



# MOTOR BOATING

## Motorcycle Gossip

Conducted By A. N. B.

**The Tourist Trophy.**  
The International Tourist Trophy race, which is the world's classic event for motorcyclists, was recently run in England, the greatest of all motorcycle countries. The course was mapped out on the Isle of Man, and included a climb over a mountain with many treacherous hairpin bends and steep inclines. All traffic is excluded and the whole course is carefully guarded and controlled, while stations are placed at intervals to supply oil and gasoline to the contestants. Like the great English Derby this event attracts enormous crowds, which line the course and throng to witness any accidents or hair breadth escapes which may occur. Several minor accidents, and one fatality marred the wonderful spectacle when N. R. Bateman, an English rider on a Rudge, fell and fractured his skull on the first day's racing. There were racing representatives from all the principal countries in the world, and the entries from the English colonies was noticeably large. The average time of the winner, T. Wood, who rode a twin-Scott-water-cooled motor, was forty-eight miles an hour; at times the speed ranged to over seventy. A. R. Abbott on a four-h.p. Rudge finished second, and A. H. Alexander on a four-h.p. Indian got third place.

The Junior Tourist Trophy, which was run over the same course, and in conjunction with the senior race was open to light-weight machines not exceeding 2 1/2 h.p., and was won by Hugh Mason on a 2 1/2 N. U. T. He made practically as good time as his heavier and more powerful competitors. The race requires two days to run and the machines are taken at the close of the first day and locked up for the night, each competitor being started on the second day in the order in which he finished the day before. Two-and three-speed gears played a prominent part in the race and gave great flexibility on the steep gradients. The Phillipson pulley, which has be-

come so popular in England did not pan out as expected in the racing, altho it is all that could be desired in ordinary touring. The greatest surprise of the whole event was the fact that no suffragette tried to stop the race by throwing herself in front of a flying motor.

**C. W. A. Meet at Waterloo.**  
Weather permitting, the trip to Waterloo on July 1 will be the largest and best ever run in Canada. Both the T. M. C. and the Wanderers' Club are going from Toronto, and riders are expected from other Ontario towns, such as Hamilton, Brantford, and London. The Toronto Motorcycle Club has issued a splendid map, showing the route to be followed, and as leaders will go ahead and scatter paper at the turns, the course should be a simple one to follow. The attractions at Waterloo will be many, including the great Dunlop trophy road race for bicycles, and motor and bicycle races under the direction of the C. W. A. will be on the track. Great preparations are being carried out to accommodate the crowd which this event annually brings to Waterloo. The boys should be on hand early on Tuesday morning, as it will require a prompt start to arrive in time for dinner.

**An International Trip.**  
The Wanderers' run to Waterloo on Tuesday will be via Hamilton and Dundas, and they expect to finish the ride with Hamilton and Brantford riders. Arrangements are also being completed for the grand week-end international tour on July 12, when the club will go to Rochester on Saturday and return Monday night. Leaving Toronto by boat for Port Dalhousie at 2:00 o'clock on Saturday they will ride from the port to Buffalo where the Buffalo and Rochester clubs will entertain them. They will remain in Buffalo over night and journey to Rochester on Sunday. The balance of the time will be spent in Rochester and a return made on Monday to Toronto. The boys are all looking forward to this trip and as the Rochester and Buffalo clubs have professed great willingness to co-operate with the Toronto riders, a good time is assured.



SAFETY AT 10,000 METRES.

On April 18, 1878, the balloon "Zenith" left La Villette, and three hours later it landed near Biron (Indre). It had attained an altitude of 8600 metres (about 28,200 feet), and the reaching of this height cost the lives of MM. Sivel and Croce Spinelli. Of the passengers, Gaston Tissandier alone escaped, and this was only by the narrowest margin. On May 28, 1913, the balloon "Icare," with MM. Bienaimé, Jacques Schneider, and Albert Senouque aboard, left Lamotte-Breuil (Oise) and came to ground five hours later after having attained an altitude of over 10,000 metres (nearly 33,000 feet). In this case, no one suffered, and the ascent may be said to have been made on oxygen, for the safety of the aeronauts was due to the fact that they took with them four examples of a special breathing-apparatus; one for each of them and one as a "spare." Each of these devices consisted of a container having a capacity of 1600 litres of compressed oxygen; a nose and mouth mask connected with the container by a tube two metres long; a pressure-gauge indicating the amount of oxygen in the tube; and a device which permitted the regulation of the flow of oxygen, which varies from two to ten litres per minute. The aeronauts began to use the oxygen at 3400 metres.—Illustrated London News.

**Sad News.**  
The news of the sad accident this week at Niagara, when Dr. Lowrey was thrown from his horse, which afterwards rolled on him, will be received with great regret by local

motorcyclists who are acquainted with the popular doctor. Altho a very busy physician he always managed to take an occasional jaunt on his trusty machine, and his genial manner has made him extremely popular with all who know him.

