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2612-14 Washington Avenue.

only to carry the load and are not in any way part of the drive system. They are shackled at both ends and are entirely free to act since the drive is all taken up through strut rods. This flexibility results in shocks being taken up in the action of the spring leaves before they reach the chassis.

ELECTRIC GEAR SHIFT LATEST

When the self-starter was perfected, it was freely stated that the automobile had reached its highest state of mechanical perfection and that in future the development would be along the lines of body refinements and finish. But such is not the case for the engineers of a factory in designing the 1914 models have introduced a feature that bids well to even eclipse the popularity of the self-starting device. It is an electric magnetic gear shaft, and does away with the laborious lever shifts.

By this electric gear shift, the usual gear shifting lever is eliminated and the various speeds of buttons conveniently arranged on the spoke of the steering wheel. The buttons are clearly marked, denoting the different speeds, such as first, second, third, fourth, neutral and reverse, so that in operating this device it is only necessary to press the button corre-

sponding to the speed it is desired to use.

The method of this control is a system of electric magnets. There are five of these, one for each forward speed and one for reverse. Two switches are interposed in the line between the battery of generator and the electric magnet, first the one on the steering wheel corresponding to the speed desired, and second, a switch automatically interconnected with the clutch pedal. This second switch performs the final operation of shifting the gears by applying the current to the electric magnet selected by the button on the steering wheel when the clutch is thrown. The shift is made instantly.

These buttons are so arranged that no two can be depressed at one time, similar to the operation of the automatic button telephone. The combination of these two switches in the circuit makes it possible for the driver when operating, say at third speed, in congested traffic to have the button for second speed depressed and be in a position to immediately drop back to this speed by throwing the clutch pedal. If, however, he changes his mind and desires to go into fourth it is only necessary to press the fourth speed button, when the second speed button, already depressed automatically, flies back into its neutral position. The mechanical interlocking of the clutch pedal lever with the gear box is such that the gears are always in a neutral position before the electrical contact is made, thus making it impossible to clash or strip a gear.

This device permits the gas car to be operated with the ease and simplicity of the ordinary electric car, and can be handled by a woman with more comfort, safety and pleasure than has ever been possible heretofore in driving automobiles.

The new cars are also equipped with the U. S. L. electric and starting system and the same accumulator battery charged by the flywheel motor generator that operates this system is used to shift the gears.

FREAK AUTO BILL IN A LEGISLATURE

Automobile legislation now demands the most serious consideration of the legislatures of the different states, but the time was when it was very much of a joke. Only two years ago, Kansas passed its first automobile law, and that law was revised by the recent legislature. The old law was probably the greatest freak that ever was placed upon the statutes of any state, on account of the first section.

A member of the house from Winfield, a great wag, tacked on to the bill a few lines appropriate to the political situation of the time, and the humor was appreciated to the extent that it went through both houses and was signed by the governor and is today part of the law of

1913 EXCELSIOR TWIN



Fastest and most powerful Motor made. Holds all World's Records from one to one hundred miles. One mile in 36 seconds, made January 7, 1913.

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351 TWENTY-FOURTH STREET

AUTOMOBILE NEWS

TOUR OF AUTOS THIS SUMMER

Indianapolis, Ind., April 19.—D. S. Menasco, vice president of the American Motors company of this city and chairman of the 1912 four states' tour of the Indiana Automobile Manufacturer's association, has just returned from an extended trip through the west. During this trip Mr. Menasco visited Denver, Salt Lake City, Los Angeles, San Francisco, Portland, Seattle, Sacramento, Oakland and San Diego, and other of the principal cities of the west and especially those towns on the proposed route of the Pacific coast tour of the Indiana manufacturers.

The Los Angeles dealers and owners are especially insistent that we come to their city.

