

# MOTORING

## MOTORCYCLING

By A. N. B.

In drawing up the schedule of summer events, club officers should not overlook the "ordinary" members. The racing "knot" we have always with us, and the same old bunch continues to collect the prizes in hill climbs and endurance runs, but the poor novice and the more retiring members are in the meantime losing interest, and getting tired of "looking on." Don't forget that there are all classes of riders in your club. Of course, there are always some riders who cannot be induced to take part in any event, but there is a class of riders, who would willingly take part in competitions if they were only made to suit their special conditions. The prizes need not be so valuable, for the average rider is a good sport, and likes to win for the sake of winning. As to the public, you need not be afraid! The public are good sports, too; and they enjoy keen competition of any kind, so long as it is on the square. The main thing in handling a large club and to retain the interest of all its members is to furnish entertainment for every member, and not allow any one class to dominate.

The open muffler booth still continues to flourish. On the past two Sundays, we have noticed, particularly on the club runs, that a certain class on returning to town, drove thru the streets with their mufflers open, and drew attention to the dirt and dust they had accumulated in the country. Why not slip back quietly, and cut out the disgusting racket which naturally causes disgust on the part of the

sensible rider and the ordinary citizen? The same nuisance prevails at club meetings. Always a number of riders display their ignorance by starting with their mufflers open, and going away with a "roar." The demerit in hand and make the offence club members should take the punishment by asking for the offenders' resignation.

**T. M. C. News.**  
The Toronto Motorcycle Club's regular meeting on Wednesday last brought a further discussion on the Victoria Day race meet and, despite the endeavors of some of the members, decided to stand by their original choice and race on Exhibition Park. Herb Marshall, chairman, and Fred Johnston, secretary of the racing board, and W. M. Gladish, publicity director, handed in their resignations, which were accepted by the club.

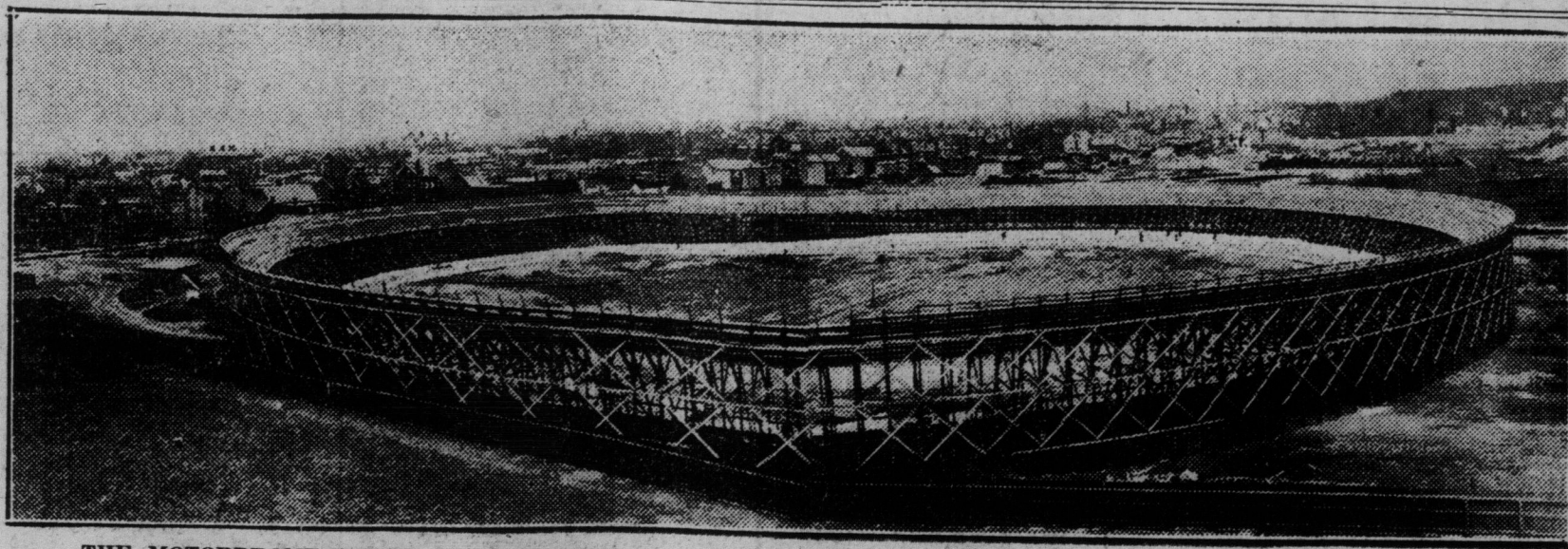
The club's run to Newmarket last Sunday was a most successful and enjoyable event. Had the weather conditions been more favorable no doubt the attendance would have been doubled but owing to the fact that the sky, from early morning, was very threatening, many were deterred from turning out. As it was, about 80 turned up at the clubrooms and at starting time a drizzling rain was holding forth, making conditions anything but ideal. Despite this fact everybody went forth undaunted, the rain finally ceasing when the open country was reached. A sumptuous dinner was partaken of at the King George Hotel, Newmarket, after which

the return journey was made in good time. Many new faces were noticeable, including some of the latest members to join the club.

