

Motorcycling



Motorcycle Gossip

Conducted By A. N. B.

The Wanderers' Meet.

The Wanderers' Motorcycle Club meet, to be held at Exhibition Park next Saturday will be one of the best seen in Toronto in a long while. No expense or trouble has been spared to give the public a good afternoon's entertainment, and the prizes offered, with the big end for the winner in each case will ensure keen racing. Maldwyn Jones, the Toledo speeder who showed his heels to both Cole and Barbeau in the spring, will be on hand with his ported Flying Merkle, and with Joe Barbeau, should make a great drawing card. Barbeau always contended that the beating he received by Jones at Toledo was due to the awkward stretch on that track and thinks that on his own track at the Exhibition, he will make the speedy American champion break a record to win. The list of events will include four amateur and three professional races, including a fifteen-mile race. Alex. Duff, Bobby Scott, and all the fast amateur boys are training hard and the public is assured of a speedy entertainment.

A Good Meeting.

The Wanderers' Club held a red hot meeting on Wednesday, Sept. 17. This time the club is going ahead first and with six new members on Wednesday, the paid up total is now sixty-six, and the prospects look good to increase this to one hundred in the near future. Arrangements were discussed and completed for a run and picnic at Muskegan's Lake on Sunday, Sept. 28, where a corn roast and other entertainments will be enjoyed by the members. To settle standing disputes, the president and vice-president have declared their intention to beat to a frazzle the secretary and treasurer in a pie-eating contest.

Muskegan's Lake is a popular resort with this club and they guarantee a good time to any motorcycle riders who wish to accompany them on their run.

The club is to hold a three-day endurance run under Canadian Motorcycle Association sanction on Oct. 18, 19 and 20, which includes Thanksgiving Day. The route will be to Lindsay, Peterboro, Port Hope and Toronto and the distance 230 miles. The control system and all other details for the journey has been very carefully planned and as the distance is not great the run will be made as easy and had to put on full steam ahead to escape being run down by a horse, which Percy Barnes was chasing full tilt. Dad was too fast for the horse, however. The route north was thru Keswick, Bellhaven, Sutton and Port Hope, where a splendid road was encountered, and then on to Beaver-ton, where a supply of gasoline was provided, after the town constable had gotten out a search warrant to find it. From Beaverton into Orillia the road was in a state of repair in several places which required riding thru patches of unrolled stone and some riders took bad falls. The riders straggled into Orillia from 11.15 p. m. to 1.30 p. m. Here they were splendidly entertained by Mr. C. E. Howard of Edenswood, who is an enthusiastic Triumph rider. Not only did he supply all the demands of the hungry tourists, but replenished their gasoline tanks, and it was with difficulty that the boys were persuaded to start on the return journey. Leaving Orillia at 2.15, they soon reached Barrie where Dad and Herb and "Tommy" who were bringing up the rear, proceeded to get lost on the road to Allendale in trying to make a detour, as the main road was being repaired. Considerable time was lost in getting back

Joe Alright.

Joe Barbeau met with a slight mishap in Toledo last Sunday, and received a shaking up. He is alright, however, and will be on hand for the Wanderers' meet on Saturday.

Triumph Reliability Run.

The Triumph reliability run around Lake Simcoe last Sunday proved to be one of the most enjoyable outings of the year altho considerable skill and judgment was required by the riders in this 180 mile trip. The tour was under the direction of the Tangent Cycle Co., who awarded silver medals to the following riders for perfect scores: N. Newport, P. Barnes, Armstrong, Kitchen, Brackley, Bennett, Treasurer, Barber and Reid. "Dad" Greenwood and Hub Greenwood. The start was made at 6.15 a. m. from Harbour street and the riders were greeted by a sharp, frosty atmosphere which chilled one thru until the sun came out later. "Dad" Greenwood, of course, took the lead and



STRONG LINE-UP FOR THE FIVE MILE AMATEUR EVENT AT THE EXHIBITION.

