

MOTOR MOTIONS

The rapidity with which the Rooklidge-Gilmer company scored their first sale of an American car has caused a good deal of comment among the trade, irrespective of the interest in the car itself. Henry McCornick purchased one of the Traveller models received by the company a week ago, and following close on the heels of this sale the Rooklidge-Gilmer people report the sale of the second Traveller to W. R. Sebree, of Caldwell, Idaho, to be delivered in November. A third sale was also reported by the company for delivery next spring. Two Traveller models are now on the way to Salt Lake, and will reach the Rooklidge-Gilmer people in about ten days, one car being specially equipped, and said to be one of the finest cars manufactured this year by the American company. Mr. Gilmer gave one of the new cars its first hard try-out the latter part of last week, when he drove from Salt Lake to Brighton in an hour and fifty minutes, going the entire distance up the canyon on the second speed.



A motor car ambulance has been placed in service in Indianapolis by the A. M. Ragsdale Co., undertakers. It was built by the Premier Motor Mfg. Co., of that city, from a special design, the chassis being similar to the Premier six-cylinder chassis. The distinctive feature of the ambulance is that it is built to resemble a limousine, there being no advertising matter to identify it, except on window curtains, which can be arranged to hide the advertisement. The plan was adopted to eliminate the curious public, which usually gathers around an ambulance.



The newest western race meet to be launched is the contest to be run at Cheyenne August 17, on the new four-mile speedway, now practically completed at that place.

The Cheyenne Motor club is managing the event and several thousand dollars has been spent in fitting up the course. The latter skirts Sloan's lake for the entire four miles in the form of a D, the sharpest turn being but four per cent. The big event of the meet this month will be a two hundred mile race for gasoline cars and among the entries are practically all the prominent Denver drivers, including Linn Mathewson in his Thomas, and Harold Brinker in his winning Moon car. George Hering, of Denver, has signed to drive a Stanley steamer in a ten-mile exhibition race and declares he can do one hundred miles an hour in the car over the course, in fact, Hering is willing to contract to cover the course twice in six minutes or less.

There is evidently little to hope for locally in the way of automobile races of any kind this season. The dealers are selling every car they can get their hands on and are away behind at present on orders so that they feel the advertising value of either a speed contest or hill climb would hardly warrant the time and expense necessary to a successful meet. There is a beautiful chance for a red hot motor event of one kind or the other, however, in town at present, for the Rooklidge-Gilmer company have a speed eater in their new American cars, the Pierce can go some, the big Thomas's are speedy, and the Studebaker, Franklin and other standard makes locally, have good records to their credit.

"We haven't fully tried out our new American Travelers, but we've gone fast enough to warrant our saying we'll meet any gas car in the intermountain country in any speed, endurance or hill climbing contest that may be arranged," said Mr. Gilmer of the Rooklidge-Gilmer company during the week. "We are for a motor car contest of some sort this summer and we'll do all we can to boost such an event."

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