"Newspapers through the entire west are devoting columns of space to the tour. They realize fully the benefits to be derived from a tour of this kind and make me wonder if we ourselves are fully awake to the greater amount of publicity and untold benefits that will reflect on Indianapolis and Indiana-made cars. While this will react primarily on the automobile industry of the state it is bound to help and boost every other industry. When the tour is run Indiana will be in the limelight as it has never been before."

AMERICAN TIRES USED IN EUROPE

"In the building of automobile tires Europe had the start of this country by several years," says J. D. Anderson.

"The industry abroad was well matured before we even got out of our swaddling clothes. But American manufacturers have progressed so substantially in the development of pneumatic tires that today they have proven themselves keen contenders in the foreign field. In fact, wherever our tires are placed they soon command a respectful hearing."

"One is very apt to hear all sorts of arguments about the comparative merits of American and European tires. Both have their adherents. And perhaps conditions here and abroad are so vast, different that there is little enlightenment to be gained from wide generalities."

"However, when native and foreign tires are tried out together on common ground some more or less authentic conclusions may be arrived at."

"No one will seriously question the fact that American tires are making good in Europe; in fact, all around the world wherever the motor car flourishes. And there are making good strictly on a quality basis, for in a majority of instances it is necessary to charge more for them, owing to duties and other foreign costs, than European tires can be sold for."

"However, in spite of this extra cost there exists at the present time quite a big foreign demand for our tires and shipments abroad are growing each year."

FLEXIBILITY OF CARS IMPORTANT

"Putting easy riding on a mathematical basis is a new way of getting at comfort," says Murray Page. "But that is the way the problem has been approached by engineers."

"For the past few years there has been a steadily increasing tendency among buyers of high-grade cars to consider the question of how a car rides before they place their order. In making demonstrations we are often asked to drive over rough roads and with our cars it is a pleasure for us to make this test."

"A fact which few of us realize, but which is oftentimes painfully true, is that driving over ordinary city streets is about the hardest test you can make of the real riding ease of a car. Uneven pavements, broken asphalt, numerous street car crossings and unpaved side streets all present difficulties which are frequently harder to surmount than even the roughest country roads."

"Pavements result in a rapid series of short, quick jerks that produce a most disagreeable and tiring vibration unless they are absorbed in proper seat cushions. Street car crossings and holes in the asphalt, like deep ruts, produce a severe jouncing strain that must be taken up in the springs."

"In building a car that will ride comfortably under the varied conditions of driving about town and taking long cross-country tours, two features must be carefully considered. First, is easy riding in the chassis; second, is easy riding in the upholstery."

"The chassis can be made to eliminate the first shocks of rough roads, while properly built upholstery can be made to add the final touch of luxury. The problem becomes one for both the engineer and the upholsterer, and even in the development of the upholstery the work of an engineer is necessary, for the deepest cushions do not seem to give satisfactory riding ease unless properly constructed."

"The first place to get at easy riding in the chassis is in the spring suspension. The rear springs act

A large part of Mr. Menasco's time was spent in investigating the possibilities of the proposed tour and the attitude of the west toward the Indiana automobile manufacturers. He returns full of enthusiasm over the reception tendered him at all points and especially over the great interest being taken in Indiana manufacturers by the dealers, prospective purchasers and civic bodies of the west in speaking of the conditions of that section of the country Mr. Menasco says:

Interest is Aroused.

"I am, indeed, surprised at the wide interest that is being taken in this tour. In fact, people of Los Angeles, Sacramento and San Francisco know more about the tour and talk more about it than the people right here in the center of the Indiana automobile industry. In every city visited as soon as the automobile editors learned that I was in town they called on me for some statement regarding the tour."

"The mayors, presidents of the commercial clubs, chambers of commerce and in some instances the governors of the states extended a most cordial invitation for us to visit them, urging that under no circumstances their city be left off of the proposed route. The Oakland chamber of commerce was especially insistent and I have received a letter since my return to the factory from A. A. Denison, secretary of this body, to accord the courtesies of the city of Oakland. He promised an escort and entertainment not to be surpassed by any other city. Mr. Denison further urges the use of the Midland trail which terminates in Oakland."