The first stop was at Aurora at 7.45. Just south of Newmarket Dad heard a sound of galloping hoofs in the rear and had to put on full steam ahead to escape being run down by a horse, which Percy Barnes was chasing full tilt. Dad was too fast for the horse, however. The route north was thru Keswick, Bellhaven, Sutton and Port Hope, where a splendid road was encountered, and then on to Beaver-ton, where a supply of gasoline was provided, after the town constable had gotten out a search warrant to find it. From Beaverton into Orillia the road was in a state of repair in several places which required riding thru patches of unrolled stone and some riders took bad falls. The riders straggled into Orillia from 11.15 p. m. to 1.30 p. m. Here they were splendidly entertained by Mr. C. E. Howard of Edenswood, who is an enthusiastic Triumph rider. Not only did he supply all the demands of the hungry tourists, but replenished their gasoline tanks, and it was with difficulty that the boys were persuaded to start on the return journey. Leaving Orillia at 2.15, they soon reached Barrie where Dad and Herb and "Tommy" who were bringing up the rear, proceeded to get lost on the road to Allendale in trying to make a detour, as the main road was being repaired. Considerable time was lost in getting back

to the main line and in the meantime the balance of the riders had gone on to Allendale by the railroad track. The home journey was completed thru Bradford, Holland Landing, and back down Yonge street, which, by the way, is in a disgraceful state of repair, being more like the bed of a stream than a government repaired turnpike. Every rider experienced out three on this road and some had as many as five punctures. No mechanical trouble was experienced, though the long journey, which is undoubtedly the stiffest test ever held in Canada for a one-day trip. One rider seized his engine thru neglect to oil it. But the fact that the other eleven riders covered the entire distance without mechanical defect speaks well for the advance of the two-wheeler of the present day.

Dick Heston and His "7 H. P. Ex."

Dick Heston, a popular member of the Toronto Motorcycle Club, has just returned from a six weeks' holiday, which he spent with friends in the unsettled country on the Coughlin road north of Kingston.

Mr. Heston made the journey, both ways, 660 miles, without any mechanical trouble, his 1912 seven h. p. Excelsior twin, and found the same reliability he has always experienced with this machine altho the country was the roughest he had ever been thru, the track being strewn with rock and boulders and the going bad enough to try the metal of any machine. Dick has ridden several of the more popular makes of motorcycle, but he finds his "Twin Ex." the best yet. In making the trip from Toronto to Kingston, before going north, he covered 175 1/2 miles on two gallons of gasoline. He attributes this to the high speed of his engine, carburetor which he had fitted to the machine, and is loud in the praise of the flexibility which this adds to his machine.

Still Another Fuel for the Motor.

It is stated that Geo. B. Feldman, a pioneer in motor vehicles, has discovered something new in fuels for internal combustion motors that promises to be very useful, as well as cheap. The new compound is called peroxylized kerosene, and consists, as the name indicates, of a combination of kerosene and peroxide of hydrogen, and its advantage is not only a more economical fuel than gasoline, both in price and mileage, but one that will work in any carburetor that can be heated by the exhaust, and which has a sufficient range of air supply. Another advantage is that the compound is complete, no carbon being found in the cylinder, even after long use, a result of the large volume of oxygen evolved from the new combination.

No information is given as to how the new fuel is produced, but it is said to be very cheap and easily made.

Anything to Beat the French.

Even the police are enthusiastic over motorcycling in England. Recently while tuning up for the Grand Prix to be held in France, a famous English side-carist was stopped by a policeman for speeding on the public thoroughfare, altho he had friends stationed at the corners to warn pedestrians of his approach. The side-carist explained, however, that he must beat the Frenchmen at any cost, and the policeman was so enthused that he installed himself in the racing side car in which he had to lie at full length, with his helmet sticking out, and ordered the speeder to "let her out" for a trial.

Water-Cooling the Engine.

A rather startling suggestion has been forwarded in England by Prof. B. Hopkinson, F.R.S., on the cooling of internal combustion engines by the injection of water into the cylinder.

