



AUTOMOBILE NEWS AND GOSSIP

CYCLE CAR FINALLY BECOMES A REALITY

H. B. Leary, Jr., Auto Dealer, Soon to Receive Shipment of Machines of "Imp" Make.

MANY WANT FIRST VEHICLE

Long heralded as a corner in the automobile world, the Imp cycle car has at last become a reality. H. B. Leary, Jr., who has been appointed the local representative of the Imp, yesterday received word from the factory that two cycle cars had been shipped him last week. They are expected here tomorrow or Tuesday.

Judging from the number of applications received by Mr. Leary for the first cycle car in Washington and from the hundreds of inquiries as to when the Imp will arrive, it is a foregone conclusion that the cycle car is going to be popular in the National Capital.

The Imp is not an experiment. It is made by the W. H. McIntyre Company, of Auburn, Ind. The car carries two passengers seated tandem, the drive is through very long belts and, as is usual, the wheels are of wire. Under the hood, which, incidentally, is almost as much as hood, is a two-cylinder motor, air-cooled, with the cylinders set at 45 degrees, rated at 10-12-horsepower at 1,500 revolutions per minute. The motor is set close to the open front of the hood with its shaft fore-and-aft and a deflector turns part of the current on the back of the engine to facilitate cooling.

Also under the hood is a friction change-speed gear, which is of small size because of the small size and high speed of the engine. The control lever is pivoted to the cowl and is close to the steering wheel. The countershaft of the friction gear carries the two small pulleys for the V-belts, which are exceedingly long and which constitute one of the features for which claims are made. Long belts are said to form an exceedingly smooth drive, to eliminate danger of overloading the friction disks and to wear well—in fact, the belts state that a single set of belts should give a service of about 10,000 miles. The rear wheel pulleys are twenty inches in diameter and are utilized also as brake drums. V-shaped blocks of hard wood form the front and rear fenders.

An unusual form of construction is embodied in the spring suspension. The machine has no axles, properly speaking, but the stubs upon which the wheels turn are carried on the ends of two pairs of transverse springs. The two springs of each pair are placed one above the other and the forgings carrying the stub axles are bolted to the ends. This construction has several arguments in its favor. It is light and simple, and gives extremely easy riding. There is no unsprung weight except that of the wheels. The frame of the car is underslung from the springs, and although the center of gravity is so low that it is said to be possible to tip the car to an angle of 45 degrees, with passengers on board, without upsetting it, there is a road clearance of eight inches.

The steering gear is the acme of simplicity. The wheel, fourteen inches in diameter, tops a shaft which extends unbroken, to the forward spring; on its end it carries a pulley on which is wound a steel cable, the ends of which are attached to the steering knuckles, which are connected across by the usual drag link. A spring device prevents slackness in the cable. The arrangement is said to be nearly irreversible and to work very well indeed.

The wire wheels, which are made with tangent spokes, are twenty-eight inches in diameter and are fitted with two and one-half-inch standard clincher tires. The front and rear wheels and tires being the same size. The wheels run on ball bearings.

The wheel base of the car is 100 inches and the tread is thirty-six inches. The maximum speed is given as fifty miles an hour, and it is claimed that the machine is capable of covering from fifty to seventy miles on a gallon of gasoline. The tandem seats are deep and well upholstered and the edges are also cushioned. In the rear of the body there is a tool box that is of ample size for the purpose, and also a space in which a little luggage may be stored. The machine weighs 450 pounds and the price is \$375 complete with lamps and horn.

ONE-ARMED CHAUFFEUR PROUD OF CLEVERNESS

W. B. Smith, of Unadilla, N. Y., Tells of Ease in Driving and Caring for His Regal Car.

W. B. Smith, of Unadilla, N. Y., claims the distinction of being the only licensed chauffeur in the State of New York having but one arm. Also he is proud of the fact that he not only drives a Regal car, but does all the work himself that is necessary in connection with keeping a motor car in perfect condition. Mr. Smith says: "It may sound like a difficult thing, but I have never experienced any real trouble in driving the car. Handicapped as I am by the loss of an arm, I can drive anywhere I want to go, and am certain of getting back. No road is too rough for me, and I have passed many a larger car on the road. I have never had the car in the repair shop, having been able to do all the necessary work myself. In all the driving I have done in the past two years, I have never been forced to leave the car on the road—have never been towed in."

AUTOMOBILES AND ACCESSORIES

Studebaker Commercial Auto & Supply Co., 212 14th St. GENERAL AUTO REPAIRING CO. Automobile Repairing in All Branches. Near 715 13th St. W. Phone 1334. C. W. SCOTT, Prop.

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About People You Know Along Automobile Row

By L. C. CHEW.