The run this Sunday is to Markham as per the schedule and a large number is expected to attend. The distance to Markham is within reach of all, it being about 25 miles from the city and the road is very good. The touring committee are highly pleased with the success of touring this year and are anxious to see the interest kept up as this is one of the principal ways of promoting good fellowship and sociability amongst the members. The lady friends of the members, are also showing interest, and this feature is highly appreciated by all. The run will leave the clubroom at 10 a. m.

**T. M. C.'s Big Race Meet.**  
With the 24th of May drawing near, much interest is being shown regarding the club's big race meet scheduled for that date. The racing committee have things well in hand and everything points to the best and keenest track racing the Toronto public has yet been afforded. The civic authorities have facilitated the possibility of this by spending considerable

## PANORAMIC VIEW OF TORONTO'S NEW "DISHPAN" TRACK



THE MOTORDROME WHICH IS NOW RECEIVING THE FINISHING TOUCHES, WILL OPEN ON SATURDAY, MAY 23RD.

able on putting the track into condition and some extra fast time is assured. Entry blanks, etc., may be obtained from any members of the competition committee.

**Wanderers' Club to Reorganize.**  
The special meeting of the club which was held last Wednesday evening brought out a large number of members for the discussion of reorganization.

The notice of motion which was put to a vote of the club to reorganize was carried by a large majority, and the nominations for new officers were then opened and will remain open for two weeks, when the elections will take place.

The club run, which was held last Sunday to Lake Muskellum, brought out quite a number in spite of the drizzling rain, and those who attended said they enjoyed riding in rain just as much as when the sun was shining, when there was such a good meal waiting for them.

The club run for Sunday, May 17, will be to the Caledon Mountains, which will leave the club rooms, King and Jarvis streets, at 9.30 a. m., which time allows for having dinner at Brampton and then proceeding to the

mountains, where some of the most beautiful scenery in Ontario may be seen. Some of the members who were up to Brampton, making arrangements for the Sunday dinner, report all the roads in excellent condition, so all those taking in this trip are assured of a good time, so come along and bring your wives or lady friends as everybody is invited.

As nominations for the new officers are now open, there will be a special meeting next Wednesday evening at 7.45 p. m.

Percy Barnes is now enjoying his 1914 Triumph, and he finds the more powerful engine a great benefit in side-car work.

A very successful attachment for assisting in the cooling of air-cooled engines has been invented by a Scotchman named Harcourt-Kitchen, of Glasgow. This attachment consists of very thin sheets of aluminum radiating fins which are clamped tightly to the radiating fins on the air-cooled engine. The lightness and the extra width of the fins results in surprising coolness and is naturally a great aid to the efficient running of an air-cooled engine. Exhaustive tests have been made with this device, and the results are most satisfactory. The invention has been tried on Triumphs, Sunbeams, Singers and other English makes, and an engine tested in low gear on a hill remained quite cool.

Herb Greenwood is ready for all comers in the side-car races at Exhibition Park or the Motordrome. Herb's 1914 Triumph sure can go.

## HOW MOTORDROMES ARE CONSTRUCTED

Information and Explanations About Toronto's New Board Track.

Very few people in Toronto have any idea as to the style of construction of a high-speed motordrome such as is being erected on Greenwood's avenue by the veteran track builder, George I. Kremer. The latter has had many ridiculous questions put to him regarding the appearance of a motordrome bowl and the manner in which the track is constructed. One enthusiast even went so far as to enquire if the racing "machines" were attached to long cables suspended from a pole in the exact centre of the field like the ribbons from a Maypole. Any number of people think that because the track is sloped at an angle of 60 degrees that the competitors are virtually climbing a hill during the entire action of a race.

From the driving of the first stake, the "drome" is built according to scientific principles. First of all, the field must be made perfectly level and surveying instruments are used to lay out an exact circle running 440 yards, or a quarter of a mile, in circumference. The motordrome racing surface is built at an angle of 60 degrees because it has been found that the centrifugal force is overcome by the speeding of a machine from 75 to 90 miles per hour on this slant. Because of this slope, it is similar to riding on a straightaway course instead of on a curved surface, although the tendency is to shoot upwards, or rather, upwards, when a rider loses steering control of his machine. Experienced riders can chase themselves around a board track without touching the handlebars but the practice is prohibited because of the possibility of accidents.