This is a startling departure in the design of internal-combustion engines, and motorcyclists are naturally led to ask whether the idea has any value for motorcycle work. On the face of it, the introduction of water into the cylinder of a petrol motor seems a very undesirable proceeding, but a few moments' consideration of the results obtained with large engines and the requirements of the smaller ones in which we are interested is convincing evidence that the idea merits a trial.

It is generally admitted that the factor limiting the output of an air-cooled engine is not actual inability to do the work, but rather loss of power caused by pre-ignition. In hill-climbing, where the engine is taxed to its utmost capacity, the consequent overheating causes "knocking," i.e., the firing of the charge before the end of the compression stroke. It is at these times that cooling is most required, but, unfortunately, the falling off in speed of the machine also tends to decrease the cooling due to the stream of air and the system fails just at the critical time.

If an ordinary air-cooled engine could be so adapted that an additional cooling agency could be applied just at times of heavy demand, the capabilities of a given size of engine would be materially increased and a step would be taken in the direction of lightening the power unit so desirable on all types of mount.

Internal cooling seems to provide a very simple and effective means of overcoming the difficulty, and the two diagrams illustrate the principle of operation. A steel jet, having a number of fine orifices, is fitted into the

RUSSELL CHANGES

West Toronto Firm Consolidates Three Departments Under One Head.

Possibly the most interesting announcement of the season is that made by the Russell Motor Car Co., Limited, that the accessories business, which has become so well and favorably known under "National" Motor Accessories will in future be handled by the Canada Cycle and Motor Co., Limited, West Toronto.

THE ACCELERATOR

A new arrival on the automobile editor's desk is "The Accelerator," published each month by the Ottawa Valley Motor Association, and edited by E. B. Eddy.

As an automobile publication, "The Accelerator" is very original in form; and while small, it is full of meat for anyone interested in motoring. The contents are cleverly written and cleverly handled, and the editor and publisher deserve much credit.

ANOTHER DUNLOP WIN

Winners of both Winnipeg automobile endurance run trophies were equipped with Dunlop tires.

TELEGRAM. Winnipeg, Aug. 26, 1913. Dunlop Tire & Rubber Goods Co., Limited, Toronto, Ont. Result of endurance run—Oldsmobile Trophy, Geo. first; Geo. Power, second. Ford first; both cars fitted with Dunlop tires. (Signed) "Mac Campbell," Manager Winnipeg branch.

MAKES RACE DRIVING SEEM TAME.

Y. M. Sanderson of the Chumby, Kas., turns off almost daily feats of automobile driving that make motor racing on a dusty mile track seem tame in comparison. He is the official oil well shooter of the Independent Torpedo Co. In his hurry-up wagon, a Studebaker car, with raked rear-deck, he responds to calls from a wide radius, often crossing fields and other rough country, carrying in the racks from 100 to 150 quarts of high explosive. One sudden jar and his entire outfit would be represented by a hole in the ground.

Under the "National" name will be included a line of accessories second to none in Canada. The combined experience of the men in charge will do much to bring Canadian motor car owners' lines of accessories very suitable to the Canadian trade. Full stocks will be carried at West Toronto and each of the various sales depots of the company will carry a stock sufficient for the trade in the immediate vicinity. The change of organization will be effected at once.

Mr. J. W. Gibson, sales manager of the Canada Cycle and Motor Co., Limited, will have direct charge of this department of the company's enterprise. There is probably no one man connected with the business who is better and more favorably known to the trade than Mr. Gibson. The purchasing of the combined departments will be ably looked after by Mr. J. R. Dixon, whose wide experience in the business is guarantee that only the latest and best in accessories will be placed before the public.

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The Safe Car to Buy

THE 1914 RUSSELL-KNIGHT

A New Car

Backed by a Year's Testing

THERE is nothing in the nature of an experiment in our 1914 Car. We have been content to refine and improve the many successful and exclusive features of our 1913 models.

