

## Motorcycles and Bicycles

### DETAILS OF BICYCLE RUN.

What promises to be the greatest bicycle run ever held in Toronto is scheduled to be held on Wednesday evening, June 5, from the City Hall to Scarborough Beach, starting at 7.15 p.m. sharp. The outing is being staged in connection with the observance of "Bicycle Day," and there are several attractive features, including free admission to Scarborough Beach Park to all bicyclists in the run, costume and decorated wheel competition for valuable prizes, bicycle moving pictures at the park and the free checking of bicycles at the park grounds.

The admission tickets will be distributed among the bicyclists at the start of the run, and checking tags will be given out at the park gate. The judging of the costumes will take place at Scarborough Beach also, and numerous prizes have been provided for this feature of the evening.

Arrangements have been made to handle at least three thousand bicyclists, which number is considerably in excess of the turnout for the recent bicycle hunt to High Park. Moving pictures of the last outing will be shown, as well as an amusing bicycle comedy.

Invitations to participate in the ride have been extended to Mayor Church and other prominent citizens, and widespread interest is being taken in the event. In case of rain the run, with all attractions, will be staged on the following evening.

### RIDING ACROSS CANADA.

Long distance bicycle touring once more seems to be coming quite the style. A few days ago a Winnipeg bicyclist started out on a ride to Kansas City, Missouri, a distance of 1100 miles, which he expected to cover in four weeks. This man, R. A. Gilbert, decided to take the trip wheel for his health.

The news has also been received that George A. Storn, of Port Couillard, Quebec, has undertaken to ride across Canada on a bicycle within the next five months. His route lies entirely within the Dominion with the exception of a stretch through the Rocky Mountains, where he is forced to cross the border on account of the roads. The part of the journey will be over the Sunset Highway in the United States. This rider has been on the road for several weeks and he is traveling at the rate of 250 miles per week. After arriving in Halifax he intends to tour by bicycle back across the continent.

### RACEMEET AT LONDON.

The next bicycle racing event of importance in Canada is the patriotic racemeet which is scheduled to be held at London, Ontario, on Dominion Day, July 1, under the auspices of the Great War Veterans' Association. The bicycle races will be eight in number and will include a road race. Application has already been made to the

Canadian Wheelmen's Association for necessary sanctions, and a large delegation of Toronto cycling stars is expected. A substantial prize list is being arranged. The events include open, closed, novice and handicap track races in addition to the road race.

### RACERS FOR VANCOUVER.

Con Jones, the Vancouver sport impresario, who is boosting bicycle racing on the Pacific coast, has secured several track racing men from various parts of Canada for the series of meets which he is staging at Brockton Point grounds. One of these is David Peirout, of Winnipeg, a French reservist who has spent more than three years with the French army. Pierre Le-mauviel, of Edmonton, Alberta, also a veteran of the war, has also arrived in Vancouver to take part in coming races. Norman Webster, of Staveland, Alberta, the former champion of Toronto, has also decided to pay a visit to Vancouver to start in several important races.

The quarter-mile track at Brockton Point, Vancouver, has been surfaced with asphalt to permit fast riding, and a large sum of money has been spent in fitting up the grounds for bicycle racing.

### SWEDEN BUYS INDIAN.

The first order for a motorcycle for the Swedish General Postoffice was recently won by A. Wiklund Mäskin and Velocipedfabrik, Indian representatives in Stockholm, Sweden, against keen competition from the representatives of another American-made machine. The postoffice authorities were sufficiently convinced of the superior virtues of the Indian to place their first and trial order with the Indian agents.

An electrically equipped delivery van with Powerplus motor is the model ordered for the trial, and it is intended for delivery service in districts where automobiles cannot be driven as economically or easily. It is absolutely pioneer work on the part of the general postoffice in Sweden, and their first motorcycle.

The Swedish state railways are also experimenting with the Indian light twin motor for use in small railway inspection cars. One such motor which was rigged to the car and used for two months was tested not long ago for the chief engineer. The motor is of the 2 1/2 h.p. type, and in the tests easily attained a speed of nearly 40 miles an hour under full load, and took the gradients without difficulty. Considerable interest in this motor and its possibilities has developed among the authorities of the railways.

