

With the Speed Kings Several Records Shattered By Speed Artists of 1922

Jimmy Murphy, Winner of Sensational Victories, Leaps From Machine To Hall of Fame in Motordom.

Fix the map of Ireland in your mind. Dot it with blue eyes. Place a mop of disheveled blonde hair over the southern extremity of County Cork. The Shannon River is a mouth from which flows the most natural boyish chuckle you've ever heard. And you have little Jimmy Murphy, modest and demure, the spectacular and sensational speedway champion of 1922.

His extraordinary leap from riding mechanic to winner of the French Grand Prix and at Le Mans in 1921, and subsequent victories throughout the past year, including his famous win in the international 500-mile race over the bricks of the historic Indianapolis Motor Speedway, reads like one of Horatio Alger Junior's most approved contributions to boyish literature.

Murphy is returned the victorious hero in the points championship conducted by the American Automobile Association, the governing body of the gasoline sport with a wide margin, after competing in the twelve championship affairs of the season. He is followed by Tommy Milton, with whom he formerly rode as mechanic. Harry Hartz, who has come from the obscure position beside a famous pilot to a prominent place of his own in the sun, was third. Frank Elliott finished fourth, and Eddie Hearne fifth.

Most Successful Year. Nineteen-twenty-two was probably the most successful year racing has ever enjoyed from a standpoint of achievement. Yankee-made cars and American pilots again repelled the concentrated attack of the speed creations and pilots from overseas. Records fell with monotonous regularity, thousands upon thousands more people were thrilled with the antics of the speedsters, some very important mechanical facts were

gleaned from the great laboratory of the speed course, a new track was dedicated and other important events contributed to a gigantic racing revival.

And as surely as coming events cast their shadows before them, 1923 will see even a more successful racing season. For with the waning months of this year came the announcement of plans which will be most interesting if they are pressed to a successful culmination.

Several factories are seriously contemplating a return to racing, and in fact some already have announced their intention of placing teams in the field with the advent of a change in the piston displacement requirements of racing motors for the coming year.

New Tracks Made. The construction of no fewer than nine new tracks are contemplated; one in a large eastern city near New York City. Another is expected at Baltimore, another at Altoona, Pa. Others are slated for San Diego, Sacramento, Norfolk, Va., San Antonio and Houston, Tex. If the tracks are built, especially in the east, it will be a great impetus to racing.

Glorious youth, scarcely having shaken his swaddling clothes, tugged and tugged at the whiskers of veteranism with telling success on the race course in 1922. Murphy, the champ, is a mere slip of a boy. It hasn't been so very long since he was riding beside Capt. Eddie Rickbacker and later Milton. But he got his chance, took advantage of it and jockeyed into a big lead.

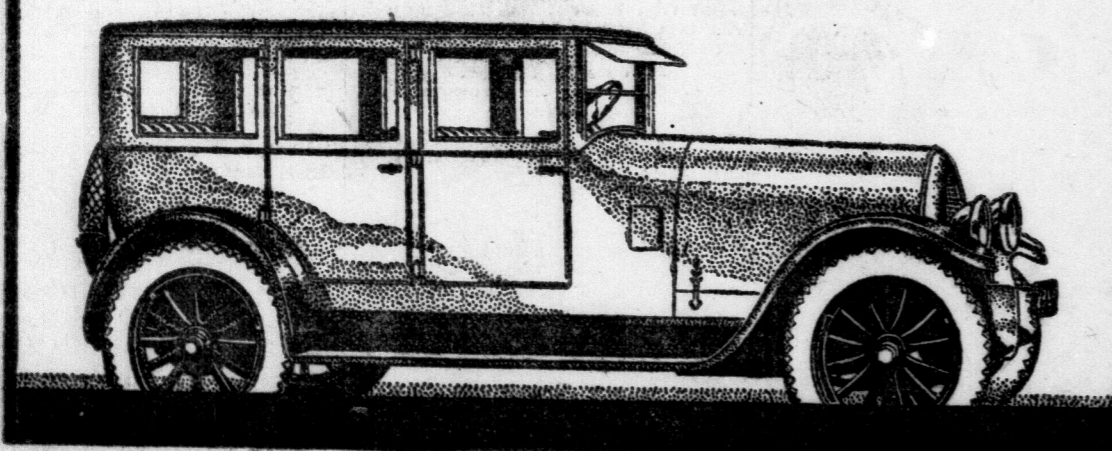
Popular Champ. Murphy undoubtedly is one of the most popular champions of any sport. Naturally retiring in demeanor, he has lost none of his lovable, youthful qualities with the attainment of the supreme honors of racing. Murphy is a real champ. And blazing along closely behind him comes Harry Hartz, even younger, who drove his first big race at Los Angeles on Thanksgiving Day, 1921. To those who closely fol-



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—SEE IT AT THE MOTOR SHOW—

low racing it seems but a day since Hartz was wheeling his way to the cycling championship in a four-wheeled plimpy of the car he speeds to fame and fortune today.

