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Motor Motions

The new automobile number and license law enacted by the recent legislature, went into effect Tuesday and the majority of the local owners and dealers are in possession of their old or new numbers, as the case may be, and their license slips. The law takes the licensing of cars out of the hands of city and county officials throughout the state and places it in the office of the secretary of state and in many ways is an improvement on the methods heretofore in force in numbering autos. The numbers on machines need not be renewed annually and the dealers need take out numbers but for each make of machine they handle, obviating the necessity of numbering and licensing all the cars put on local sales floors.

With every car in the state numbered under this system and the list issued to the public and police officials and it will be a much ticklish matter for auto parties touring about the state to break local speed laws or take chances on collisions than has been the case to date. Motorists generally have very little complaint to make over the provisions of the law and have accepted the matter of taking out their new numbers with good grace. As there are at present between six hundred and six hundred and fifty cars being run in Salt Lake the secretary of state has had a hard four days. Insofar as has been possible, owners have been given their old numbers. "Twenty-three" still hangs from Samuel Newhouse's car. One weak point of the new law is the provision governing the issuing of permits to chauffeurs. Anyone calling himself a chauffeur can obtain a license. From the record of past accidents and disasters in and about Salt Lake there isn't very much question but that the drivers of cars used exclusively for renting purposes should be required to prove to competent judges their ability to handle a car before being issued a permit. The majority of the drivers of rent cars about town are trustworthy, but a few are far from it.

The announcement that the Salt Lake Automobile club has been granted an associate membership in the American Automobile association, is news of the best sort, for it means that, after the selection of officers to be held this month, if the club attempts to supervise or arrange any sort of automobile hill climbing, endurance or speed contests it will be done under the rules of the association and these are strict enough to promise the best motor sport possible.

Spring races and hill climbs are opening up all over the country and the manufacturers and agents are apparently determined to spend just as much money on ever sending specially constructed cars over race courses under the time worn claim of their being "stock" cars. The proportion of the auto buying public duped by the "stock" car fraud after races, is becoming smaller each season and the manufacturers and dealers who install special parts on engines or put specially constructed engines on their racers are receiving a few jolts from automobile associations this spring that is putting a damper of themselves to the game. The latest move along this line is the entry blanks for the western stock Chassies race for the Cobe trophy to be held by the Chicago Automobile Club June 19th, and the small car race for the Indiana trophy on the preceding day. The technical committee of the latter organization, headed by David Beecroft, has taken a radical step forward.

With a view to giving every contestant in the race assurance that he will be pitted against only "stock cars" and to give the assurance to the great buying public that the car that wins will be just such a car as can be selected on any display floor of the company, Mr. Beecroft's committee has framed a catechism with literally "fifty-seven varieties of questions." Each of the fifty-seven questions covers some vital part of the organization of a motor car. The entrant must

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