batteries in all sizes for every make of car and our factory-trained experts with our modern facilities can efficiently and expeditiously remedy any electrical trouble on a motor car."

MOTOR NOTES.

Assurance of entries for the Pike's Peak hill climb, to be held Sept. 8, have been received, according to reports from Colorado Springs, from the Hudson and Chrysler Companies of Detroit, the Roamer of Battle Creek the Mercer of Trenton and many more. All motor car makers have been communicated with. The contest of the peak, 14,095 feet, and will be open to stock cars only, according to reports.

The contract has been awarded for the plant of the Maxwell Motor Co. at Windsor, and work will be started at once. The plant is to be ready early in 1918. It will be at Macdougall avenue and Teasdale road, and will be two stories high and 100 x 300 feet. The engineering department of the Maxwell Motor Co. drew the plans. The Canadian plant will supply Canada and the British Isles with Maxwell automobiles.

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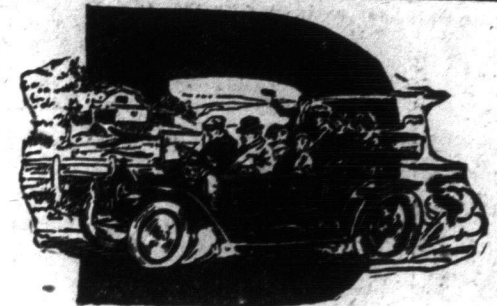
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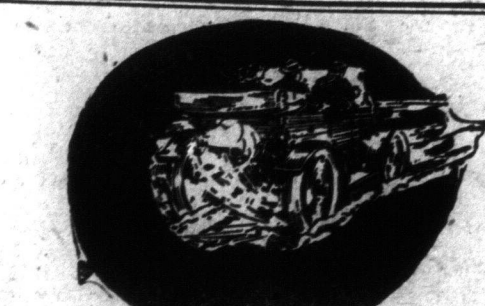
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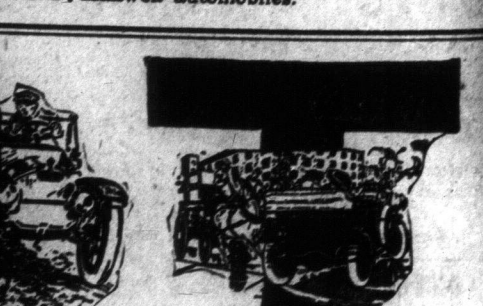
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