## MOST BATTERIES ARE REPARABLE

When Damaged by Neglect or Long Use, Can Often Be Rebuilt.

"The average motorist has learned to be suspicious of the storage battery service station—sometimes with good reason," says George Beattie of the Auto Electric Service Station, 8 and 10 Elm street. In great many cases, the motorist is told that a new battery is required, when perhaps a washout, new separators and electrolyte only are required to give perhaps six months or a year's additional service. If the case, hard rubber jars, and covers are in good condition, the battery can be fitted with new plates and a battery as good or better than most new batteries furnished at moderate cost.

"What the motorist should do when he has to have his battery repaired and does not wish to have the repairs done ahead of him without knowing the cost is to have the battery disassembled and a report made. The motorist should then insist on seeing the battery and by making comparisons with a new battery judge to some extent at least, whether a new battery is required or not.

"The storage battery isn't so much of a mystery as the average motorist believes. If the plates are in too bad condition to be re-assembled, they can be crumbled under pressure of the fingers on the active material or paste will be falling out of the lead grid.

"It has been the policy of The Auto Electric Service Station to allow the customer to examine the battery—point out the difficulties of making repair—in other words taking the customer into our confidence and taking the 'f' out of mystery.

"Of course the motorist must rely to a certain extent on the integrity of the reputation of the service station—have confidence in their ability to analyze battery troubles and to charge only a fair price for repairs.

"The Auto Electric Service Station is building its reputation by equipping the customer with the customer—if we tell you a battery needs repairs it does, and our knowledge is based, not only on a thorough knowledge of the storage battery, but the entire electric system of a motor car as a complete unit."

### MORE RACES AT OTTAWA.

So successful was the revival of bicycle and motorcycle racing in Ottawa, Ontario, on Empire Day, that plans are being made for a second racemeet on Dominion Day, July 1, under patriotic auspices. It is planned to stage the races on the half-mile track at Lansdowne Park.

## Truck Carries Big Six Here From Lansing

Motorcycles of cars driven thru from the factories are a commonplace sight in Toronto now, and have been for a considerable length of time. However, Toronto motorists on the Highway Saturday last were treated to a new driveway economy spectacle when a big Duplex four-wheel drive truck bearing a big seven-passenger Reo rolled by on the last lap of its run from Lansing, Mich., to its Reo Motor Sales Company's showrooms, 593-595 Yonge street. The mammoth truck is said to have made as high a speed as 32 miles per hour, and it is claimed, has a draw-bar pull of twenty-five tons.

## NEW BLUE BOOKS MUCH REVISED

Motor Tourists Will Find 1918 Guides Up-to-Minute and Greatly Elaborated.

New York, June 1.—That good roads development had a great impetus during 1917 is evident from a statement by the department of the Automobile Blue Books, whose experts compiled the road data for the 1918 volumes, now ready for the motor tourist.

New roads, the reconstruction of old ones, and the reclamation of many others that formerly were impassable, compelled the redrafting of 167,103 miles of roads for the new Blue Books.

The magnitude of the vast improvement on these roads is better understood when it is brought to mind that affiliation of federal and state governments was responsible for the expenditure of almost \$150,000,000 for highways betterment last year. Basic to this, the establishment of many national army and national guard cantonments was followed immediately by the construction of additional hundreds of new highways direct to the camps.

In special lists of all the cantonments have been included in the new volumes. The logging of these roads was in most cases made from cities nearest to the camps are located, so that the tourist who plans to visit any of them need not immediately be lost. The department, in the same volume detailed guidance to the large city near the cantonment to find in the same volume detailed guidance to the camp, which has his particular interest.

The new books total in excess of 4,000 miles of motor roads data, the department says. That graphic detail which tells the motorist at what speedometer mileages the turn, right, cross, railroad, pass, stone church on left, or continue straightaway past yellow school house is more informative than even the previous intensive effort of these pathfinders has made it.

Points of interest have been increased threefold. Whether local beauty, historic interest or sports will induce his spending any considerable part of his time in a town may readily be learned by the motorist long before he starts on his tour by referring to the department, which is more comprehensive than ever. These notes are so keyed that in each instance they give him the same page as that on which the route thru a town is given.