**Harold Cole is Busy.**  
Harold Cole, while making a run-away race of a 25-mile event at Cleveland last Sunday, broke a cylinder head on his 7-h. p. Thor, and had to drop out, altho leading by more than a lap. Cole was making the miles in 48 seconds, when the break came, and put him out of the running. His 4 h. p. machine is still O. K., however, and he expects to race in Toronto at the motor polo meet on Saturday, 28th, and in Toledo on the following day. He will also race in Fremont, Ind., on July 4, and return to Toronto for the wind-up of the motor polo meet on July 5. Matched races have been arranged between Cole and Barbeau on both June 28 and July 5.

**Don't Do It.**  
While we would not recommend its adoption, we would like to mention a recent suggestion by a motorcycle agent. A rider inquired some way to keep parts from rattling loose on his machine, and the agent told him to soak all nuts in oil and wash before attaching them. This would result in the parts rusting to the machine, and thus assure their remaining there. All we can say is: Don't do it.

**Motorcycles Catching It.**  
Motorcycle racing in the United States is coming in for some severe criticism by the clergy, and many prominent manufacturers are expressing adverse opinions about this dangerous game. Twenty-four deaths have already occurred from this hazardous sport during 1913, and the indications point to many more fatalities and serious injuries if it is not stopped. The motorcycle promoters say that an accident now and then is a good boost for business, and they are quite generous in helping to provide for the families of dead riders, but the fact remains that if the death list continues something will have to be done. A plague or epidemic of disease that carried off 24 people in so short a time, would immediately start a campaign to stamp out the cause, so why not cut out this form of racing?



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**LOS ANGELES TO LOWER MEXICO**  
Long Trip in R-C-H Car.

Starting from Los Angeles and traveling further south than any motorist had ever been in lower California, J. Neil Patterson and L. J. Webb recently made a novel trip in an R-C-H car, and opened up territory heretofore unknown to motorists. The objective point of this trip was Webb's ranch, several hundred miles south of the American border. It was Webb's intention to go from Los Angeles to San Diego by train, then down the coast in a small steamer. But he was persuaded to make the entire trip by auto by Patterson. Crossing the border at Tijuana, the two men headed for Ensenada, the only city of any size in Mexican California. The trip to that town was one of the most interesting imaginable. For hour after hour, across sage brush and cactus covered mesas, thru canons and along mountain sides, they drove, playing their part in the scenery of the country. On the level stretches, which are few and far between, the roads were fair, but for the greater part of the way, were very rocky, rutty and most uneven. Some of the grades were exceedingly long and steep, the road rising in sort of rock steps. Going up these places on high speed, with the motor almost wide open, the rear wheels would jump and jar, almost bumping them from their seats. Mountain streams, which were from six inches to two feet deep, were crossed 18 times during the day. The banks rose very abruptly from the water, and getting out was hard pulling. Then there were great marshes and swamp holes that meant real pulling to get out.

**A Real Test.**  
But the real test came on the next day, when they entered a country where a motor car of any kind had never been. On leaving Ensenada there was a gathering of people around the car. They looked at it as a sort of curiosity, reasoning that an automobile would have a hard time going where the two men intended, as most of the travel in that direction was on horseback, or with mules. The hotel landlord waved a farewell with the statement that a number of larger cars had started down where this car intended going, but none had gone far being glad to return after sampling the going. The tourists headed due south over a broad plain along the ocean, but soon approached the chain of boulder strewn mountains over which they would have to pass to gain their destination. Only sixty miles in all did they negotiate that day. Sharp turns were numerous and every few feet it was necessary to stop and remove boulders or fallen trees, or have to travel around some other object that tried to stop their onward gain. Many times they had to get out and walk ahead, study the layout, and then discuss and decide upon the best way possible to get around some swamp, landslide or cactus bed. Further driving to the ranch was of the same nature. Not one of the few persons passed had ever seen a motor car before, and when the first had worn off, the natives wanted a full explanation of automobiles and their power of locomotion went out aid. The whole going was over trackless wastes with mile after mile of deep sand.

**Side Trips.**  
When Webb's ranch was reached, headquarters were established and many side trips, both of business nature to mines anywhere from 20 to 50 miles away, and on hunting trips. Never before had travelling been done in the districts other than by horseback or mule carts. As the news spread, ranchers and their men, Mexicans and Indians rode in on horseback from their ranches as far as 20 miles away to inspect the "flying machine," as the car was called. Several times natives of that part of the country who had never before seen a motor car were taken for short rides, and when the history of Lower California is written up to date, there will be mention of this trip of the R-C-H. After a stay of over a week, most of the time spent in cross-country touring, the motorists returned by car to Los Angeles, completing one of the most novel trips ever taken in an automobile.

**Cadillac Plants Revelation to British Engineers.**  
"Truly a revelation," remarked a prominent English automobile engineer, who, with his twenty-odd companions as guests of the American Society of Automobile Engineers, made a tour of inspection of the Cadillac plants during the recent convention in Detroit. "I have seen many interesting things in this great automobile city. I have seen quantity production that is a marvel to behold. I have also seen quality production, but the combination of quality, the wonderful automatic machines that are all but human, the marvelous accuracy in workmanship which is everywhere in evidence, down to the cutting of the threads on bolts and screws, is an inspiration. I count this as one of the most enlightening experiences of my life."

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