

Motor Motions

By
L. S. Gillham

Enthusiasm for a hill climbing contest refuses to down. Different dealers have made a dozen trips about town this week looking over prospective courses suitable for a meet. The majority of those who have been out are in favor of either H or I street beginning at Third avenue and finishing three-fourths or a mile away on the bench, crossing the highline boulevard.

Either one of these two streets offer the best opportunity for a bona fide hill climbing event of any other district about town. Both streets above Third avenue have a shallow sandy surface that could be put in excellent condition for a race with two or three days' work with scrapers and teams. The grade is steep enough to give the best hill climbers in town a chance for close driving and plenty of low gear work. A standing start would unquestionably be advisable. The dealers and owners interested are anxious to get the move on its feet so that the contest may be held some time in May. The course on either H or I street is close enough in so that the contest would draw well, and there is every reason to believe it would prove highly successful.

The Hill Climbing Event held in San Francisco two weeks ago, under the auspices of the San Francisco Motor club, proved a splendidly successful meet, so much so, in fact, that it has already been decided by the club to hold a much more elaborate affair on May 15th and 16th. This will be a run to Santa Cruz and return from San Francisco. The cars will be put through a severe test, so that the amount of gasoline consumed, lubricants used, and other features of maintenance will be included in the determination of the score. Five thousand people turned out to see the cars run over the mile course, and honors of the day went to the "Buick White Streak" and the "Thomas 40." John Fleming, of the San Francisco Pope Hartford agency, made several beautiful drives in his cars, also. The Buick White Streak won the first event for cars costing \$1,200 or less, going the hill in 1:24 4-5. The event for cars costing more than \$18,000 and less than \$3,000 was taken by the Thomas

40 in 1:21 2-5. In an exhibition drive this car, however, went the course in 1:19 4-5.

Enthusiasm is running high all through southern California over the success of the various track and hill-climbing events that have been held the past ten days. Two weeks ago in a match race between a Locomobile and a Stearns car on a circular track, the Locomobile went one hundred and fifty miles at Ascot Park in two hours, forty seven minutes, one and three fifths seconds. Ten thousand people saw the race, and neither car had any tire or mechanical trouble. Barney Oldfield drove an exhibition five miles in four minutes and forty-three seconds after the race.

At Redlands two weeks ago today, the mile high hill climbing meet closed in a whirlwind of accidents and fast driving. One car left the course and turned completely over, burying the driver. Two cars crashed into the curbing in the very heart of the city, in view of thousands of spectators. The car which turned completely over was a Studebaker E. M. F. Ed. Young of Redlands was driving the car, and was taken a steep down grade at about forty-eight miles an hour, when his car swerved from the course and headed for a gully thirty feet below the road. As it leaped off the small cliff it turned over completely in the air. Young was buried under the machine, but not seriously injured. The course was fifteen miles long, and the finish was at an altitude of five thousand feet. A Franklin went the course in twenty-five minutes and twenty-four seconds.

The Los Angeles dealers are deciding the question of a course for the great road race to be run July 4th in the city of the Angels, and altogether it looks like a season of good racing for the coast states, a fact that certainly ought to stir up Salt Lake dealers to some sort of action regarding a meet here. It will have to come sooner or later, for the public will have to be shown with so many cars in the field locally.

