

WOULD LICENSE DRIVERS

A. A. A. PRESIDENT ADVISES

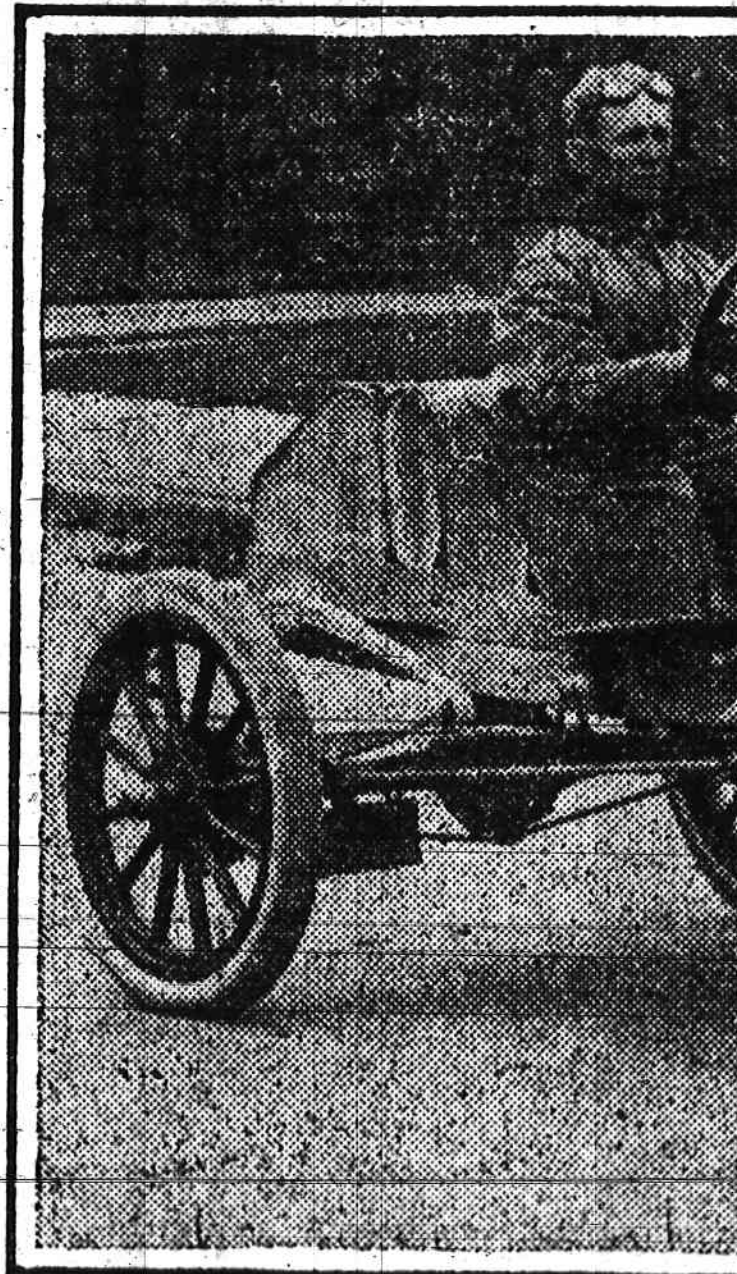
URGES ALL ASSOCIATIONS TO GET TOGETHER AND EFFECT REAL LEGISLATION TO PROTECT AUTO PUBLIC.

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, it 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."

Offices Consolidated.