Frank Elliott is another of the younger set who has hoped to the fore and who figured in one of the most spectacular events of the racing year when his car crashed through the upper retaining wall of the San Carlos track at San Francisco and tottered on the brink for minutes before he and his mechanic, Hershell McKee, alighted safely.

Tommy Milton, second to Murphy in the points championship standing, is a veteran of the first water, holding the straightaway record of 156.4 miles per hour, having won the Indianapolis event in 1921 and having been the A. A. A. champion last year.

Loss of Saries. A great loss sustained by racing was that wonderful pilot, Roscoe Saries, who was killed at the opening of the Kansas City track, ending a most eventful racing career at the wheel of a special car. It was the only fatality of the year in the

major league circuit, and one which brought gloom to the drivers as well as the thousands who had seen the famous Saries in action.

The familiar figure of that daredevil of speed, Joe Wall, was absent from the race course during the year except at Indianapolis, where he assisted Rickbacker in handling the flag at the big event, but rumor has it that he will return to the track with the coming of the new year.

Four important records, ranging in distance from 25 to 300 miles were topped over, but as this story is written not one of the three drivers responsible for them has requested recognition, and therefore they have not been allowed by the Three A. A. organization.

Following are the 1922 A. A. A. championship results:

Driver. Points.
Murphy 3420
Milton 1910
Hartz 1788
Elliott 875
Hearne 393
Wonderlich 375
Saries 280
Mulford 255
Bordino 223
Klein 180
De Palma 160

Points.
Petterman 109
Thomas 124
Wilcox 50
Alley 25
De Paolo 43
Miller 25
Wall 21
Koetzle 19
Shafer 17
Morton 15
Melcher 5

OLDFIELD OUTLINES NEW DEVELOPMENTS

Famous Racer Presents Analysis of Latest Trend in Motor Car Designs.

By BARNEY OLDFIELD.

It has been my practice each year to indicate the trend in design by an analysis of the cars exhibited at the New York show. There are two big developments that stand out this year, the low-priced closed body and the light six type of engine. The low-priced body is known as the coach, utility, all-steel and other names, but it characterizes a closed body that is made in large quantities at a price just slightly higher than an open type. It is the low-priced body that will within a few years supersede the open type with the exception of the sport car, so-called. Incidentally the sport car is in the line of practically every manufacturer, we might say in anticipation of the closed car era. The six-cylinder car of short wheelbase, known as the light six, is here in much greater number.

Engine smoothness has been given a lot of attention and by the designer of the engine and the production department. Crankshafts are usually heavier to make them stiffer and stronger and in many cases there are more crankshaft bearings. Nearly all Continental engines have four bearings this year. One four-cylinder engine has five bearings. Additional bearings coupled with a stiffer shaft and an improved oiling system make for long engine life with smooth operation. Higher speeds and more power also are obtainable when the vibration is reduced.

Another advance is in the silent chain timing drive in place of the gear drive. This year there are about 10 makers who have adopted this form over and above the concerns who used it in the past. The silent chain drive as now made is no doubt the form to be used by all makers in a few years. It is quiet to be sure, and eases the shock on the camshaft and crankshaft.

There is a slight increase in pump cooling and, sadly enough, no increase to speak of in the number of cooling system controls, such as thermostats or radiator shutters. This is one of the most important controls on the engine and the manufacturers seem to neglect it altogether.

In carburetors there has been no change whatever, but some makers have redesigned "jet" manifolds, and in two instances air cleaners are fitted.

In the field of clutches there is also a practical monopolist, or, at least, there has been. The dry-plate clutch made by one manufacturer was cheap to make and had a good following. Now come two or three new designs to give this type of clutch some competition. The new designs have already been adopted by a few makers, and no doubt will

see more following as the year goes on. Transmission and drive have not changed, but car axles have been improved, especially as regards braking. However, four-wheel brakes are going to come during 1923, and this will have an effect upon rear axle brake design.

ADVOCATES MENTAL TESTS FOR MOTORISTS

Psychologist Says Some Individuals Are Not Fit To Handle a Car.

In the city's traffic jams on smooth suburban boulevards, or along tortuous, steep and narrow country lanes, how often has it not occurred to the intelligent and careful motorist that "no matter how prudent and skilled I may be, I am in danger of losing life or limb at any moment because some fool is driving a motor car when he ought to be in an asylum for feeble-minded, or at any rate kept away from such dangerous playthings as the modern automobile." It will not suffice to put speeders and daredevil drivers in jail, thinks Dr. Raymond Dodge, professor of psychology in Wesleyan University, and chairman of the division of psychology of the United States National Research Council. Comparatively few accidents are due to criminal intent, and certainly mere lack of intelligence is not criminal. But no person below the normal level of adult intelligence ought to be allowed to handle so intricate a piece of mechanism as a high-powered automobile. All persons are not fitted to drive a car. Some people could run one kind of car safely but not another. So, as a move toward diminishing the fearful and ever-increasing motor car accident toll, Professor Dodge advocates nation-wide standardized mental tests for automobile drivers to determine whether an individual ought to be allowed to handle a car at all, and if so, what kind of machine he should be permitted to run.