Also the track is made according to scientific measurements, racing on a motordrome is not mechanical by any means. Strange to it may seem, a rider with a slow machine has frequently beaten a rival on a faster mount, thanks to better racing judgment, and a sharper mind. Seizing the psychological moment for a spurt has often resulted in victory for a man with a slow motorcycle.

In motordrome racing, the handlebars of a machine are useless except for one purpose, namely, providing something for the rider to hold on to. In other words, the motordrome racer does absolutely no steering with his hands. When traveling at great speed, the race rider himself pressed tightly against the top of his machine—it is tiresome for him to hold his head up. Then to steer his machine he merely swerves. A slight lean to either side will change the direction of his motorcycle. To attempt to steer with the handlebars would mean a spill and a side of two hundred feet.

A commendable feature about the Toronto motordrome is that several makes of racing motorcycles are to be used in all races, thus giving true competition and adding to the general interest.

## The Dundas Road

Thru wanton neglect, the Peel County Council have permitted that part of the Dundas road lying within the county to fall into a state of fearful disrepair. This road, which a couple of years ago was one of the best in the countryside, is now a menace to public safety, so deeply has it become rutted and worn away. It is estimated that the road could be put in good condition now by an expenditure of approximately a thousand dollars a mile, while if no attention is given the road this year it would mean that entire reconstruction would become necessary, at a cost of from four to five thousand dollars a mile. It is said that the county authorities are holding back waiting for the assistance in maintenance which the Government Highways Commission forshadow—that is, forty per cent of the cost. But this would be most shortsighted on the part of the county authorities, because their portion, or sixty per cent of the cost of rebuilding the road, would be three or four times as great as the amount now required to put the road in good condition. It is to be hoped that a few of the well-informed good roads advocates living in Peel County will be able to convince the council when the council convenes early in June.

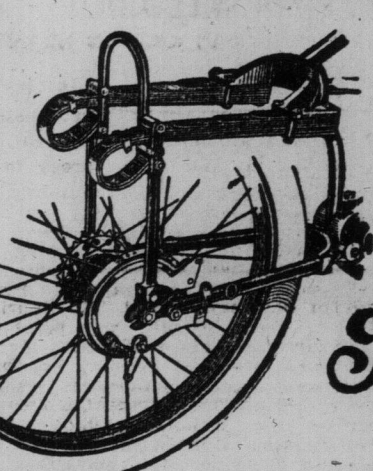
## CHAMPION SPARK PLUGS.

With the announcement that it is now turning out an average of 26,000 spark plugs per day, the Champion Spark Plug Co., of Toledo, Ohio, has given another striking illustration of the marvelous growth of the automobile industry. For a concern engaged in the manufacture of a small but nevertheless important part of an automobile, the Champion company's rise in this industry has been a wonderful demonstration of business development.

Four years ago the Champion Spark Plug Co., began the manufacture of its product in a little dingy factory space in Toledo. The best efforts of officials and workmen could bring about the production of only about 400 plugs per day. Now, with a daily production of 26,000 plugs in one of the largest and most completely equipped factories in the country, the company has not only increased its business by 6,500 per cent, but has reached the stage where in nine hours it produces more plugs than, in the old days, were manufactured in a month.

The growth of the plant has been a steady and consistent one. The contract with the Willys-Overland Co., for Champion Spark Plug equipment for Overland cars, four years ago, was the opening wedge for several excellent business strides. The Champion is now used in the factory equipment of Ford, Overland, Maxwell, Studebaker, Metz, and more than 60 other popular makes of cars.

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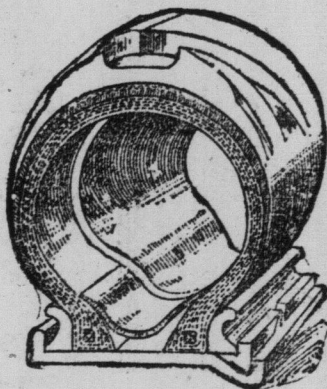
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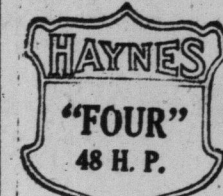
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The crankshaft, camshaft, cylinders, and in fact, all vital parts are made by Haynes experts; each part is subjected to the most rigid test and inspection before being built into the car.

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including the pistons, connecting rods, crankshafts and flywheel, are accurately balanced.

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