Rudolph Jose, general manager of the Cook and Stoddard Company, accompanied by Mrs. Jose, abandoned selling Cadillacs last week for a few days to celebrate his tenth wedding anniversary in New York.

"Bob" Martin, manager of the local Buick factory branch, spent last Tuesday in Richmond visiting the Foster Motorcar Company, the Buick representative in the Virginia capital.

Emerson & Orme report the sale of a Detroit electric broom to Mrs. James J. Lampton. The car is finished in blue, upholstered in gray English whipcord.

Col. James local Studebaker representative has been informed that the factory has finished entirely its run of "Four" landau-roaders and can accept no more orders, due to centralization on touring car production. This model was of the convertible type. The fact that it has been entirely sold out is due largely to the remarkable appeal which it made to physicians all over the country.

Similar announcement is expected soon regarding the landau-roader body furnished on the Studebaker "Six" of which only a limited supply remains.

Foreign diplomats and government officers who do not own motor cars, but who frequently rent them for official and social purposes from month to month, soon will have at their disposal a fleet of ten new White touring cars, which have just been purchased by the Terminal Taxicab Company.

Although this company has thirty-five White cabs and a number of touring cars in its service, it has observed an increasing demand for a large number of high-class motorcars which have the appearance and character of privately owned cars.

When the company decided to increase its equipment the officers were guided in their choice by the service they received from their thirty-five White cabs.

Howard Kneass, manager of the Hudson Motorcar Company, is confined to his home with an attack of grip.

January is not supposed to show the high-water mark of production in the automobile world, but nevertheless the first month of 1914 shows the largest output of any month in the history of the Ford Motor Company. During January this year the Ford Motor Company built and shipped 25,000 cars. The largest monthly output previous to this was June, 1913, when the number of cars made and shipped reached 22,000.

These figures show how the Ford business is growing beyond the extraordinary proportion it reached last season. To achieve such production figures every department and every executive, in a sense, had to grow, too. The Ford plant is adding constantly new machines and devices, constantly testing new systems and methods to diminish the labor, speed up the operations, save time, energy and the like. In this way only can production keep pace with business. These time and labor saving systems (and some remarkably interesting ones recently have been adopted) form some of the most fascinating features for visitors to inspect.

OLD CHAPEL SAVED.

"Pearl Among Paris Architectural Treasures" Just Misses Destruction.

Special Cable to The Washington Herald. Paris, Feb. 21.—Hidden away in a corner of Paris little known to the general public stands all that remains of the ancient chapel of St. Honoré. It lies between two small streets just at the back of the great shops of the Louvre, close to the entrance to the Gardens of the Palais Royal.

Workmen for a long time have been engaged in demolishing a number of old tumble-down buildings in this district and the famous chapel was on the point of being kept for the rest when M. Charles Normand, president of the Friends of Parisian Monuments, saved the building to posterity.

It is described by an enthusiast as "a pearl among architectural treasures of Paris," and dates back to the early years of the thirteenth century.

Canada cuts about 2,800,000 cords of pulp annually, about half of which is exported for manufacture in the United States.

AUTO MANUFACTURERS RAISING STANDARDS

W. C. Long Says Progress Has Been Toward Detailed Refinement of Late.

BIG STRIDES BY STUDEBAKER

That "automobile progress has been, during the last two years, along the line of detailed refinement, rather than in any sweeping revolution of design," is the assertion of W. C. Long, local Studebaker representative. Manufacturers have been giving more for the money—better upholstery, more complete equipment, better finish, more convenient control, more harmonious lines, he declares. The addition of reliable, built-in electrical starting and lighting systems is another item which has been a recent development in the quality field.

That the cars have been steadily improving in mechanical detail is similarly true, though this fact is naturally appreciated more by active motorists than by the person whose interest is of the prospective sort.

Greater attention is being given to the incorporation of adjustable roller bearings in hubs and transmission; the long-stroke, small-bore motors, like those of the Studebaker "Four" and "Six" models have been a long step toward fuel economy and increased power; cooling problems have been successfully attacked that no correctly adjusted motor should ever become unduly hot.

Many of the late improvements have been the result of investigations by skilled metallurgists who, by long series of experiments, improved the strength of materials. Spring troubles, for instance, should be virtually unknown to any current or recent model, yet the veteran motorist found them often present and took them as a matter of course.

In the Studebaker service department it is a fact of general comment that the "virtually doubled" strength and endurance of the automobile spring manufactured along conventional lines. The ingredients of the bath were determined after long and laborious experiment by consulting engineers and chemists, who by its means, have added one more detail to the improvement which each Studebaker car places at the disposal of its owner.

HORSE FAST GIVING HIS PLACE TO AUTO

John N. Willys Points Out Interesting Figures on Cars as Part of New York Government.

