

MOTOR MOTIONS

It is doubtful if any motor car in Utah has attracted more attention than the new 1911 touring model Franklin recently purchased by George T. Odell, manager of the Consolidated Wagon & Machine company.

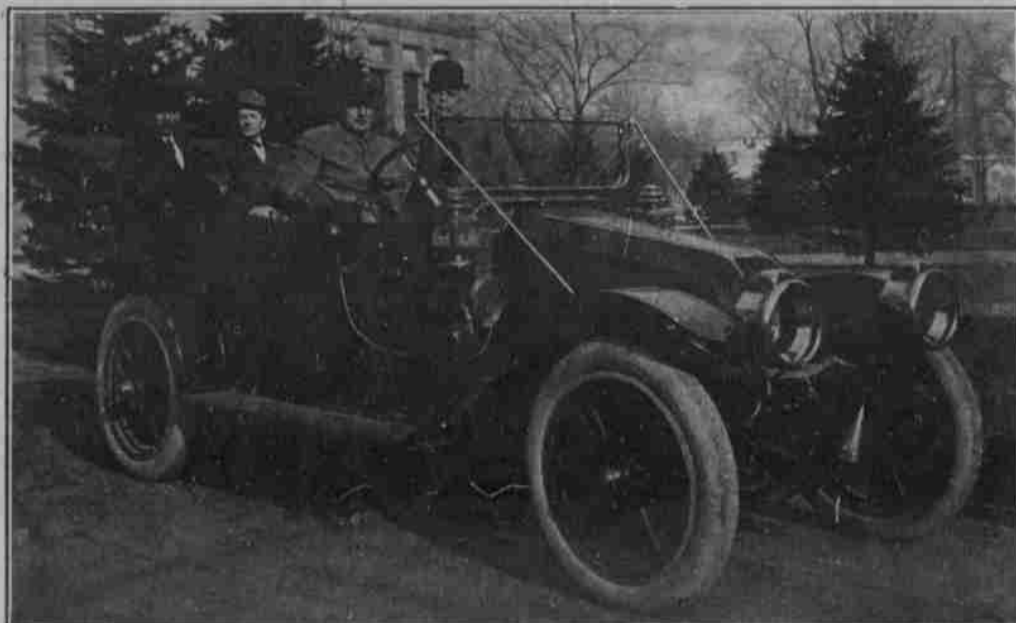
The car was received by the company early

This hood with its strong racy lines and French distinctiveness is easily the most pronounced feature of the new Franklins, and so unusual is its design that it makes the Franklin more than ever a car impossible for a prospective buyer who is unfamiliar with motor cars in general, to confuse with any other machine on the American market.

In finish and contour it is one of the handsomest cars ever brought into the Intermountain

Nationally there is plenty of activity among the professional racing drivers who head the various teams representing manufacturers and who are entering with their cars for the early speed contests throughout the east.

The contest board of the American Automobile Association has just announced a number of severe penalties imposed on that coterie of the drivers who have been racing on outlawed tracks the past year. It will be remembered that Barney Oldfield was originally barred for participating in a match race with the colored champion, Jack Johnson. Since then he has taken part in two racing events unsanctioned by the A. A. A. and as a result he has had an additional three months tacked on to his term of suspension, so that he cannot now participate in any match held under the sanction of the A. A. A. until July 1, 1912. Ben Kercher, who appeared in Salt Lake with Oldfield in their exhibition driving at the Buena Vista track, is also under suspension until July 1, 1912. George H. Clark, another driver of national reputation, raced under a false name a few weeks ago and he is out until April 1, 1913. Oldfield's famous two hundred horse-power Benz car, and Kercher's Knox and Darracq are disqualified. The San Antonio track, on which Oldfield, Kercher and Clark raced, is barred until April 1, 1913.



MR. GEORGE T. ODELL AND PARTY, IN MR. ODELL'S NEW 1911 FRANKLIN TOURING CAR

in the year and was purchased by Mr. Odell several weeks ago. It is the latest type of Franklin touring car manufactured and is as beautiful and finished a product as that famous concern has ever sent out. It is a six-cylinder car, known as Model H, of forty-eight horsepower, fore-door and finished with the new Renault hood adopted by the Franklin company for its 1911 models.

country and it was purchased by Mr. Odell after severe and exhaustive tests of its superiority over the Franklin models that have preceded it. The fact that Mr. Odell has owned three or four other Franklins in which he has traveled more than fifty thousand miles, placed him in a position to judge of the car from the standpoint of a motor-ing expert.

Before the close of the present month, six Packard 30 touring cars and phaetons will leave the Packard factory for Salt Lake. All of these cars have been sold and will be delivered immediately upon arrival. One Packard-30 touring car painted in French blue with dark blue stripes goes to Rodney T. Badger. Another of the Packard 30's finished in blue will be delivered to Joseph Keefer, and a Packard 30 phaeton will go to George Steiner. Jerome Bourgard will receive a 30 phaeton finished in French grey, and Mrs.

(Continued on Page 15.)

Keith O'Brien Company
Announces its Annual
Spring Opening Monday
Featuring Millinery and
Ladies' Suits including all
desirable Accessories