

MOTORING



Motorcycle Gossip

Conducted By A. N. B.

The pleasant weather and the fact that the Cooksville road was in fair condition for the first time this season brought the riders out in numbers last Sunday. Both the Wanderers and the T.M.C. held impromptu runs and many old and many new faces were seen on this popular roadway. The cry of "Hello, Bill!" and "Hello, Fred!" was frequent and many of the boys were proudly displaying new mounts of the latest model, fitted with all the newest accessories. Several new English models were noted, both of the single and twin type, and many side cars were in evidence.

Toronto Motorcycle Club (Inc.) Keeping on the Hustle. Although the T.M.C. committee did not call the run until Saturday evening, 69 of the boys turned out. After leaving the club rooms (where all were photographed), they went to Cooksville. J. W. Cunningham, chairman of the C.M.A. competition committee, was a welcome participant and enjoyed the ride in W. Stoner's Matchless sidecar. He also remarked that he had never seen so many riders together at one time and that it was no wonder the T.M.C. was piling up their membership, when for \$2 a year they could have the privilege of such good fellowship as is exhibited by the T.M.C. boys, and that all riders should be proud to belong to such a club.

Off For Whitby. At 10 a.m. this morning, the weather permitting, the boys will meet at the club rooms and will proceed to Whitby, where dinner has been arranged for. So far, thirteen of the members with their automobiles, and about 100 of the riders, have signified their intention of taking part, and as all those in autos and some with side-cars are taking their wives, this should be one of the most enjoyable outings of the summer.

Theatre Party. The theatre party and banquet on Friday night was a grand success. So many of the boys turned out that the committee could not get enough extra tickets for the theatre, and some could only attend the banquet, which was

done justice to by all. The toast of the King was joined in heartily by everyone, and "Our Club," which was proposed by Alex. McLean, was well responded to by Rev. J. D. Morrow. "Our Country," proposed by A. E. Humphrey, was ably taken care of by R. B. Whyte, who is studying for the ministry, and was so interesting that the boys could have listened for another hour if the time would have permitted. J. B. Hays replied to "Our Visitors" and Fred O. Johnston, the president, to that of "The Officers."

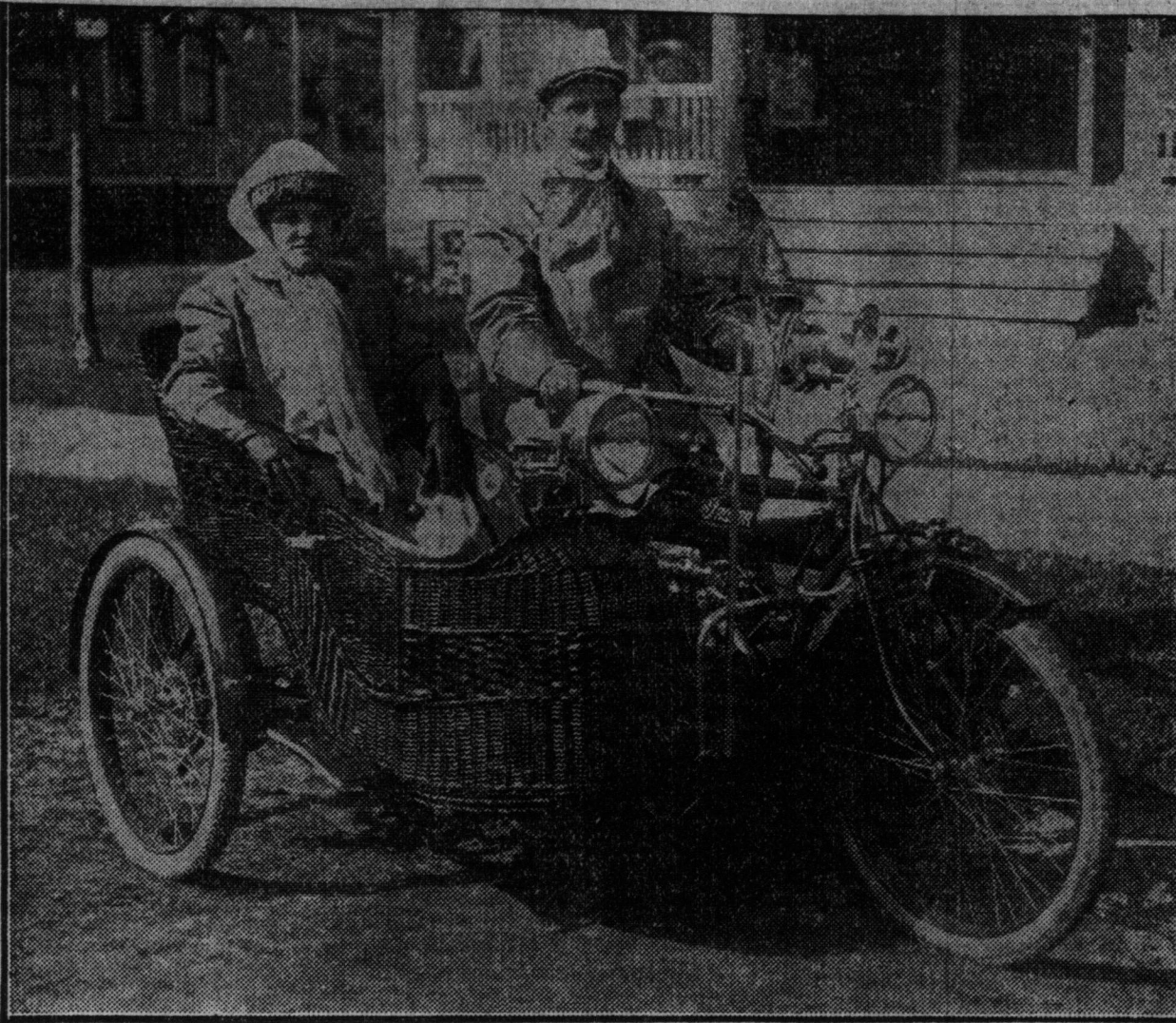
Wednesday, April 23, is the club's next regular meeting, and so far they have thirty-two new candidates, and it is expected that there will be a few more than this.

