

Motor Motions

By
L. S. Gillham

Salt Lake's first automobile show will be held next season.

Such is the decision practically arrived at by local dealers and owners, backed by the Automobile Club, this week, and beyond any question the show by the time it is held next season will be badly needed. Salt Lake to date is the only big town in the west between Denver and the coast that has not had its show, and had the move been inaugurated in time this year, it would in all probability have been held before June 1st this season. However, it is deemed too late to successfully arrange the event this year, and all energies will be bent toward making it the one best motor car display ever held in the intermountain states. So rapidly and actively has the business developed in Salt Lake the past two years and so promising are the indications for a record-breaking sales season this year, that in simple justice to the trade and city the show should be held.

With the number of dealers and shops running at present and the number of cars being run by owners and those on local salesroom floors, an excellent display can be arranged. The Automobile Club is constantly gaining in strength, and it now has its organization perfected to such an extent that it can aid or supervise a show to good advantage. The event would unquestionably boost business and attract a good many out-of-town buyers to the city. Those dealers who have been approached on the subject are enthusiastic, and the concensus of opinion is that the show should be held immediately after the big astern shows, so that Salt Lakers would have a chance to get in line on the 1910 models and order their new cars.

Again, too, has the subject come up of at least two contests for this season, one a speed run

on the local Fair Grounds track and a possible hill-climbing contest—not paved Brigham street and a slight hill, but a hill-climb on a hill that is a hill. There are two or three streets on the west side leading up unto the Capitol Hill and two or three others elsewhere about town that would give opportunities for a hill-climbing contest in every sense of the word. The majority of dealers will not for a moment entertain such an event as has taken place in the past two years in the way of hill climbing and declare that it is not a fair contest at all, as practically any car in town can go up on the high gear from start to finish over the course, and dealers declare they want a hill that will take a little fancy driving to get to the top in either the low or the intermediate gears, with a turn or two that means something to get around, and it is very probable that during the next eight weeks such a contest will be arranged for.

The advent of the Randall-Dodd Co., Ltd., into the field here, the announcement of which was first made last week in these columns, has occasioned no little comment among prospective buyers and owners, as with their sub-agents, the Freed Auto Co., they are handling a car likely to do a big business throughout the state—the Thomas Flyers. Mr. Dodd has been busy this week arranging for the opening of his automobile garage, repair shop and show salesroom at 225 South West Temple. He will be ready for business within the next five or six days, and he has already ordered for demonstrating and speed and hill-climbing contest purposes, a six-cylinder seventy-horsepower Thomas, a four-cylinder sixty-horsepower Thomas, both of which will arrive early in April.

"I can see no reason why Salt Lakers should not be treated to a mighty good speed contest on

the circular track at the Fair Grounds, and a good hill-climbing contest this season," said Mr. Dodd. "Every other state in the West has had them, and it not only helps business, but is a very excellent demonstration of the various makes of cars to prospective buyers, as good as could be wished. Personally, I should very much like to enter one or two of our Thomas Flyers in a speed contest to be held on the circular track here and in the hill-climbing event, providing a hill can be found that will mean a bona fide climb for the cars entering. I believe I can enter a stock Thomas that will run away from anything in the city on the circular track and that will go up a hill about as fast as any car in the city."

The Daytona, Florida, meeting is attracting considerable attention locally, especially the performance of the Buick car driven by Lewis Strang, who recently joined the Buick forces. In the two-hundred-mile stock car race Tuesday, Strang drove the Buick in one hour thirty-four minutes and one and one-fifth seconds, lower than the world's record made by Burman on the New Orleans track in February. In the one-mile event, fastest two out of three heats, D. B. Brown, an amateur millionaire driver, sent his great Benz car across the tape in thirty-three seconds flat, breaking the world's amateur record by two and three-fifths seconds.

The Studebaker people are calling attention to the splendid finish of the bodies of their 1909 models this year. "In finish of body, no concern manufacturing automobiles has arrived at the point acquired by the Studebaker Company in its fifty years of vehicle making," says Manager Charles A. Quigley. "Every car turned out by the Studebaker factory has been given twenty-

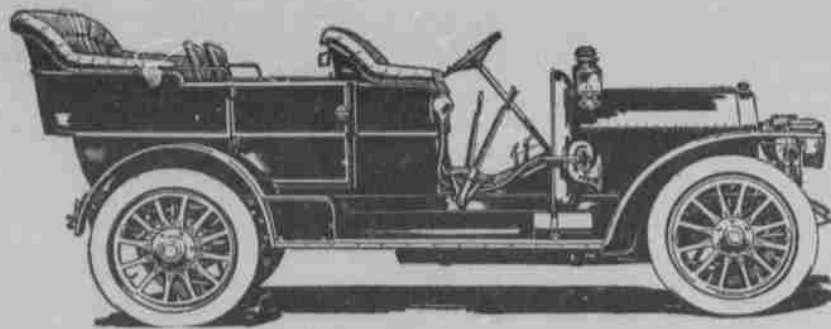
30 H.P. 5 Passenger
Model C

Studebaker

40 H.P. 7 Passenger
Model D

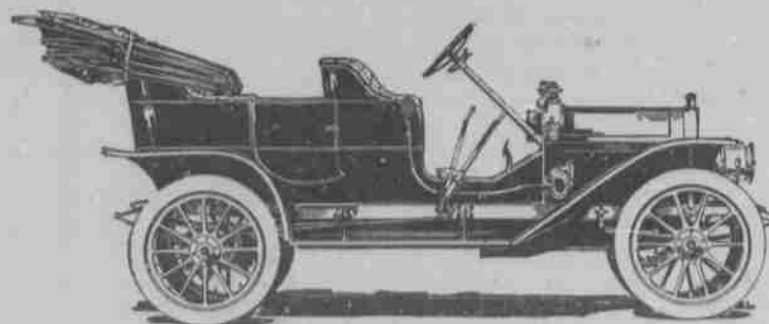
Are made in the Roadster, Tourabout, Touring, Limousine, Landaulet and Suburban Styles

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