"The world has seen some remarkable demonstrations of the development of the motor-car industry in the past few years, but New York City provides the most striking illustration of how the self-propelled vehicle has come into favor," said John N. Willys, president of the Willys-Overland Company, of Toledo, Ohio. "The report of the comptroller of the city of New York, recently made, shows that it costs \$37,000 each year for the operation and maintenance of municipally owned automobiles. This is an especially interesting statement, when one considers that each of the several score of cars in use was replaced from three to five horses, for it gives one an idea of what the city was spending for maintaining its equine equipment, heretofore."

"So important have city-owned automobiles become to the metropolis, that there is now a move under way to have a central municipal garage erected, where the automobiles may be taken care of efficiently and economically. The statement is made that at present the city is paying too much for care of its cars, as service is purchased from various private concerns throughout the several boroughs. Nearly every department of the city government has its quota of automobiles, from the twenty-six in use by the fire department to the one operated by the department of correction."

TOOK PREMIER AGENCY AFTER CAREFUL INQUIRY

E. K. Fox Enthusiastic Over Car and Its Record-breaking Performances.

FIRST TO HAVE SHAFT DRIVE

E. K. Fox, who put the Premier on the map in the National Capital, expressed himself most enthusiastically about the Premier car and its record-breaking touring performances. He states he took on the Premier line only after making a thorough investigation into every detail that goes into the car, which has a reputation second to none in the country as a steady machine, capable of negotiating all sorts of roads. One thing that attracted him to the Premier was the fact that the official car of the National Highway Association has been driven by A. I. Westgard, vice president of the association, over 10,000 miles, on a physical examination of the association system of national highways all over the United States.

Westgard incidentally has had four Premier cars as an individual owner and is choosing the Premier to carry him over the worst roads in the country, since it is his object to ferret out routes irrespective of present road conditions. He stated when he made the purchase that he wanted "a car that always would run—and run when hundreds of miles from civilization, up in the mountains, on the dreary plains, and across the 'powder field' roads of the South." Mr. Westgard at the Chicago show stated that he had "forgotten to think about the car now."

An interesting fact in connection with the Premier is that this car was the first in the world to have a shaft drive, the first real American feature adopted by European manufacturers. The Premier also was the first car in America to have a solid, one-piece forged front axle. In 1906 the Premier adopted a multiple disc clutch, which has been almost universally adopted since. The Premier also was among the first to see and take advantage of the six-cylinder engine.

The record of the Premier cars in the Golden Tours also did much to convince Mr. Fox. The results and experiences gained from these contests made possible the trip of twelve Premiers driven by their private owners, the affair certainly would have been wonderful—had twelve cars of the same make made the trip driven by the twelve best drivers in the world it would have been wonderful, but for twelve amateurs to start off on a trip of over 4,500 miles, to be exact, 4,675 miles, without mechanics, one driver had never changed a tire, is little short of miraculous. However, here is the record: Twelve of them, ranging in models of over three years, made the trip of 4,675 miles in forty-five days. Their average mileage for each running day was 102.17 miles. Never in the history of the industry has there been such a test put to a number of stock automobiles.

states Mr. Fox, and when he made his decision to handle Premier, that fact was in his mind.

WALTER JOHNSON'S CAR ATTRACTING ATTENTION

Chalmers "Six," Donated to Nationals' Star Twirler, Second Only to Opening of Season.

Baseball is in the air and next to the gathering here this week of Griff's future greats the thing attracting most of the attention of the dyed-in-the-wool fans of the National Capital is the arrival of the Chalmers "Six" motorcar presented to Walter Johnson by Hugh Chalmers, the automobile manufacturer. The car has arrived here a few days in advance of the date set for the National's star pitcher's reporting for spring training and is on display in the salesrooms of the Zell Motorcar Company, 1400 H street northwest, local distributors for the Chalmers car.

Each year Mr. Chalmers gives a car to the player of the National and American leagues who is considered the most valuable man to his team. The selection is made by a committee of newspaper men. Last year Walter Johnson was picked

AUTOMOBILES TO COST MUCH LESS NEXT YEAR

J. M. Cram, Secretary of the L-P-C Motor Company, Tells Convention of Present Tendency.

"SIX" THE POPULAR MODEL

Pointing the way toward reduction in the price of motor cars next year are such big-value, moderate-priced automobiles as the new "Lewis Six," according to a statement by Secretary J. M. Cram, of the L-P-C Motor Company at a convention of automobile dealers in Chicago.

Evidencing that trend is the new \$1,800 Lewis "Six," a six-cylinder automobile of 105-inch wheel base, fully equipped with every convenience and luxury that owners of high-priced cars insist upon.