The meeting will open at 8.30 and all officers are requested to be sharp on time.

The Club's phone is College 5295.

Four Hundred and Twenty Miles On a Gallon.

News comes to hand from New Zealand of the invention of Mr. E. R. Godward of a new system of carburation, which is claimed to possess many advantages. The carburetor is stated to be free from liability of flooding, to be without jets and to require no adjusting, whilst it gives perfect control at all rates of speed, with an increase in flexibility over that of conventional design. It is claimed to be equally serviceable whether gasoline, paraffin or benzole is used, but perhaps the most remarkable thing about it is its economy of fuel. The carburetor has been fitted to a Torpedo machine with a 2 1/4 h. p. Precision engine, and in a series of track tests, which were made with full touring equipment, and a 13-stone rider, the machine, weighing 170 pounds, a 10 miles test run showed a consumption of only 4 1/4 oz. of gasoline. This consumption works out at the rate of 855 miles per gallon. The speed was not great—22 1/2 miles per hour—this being due to the small size of the track upon which the test was made. Next the machine was tried running on paraffin. To make this test 10 oz. of fuel were poured into the



MR. AND MRS. A. T. GREUNDLER OF SPRINGFIELD, MASS., WITH THEIR CLASSY SIDE CAR OUTFIT, ON A RECENT TOUR.

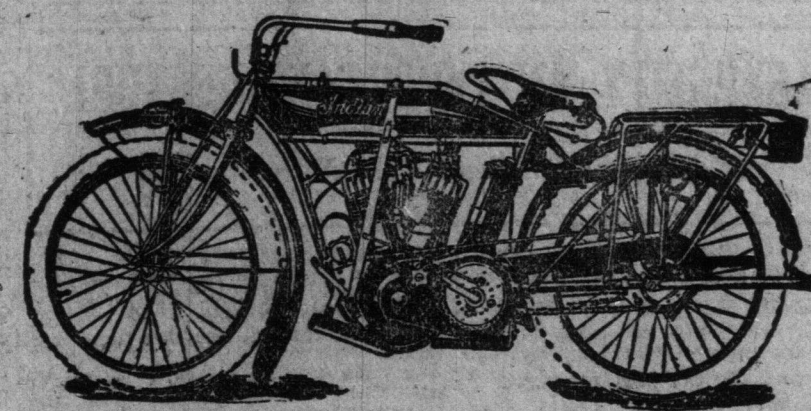
empty tank, and the machine was driven five miles at an average speed of 22.6 m. p. h. The tank was then drained off and 8 oz. removed, the consumption for five miles thus working out at 2 oz., or at the rate of 400 m. p. g. We are further informed that, in the course of a series of privately-

made tests over various distances, gradients, and under all conditions and rates of speed, Mr. Godward has covered 10 1/2 miles at 25.2 m. p. h. on 6 oz. of gasoline in the face of a strong wind, whilst upon another occasion, when the air was calm and the machine running at the rate of 19 m. p. h., 10 miles

was traversed on 4 oz. of benzole, this working out at an equivalent of 430 miles to the gallon. There would appear to be little doubt as to the genuineness of these recorded performances, and we hope to be able to give further particulars concerning this very interesting development.