Not 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 as chairman; the official headquarters of the American Automobile Association publication, the American Motorist, edited by A. G. Hatcheter, 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 437 Fifth avenue. Additional



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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 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, without exactly defining it, it was

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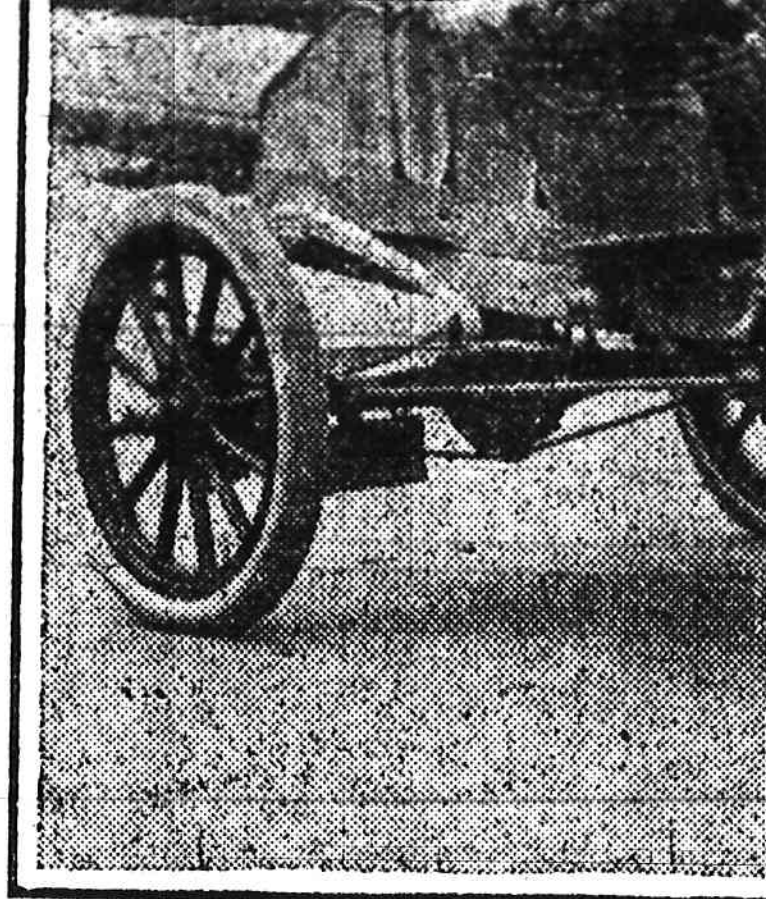
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Among the important recommendations which met with favor was one that will probably materially change the methods, although not the objects of the annual Glidden tour. Mr. Speare suggested that instead of being known hereafter by that name the national tour should be designated as the American Automobile Association national automobile tour, and that



