

# KT UN HOLDS LAWS ABSURD

## REGULATIONS VARY GREATLY

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SOME STATES ENTIRELY DISREGARD LICENSE LAWS OF OTHERS AND NONRESIDENTS MUST RE-REGISTER VEHICLES.

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"The condition of the motor vehicle laws throughout the United States is both intolerable and ridiculous," said Charles Thaddens Terry of the American Automobile Association in an interview on the subject of "American Legislation" before the American Good Roads Association.

"They are ridiculous because of their inconsistent and contradictory provisions, and they are intolerable because of the fact that no two states have been able to agree upon a reasonable and sane law, which would regulate the automobile as it should be regulated and at the same time conserve the rights of pedestrians and users of home-drawn vehicles.

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"Without fair laws good roads are of no use to the automobilist. In thirty-one states we find registration of motor vehicles is required. In each state there is a different requirement, and the fees range from 25 cents to \$25. In six states the local authorities may require registration in their particular localities. In ten states a license to operate is required in addition to registration. In eight states the registration and license laws of the other states are entirely disregarded, and nonresidents passing through are required to reregister their vehicles and pass an examination as to their competence to drive. In four states nonresidents, exempt from the registration provisions of state laws, are not exempt from the registration and license requirements enacted by local authorities. In seven states nonresidents are exempt for periods of time, ranging from twenty-four hours to sixty days.

### Striking Illustration in East.

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# LOCAL CARS ARE GOOD

## FINISH WITH PERFECT SCORES

THREE ARE SUCCESSFUL, AND UNAVOIDABLE ACCIDENTS ALONE PREVENT OTHER CARS FROM RECEIVING SAME HONOR.

An echo of the Glidden tour was heard yesterday when all the Indianapolis cars that participated in that strenuous performance reached the city, the Premier roadster, driven by George Weidley, and which took part in the run-off for the Hower trophy, being the last one to reach here. Mr. Weidley drove the car from Pittsburg to Indianapolis in less than two days.

As a whole the Indianapolis manufacturers that had entries in the Glidden tour had reason to be proud of the record made by their cars. A Marmon, driven by Frank Wing, and Premiers, driven by Harry Hammond and George Weidley, finished with perfect scores, and unavoidable accidents alone prevented all the cars entered by these two companies from receiving that honor.

All the Indianapolis cars reached the city in good going condition, and the fact that Mr. Weidley was able to drive his car over 500 miles in considerably less than two days after withdrawing the car in the run-off for the Hower trophy because of impassable roads is evidence that it withdrew from choice rather than because of weakness in construction.

### Withdrew on Account of Roads.

When plans for the run-off were completed Chairman Hower stated that he would choose a route that would surely put some of the contesting five cars out of the running in a short time, and he did so. On the route to Pittsburg, where the contest was called off, he sent the cars over a road that was not used by the Gliddenites because of its being practically washed away. Every one of the cars that participated in the run-off had trouble on this road, and rather than damage cars that were valued into the thousands of dollars the drivers decided to withdraw, as they were assured that such impassable routes would continue to be the

for periods of time, ranging from twenty-four hours to sixty days.

### Striking Illustration - In East.

"The most striking illustration of ridiculous and intolerable state enactments is to be found in the Eastern states. In matters of speed and rules of the road the automobilist is not only harassed by the divergent and contradictory state laws, but in most states he is subject to restrictions imposed by local authorities. The speed limitations range from four to twenty miles an hour, changing according to locality, and the automobilist, without the slightest negligence or danger to other users of the highway, may violate the speed laws six or eight times in a run of sixty miles.

"There are only two states which at the present time have reasonable or sensible speed limitation provisions. They are Connecticut and Florida. On the whole our motor vehicle laws form a most striking demonstration of the extreme provincialism of our most important states, and I have found, after thorough examination and after appearing before many meetings of farmers and residents of small places, that the cry of the state legislators to the effect that the farmer is hostile to the automobile and that he demands these radical provisions in the law are without truth. The kick is not from the farmer, but rather the politicians, who are ever ready to make capital out of the nearest available material.

"The salvation for the automobilist, and also for the average citizen, is the enactment of a federal automobile registration bill, such as has been drafted and presented to Congress through the American Automobile Association, and there is not the slightest question in my mind about its becoming a law, because it is recognized as the only right and expedient means through which all interests may be adequately and equitably taken care of."

## VALUE OF ATTACHING SPEEDOMETER CORRECTLY

### Driving Gears of Autometer Must Be Exactly Centered on Wheel In Order to Obtain Best Results.

E. P. Warner gives the following advice on attaching a speedometer correctly:

"It is absolutely necessary to have the driving gears of the autometer, which are mounted on one of the road wheels, exactly centered on the wheel, otherwise the gears will wear quickly and also be noisy. Very frequently these gears emit a noise that can be heard and distinguished at least 100 feet away. This is because the gear is mounted on the wheel eccentrically in regard to the bearing center of the wheel, with the result that during part of the revolution the teeth are fully engaged, and during the rest only the edges

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The fact that the Premier Company was the only one that had only one entry in the Hower contest to finish with a perfect score was gratifying to members of the Indianapolis auto colony, and due recognition has been given the company and George Weidley, the driver of the Premier roadster that made such an enviable record.

## CUP RACE WILL BE SUCCESS.

### Work on Parkway Progressing and Many Requisitions Made for Space.

Reports of a very satisfactory nature were made concerning the Vanderbilt Cup race at a meeting of the racing board of the American Automobile Association recently. Announcement was made that work on the Long Island motor parkway is progressing at a most encouraging rate, several miles having already been completed. Information concerning entries for the Vanderbilt Cup race from various sources indicate that the list will be larger than ever before, including a substantial number of foreign cars. It is also most probable that an elimination race will be necessary to decide the American team, though this year ten cars are permitted from every country instead of five cars as in previous years.

Application for boxes and parking spaces are already being filed. One club has made requisition for fifty parking spaces, and advice have been received from many other clubs to the effect that they are contemplating tours to New York and Long Island at the time of the race.

In order that all applications for sanctions may be carefully scrutinized, a special committee for this purpose was designated, consisting of Harry T. Clinton, Frank G. Webb and A. R. Pardington.

## DRIVERS OFTEN TOO CARELESS

### Gare In Handling Steering Wheel Often Saves Serious Delay.

At this time of the year, when touring is in full blast and some bad roads are encountered by every road driver, the need of care in handling the steering wheel is greatly accentuated. Heedless drivers are often subjected to delay which could be avoided with a little care. Particularly after heavy rains the constant jumping of even the best cars through the ruts and mud holes is likely to work havoc on springs and unnecessarily shake up the entire car. E. B. Gallaher, commenting on the driving of cars over bad roads, says that the greatest care is advisable. The life of a car

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