A New Fuel.

Another new fuel for internal combustion engines has come to light in England called del monte spirit. Tests as to its value have been carried on at



"Count the Indians on the Road!"

The Indian Motorcycle

THE motorcycle is the most "all-around" and fascinating of modern vehicles. There is no limit to its utility. Its compact size, handiness, speed and adaptability to any and all road and weather conditions make its range of activity boundless. Nobody can once ride a motorcycle and ever feel they can get along without it.

The Cradle Spring Frame fitted to all 1913 Indians makes rough roads easy.

Footboards on all models add to comfortable position, two brakes insure safety, roller bearings add to the life of the engine.

—Write for Catalogue—

HENDREE MFG. CO., 12-14 MERCER ST. TORONTO

H. M. KIPP & CO., 384 Spadina Ave. TORONTO AGENCY

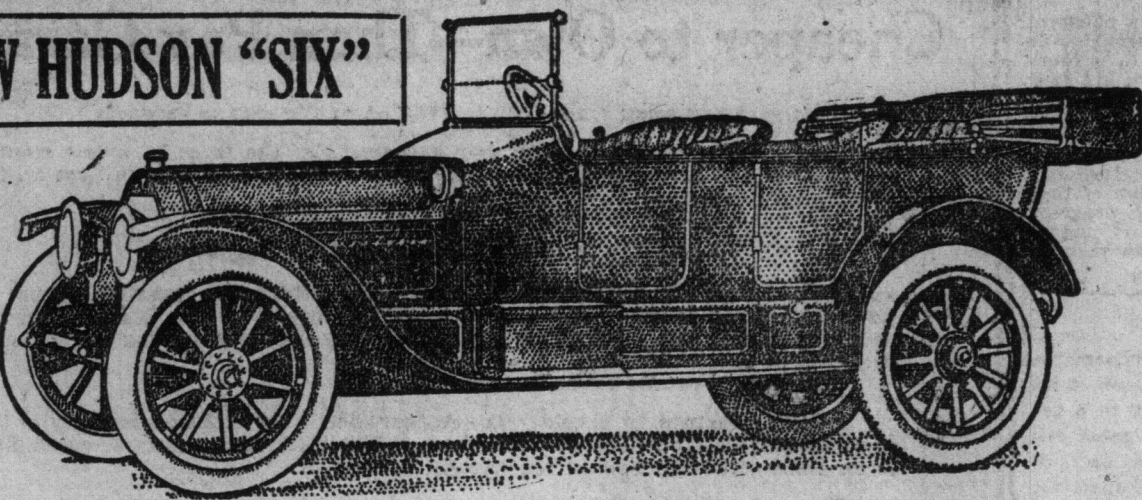
Brooklands, and the results were in favor of the new fuel over gasoline. While not as superior as benzole this fuel is more adaptable on account of the ease with which it can be manufactured. Del monte spirit is a by-product of canal coal and at present its market value is about \$1.25 per ton.

Another Tip.

After fixing that mysterious puncture, and you wonder what could have done it, just feel around inside of the casing and maybe you will find the cause of it—generally it is a thin silver of metal, or a pin.

The World's Largest Builders of Six-Cylinder Automobiles

NEW HUDSON "SIX"



Know the Dealer

These are the things you should know before placing your order for any car. On them rests your motoring satisfaction. If you do not do business with the dealer who possesses these qualifications, then you are likely to be disappointed in the car.

Do not do business with an unprosperous dealer nor one whose business suffers through lack of capital. You will find such a dealer, in a commercial sense, conducts his business from hand to mouth. He is usually the dealer who will sell a car at a discount and whatever profit he makes on the sale must go to the payment of his selling cost and overhead. He will have little or none to furnish you with service on the car.

You know the truth of this fact when you consider that it is the same in all lines of business.

Purchase your car of a prosperous automobile dealer, which insures that you get good service, and good service with a poor car is a better buy than poor service with the best automobile made.

Service a Most Important Item

If you would know the value of dealers' service in the operation of an automobile, you have but to consult men who have owned several different makes of cars and, if you will talk with any HUDSON owner, you will appreciate the value of the type of service we furnish to the owner of an automobile.

All business is done solely on confidence.

Confidence of one man in another. If you cannot have confidence in a dealer who sells the car you have selected, then yours is an unsafe purchase.

There is scarcely any limit to which we will not go to insure HUDSON owners the fullest satisfaction from their cars. We are more interested in you and your motoring interests

after we have sold you the car than before you have bought. Yes, we realize that this is contrary to the attitude of the average automobile concern.