EXPLAINS WHY CORD TIRE LASTS LONGER

Motorists are now educated to the fact that much greater mileage is possible with the cord than with the fabric casing, but few of them really know what distinguishes these two types of tires. The characteristic of the cord type of casing is that the cord is not fabric, but a layer of separate cords, lying side by side, all running in one direction and held together with delicate threads, which break when the tire is placed in service. The fabric tire is built up of layers upon layers of closely woven cotton fabric, one thread being bent closely under and over the other threads. When the tire goes into use these cross threads begin to saw against each other and ultimately saw through, and the tire breaks down. The elimination of the sawing action in the cord tire is responsible for the greater mileage returned.

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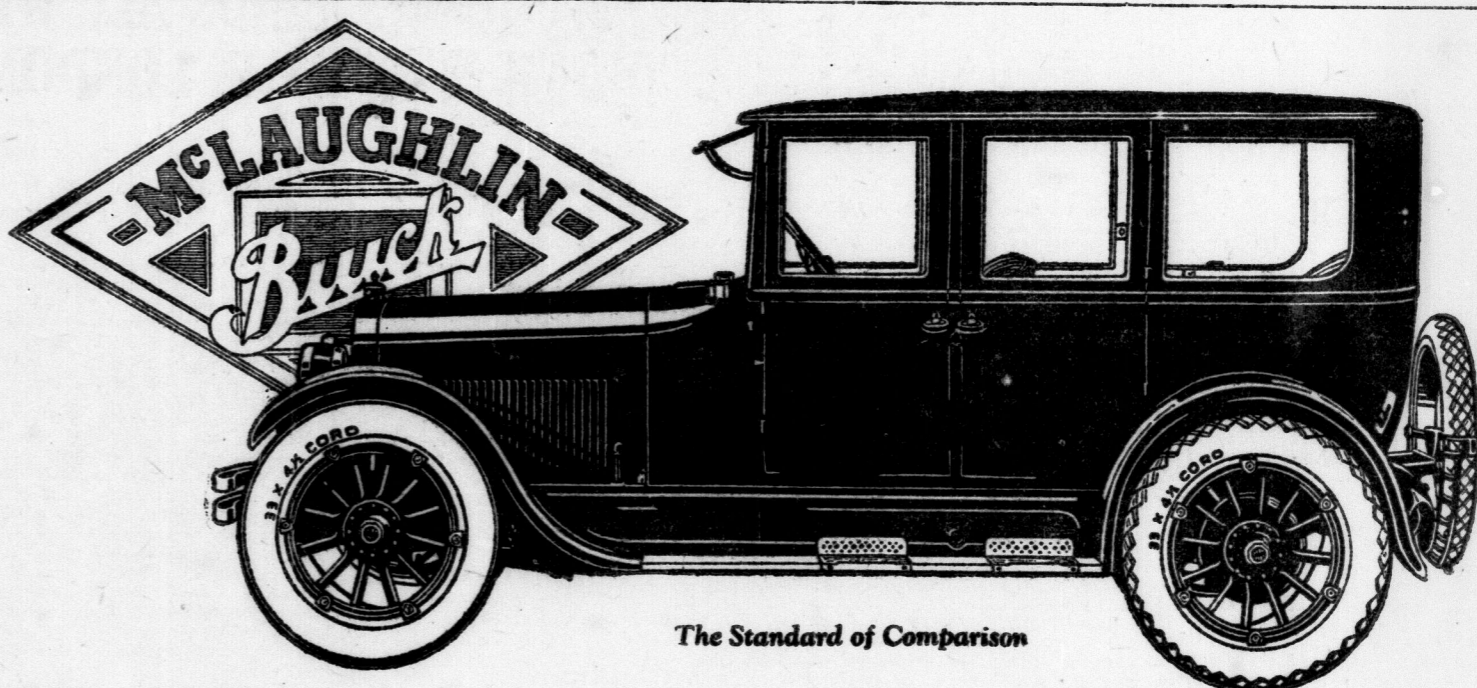
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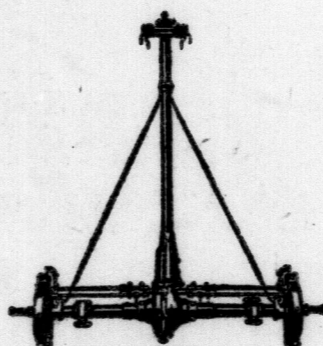
The Outstanding Closed Car Value The "Master Six" Five-Passenger Sedan 23-47 \$2795

Measured by any standard you may choose and for every kind of motoring the McLaughlin-Buick Master Six five-passenger sedan is easily the outstanding value in a closed car; the body is by Fisher.

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