

# GYPSIES MOTOR ARISTOCRATS

THE motor car has invaded a new field of endeavor. From Los Angeles comes the story. Gypsy life is not what it used to be. The once raw-boned, ancient nag which drew the ramshackle house on wheels that was the adobe of gypsies in other days has given place to the gasoline chariot as the method of conveyance along the broad highway.

Los Angeles vouches for the truth of the story and far be it from the Los Angeles publicity bureau to exaggerate tales that may aim to keep that city in the lime light.

Waxing into detail the Los Angeles publicity man describes the gypsy bunch as the strangest cavalcade (or should we say motocade) seen in many a blue moon, passing through the streets enroute to Arizona, Salt Lake and the east, with all the color, dirt and atmosphere that make up the typical gypsy train, mingled strangely with the more modern and less romantic dirt and scent of motor oil and gasoline.

The band is a large one and it is traveling in some cars of ancient vintage and one of eight cylinders, but all are electrically lighted and started.

Now, who in Zion cannot afford a motor car?

The big Pikes Peak hill climbing contest to the summit of Pike's Peak August 11th and 12th for the magnificent trophy given by Spencer Penrose, well known to Salt Lake motor enthusiasts, is attracting widespread attention. Many of the world's famous drivers will compete in the races.

It has been decided to start all events at Crystal Creek Bridge in mile five of the highway for the reason that at this point a large percentage of the course up to the ridge may be seen by the spectators who do not care to go to high. This will make a total of twelve and one-third miles for the races, and will afford to the entrants the most strenuous test that can be given an automobile.

The Penrose trophy is now being made by Bailey, Bank, Biddle company, Philadelphia jewelers, who have designed and made many famous cups, including the Vanderbilt.

It was found necessary to change the dates for the races to August 11th and 12th to accommodate some of the noted drivers including Earl Cooper, Bob Burman, Rickenbacher and others who are entered in the Tacoma races the previous week, and will come through Colorado on their way east to the Elgin and other speedway events.

One hundred fifty million dollars will be expended in country-wide road improvement during the next five years, if the co-operation between the national government and the several states set forth in the measure reported to the senate by its committee on post offices and post roads as a substitute for the Shackelford house good roads bill finds approval.

The senate substitute requires that the states will establish a state highway department, though its apportion-

ment remains to its credit for at least three years so that the five states which have yet to adopt the policy of the other states will have ample time in which to comply with this reasonable supervision of the expenditure of the joint money.

In both bills the states match the federal dollars. If a state does not properly maintain a road constructed by the federal and state authorities, which roads are decided upon by the secretary of agriculture and the state highway department the secretary has the power to withhold further apportionment of funds, if within six months after he has given notice in writing to the state highway department of the state the neglected roads are not given the necessary attention.

That the good roads bill has an excellent chance of passage in the senate is indicated in the replies received by A. A. A. clubs throughout the country from their senators.

The American Automobile association has been asked to sanction a three hundred mile professional race at Kansas City this summer over a fifteen mile course. Officials of the club declare the course will be one of the finest that can be found in the United States.

While the gasoline situation has been occupying a good deal of the attention of those interested in motor cars during the past week another new phase of automobile use is coming to the front. With the tremendous increase in production this year there has been much speculation on the minimum income necessary for a man to enjoy the pleasures of a motor car. Dealers are coming to the opinion that the next big field for motor sales is among the men who are making one hundred fifty dollars per month or more, but one hundred fifty dollars is the lowest limit they believe upon which anybody should attempt to own or operate a car, and this can only be done when the car will be of actual service to him.

This phase of the automobile market has not yet been touched. In fact, few have ever realized what it is all about. Why the men on a salary should have a car has never entered into the minds of those making automobiles. Of course, there have been any number of cars manufactured which have been low in price, but none of these machines have been within the range of the men who cannot pay out five hundred or six hundred dollars cash. Now, however, experts are quoted as firmly believing that in the near future automobiles will be bought upon the installment plan and put in the range of every reliable man in the country and the market increased far beyond the most optimistic outline.

The railroads all over the United States are realizing the importance of handling automobiles as freight, and have constructed special cars for their transportation. At present there are about seventy thousand automo-

bile cars in existence in this country, but these have proved entirely inadequate. Because of their inability to obtain enough automobile freight cars, several companies have hit upon the expedient of shipping a part of their outputs tarpaulined on freight cars and gondolas in order that the huge daily output may be kept moving as fast as manufactured.

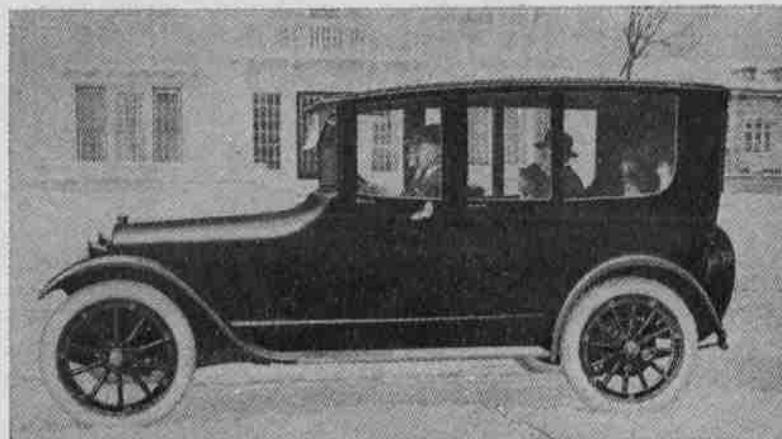
Three series of racing events for this season are announced by the Tacoma Speedway association—the first on Decoration day, the second on the Fourth of July, and the third, and the big event of the Pacific coast auto racing world, the Montamarathon, on August 5. F. Garrett Fisher has been elected president of the association, to succeed Frank Allyn, who resigned because of ill health and the advice of his physician to cease all active work for a period.

The recent German successes and talk of an early ending of the war should Verdun fall into the hands of the kaiser's troops would not mean any bettering of prices for some months at least, until the producers

could get reasonably caught up in their orders. However, such an outcome seems so remote that few, if any, of the Detroit motor industry are taking such a long chance and are contracting now for deliveries well into 1917 at current prices. The feeling is quite general that the steel mills are taking as good care of the industry as could be expected under the existing circumstances.

In conversation with one of the largest carburetor makers, this manufacturer said that there seems to be even greater trouble in getting brass, which has heretofore been a necessity to carburetor production. However, his concern soon will be making nothing but malleable instruments, so the brass shortage will not affect him very much. This is a very interesting development of the material situation and indicates that the manufacturers are meeting conditions as they find them. There is no reason why malleable iron could not be used advantageously, but it took unprecedented conditions to force its development.

## Chas. H. White New Chalmers Palanquin



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