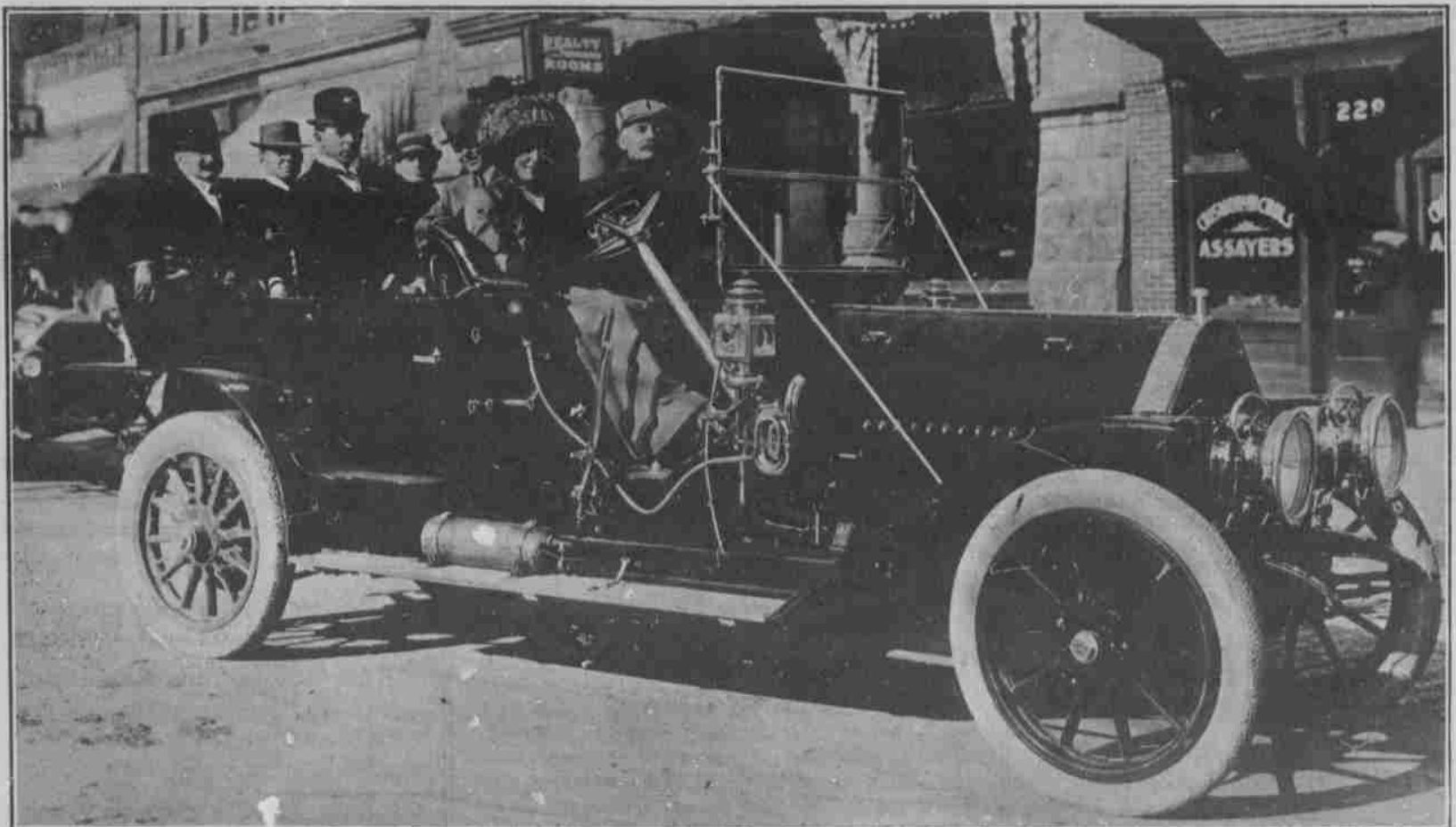
The Denver Motor club is making a big effort at present to complete its system of sign boards at various cross roads outside of the Colorado

capitol. To date several hundred miles have been covered with the boards. The latter are designed in the form of an arrow, the tip being white and the body white, with the lettering and signs in jet black. The letters are about four and a half inches in height, and may be seen at a distance of several hundred feet. The sign boards are placed at just the right height from the ground so that the light from the lamps of a car at night would strike them to the best advantage. In addition to the usual danger signs and distance marks, the elevation and grade has also been placed on the boards.

For a record-breaking sale, the purchase of the beautiful new 6-cylinder 70 horse power Thomas touring car by Jacob Moritz from the Randall-Dodd company Wednesday afternoon, deserves the ribbon.

The Randall-Dodd people received two new cars Wednesday morning, one the powerful 6-70 purchased by Mr. Moritz, and the other a 4-cylinder 60 horsepower touring car. Mr. and Mrs. Moritz were taken out by Mr. Dodd early in the afternoon, and with the big car in the high gear and the speedometer showing forty miles an hour, the Federal Heights hill was negotiated in so satisfactory a manner that Mr. Moritz took the car on the spot, and it was delivered to his garage an hour later. It is unquestionably one of the finest and fastest cars ever brought into Salt Lake, and in unholstering and general finish is particularly handsome.

Frank Botterill has received advices that the two 48-horsepower Pierce Great Arrow cars purchased by Gus Holmes and ex-Governor Gooding of Idaho two or three weeks ago, will arrive here within the next ten days. The car purchased by Mr. Holmes is equipped with a Baby Tonneau and will be the first Pierce car of this kind to be delivered in Salt Lake. Ex-Governor Gooding's car is a touring machine.



Jacob Moritz and party in the new 70 horse power Thomas Flyer. Mr. Moritz purchased this week—Mrs. Moritz at the wheel.