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More things of importance were accomplished in the recent two days' session of the American Automobile Association in its annual meeting at New York than ever before in the history of the national organization. More than fifty directors, representing ten states, were present at the sessions and the results have been taken to mean that the work of the national body during the coming year in everything that makes for the best interests of motoring, both as a pleasure and a sport, will be carried on in a broader and more effective manner than heretofore.

President Lewis R. Speare's annual report showing, as it did, a thorough understanding of automobile conditions in all parts of the country, and his complete grasp of the work of the various boards, was to some of the directors a revelation. "While Mr. One of the delegates said: "While Mr. Speare has been well known in automobile circles for many years, it has only been since his acceptance of the Amer-ican Automobile Association presidency, ican Automobile Association presidency, at the resignation last year of William H. Hotchkiss to accept the insurance superintendency of the state of New York, that he has become widely known in national automobile affairs.

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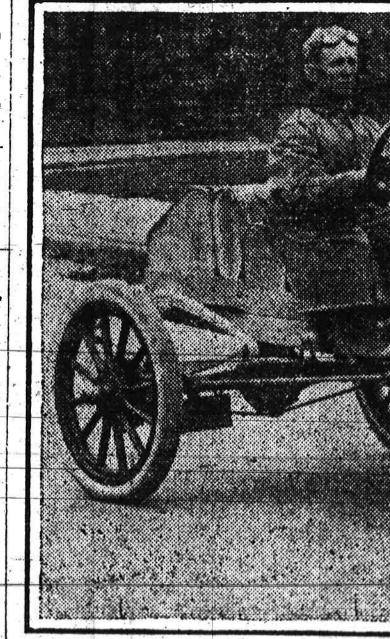
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Motorist, edited by A. G. Batchelder, and the touring information board although

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which in many respects is of a technical nature and therefore not so readily understood by the automobilists at large as some of the more spectacular phases of motoring, was discussed at considerable length by Mr. Speare. He urged that the hearty support of the different state associations be given to the legislative work during the coming year, and showed that the time was ripe for evidences of this co-operation in rendering the assistance so eary to make the first national legislative convention in Washington next February a success. Then the federal

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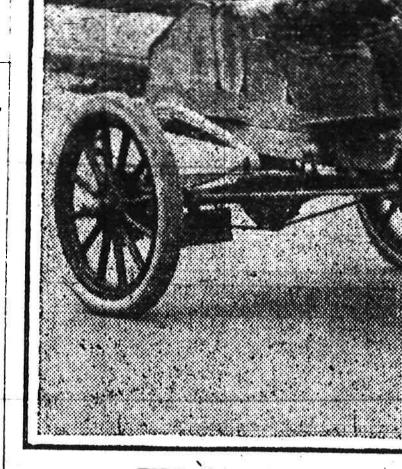
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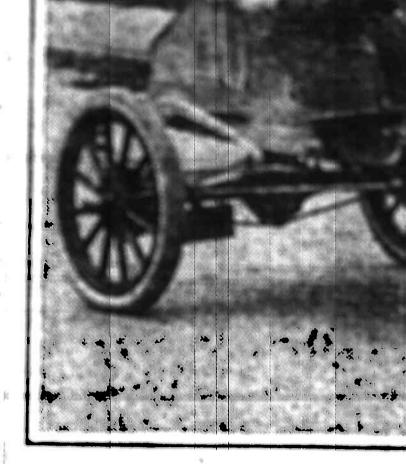
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Among the important recommendations which met with favor was one that will probably materially, change the methods, although not the objects of the annual mi Glidden tour. Mr. Speare suggested that Ma instead of being known hereafter by that co name the national tour should be con Th

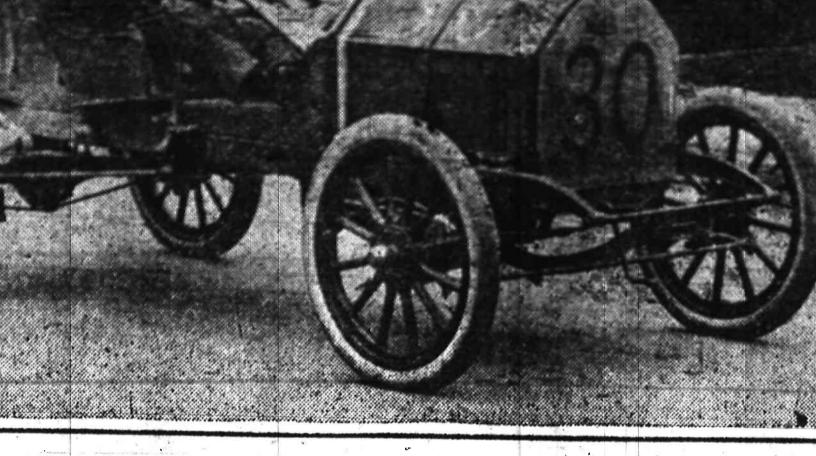
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recommendations as one that will ge the methods.

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the Manufacturers' Contest Association be requested to draw up rules for such a run, at the close of which every entrant should

Brooklands Track Now Holds Records

The Brooklands track in England now holds most of the world's records, the fastest time for half a mile being :14,076, or 127.877 miles an hour. For one mile flying start the record is 31.055, or 115.923 miles an hour. The record for 100 miles is 1:06:53.49, or 89.70 miles an hour. The American track record for one mile is :37.71, or 95.4 miles an hour. made by Strang on a Flat at Atlanta. For 100 miles the record is 1:22:35.35, or 72.4 miles an hour, made by Robertson in a Flat 60 at Atlanta. The fastest half e sugged ted that Simpler in A Similar in Anny driver was made by the servasive by that servasive because the servasive Appearance of the servasive and that mile credited to any driver was made by

receive a certificate of performan in accordance with the rules add the manufacturers, but that no tr awarded to any contestant. This r general approval, and a special co of three, of which Mr. Speare we to be chairman, was appointed to with Mr. Glidden regarding the dis of his trophy.

"I would like to urge upon all' bilists," he said, "the necessity o ing squarely for fair and impartial

LOUISVILLE TO HAVE S

Dealers in Autos Will Give Exhib Early Date.

At a meeting of the Louisville (tomobile Dealers' Association rece was decided to give an automobile Louisville some time in the near The members are enthusiastic over templated atow. The object of the And \ to consider