"The new Lewis is the greatest automobile value the American market has ever known," Mr. Cram stated, and the assembled dealers agreed with him. "This is the first instance in the history of the automobile industry when a car of this class has been offered at less than \$2,000 and, as a consequence, next year will see more manufacturers following the big value pace thus set in cars of the six-cylinder type. It is the lowest priced 'six' of its size and equipment that is offered today."

"This is important to the automobile industry, for all engineering progress has been made by the more progressive makers. They are the men who see ahead and are in the market a year earlier with the desired cars. Invariably the trend they establish is followed by other manufacturers. This was so in the heyday of the four-cylinder car, and back in the old two-cylinder and single cylinder epoch of the motor car industry. It is the history of every industry."

"The man who drives a 'six' gets probably 45 per cent more value out of his car. He uses it more because it is the most fascinating thing in the world to drive a 'six.' The joy of driving a 'six' grips a man—the pleasure of the experience does not wear off, either. It is more the sensation of flying rather than being propelled by machinery, for instead of the power-gaps that come between the four successive explosions in a four-cylinder motor, you get a constant stream of power. For the explosion in a six-cylinder motor overlaps each other. There are no gaps between the impulses that are delivered to the rear wheels. That in itself is a big extra value, which is procurable now at the price of the four-cylinder car."

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It Pays to Investigate Regal Cars!

We will not tell you about Regal Quality and the Endless Service it brings—anyone can tell you that—but we want you to know that the new Regal Underlungs are right up to the minute! The old reliable features are still there, while the best of the latest improvements have been added. It's an education to see a Real car at a popular price. It pays to investigate Regal cars.



Equipment—Complete

Nothing is lacking. Mohair top and boot, special adjustable curtains, ventilating rain-vision windshield, speedometer, electric horn, foot accelerator, muffler cutout, demountable rims and extra rim, tire irons and a complete kit of tools.

Left Side Drive—Center Control

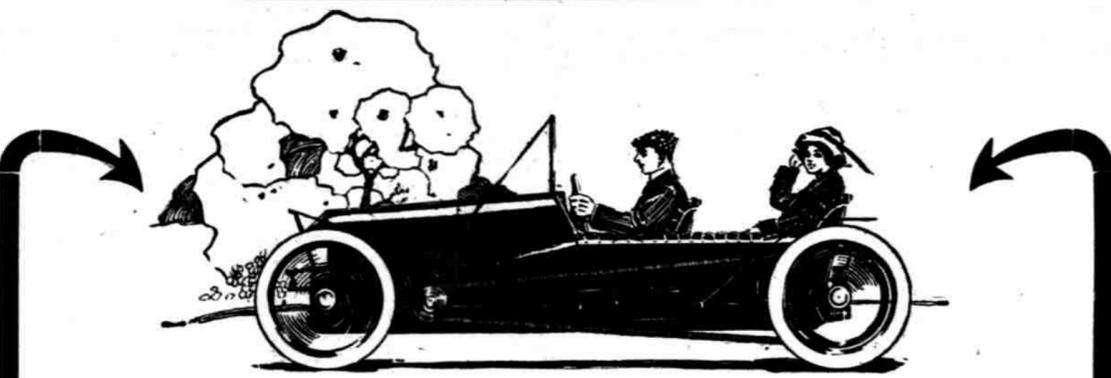


The New Series Regal Models Are: Model "T" Underlung Touring Car \$1125 Model "NC" Underlung Coupe \$1000 Model "N" Underlung Roadster \$1125 Model "C" Touring Car \$1350 All Prices are f. o. b. Detroit

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Regal Motor Car Co., Detroit, Mich.



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Therefore, every one has a vivid conception of himself bowling along a beautiful rose-hedged highway, with a perfumed kaleidoscope for fast changing panorama, with a soft purr of engines to excite the soul and a artistic sweep of misty lace and chiffon over the rear seat, denoting charming feminine companionship, to complete the picture.

And You Are One of 'Em. Have You a Motor Car? Why Not?

You Don't Want to Mortgage Your Home to Buy One?

THAT'S NO REASON—The trouble with you is that you haven't heard of the Imp cyclecar, a \$375 automobile that will fulfill every function of a motorcar with ease and grace, but sells at so low a price because its construction is along motorcycle principles. Call it what you prefer; a miniature automobile or a four-wheeled motorcycle. Such is a cyclecar.

Seats two. Speed 50 miles per hour. 100-inch wheel base. Absolutely silent transmission. Four speeds and reverse. Upkeep not more than a motorcycle. Finest springing system on any car, allowed by tandem seating. Rear passenger is close enough for conversation at speed. As sociable as car seating and more efficient, while it allows correct springing, easy as a feather bed, a thing impossible in side-by-side arrangements. 10-12 H. P. motor starts from seat.

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