"This is but one instance of the interest taken in the tour. The chamber of commerce of Colorado Springs urged that their city be included in the itinerary. The Denver chamber of commerce, the Automobile Club of Utah, the Reno Automobile club, the San Diego County Auto Owners' club and the Progressive Business Men's club of Portland, Ore., all join in a cordial invitation. It is really surprising."

Dealers Co-operate.

"The addition, the automobile dealers themselves have awakened to the publicity and sales value of this tour and in nearly every city the dealers have gotten together in an effort to influence us in the selection of a



WE'LL PULL YOU THROUGH

all right if your car meets with an accident, gets stalled for any mechanical reason. Don't pass our garage without having us take a look at your auto for fear there may be something wrong. If there is we'll make it right in a jiffy and insure the success of your trip.

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the state. The following is the section.

"Chapter 67, Session Laws of 1903. Regulating the use of automobiles.

"An act in relation to automobiles and motor vehicles, regulating their speed and operation on the public highways in this state, providing for their proper equipment and providing penalties for the violation thereof."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF KANSAS:

Section 1. That the term 'automobile' and 'motor vehicle,' as used in this act, shall be construed to include all types and grades of motor vehicles propelled by electricity, steam, gasoline, or other source of energy, commonly known as automobiles, motor vehicles, or horseless carriages, using the public highways and not running on rails or tracks. Nothing in this section shall be construed as in any way preventing, obstructing, impeding, embarrassing, or in any other manner or form infringing upon the prerogative of any political chaffeur to run an automobilous band-wagon at any rate he sees fit compatible with the safety of the occupants thereof; provided, however, that not less than ten nor more than twenty ropes be allowed at all times to trail behind this vehicle when in motion, in order to permit those who have been so fortunate as to escape with their political lives an opportunity to be dragged to death; and provided further, that whenever a man, implores for mercy, the driver of the vehicle shall, in accordance with the provisions of this bill, 'throw out the lifeline.'

them and to keep them is to make this fact apparent.

"There is hardly a line where ser vice counts for more than it does in the tire business. If you simply sell tires, you have plenty of competition. But if you help men cut their tire upkeep, your rivals will be only men as wise as you."

AUTOMATIC SPARK CONTROL INVENTED

"For years efforts have been made by ignition experts to devise a mechanism which would relieve the motor car driver of the necessity of constant attention to the spark lever," says Don Lee. "Ordinarily, if the driver is to get the maximum results from his engine he must be constantly shifting the spark lever to meet varying conditions of travel speed, hill climbing, heavy roads, etc."

"The problem has been solved by a very ingenious application of the ring governor. Its action is such that as the speed of the engine increases, the spark is automatically advanced and is automatically retarded as the engine speed decreases. It automatically prevents the damage which may be caused by either too much or insufficient spark advance."

"The driver can set his spark lever when he starts out and then forget it."

Support for Kipping.

"Professor Dyché, state game warden, says 'the tomcat is the most deadly enemy birds have.' A she-cat will catch three birds to a tomcat's one. The tomcat has sins enough to answer for without being accused falsely."—Sedan (Kan.) Times-Star.

AUTOIST SHOULD WATCH THE TIRES

"The way for an automobile leader to build up a tire business and to get a fair profit is to render service."

"That means, for one thing, to give advice on the care of tires. Advise on proper inflation. Tell buyers how tires become damaged. Point out the need for prompt repair of any little injury, and supply the means for repairing."

"Tell men how oil will injure tires. Tell how moisture rots the fabric. Tell the wasteful, careless methods which double tire upkeep."

"Show men how injured tire can be easily repaired. Point out the need for a repair kit carried in the car."

"Show how tires which are often sent to the scrap heap can be made to render hundreds of miles of service. And keep on hand all the means we supply for getting this extra service."

"Let car owners know you handle these accessories by displaying them in the show case."

"You can save your customers, if you will, a very large part of their tire expense. And the way to get

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