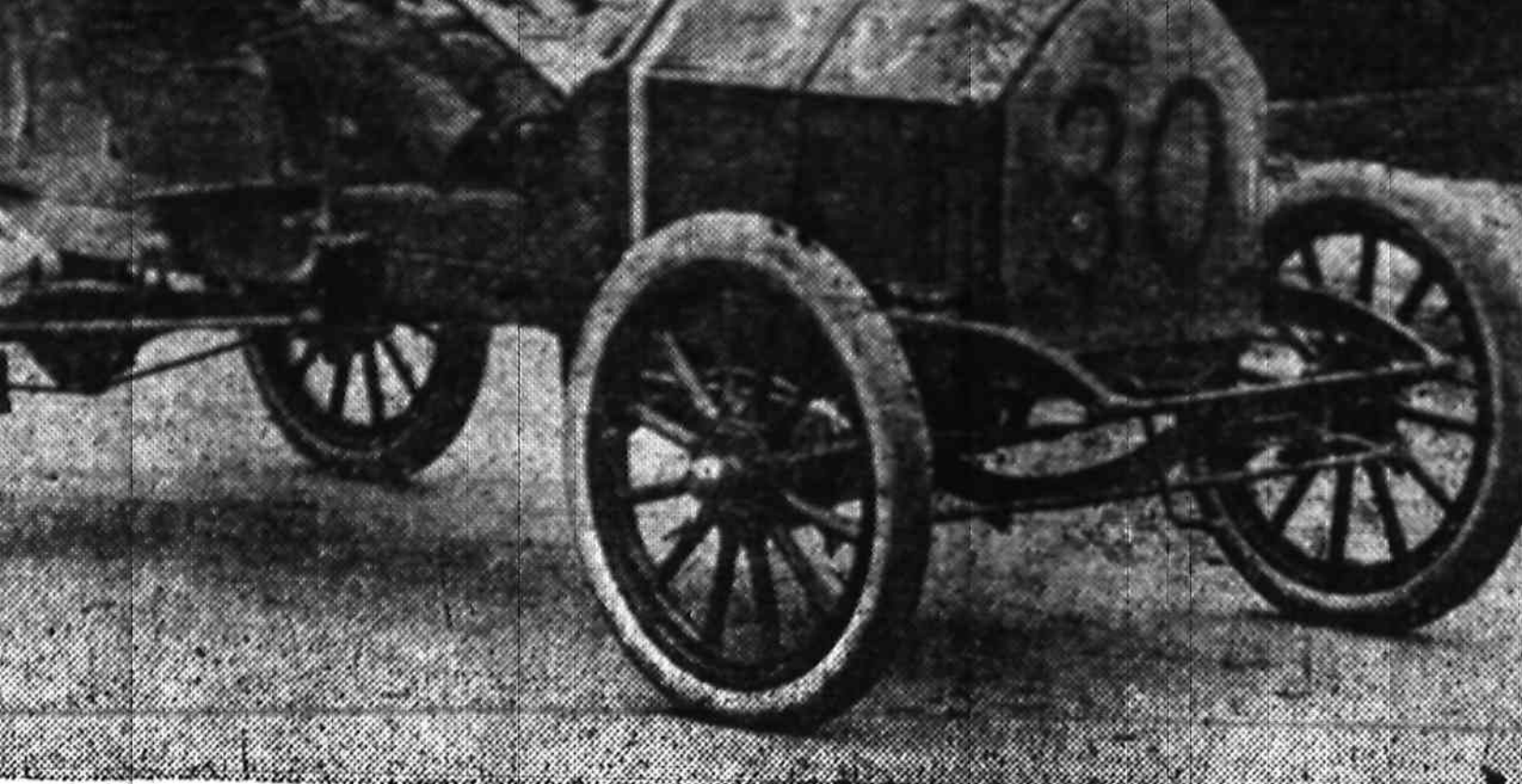
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Franklin Lewis R. Spence arrived on
yesterday morning at 11 o'clock, a thoroughly in-
formal and unassuming gentleman in
all parts of the country and the complete
master of the work of the various boards,
not to mention the various associations.
One of the delegates said: "While Mr.
Spence has been well known in automo-
bile circles for many years, it had only
been since his acceptance of the Amer-
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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 Fiat at Atlanta. For 100 miles the record is 1:22:35.35, or 72.4 miles an hour, made by Robertson in a Fiat 60 at Atlanta. The fastest half mile credited to any driver was made by Marriott in a Stanley steamer, when he covered half a mile at Ormond in 1:15. The drivers at the Indianapolis speedway expect to drive at the rate of 200 miles an hour.

receive a certificate of performance in accordance with the rules adopted by the manufacturers, but that no trophy be awarded to any contestant. This was in general approval, and a special committee of three, of which Mr. Speare was to be chairman, was appointed to confer with Mr. Glidden regarding the details of his trophy.

"I would like to urge upon all automobilists," he said, "the necessity of being squarely for fair and impartial action."

LOUISVILLE TO HAVE S

Dealers In Autos Will Give Exhibit
Early Date.

At a meeting of the Louisville (Kentucky) Automobile Dealers' Association recently held, it was decided to give an automobile exhibit 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 interest to the motorists and to expedite the repairing and rental rates. The annual election of officers for the coming year was held. The following were elected: President, F. W. Wells; Vice President, J. H. Roberts; Secretary, J. H. Roberts; Treasurer, J. H. Roberts.