The maps have been completely revised. Hundreds of new ones have been added, and, besides the redrafting of old ones, many of them have been enlarged, new detail added and larger areas covered.

Head-notes are a feature. They summarize in short paragraphs the kind of road, how much of it is traveled, nature of the country, whether hilly, mountainous or level—and which sections are difficult or impassable. They tell the motorist at a glance what the trip will probably hold in riding comfort and fuel expense, whether he will have boulevard or difficult country road to traverse.

Garages, service stations and hotels have been classified in a special index. The evening's reference to which makes it possible for the motorist to arrange the details of all the tours he plans for the summer. And, when he is touring, the location of the nearest garage, hotel or service station is always apparent. An instant's glance tells him how close he is to that one of the three which, in an emergency, he may need to reach quickly.

Populations of towns, their altitude and their situation as regards scenic or other charm, are also indicated. Automobile laws and traffic regulations of various states and cities are incorporated. They keep the traveler in constant touch with what civil and state authorities will require of him.

That the work of the pathfinders crews, map and data men was most thorough is at once apparent when one opens any of the new Blue Books, and that the compilation of information carried the organization well beyond mid-March of this year is not surprising, considering the results in the 1918 volumes.

Volume 8, just added to the series, and which last year was part of Volume 5, brings the total number to eleven special territories covered for the motorist's guidance.

The new volumes are divided as follows: Volume 1, New York State and adjacent Canada; Volume 2, New England and Maritime Provinces; Volume 3, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia and West Virginia; Volume 4, Michigan, Indiana, Ohio and Kentucky; Volume 5, Illinois, Minnesota, Wisconsin, Iowa and Missouri; Volume 6, the southeastern states; Volume 7, Montana, Wyoming, Colorado, New Mexico, Texas, North and South Dakota, Nebraska, Kansas, Oklahoma, Arkansas and Louisiana; Volume 8, California, Nevada, Utah and Arizona; Volume 9, Washington, Oregon, Idaho and British Columbia; Volume 10, New York City Metropolitan Blue Book; Volume 11, Chicago Metropolitan Blue Book.

These volumes, with maps, are obtainable at the touring bureau of the Ontario Motor League, Lansdowne Building.

### MOTOR NOTES.

Joe Dawson, who was engaged in driving a Chalmers car in stunts at many points in America from the far west to the southwest, is now reported to be at work driving a Marmion car in a 5000-mile test over Texas roads for the government. No information is obtainable of the special features of this car, which are being tested, but Dawson is reported to be going along nicely, and as is custom, at record speed thru the country.

## STEEL SHORTAGE TO CURTAIL CAR OUTPUT SERIOUSLY

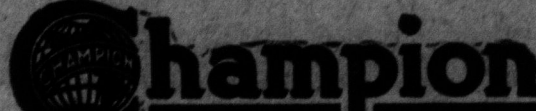
Agreements to cut motor production schedules mean little if the automobile manufacturers cannot get steel. The fly in the ointment is the steel priority card. As some interests in the trade see it, the output will be limited to the raw material assembled regardless of the agreement with Washington. The parts makers are reported to be experiencing great difficulty in securing materials. Beyond that a large percentage of their capacity has been diverted to the production of war materials. The parts industry is closely allied with the motor industry, and so indispensable to it that the breakdown of one means the breakdown of the other. Prominent men state that the guide to production will be the priority card. Some of the smaller producers are experiencing great difficulty in obtaining supplies.

### MOTOR NOTES.

H. C. Bradford, friend, mentor and erstwhile manager of Lieut. Eddie Rickenbacker, the race driver, a star on the former Maxwell team, received advice Friday last of further successes of his old-time associate, who landed his fourth German within the last few days somewhere in France during a hand-to-hand fight with three German planes. Lieut. Rickenbacker brought down one on April 14 and is rapidly nearing the honor of being an ace.

J. E. Duffield, president of the Automotive and Accessories Exposition, Inc., to be held at the Municipal Pier, Chicago, September 14-21, reports a steadily increasing demand for space at the Chicago office of the exposition, which was opened last week in the New Southern Hotel. H. V. Buslow is general manager.

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