

Motor Motions

By
L. S. Gillham

Despite the unseasonable days of the early week, a dozen sales and half as many deliveries are down to the credit of the dealers since Monday. In fact, with but four days at the most for demonstrations, one sales room is completely cleared of its 1909 cars, and the tone of the market is decidedly encouraging. Inquiry is picking up steadily, and as indicative of the situation locally in high grade cars, the majority of the sales made this week for the latter call for delivery of the cars next August.

The question of holding another hill climbing contest this season is engaging more and more attention about town, and there is every probability of a meet being held before the first of June. One thing is certain, it will not be a "newspaper" meet, as the consensus of opinion among local owners is decided in the idea that the contest should be arranged for, regulated, and held under the direction of a committee of Salt Lake dealers, aided, possibly, by two or three owners, who have previously participated in the direction of such events. The matter of finding a suitable hill for the meet is another thing that at present seems very necessary before arrangements for the contest can be proceeded with to any extent. Prior to last year's meet, every effort was made to find a hill better adapted than the east end of Brigham street for the event, but investigation showed that the majority of steep streets available were altogether too short, ranging from an eighth to a half mile, total distance.

"I believe we could solve this matter by using the Federal Heights hill again this year," said Frank Botterill, Friday. "We could cut down the starting distance; in fact, practically eliminate the half mile we used last year to give the cars a running start. Under these conditions,

say make the course one mile in length, instead of a mile and a half, the cars to start from about Eleventh or Twelfth East instead of Seventh East, and take the hill from a standing start. It would not be quite so easy to negotiate under this arrangement, and would prove a much fairer test for the cars entered.

"Another thing, I believe in making the different classes in which cars may be entered arbitrary, and to allow no special cars in any class. That is, only stock cars will be used, and every dealer entering cars in the different classes must agree to sell the cars after the meet for the price in whatever class they were entered.

"Regarding drivers, I note that one or two dealers about town want to force the elimination of all professional drivers who happen to drop into town for the meet. I don't agree with them. Let the professional drivers in if they want to come—the better the drivers the better the meet, and we can't have the latter any too soon now."

Mr. Botterill's remarks are seconded by almost all his competitors, and there is a stronger, better feeling among the garage men than ever before in the history of the automobile business in Salt Lake.

The question of a speed meet on the circular track at the Fair Grounds fails to awaken very much enthusiasm, the drivers declaring that there is too much danger on a half-mile track for fast cars. However, if public interest warrants the attempt, the event may be taken up later in the year.

The big floor space to be used by the Randall-Dodd Auto company, Ltd., as a temporary sales room and garage, at 225 South West Temple street, has been vacated by the Hall under-

taking people, and the Randall-Dodd company will move in the first of the coming week. The racy six-cylinder Flyabout sold by Mr. Dodd to J. T. Richards a week ago will be here within the next few days and will be delivered to the new owner. Mr. Dodd also expects to receive a carload of 6-40 Thomas Touring cars, \$3,000, early next week. About April 10th the company expects three of the 6-40 \$3,000 Flyabouts, and on April 5th, three of the \$4,500 4-60 Touring cars will arrive. A \$6,000 6-70 Thomas Touring has also been ordered, and will be here about April 5th. The Randall-Dodd company are entering the local field auspiciously and are not confining their activities to Salt Lake alone. They are advertising for agents in all unoccupied territory in Utah and Idaho, particularly in Utah, for the Thomas cars. With the starting out of the Thomas "Around the World Car" to lay the path for the New York to Seattle race, which starts June 1st, there is being recalled many a good story of the previous trip of this car across the country. A good many Salt Lakers and Ogden owners and dealers saw the car when it came through that place on its world-famous tour.

The White Sox were given the auto ride of their lives Wednesday by Frank Botterill and one or two of his drivers in three of the Botterill company's Pierce Great Arrows. The ball players were taken all over town, and given a taste of some rapid work up one or two hills.

Manager Reed of the Automobile department of Studebaker Bros., had Manager Comiskey out in his Studebaker 40. "We have two carloads of Studebaker E. M. F.'s which ought to be here in a week or ten days, and several other

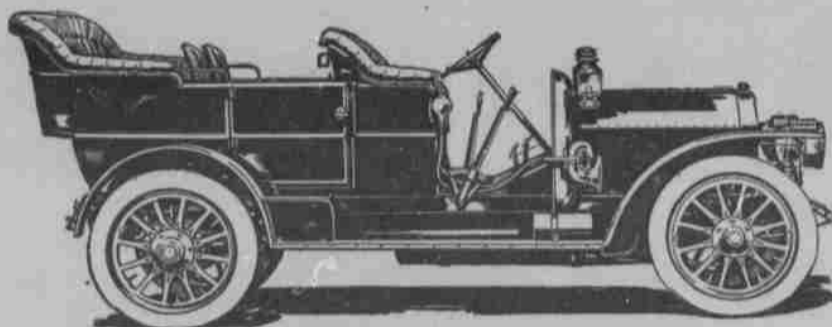
30 H. P. 5 Passenger
Model C

Studebaker

40 H. P. 7 Passenger
Model D

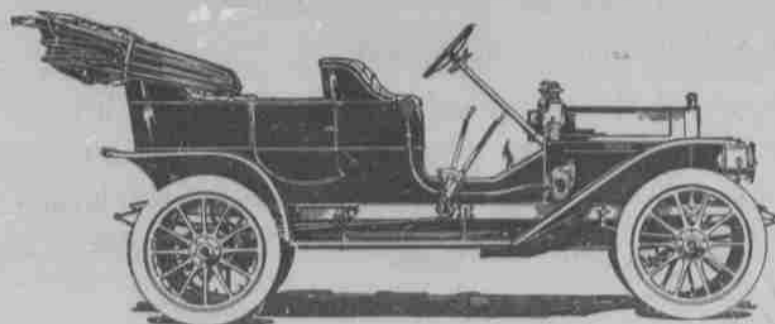
Are made in the Roadster, Tourabout, Touring, Limousine, Landalet and Suburban Styles

Send for a Catalogue of
our line of Gasoline
and Electric Cars



Come and see us, we have a full
line of cars on the floor to show,
and cars to demonstrate with.

We also handle
The E-M-F "30"
the most for the price on
the market



Equipment—3 oil lamps, 2 gas
lamps with generator magneto,
horn, jack, tire repair outfit and
tools, for \$1400 f. o. b. Salt Lake

E. M. F. "30" TOURING CAR