That this policy is right is proven by the fact that many manufacturers are adopting 1913 Russell-Knight features in their 1914 models.

But in the 1914 Russell-Knight, these features are not an experiment. In the Russell-Knight they have been tested and found successful by rigorous service at the hands of hundreds of owners, and now have been refined, developed and improved to a degree of efficiency that is without parallel among Canadian automobiles today.

The efficiency of the Knight engine never was greater. Its economy in gasoline and oil consumption never more strongly in evidence.

As recently as last May, before the Automobile Club of America, it was shown that the Popper Valve engine loses in efficiency after about the first month's work, whereas it has been proven beyond question that the power of the Knight engine actually increases with use, and that it becomes more powerful and more flexible with each succeeding month's work.

The Russell Electric Lighting and Starting System has proven its reliability under the most exacting conditions and extraordinary emergency tests.

RUSSELL-KNIGHT 1914 CHASSIS AND STANDARD BODIES ARE AS FOLLOWS:

Russell-Knight, 4-cylinder "28" Roadster Model..... \$3200
Russell-Knight, 6-cylinder "42" 7-Passenger Touring Car..... \$5000
5-Passenger Touring Car..... \$3250
5-Passenger Phaeton..... \$5000

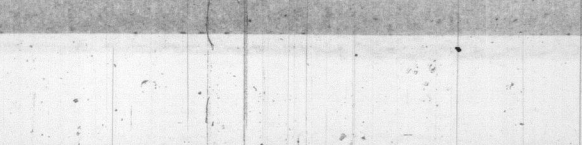
Both chassis are built with Landaulet and Limousine bodies at proportionate prices. Catalogues on request. All quotations F.O.B. West Toronto.

RUSSELL MOTOR CAR COMPANY, LIMITED

100 Richmond Street West, Toronto

Head Office and Factory, West Toronto

Branches at HAMILTON, MONTREAL, WINNIPEG, CALGARY, VANCOUVER, MELBOURNE, AUST.



Our Tonneau Heating system and our exclusive Tonneau Windshield are being widely copied by other manufacturers this year, whereas we have improved them and by doing so have removed the last discomforts of cold-weather driving.

Our standards in deep Turkish type cushions and fine upholstery are unequalled.

Body lines have been harmoniously blended, while the weight of the car has been distributed, to meet the unusual requirements of Canadian road conditions.

In fact, every problem in designing and building an entirely new car has been solved, and proven correct by one year's hard tests.

The 1914 Russell-Knight is a car that for comfort, efficiency and simplicity in operation under all conditions, is positively without equal among cars manufactured or imported into Canada today.

The car is new, but it is backed by that great Russell tradition for RELIABILITY.

If there is any doubt in your mind about the claimed superiority of the 1914 Russell-Knight, come and have it demonstrated to you.

Don't be satisfied to have our salesman take you for a ride in it—bring an expert with you. Then, after you have examined it thoroughly, take the car out and drive it yourself.

Subject it to any test that you can possibly conceive of as being likely to prove its value.

And you will say it is the most efficient car ever turned out for service on Canadian roads.

There are more expensive cars—but there is no better car anywhere than the 1914 Russell-Knight. Write for further particulars. Address the branch or agent nearest you.

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JAMES T. UPTON
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137 Church St., Toronto
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MAKES RACE DRIVING SEEM TAME.

Y. M. Sanderson of the Chumby, Kas., turns off almost daily feats of automobile driving that make motor racing on a dusty mile track seem tame in comparison. He is the official oil well shooter of the Independent Torpedo Co. In his hurry-up wagon, a Studebaker car, with raked rear-deck, he responds to calls from a wide radius, often crossing fields and other rough country, carrying in the racks from 100 to 150 quarts of high explosive. One sudden jar and his entire outfit would be represented by a hole in the ground.

OPEN EVENINGS

Building Sale!

AUTO

TIRES

At Less Than Half Regular Prices

We are obliged to make extensive alterations to our present warehouse, and to make room for the tractors, are compelled to sacrifice the tires and other accessories which we have on hand.