This service that we give you is but keeping faith with the Hudson Motor Car Company. There is a clause in our contract with the factory, which insures every purchaser of the highest standard of motor car service to be had, and this we cheerfully and rigidly adhere to in our deals with owners.

The Secret of Our Success

Any concern's success grows with the increasing popularity of the goods it sells. The New HUDSON "Six" rose to a higher point as a sales success than any 6-cylinder car has ever seen in the same length of time it has been on the market.

The "54" HUDSON'S smooth, sweet running mechanism gives a sensation of flying that is lacking in the greatest of Four-cylinder cars. You can throttle it down to 3 miles an hour on high speed and pick up to 60 miles an hour with

smoothness and ease that will be a revelation to you.

Avoid Disappointment in Getting Delivery

Ninety per cent of leading dealers' orders are for spring delivery—hence, within a few days, it will be impossible to secure a delivery date for any one of the three leading cars. You know the names of these three cars if you are familiar with the automobile market and you know that one of them is the HUDSON.

Hence, we cannot impress too strongly upon prospective purchasers the necessity of securing a fixed delivery date for their cars.

The "54" HUDSON, fully equipped, with speedometer, clock, top, curtains, demountable rims and five-passenger Phaeton body is \$3200.

At \$2425 you can obtain the HUDSON "37."

It too, was designed by the same engineers that built the "54." Experts point to it as being the "Four-cylinder masterpiece."

See the Triangle on the Radiator

Dominion Automobile Co., Limited, Cor. Bay & Temperance Sts.

You Can Make This Saving

IN THE United States over 400,000 cars have been equipped with No-Rim-Cut Tires. Over two million tires were bought by men who watch tire-mileage closely. In Canada, in scarcely more than two years, we have sold 90,000 tires, enough to equip over 20,000 cars. The output of our Canadian factory has jumped from 25 tires to 500 tires per day. All but two of the Canadian automobile makers have contracted for No-Rim-Cut Tires for their 1913 cars. In a new market, could we have made this record if No-Rim-Cut Tires were not giving increased mileage?

WHAT SELLS THESE TIRES?

There are two main causes of short life in ordinary tires. Rim-cutting and Overloading. No-Rim-Cut Tires cannot rim-cut. No-Rim-Cut Tires are 10% overbuilt. These two features cut the cost of tire mileage. These many-saving features are responsible for our record sales in Canada and the United States.

No-Rim-Cutting

Before we made No-Rim-Cut Tires nearly one tire in four was wrecked through rim-cutting. The tremendous pressure on the fabric of the tire, where it was held by the hook-shaped side ring of the rim, brought about a constant friction that soon ruined the tire. 25% of ordinary tires are still wrecked by rim-cutting. No-Rim-Cut Tires save this waste.

10% Oversize Saves 25%

The car manufacturer provides tire equipment for ordinary loads. But men will overload their cars. They will add heavy equipment that is not provided for by the manufacturer. No-Rim-Cut Tires are fully 10% over the rated size. Experts will tell you that each 5% increase in size adds 15% extra mileage. When we place the added mileage at 25%, we feel that we are estimating conservatively what the average car owner may expect from No-Rim-Cut Tires.



The Passing of "Rule of Thumb"

When rubber is such a variable product, how can we keep No-Rim-Cut Tires uniform in quality?

This is how:

At our Bowmanville plant we maintain a staff of chemists—graduates from leading universities. These men analyze in a completely equipped laboratory every shipment of raw rubber that enters the plant, every roll of duck used in Goodyear products.

They refine a sample of the rubber in miniature machines. They "cure" it in a miniature furnace. The product of this test is the same as our factory would produce from the same raw rubber.

The sample is then tested for strength, toughness and elasticity. It is chemically analysed to see what must be combined with it to give the greatest tire wear. Every roll of duck used for building tires also goes through a laboratory test.

Duck that looks alright and feels alright is often rejected because it does not measure up to specifications which we know to be the best for making tires.

This preliminary testing, careful inspection at every stage of manufacture and mechanical test of the finished tires, convert varying materials into a product of No-Rim-Cut Tires which give every purchaser increased tire mileage.

GOODYEAR
No-Rim-Cut Tires
Fit all Standard Makes of Rim

You have a friend who can show you the saving in tire cost made by these tires. Ask to see his mileage records.

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THE GOODYEAR TIRE & RUBBER CO. OF CANADA

Head Office, TORONTO - LIMITED

Factory, Bowmanville

Branches at Victoria, Vancouver, Edmonton, Calgary, Reg. na, Winnipeg, Hamilton, London, Montreal, St. John

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QUEEN STREET EAST, TORONTO

All kinds of Rubber Belting, Hose, Packing, Bicycle and Motor Cycle Tires, Truck Tires