

to Autoists.

four excellent reasons could never be allowed to their accredited nor. They are:

Inflated tire presents to the road, and consequently is set up.

Material of the tire being does not work to the as when slack, and thus

possible to burst an another, air chamber pro- good envelope by any up by heat acquired on hot days if the tire ed.

face presented to the ly inflated tire, being that presented by a one, such a tire runs being cut by objects

been devoted to it, and rs have taken advantage lty presented. The list leading manufacturers of is is not, as a matter of year attention has been motorcycle, as has been have formed a feaure of v for three years. But it they have been given elves.

It has been found im- the immense amount of to take care of all ap- place was allotted in ve been some changes drawals, so that it has take care of a few new that time, but a ma- orce, been turned away.

### Waiting List.

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me at Chicago the price be raised on Wednesday he crowds attending the t four years have been has been a difficult mat- ors to get that attention re entitled. The change sion is designed to give eathing space and a an examination of the out overcrowding and to ants an opportunity to cessary time for proper admission fee on the ill be 50 cents, as here-

# WILL CHANGE RULES

## A. A. A. IN IMPORTANT MOVE

### Automobile Track Racing, if Continued, Will Have Sanction of National Body.

NEW YORK, Nov. 9.—Automobile track racing, if continued in America with the sanction and approval of the American Automobile Association, will be completely revolutionized in respect to the methods of conducting such events and the restrictions imposed. The committee appointed by the directors of the American Automobile Association a month ago to consider the future policy of the national organization on this important matter held its first meeting here with only two absentees.

The committee did not take the radical step of abolishing track contests, believing that to a certain extent such events are necessary at the present time for the development of the industry, but imposed such changes to the sanction-giving power that will mean a material reduction in the number of such events, while at the same time safeguarding them to the greatest possible extent.

#### Must Stand With A. A. A.

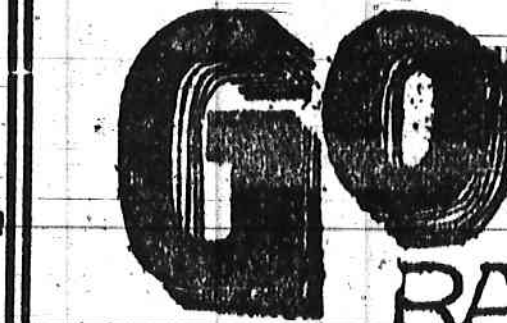
Most important of these changes are that no sanction shall be granted for any track meet except to a club or organization affiliated with the American Automobile Association; that such application shall be accompanied by a photograph of the track turns and a certificate stating that every detail of the track and grounds has been carefully examined. The American Automobile Association will then appoint a referee, who shall pass upon the fitness not only of the track, but of the competing cars and drivers. He will have power to refuse drivers to compete who are known as reckless drivers.

That a strong sentiment against track racing exists throughout the country was indicated by the result of the club vote asked for on this question. President Hotchkiss announced that of thirty-three clubs voting twenty-seven were against the granting of any track sanctions. Three were in favor of holding races under certain restrictions, while only three voted for track racing unreservedly. Three additional clubs sent the opinion of their secretaries against track events. There is no doubt that the recommendations of the committee will be adopted.

A SURE WAY.

Puck.

## Women's Rubber and satin rubber



12 East Was

## SET DATE FOR TOUR

### JULY IS THE MONTH CHOSEN

#### Fifth Annual Run of American Automobile Association Now a Certainty.

The fifth annual tour of the American Automobile Association will be next July. That much is certain. The trade and automobile users demand the tour, and the prospects for a great event are very bright. Chairman Frank Hower will again have charge of the event. That also is certain. The chairman created a position for himself in his able management of the last tour, although there was some criticism during the running of the event. The chairman was in command, however, when the tour came to a triumphant close in New York every one admitting that it had been the most successful tour of history.

Chairman Hower inaugurated many innovations, one of the most prominent being the undertaking of the pace making. The chairman started, himself, at the front of the ranks each day and remained there, allowing no one to pass him, not even a non-contestant. In small city collisions, Hower has been

Lot \$28.5

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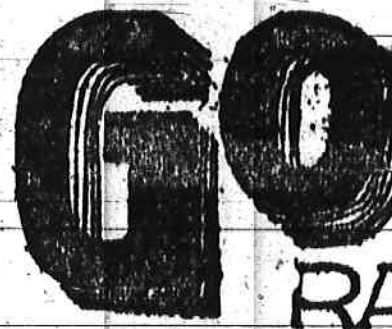
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