WE SHIP TIRES C.O.D. SUBJECT TO EXAMINATION.

State whether Clincher or Quick Detachable Clincher are desired.

Auto Gloves		NEW CASINGS		Factory Seconds		Factory Seconds		Tire Covers	
(All sizes.)		Plain Tread		Plain Tread		Plain Tread		(any size.)	
Reg. \$1.50 for 95c.		Unfinished		Unfinished		Unfinished		Reg. \$2.25 for \$1.50; duck dem rim (any size) reg. \$2.75 for \$1.75; duck dem rim (any size) reg. \$4.00 for \$2.25.	
Bumpers		28 x 3 1/2		28 x 3 1/2		28 x 3 1/2		Interliners	
Brass finish, Reg. \$9.00 for \$4.00; nickel, Reg. \$10.00 for \$5.00.		11.00		11.00		11.00		3 1/2 in. x 30, 31, 32, 33, 34, and 36, reg. \$5.00 for \$3.00, 4 in. x 30, 31, 32, 33, 34, 35, 36, 37, reg. \$6.00 for \$4.00, 4 1/2 in. x 34, 35, 36 and 37, reg. \$7.50 for \$6.00, 5 in. x 34, 35, 36 and 37, reg. \$8.50 for \$7.00.	
Twitchell Air Gauge		30 x 3 1/2		30 x 3 1/2		30 x 3 1/2		Outside Blow-Out Patches	
Regular \$1.00 for 50c.		12.00		12.00		12.00		Hook on style, 3 1/2 in. reg. \$1.50 for \$1.00, 4 in. reg. \$1.75 for \$1.25, 4 1/2 in. reg. \$2.00 for \$1.50, 5 in. reg. \$2.25 for \$1.75.	
Fire Extinguishers		32 x 3 1/2		32 x 3 1/2		32 x 3 1/2		Spark Plugs	
Dry powder, 24 in. tubes, Reg. \$2.00 for 50c.		13.00		13.00		13.00		Nine lives (guaranteed) 1/2 inch and 3/4 A.L.A.M., reg. \$1.00 for 50c, or 4 for \$1.75.	
Leather Boots		34 x 4		34 x 4		34 x 4		Non-Cement Patches, 12 in a box, reg. price \$1.25, for 60c.	
for universal joint, Reg. \$1.00 for 50c.		18.00		18.00		18.00		CHAINS	
Leather Boots		36 x 4 1/2		36 x 4 1/2		36 x 4 1/2		The following list consists of New Casings, Non-Skid (Knobby Tread), unguaranteed, at the following prices:	
for steering knuckles, Reg. \$1.00 for 50c.		20.00		20.00		20.00		Size 33 x 3 1/2, Price \$17.50, also fits 32 x 3, 34 x 4 rim	
Metal Polish		38 x 4 1/2		38 x 4 1/2		38 x 4 1/2		Size 34 x 3 1/2, Price \$17.50, also fits 33 x 4 rim	
Best quality, Pint tin, Reg. 40c for 25c.		22.00		22.00		22.00		Size 35 x 3 1/2, Price \$20.00, also fits 37 x 4 rim	
		24.00		24.00		24.00		Size 36 x 4, Price \$27.50, also fits 36 x 3 1/2 rim	
		26.00		26.00		26.00		Size 37 x 4, Price \$32.00, also fits 37 x 5 rim	
		28.00		28.00		28.00		Size 38 x 4 1/2, Price \$34.00, also fits 37 x 5 rim	
		30.00		30.00		30.00		Size 38 x 5, Price \$37.00, also fits 34 x 4, 35 x 4 1/2 rim	

Our first Casings (new) both in the Plain and Non-skid treads, are of the first grade, stamped with serial number, also manufacturers' name, and although they carry no guarantee, will give good service. The factory seconds in casings and tubes are good samples and of exceptional value. Each of our guaranteed tubes are neatly packed in a waterproof bag, and are of the very highest standard.

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