WOULD LICENSE DRIVERS

A. A. A. PRESIDENT ADVISES

URGES ALL ASSOCIATIONS TO GET TOGETHER AND EFFECT REAL LEGISLATION TO PROTECT AUTO PUBLIC.

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. One of the delegates said: "While Mr. Speare has been well known in automobile circles for many years, he has only been since his acceptance of the American 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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Offices Consolidated.

Of the least of the important results accomplished was the consolidation, as it might be called, of more important offices of the association in New York City. The contest board, with Samuel M. Butler, and the official headquarters of the American Automobile Association, publication of the American Motorist, edited by A. G. Batchelder, and the touring information board—although the latter still remains under Powell Evans of Philadelphia, as chairman—will hereafter be at the national headquarters at 47 Fifth avenue. Additional room has been secured to accommodate this accession to the working force of the main office. The legislative board of which Charles Thaddeus Terry is chairman, has had its headquarters in New York for some time, as that city is the most important place of the American Automobile Association's work with the state legislatures. The good roads board, with Charles Thaddeus Terry as chairman, now has its headquarters in New York, and the work of the legislative board, 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 the hearty support of the different state associations given to the legislative work during the coming year, and showed that the time was ripe for evidences of this cooperation in rendering the assistance so necessary to make the first national legislative convention in Washington next February a success. Then the federal registration bill will be brought before Congress, and the necessity of uniform state automobile laws will be presented to all the state representatives and delegates in attendance. Mr. Speare, in speaking of the Massachusetts state law, said that, while not exactly perfect, it was one of the fairest to be found in the country.

Among the important recommendations which met with favor was one that will probably materially change the methods of the American Automobile Association's work with the states, instead of being known merely by the name the national body attempted to foster as the American Automobile Association, veteran association fame,
The work of the legislative board,

\[ \text{Endicott with...} \]
ENDICOTT WITH COLE "30" NEW ARRIVAL IN THE SPEED FIELD.

The Manufacturers' Contest Association be requested to draw up rules for such a run, at the close of which every entrant should receive a certificate of performance. In accordance with the rules adopted, the manufacturers, but that no trophy be awarded to any contestant. There was general approval, and a special committee of three, of which Mr. Speare was to be chairman, was appointed to work with Mr. Glidden regarding the discussion of his trophy.

"I would like to urge upon all contestants," he said, "the necessity of following square for fair and impartial competition."

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 1:47.56, or 127.877 miles an hour. For one mile flying start the record is 1:47.56, or 115.233 miles an hour. The record for 100 miles is 1:06:53.49, or 99.70 miles an hour. The American track record for one mile is 1:47.71, or 95.4 miles an hour, made by Strange on a Flat at Atlanta. For 100 miles the record is 1:22:35.35, or 94.4 miles an hour, made by Robertson in a Flat 69 at Atlanta. The fastest half mile credited to any driver was made by Marriott in a Stanley steamer, when he covered the half mile at Grindon in 28.1 3/5.

The drivers at the Indianapolis speedway expect to drive at the rate of 200 miles an hour.

LOUISVILLE TO HAVE SPORTS
Dealers In Autos Will Give Exhibit Early Date.

At a meeting of the Louisville Automobile Dealers' Association recently it was decided to give an automobile show, to be held in Louisville some time in the near future. The members are enthusiastic over the contemplated show. The object of the show was to discuss business matters of the automotive business, focusing on the sale, service, and rental of automobiles. The annual election of officers for the coming year will be held at the meeting.